



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 8/10/2021

Comment	Source	Positive	Negative	Question	Recommendation
1 This is a ridiculous waste of taxpayer funds! It appeases a small percentage of the population. Tallahassee roads are too crowded already with the huge influx of people moving here and the already increased traffic from Georgia. What needs to be done is spend those tax dollars on improving our existing roadways and creating safer roads through driver education. Especially younger drivers who drive recklessly and ALL drivers who seem to have forgotten what a blinker is. Common courtesy on the road is sorely lacking and not taught to new drivers. Perhaps it should be a refresher course for ALL drivers. Also...cutting into frontage property of businesses and homes along Thomasville road will be dangerous and bad for business in general. It also allows easier access to private properties and we will see an increase in crime.	Facebook		X		
2 Please have mile markers and maps on on all trails including the St. Mark's trail from Cascades. Because we do not have signs, very few people know that you can bike on a dedicated bike trail from downtown to the coast. This is a tremendous missed opportunity for bike tourism for which we could be a destination, but again, not one knows about our trails. Thank you.	Email				X
3 Would love to be involved in making a Thomasville corridor happen as it would be nice to ride and buy groceries..... rather than car.	Email	X			
4 I just read the Thomasville MUP study and I would like to highlight one of the greatest opportunities in the upper portion of this project in my mind -- connecting Gilchrist Elementary School safely for bicycles to the neighborhoods south of I-10. This will be amazing, so I hope to see Timberlane School Road with a safe path under I-10, along with improvements for the connections south to Waverly Hills neighborhood as well as east across Thomasville/Capital Circle areas and the Woodland/Eastgate neighborhoods. Anything that can be done to connect these neighborhoods more safely to the school would be great, especially since they are not that far by distance, especially for the students south that would not have to cross any major roads. https://tlcgis.maps.arcgis.com/apps/webappviewer/index.html?id=a4318ef303da42c2a1fcdafa31d1d29e	Email	X			X
5 I support both projects to create multi-use paths along Thomasville Rd. And Highway 90 E to Monticello. Additionally, I would like to see the speed limit on Thomasville Rd dropped to 35 from its current limit of 45mph. Most cars travel at a much higher rate of speed, making it dangerous, at times, to cross Thomasville Rd via bike or walking. This reduced speed limit is especially critical from Betton Rd to Hermitage where this is a high concentration of residential homes on both sides.	Email	X			X
6 I have been lamenting to everyone who will listen as to the difficulty of finding safe areas that are nearby to ride my bike. Before the pandemic, I (mostly) cycled at a gym... but now the idea of returning to this discipline is unpleasant...The danger I felt when I began riding is what originally led me to cycle (classes) indoors at the gym...I would LOVE to be able to ride my bike OUTSIDE SAFELY...ride it from my house to the multi-use area not fearing I will be hit by a car or attacked if I am solo and have a flat tire. I simply couldn't believe it when I received your postcard in my mailbox...how can I help get this project up and running? Please contact me either by text, phone call, or email. I have no experience with Zoom...but imagine I could get up to speed if needed...or perhaps attend meeting(s) in person...but maybe this is putting cart before horse? What do you all need help with? Please let me know.	Email	X			X
7 You want to consider new multi-use trails, bike path extensions, and widening projects when my lower income neighborhood can't even get a sidewalk on Victory Garden Dr (between Park Av and Apalachee Pkwy)? This section of Victory Garden Dr has been in the top 3 on the sidewalk priority list for years and years, yet there is never enough money for the city to build one. But oh, look here, there's money to fund studies, new paths, extensions, and widen existing sidewalks for the more well to do people who can afford to live in Betton and Midtown, Market district and east side neighborhoods! I say Absolutely NOT! Not while me and my neighbors can't even walk or bike on Victory Garden Dr to get to the businesses near us, or to the bus stop, without risking life and limb...cars speed down this narrow "cut-through" road lined with homes and ditches, but who cares, no sidewalk for us! It's not that I don't want those other citizens to enjoy their bike rides and recreational walks. It's a matter of my low income neighbors' need to more safely access local businesses and bus stops, over higher income people's desire for leisure and recreation. So again, no FREAKING way do I want one cent of my and my neighbors taxes spent on paths and extensions and widening projects in midtown, Betton, Market district and East Mahan, and other high income areas. Put Our Safety Needs Before leisure lifestyle wants.	Email		X		
8 I just had a couple of questions about this, as someone who lives off of Piedmont. 1—I assume it does not include any plans to do anything to Piedmont? 2—Will the trees along that side of Thomasville be preserved? There are fewer live oaks on that side than the other, but still a few. They're definitely part of the scenic beauty that's left on Thomasville. 3—Will your plan include planting any understory shade trees? (I realize for simple space and traffic reasons, this may not be possible, but it's another element of perhaps making that side of Thomasville Road a little nicer.) 4—Do you anticipate putting in any of those pedestrian crossing blinking lights (for lack of the technical term) because of the multi-use path? (For example, Waverly Pond is a fairly busy little exit onto Thomasville and a little fraught at times—and likely, I assume, to be one of the scenic destinations along your route.)	Email			X	
9 I remember when the St. Marks trail was first a gun. People hated the idea, people even erected fences across the path of the bike trail around with Jill. And now I think if you took away that trail people from Woodville and Saint Marks would be the ones crying the loudest. Once trails are installed in areas, families, children' Of all ages, shapes and sizes walk, ride & bike. I've already seen the signs put up along Lakeshore Drive that are Opposed to the trail. I think they're worried about crime and about homeless encampment. However, we seen very little of this on the St Marks Trail Mgr. and the other trails around town. I think we can expect to see more people using the trails and enjoying our beautiful, beautiful area.	Email	X			
10 thanks! i retired but biked 20 yrs to work on Thomasville. I hope bike lanes can be kept but multi-use may get more users. WAY too many peds and bikers getting killed by DANGEROUS drivers. They need to be held accountable #1. thanks.	Email	X			
11 MESSAGE TO COMMISSIONER MATLOW: Hello, Jeremy. I'm writing to you as a constituent today. I have read the newsletter and documents linked in the email received by Rose Hollow regarding the plan. There is no detail as to the specific proposed route of the path. I gather that those details will be in the Virtual Project Room that opens on the 27th of April. My concern is that the Virtual Project Room opens on the 27th (a work day) and the comments are being taken on the 29th (another work day) and the 4th (another work day) with a total window of one week. I do not know how my homeowner's association in Rose Hollow can have enough opportunity to digest the detailed plans, meet to have a full discussion with our Board, and formulate considered comments in such a short time. As a concept, I think this is a great idea, but the devil is always in the details. I am not a NIMBY, but Rose Hollow has absorbed a lot of hits to our traffic pattern. Those include the expansion of the Thomasville Road Baptist Church, the expansion of the School of Arts and Sciences, and the growth of the Dorothy B. Oven "Elf Night" into a month-long event locking us in on weekends from Thanksgiving until New Years. Rose Hollow's singular access to the sixty-one homes of our community is from Brockton Road onto Thomasville Road. I hope you will use your good stewardship to make sure everyone affected has adequate time to consider and comment on the plan so that everyone feels heard. I appreciate your consideration.	Email		X		
12 Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email				X
13 I stayed on for a little while after the other participants shared their concerns. I understand what they are conveying. I'm glad they are participating!! I slow down at that Oven Park/Rose Hollow section coming south. If the path needs to go to the west side, I think Woodgate Way is a good intersection to cross but maybe other riders are thinking Hermitage if Goose Pond becomes an alternative route. I guess the visibility for all directions of traffic is best at Hermitage but Woodgate Way is a T intersection--one less direction of traffic to contend with. I feel safer at Woodgate Way. There are options but I wish it was less complicated!	Email				X
1) 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. 2) The current infrastructure along Thomasville Road for cyclists and walkers is unsafe. Based on what I have been told so far, meeting ADA standards meets multi-modal safety standards for Thomasville Road. That is hard to believe considering the close proximity between the road and the narrow sidewalk and the posted authorized traffic speeds (45mph with most exceeding that). Thomasville Road is old infrastructure and Blairstone Road is new infrastructure--big multi-modal differences between these 2 roads. I realize the old is FDOT. I think additional opinions from planning and traffic engineers on safety for motorized, cycling and pedestrian transportation on Thomasville Road would be helpful. The risks introduced by distracted driving and cell phone use should also be brought into the equation in assessing safety. I see motorists looking at their cell phones in their laps and held close to their dashboards. 3) In addition to #2, a traffic accident/speed analysis and comparison between several major roadways in Tallahassee/Leon County might shed some valuable insights into what is safer. 4) The Thomasville Road multi-use path will help connect many neighborhoods, parks and schools. At this time, there are very limited internal (away from Thomasville Road) road connections between these 3 types of land uses--all which attract a large amount of traffic. Getting to another neighborhood next door often requires travel on Meridian, Thomasville Road, or Centerville. None of these roads are safe on bikes or walking for these short commutes. 5) Crossing Thomasville Road at intersections is unsettling and I have seen several close calls between motorists and pedestrians. There are some intersections that are better than others but the worst, in my opinion, are at Betton and Armistead. Those are the 2 intersections that I use more frequently. The 6-8 lane crossings in the commercial zones are also not comfortable--have to watch for traffic turning even with the pedestrian lights. Time to cross is usually sufficient but if those signals are not working properly, one can forget a cross. A multiuse path should address some of these concerns, particularly where safety is a major concern with better lighting and signaling.					

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14) 6) At this point, design is an unknown. Flexibility in design could address a variety of issues or concerns if the public understood more about the options. Does the path need to be at least 8' wide for the entire length of Thomasville Road? Does the path need to be all concrete? Can the path be moved further from the road? Can a physical barrier or series of low guard rails that don't interfere with visibility be used to add special protection in some sections that are closer to the road and have traffic that moves at higher speeds? What about shade? Can colorful shade sails be placed in some sections that have no tree cover without impacting visibility? Is there a way to make hills easier to climb? Etc. 7) At this point, the phase that will extend the path from Metropolitan Blvd north has several unknowns. I use to ride down Live Oak Plantation Road and turn right to go under the I-10 overpass to Timberlane Road. It was then a climb up to Computer Tutors on the other side of Timberlane to Maclay Road using Utility easements. It was a mess. It seems to me that residents in that area would welcome another route for cyclists and pedestrians that is off their roads and minimizes the changes in elevation. 8) There are some sections of Thomasville Road that could accommodate a special "byway" or alternative to the main path closer to the road. McCord park has an off-road path that runs parallel to Thomasville Road that might work for some riders and walkers. It is tree covered and runs past azalea and camelia beds. There has already been some CRTPA attention to the "nature path" along the drainage ditch from Betton Road to McCord Park. Oven Park is another location that might be appropriate for a byway that provides an option for walkers and cyclists to move away from the road. These are all on the east side but there might be opportunities for byways on the west side--not as many. 9) Any attempt to reduce "on-road" reliance for cyclists and walkers on high speed and heavy traffic roads should be taken seriously. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers	Email				X
15) As someone who actively looks for safe opportunities to walk and bike and to incorporate them in both my exercise and just getting about town, I highly endorse this project!	Email	X			
16) Want a trail for bikes and pedestrians joining the north area of town to midtown. Preferably not on the road.	Email	X			
17) I am new to learning about the Thomasville Road multi-use path plans and I am in full support of it. 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. I have searched the website and read the newsletter and have not seen anything about a projected timeline. After the the 2nd phase of the virtual room ends, what is the next step? What is a realistic timeframe that this project may actually be completed? Thanks for all your work on this project and I am looking forward to hearing about the progress and hopefully biking on it before long.	Email	X			X
18) Which side of the road is the path being proposed on? Our neighborhood would like to go on record in opposition to this due to our street being a private street, our brick wall, and our gate being impacted by this. The city has not been a good neighbor to us and has cost us a lot of time and money by creating drainage issues when subdividing properties around us. What is the best way for us to go on record against this path being near Penny Lane?	Email		X		
19) I love the idea of the multi-use path. I have several questions. From what was provided to me, I can't tell if this will be accomplished using the existing footprint of impervious surface. Will it? If not, where will the additional land come from? Will it require eminent domain? Will it require taking down trees? If so, how many and which ones? Additionally, I would like to know if there will be a dedicated lane for a trackless people mover? I had heard that the City was considering such a scheme in lieu of the far more expensive option of building light rail on a track. Can you comment? Finally, can you tell me what stage the planning is in, what public meetings are planned to discuss this, what opportunities for public input there might be, and when we might expect to see a final set of plans and a projected date to begin construction? Thanks for your help in figuring this out. Any documents that you can send to me will also be helpful. I am the president of the Lafayette Park Neighborhood Association, Inc. which abuts Midtown. Our members use this corridor extensively. I would like to be able to make a presentation to them at our next monthly meeting. Or better yet: Is there any chance that you, or someone who works with you, could give our members a short (15-20 minute) presentation on what is being planned. Our next meeting is at 7pm on Zoom on Monday, April 19th. I look forward to hearing from you.	Email	X		X	
20) Thank you for your presentation regarding the Thomasville Road Multi-Use Path to the Betton Hills neighborhood association. I plan to attend upcoming meetings and question-and-answer sessions. In the meantime, however, I wanted to share a couple of thoughts. First, I wholeheartedly endorse the idea of the pathway on the box culvert from Betton Road to Post Road. Please also consider creating an access point to the path using the city right-of-way which I understand exists as an extension of Post Road from Thomasville Road to Trescott (between my neighbors' houses at 2084 and 2100 Trescott Drive). Second, I wonder if the path could somehow be connected to the Goose Pond Trail near its Potts Road access point northward to Hermitage? That is certainly a circuitous route north, but perhaps could be considered a "spur." I can bicycle from my house to Dorothy Oven Park by wending my way through McCord Park, up to and through Woodgate, around Noble Drive to the Potts Road trailhead, but it's all on neighborhood streets. My only time on Thomasville Road is the short stretch from Hermitage to Oven Park. Thank you for your work. I am looking forward to the development of this Multi-Use path!	Email	X			
21) Will there be a Teams link posted for us to use to get into the Q&A session today? I did not see one on the website. The CRTPA page with the info for the Thomasville Road multi-use path study was posted on the Betton Hills FB page and the CCC FB page. I think it was also added to the CCC website. I hope you get some participation for the session today and on Monday. I was able to navigate the virtual room this morning on my PC and thought the presentations were helpful. Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email			X	X
22) I'm all for it!	Website	X			
23) I think this is an excellent project that will be utilized by many residents in the area.	Website	X			
24) I think this is an excellent idea and welcomed for those who have families who want to use Thomasville road in a safe manner.	Website	X			
25) I fully support making the Thomasville Road corridor a safe connector route between Midtown Tallahassee and the Market Shopping District.	Website	X			
26) Rose Hollow is a residential subdivision of primarily fifty-plus-year-old residents few of whom I have ever seen on a bicycle, but many of whom have mobility issues. The sixty-one homes in Rose Hollow have only one way to access the neighborhood, which is to exit Brockton Way onto Thomasville Road. Given the zoning changes that have allowed major expansions of Thomasville Road Baptist Church and the School of Arts and Sciences despite our strong objections, the hazards to our residents, especially during the time between Thanksgiving and New Year's, when Dorothy B. Oven Park has its light show in full swing, raises serious safety concerns. How enticing it will be to add hundreds of new cyclists and pedestrians to those who access this event currently by car. Rose Hollow residents are already hostages in our homes for every weekend during that time. Given the additional challenges of the daily impact of seven-day-per-week events at the church and growing drop-off, pick-up, and event traffic congestion at SAS, I cannot understand why the entrance from Brockton Way onto Thomasville Road was not identified as an intersection with safety concerns that will need to be addressed, and I hope it will be added to the list before design begins.	Website		X		
27) Please consider the west side of the road for this path! The current "path" is hilarious and hazardous. There are also fewer dangerous driveways. We ride bikes on this path regularly to get to the future Market District park and Maclay Gardens all of the time from our neighborhood, Leewood Hills.	Website	X			
28) This project is very exciting. I look forward to following along as it progresses.	Website	X			
29) This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
30) I am a commuting cyclist in Tallahassee since 1968 - and also a founder of a nonprofit specifically designed to provide full-time service and information to people who can not afford to drive - I have spent the last 12 years of my life specifically focused on supporting people ashamed to speak up - ashamed to have to ride to get places. In designing this project you will hear from many people who choose to utilize the Thomasville Road corridor to get where they are going. I myself choose this route - the bike lane on thomasville - to get where I need to go. I choose the bike lane when I need to get somewhere fast and I use the bike lane and the sidewalk when I am trying to get somewhere with my wife and our 9 year old daughter. But I am not writing to represent myself. I am writing to represent the people Bicycle House serves - they are proud, but they just want to get to work and they want to stay focused on building or rebuilding their lives. Please, if you want to interact with people who actually NEED a multi-use path - come to Bicycle House. Several of the people who come to us for service work as dish washers along NE Capital Circle. A couple work in the Market Square area. None of them want to be named. But they are washing your dishes at the fancy restaurants when you go there to eat. I feel that mature efforts at design takes painstaking effort to connect with users. Please look us up and stick your head in the door. Jacob Fortunas, if you are reading this, you volunteered here a long time ago and I appreciate your effort.. We need you now sir! We need you to represent for us so this design truly reflects the people who will be using it - not just the people/users who have the time to let themselves be heard. Nothing personal against those people - I am certainly one of them... Ha ha! and finally, a multiuse path along a corridor like thomasville road is a failure if it doesn't have a bike lane. Far too many people walk and jog recreationally for anyone on a bike who is trying to get to their dishwashing job on time to dodge. People trying to get places don't want to ride into the bike lane all the time. But they do need to be able to use the bike lane to politely skirt around people walking and jogging for recreation. thanks.	Website	X			X

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31 I think the Thomasville Rd. project should not proceed because: 1. The foot and bike traffic does not warrant it. 2. 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. 3.Noise and fumes produced by said traffic make user experience and health concerns poor. 4.Having foot and bike traffic sharing the same path is a safety concern. 5. Equitability is not a concern as there are no areas with a concentration of poor, elderly or transportation less people along this route. If the decision is made to go ahead with this project, I think renovating the existing sidewalk on the east side of Thomasville Rd. is the preferred solution.	Email		X		X
32 I live on Penny Lane. I am against the city putting a pathway on the west side of Thomasville .It would be a very expensive to redesign our entrance. I am also worried about safety for our neighborhood leaving Penny Lane and getting back in crossing an extra lane of traffic. Seems like a complete waste of our tax payer money.	Email		X		
33 I understand there is a future plan for a multi path way along Thomasville Rd. We live in Rabbit Hills and are Interested in this project and the effect it might have on our neighborhood. Could you please tell where I could find more information on this plan.	Email			X	
34 Your job is tough, I realize. But so is democracy . . and I applaud you for trying to keep us informed. I am informing all HOAs and neighborhoods between Betton and Metropolitan of what is occurring . . or planned to occur. Perhaps you can clarify something for me: Is the reconstruction of Betton Hills going to produce a bike path? I suspect yes. Else why narrow the lanes by two feet each? I'll be contacting the engineer and project managers about this. Also I have to say that the letter from the City engineer elides the critical news about narrowing the lanes. . . and insert islands. Please let me know, if you know, who will answer my questions.	Email			X	
35 Hello--if there is a walk with residents along Thomasville Road scheduled, I'd like to be invited! At this point, I see the path going along the east side from Betton Road To Woodgate or Hermitage and then crossing over to the west side up to I-10. The challenges with Rose Hollow and Oven Park and the Baptist Church are not worth addressing--in my opinion. The enhancements that will be provided by the path with the right design and safety features will be a model that more along Thomasville road will wish they had been receptive to.	Email				X
36 This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
37 I would like to see this project built as a way for me to connect my home with the roads I use by bike for recreation and utility in the North East part of Tallahassee. I have occasionally ridden on Thomasville Rd, and there are sections covered by the proposed project where it is clearly not safe to do so. I commute by bike most days and do a lot of recreational riding in the area, so I am aware of what the city has done to improve infrastructure for bicycles since I moved here in 1994. This trail would be an important step forward for the city.	Website	X			
38 We live on Mitchell Avenue across from the southern end of Winthrop Park and enjoy the Park-to-Park Trail that connects Winthrop to McCord. I was happy to hear that at least one of this project's possible alignments would improve this segment. The initial path that connects these two parks (near Winthrop) requires us to walk down the alley across from the intersection of Mitchell and Betton, dodge potholes and immense amounts of trash and then enter into the wooded trail near the dumpster. It's unsafe and unsightly and I beg you to include this portion on your plan. There is a large drainage ditch that could be covered and become part of this wonderful amenity, while keeping the trail away from the traffic on Thomasville (and in the shade!). Please go with this option!	Website	X			
39 My comments are focused especially on safety and cost effectiveness. I favor a multi-use bike path or a buffered bicycle lane. In all likelihood a hybrid of these alternatives is probably going to emerge, and that's OK. * It appears that as you move northbound on Thomasville Rd. from the Benton Rd intersection, there are more automobile-transient businesses on the east side of Thomasville Rd., so locating the bikeway on the west side would be far safer since it would avoid more of these high traffic crossings. * The topography on the west side of Thomasville Road is generally more accommodating inasmuch as there are fewer steep embankment drop-offs to accommodate. Alterations to extreme or severe topographic features most likely involve the accommodation of a number of safety constraints (especially along a bikeway) and, accordingly, higher development cost outlays. Staying on the west side of Thomasville Rd could possibly avoid some of those costs and be a more financially feasible option. * Inasmuch as a significant amount of the overhead utility service is located on the west side of Thomasville Road, the logical pedestrian/bike pathway would seem to be beneath the overhead utility easement. In most cases, this would eliminate the need to remove as many trees versus a location on the east side. This, too, could represent a measure of cost savings. * A bikeway on the west side of Thomasville Road would accommodate an easier and far safer transition to westbound transitions to either Live Oak Plantation Rd or Piedmont Rd. From its intersection with Hermitage Rd., northbound Thomasville Rd becomes considerably wider and more hazardous to cross - in fact, there are no existing crossings. The bikeway north of Hermitage Rd needs to be on the west side of the Thomasville Rd. right-of-way for safety reasons. * Finally, many users of the bikeway would find that during the heat of the day - after 1:00pm - a bikeway located on the east side of Thomasville Road would, for the most part, be exposed to the afternoon sun, whereas, if it were located on the west side it would be mostly shaded, which would make for a far more pleasant experience.	Website	X			X
40 Really excited about the potential of this multi-use path... so many people (seniors, children, etc.) live in the adjacent/nearby neighborhoods and I believe they'd utilize it very heavily. Kudos for making it a high priority on the BikePed Master Plan. Looking forward to seeing details as they are developed.	Website	X			
41 Rose Hollow Letter to Commissioner Williams-Cox and the CRTPA Response - See Attachment	Email			X	
42 Thank you for the opportunity to make comments on the proposed addition of a pathway on Thomasville Road. I and my neighbors are not opposed to multi-use pathways and greenways. We are supportive of these initiatives, however we are, for the following reasons, concerned by the proposed location of the multi-use pathway. For three years I have lived in Rose Hollow. I walk an average of 2 miles a day, generally between the hours of 7:30 am to 7:00 pm. In this time I have never seen a cyclist on the stretch of road between Hermitage and I-10, nor have I ever seen anyone pushing a baby or child in a stroller. A few people (maybe 5 or 6) from adjacent neighborhoods walk this section perhaps once a week in early spring or late Fall, though none routinely. Thomasville Road is used only when necessary to access other recreation areas. Walking this section of Thomasville Road is not safe or pleasant. For about 5 hours each weekday, traffic is both fast and non-stop. The noise from traffic makes it impossible to listen to music or to be heard if talking. Additionally, the fumes from vehicles are unpleasant and hazardous to one's health. No parent would subject a child to these conditions. Heat radiating off the road adds to the limited use for recreational purposes for at least half of the year. It is worth noting that with the exception of the SAS charter school, no locations along this stretch of the road have bike racks. Only one bike is ever present in the school's rack, and it is that of an adult. A police officer is necessary to direct traffic both before and after school. And again, no well-meaning parent would allow a child to ride on this stretch of road. Weekend traffic is not much different. The Saturday traffic load is a little more widely dispersed unless there is a major event in town, such as Springtime Tallahassee, the Winter Festival, the Arts in the Park, football games, graduations,, concerts, etc., when it is constant. Sunday morning traffic is so bad that three police officers are needed to direct ingress and egress to a church parking lot and my neighborhood. Please note that Thomasville Road is the major North/South artery for all of Tallahassee, Leon County and the cities to our south. The road is hilly and curvy and many of the intersections are dangerous. Numbers of accidents and road configuration and elevation issues are noted in the project study documents. This road is the main artery for ambulances coming from northern Tallahassee and surrounding counties. A fire station sits directly across from the school and very near the entrance to one of the largest churches in our city. While I have not reviewed many of the documents related to the project, I have concerns about the process and some "conclusions" that have been made, such as: - the project was not advertised in the local paper or otherwise made known in an appropriate manner to areas affected by the project, - complete details of the cost and impact of the project are not easily accessible or in language useful to the general public, - the "stakeholders" identified in the developmental phases do not include representatives from the affected neighborhoods or other varying interest groups or individuals, - identified routes appear to represent those proposed by one segment of the potential users of the pathway, - the potential users and those who would benefit from the pathway represent only a small segment of the population of Tallahassee/Leon county, - the evaluation criteria appear to assume that persons of low income and those 65+ will benefit from the pathway, - the evaluation criteria assume that households in the adjacent neighborhoods are predominantly without vehicles (cars), and - other evaluation criteria appear to be skewed toward a predetermined conclusion. Thank you again for this opportunity. I regret not being more fully informed and hope the process can be revised to include notification and inclusion of all persons interested in and ultimately affected by this decision.	Email		X		

Comment	Source	Positive	Negative	Question	Recommendation
<p>43</p> <p>Thanks for this. Unfortunately, I had pretty intense work up through right about now that made it impossible to attend/provide input. I've looked over all of the documentation now I'm trying to figure out how this isn't a pretty intense engineering project. There are slopes or small hills to the right of the current sidewalk. It sure seems like to expand you'd need to have some fairly major earthworks going on and you'd be cutting down a lot of trees, no matter how you go about it. Further, do you have the data on which trees your arborist deemed not to be in fair or good condition? In other words—how many trees? The drainage improvement at McCord is actually wood duck habitat and turtle habitat. I don't know they're going to destroy all that anyway, or what, but seems like diverting the path there would seal its fate. Further, will the details of the actual plan for construction and landscaping—the precise details—be available to the city and county commissions when they vote on this in the fall? Finally, did you conduct a survey of need for this project? I.e., do you have an estimate of how many more people will use this corridor based on data? If much of this is answered in a link below and I missed it, apologies.</p> <p>Thanks! I'm sorry I didn't realize it was DOT. Yes, snakes are important, too</p>	Email			X	
<p>44</p> <p>I'm writing today in support of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan. Specifically, I want to voice my support of the Thomasville Road multi-use path. As a homeowner in the Betton Woods neighborhood (2539 Noble Drive), I am very interested in the proposed plan. My wife, two young son's an I are avid cyclists and we very much enjoy riding our bikes to Whole Foods to pick up a small number of items or share a snack. At this time, Whole Foods is the only location we visit by bike, in large part because we can access it safely, without traversing any major roads or intersections. When the Thomasville Road multi-use path is completed, I expect that we will use it to access Trader Joe's and the Market Street area shops. We look forward to the improved access from our neighborhood to the Thomasville Road and I-10 corridor and also look forward to the other infrastructure projects that are planned for this area. In addition to my personal use, I strongly support increasing access via new and improved infrastructure to the prosperous and growing north side for all Tallahassee residents, not just those that can afford to travel by car. Tallahassee's economy will benefit when folks are have multiple transportation options to move around the city either for work or for their own personal needs. I sincerely hope that this project is not shut down or delayed by a vocal and affluent minority who's opposition is likely the result of elitist thinking and unfounded fears. Tallahassee is a great city and I am proud to call this place home. I want every resident to feel that way, not just the privileged few. Thank you for your continued effort!</p>	Email	X			
<p>45</p> <p>I recently learned about a new multi-use path being planned for the Thomasville Road corridor. This path is super interesting to me because my 12 yo has started riding to Redbug from our house off of Woodgate Way. I'm optimistic that this new path will make it safer to traverse the Thomasville Road - I-10 area, which is often congested and risky on bike. After reading the public comments, it seems that a small (but vocal and affluent) neighborhood (Rose Hollow) on the proposed route is attempting to stop or delay the project. If you care about this project and would like to see it completed, please consider providing that feedback to the good folks at TalGov. There are several ways to share your thoughts and I've included a few links below. In addition to my personal interests, I believe we need to continue the push to make Tallahassee safe to move around by bike. Not everyone can afford a car and can imagine how hard it must be to decide whether to take a job in a location that is not safe to bike to if that's your primary mode of transportation. The project is being planned by the City of Tallahassee Capital Regional Transportation Planning Agency (CRTPA) and some details can be found at the links below. http://crtpa.org/thomasville-road-multi-use-path/ http://go.boarddocs.com/fla/talgov/Board.nsf/goto?open&id=C35TKL77C304 https://www2.leoncountycl.gov/bccemail/ https://www.talgov.com/Maint/email.aspx?emailto=ccaides https://blueprintia.org/contact/#wpcf7-f2116-p10907-o1</p>	Website	X			
<p>46</p> <p>The speed limit (now 45mph) was 35 mph until 2013, when the Transportation secretary was ticketed for speeding. He then raised the speed limit. Is returning the speed limit to 35 mph on the agenda? Thanks for the reply. The path will be a much greater success if adjacent traffic is calmed. There's no justification for maintaining Prasad's corrupt self-serving change.</p>	Facebook			X	
<p>47</p> <p>This project is one of the most ridiculous ideas ever!! It will allow easier access to criminals into our businesses and neighborhoods, will cause congestion and dangerous situations along the Thomasville Road corridor, appeases a very small part of the population, not to mention, who is going to ride a bike from Maclay to midtown in our oppressively hot, humid weather? Or during stormy days, which we have a good deal of during Hurricane season?!! I think someone is getting filthy rich off this insane idea, and it is all about the money!!</p>	Facebook		X		
<p>48</p> <p>Okay. Thanks for clarification. Is there an email address we can send comments to? Our neighborhood is on a private street and many neighbors would like to comment. Doing this project on our side of the road would necessitate removal (and rebuilding) of our brick wall and iron gate. My home was built over 90 years ago. We want Tallahassee to have great paths but need more information about how this would be done when it's privately owned property and there aren't any easements that allow for it.</p>	Facebook			X	
<p>49</p> <p>John, I love the idea of this multi use pass on Thomasville Road. I live off of Leawood right where the path would be and we will use this as a family thank you</p>	Email	X			
<p>50</p> <p>Please support the CRPTA's Bicycle and Pedestrian Master Plan. I'm especially in support of the Thomasville Road Multi-Use Path. As someone who drives that road often, I've seen numerous accidents or near-accidents involving cyclists and pedestrians who lack the necessary infrastructure to safely travel along Thomasville Road - a vital artery that is key to getting from Midtown to Northeast Tallahassee.</p>	Email	X			
<p>51</p> <p>Good evening, I wish to provide an endorsement for the planned multi-use path along Thomasville Road. As a parent of a child who cycles along Thomasville Road, I worry about his safety when crossing major intersections. I hope that we can find the resources to continue to study this possibility and present reasonable design alternatives. Thank you for your attention and your consideration.</p>	Email	X			
<p>52</p> <p>Hello, I would like to receive updates and meeting notifications regarding the subject project. No one in our neighborhood, Leewood Hills, has been contacted. Our neighborhood has an active facebook page. I have signed up for notifications previously but never received anything. We use this corridor regularly as cyclists and runners and I serve as a board member of the Tallahassee Mountain Bike Association. Thanks.</p>	Email			X	
<p>53</p> <p>I am writing to voice my support for the Thomasville rd multi-use path. I live in the Foxcroft Neighborhood and this road is desperately in need of a protected path. Speeds are high, traffic is fast, and there aren't any alternative routes.</p>	Email	X			
<p>54</p> <p>As a long time resident of Tallahassee, I support the continued building of walking and biking infrastructure in Tallahassee and would urge the CRTPA to prioritize these developments throughout the city especially in important directional throughways like Thomasville Road. Thanks so much for your consideration.</p>	Email	X			
<p>55</p> <p>This project would benefit many and enhance Tallahassee's transportation options. Please give it careful review â€œ a worthy investment. Thank you.</p>	Email	X			
<p>56</p> <p>The project of a multi-use path along Thomasville Rd is of crucial importance for multimodal transportation. In Tallahassee, connecting the extensive neighborhoods in the Killlearn area to downtown Tallahassee. At the moment the demand for bicycles and e-bikes is so high that bike shops are out of stock, and carbon neutral transportation is an important component in the fight against global warming. Also, many of the neighborhoods along this corridor have Thomasville Rd as the only entrance/exit point, A multi-use path will allow them another option to go somewhere without having to take the car. As a cyclist myself I sometimes use the bikelanes that are present north of Waverly, but I would hesitate to use them on a daily basis, because of the volume and speed of traffic, and because motorized vehicles often tailgate and drive partly in the bikelane. Cyclists currently avoid Thomasville Rd because of safety concerns. Please keep this project high on your priority list.</p>	Email	X			
<p>57</p> <p>As a resident of the Foxcroft neighborhood, I strongly support this idea. Thomasville Road is a dangerous setting for cyclists and motorists alike. This is way overdue.</p>	Email	X			
<p>58</p> <p>I write to speak in favor of the multi use bike path along the Thomasville corridor. This road carried an insane amount of vehicle traffic which makes the corridor not safe for cyclists and marginal for pedestrians. Please make this multi use path a priority.</p>	Email	X			
<p>59</p> <p>People always want to be aware of what's going on in the future. You need to answer the Question: "Do we really have anything to share?" I can only offer my opinion in that it appears to me that you don't have anything to share. I will readily admit that I am suspicious of government projects like this one—where there is no details—with the exception of 10-12 feet wide, multi use (pedestrians and bikes). In City and County meetings attended over the past 50 years of my engineering career, I have heard the following statement proffered way to many times..."We have met with all of the stakeholders and homeowner's associations and gotten their feedback on this project and they are in support." When in reality, there was nothing concrete presented, only nebulous concepts. Bottom Line Regarding a meeting with our HOA: We have HOA meetings about twice a year and you could certainly be on the agenda. Our meetings are normally held on a Saturday or Sunday, very casual, alcohol will be present, and Roberts Rules of Order are not followed. We try to put our "guest speaker/presenter" on the agenda first in order not to waste their time listening to the "issues" with our road, park, landscaping, etc." By copy of this email to our President and Secretary/Treasurer, I am requesting that they maintain contact with you for a future meeting date to see if works with your schedule. I will share with you some of my personal thoughts on the multi-use path as you have presented it to us: There are 2 exiting sidewalks, one on either side of Thomasville Road and a bike path that is part of the actual roadway. This existing infrastructure begs the question "Why do we need a multi use path?" I'm not a bike rider, but it appears to me that the existing bike path is unsafe at best. I wouldn't want to ride a bike with cars whizzing by on my left shoulder. Don't know why the west "sidewalk" (if you can call it that) was constructed with asphalt rather than concrete like east side of roadway. City government, or FDOT went cheap? Why not focus efforts (\$) on making the west sidewalk more user friendly instead of the Multi Use Path project? One of the real concerns is the roadway intersection of Live Oak Plantation and Thomasville Road. Turning left from LOP onto Thomasville Road is a thrill ride during high traffic hours. I have seen (experienced) 3 cars, side by side in the median in a space designed for one car. This is obviously caused by impatient drivers. However, with the rear of their vehicles protruding out into south bound lanes and blocking the views of drivers trying to turn left onto LOP it is a real traffic hazard that needs to be addressed. It will certainly impact future design of your Multi Use Project. Their is a simple fix to this issue: make LOP right turn only onto Thomasville Road. This same design was used on Ox Bottom Road & Thomasville Road.</p>	Email				X
<p>60</p> <p>I will be forwarding you an email from a concerned resident of the Rose Hill s/D located on the east side of Thomasville Road just north of the Baptist Church. She is adamantly opposed to the project. After further review of your email, and my review of plans for the Multi Use Project to be located at Alligator Point in Franklin County, I would strongly recommend that another option be considered. In lieu of a 10-12' wide path on one side of the road. a 5-6' path on both sides of the road be implemented. Right of Way would be much less of an issue, if an issue at all. Adequate space would be provided for both walkers and bike riders. It should be noted that when gyms closed last year due to COVID, a friend and I began walking on Thomasville Road from Betton Hills to Metropolitan Boulevard. We put in approximately 350 miles along this 3 mile stretch of roadway in your project. My experience indicates that there were some bike riders but the overwhelming majority of users were walking. I believe that this trend continues today and will in the future. I didn't understand fully the bikers comments about crossing Live Oak Plantation Road stated in your email. Live Oak Plantation Road is much easier to cross than Thomasville Road. From my observations, it appears that bicycle riders don't like to stop at any intersection and are the most flagrant disobeyers of traffic signs. The final design should be focused on who is, and who will be, using the project.</p>	Email				X

Comment	Source	Positive	Negative	Question	Recommendation
61 When I heard about the proposal for the midtown to market multi-use path I was very excited. I live in downtown Tallahassee but work just north of I-10. I would love to ride my bike to work but Thomasville Road is a heinous road to bike on. There is no bike lane for a while coming from downtown. In test riding the route I have been yelled at by vehicles, not to mention the speed that vehicles travel at on Thomasville. The sidewalk is too small to safely accommodate pedestrians and bikes. In short it is a nightmare that I abandoned. Now when I want to bike towards I-10 I rely on a disconnected path through neighborhoods. There is still no way that feels exactly safe to get north of I-10. The proposal seems wonderful, and I hope to see it come to pass.	Email	X			
62 I would like to express my support for the Thomasville rd bike path	Email	X			
63 To whom it may concern: as a local resident and cycling advocate, I add my enthusiastic support for the multi-use path on Thomasville Road. Cycling has proven positive effects on both physical and economic well-being. It's also a sustainable transportation option that contributes to livability and place-making. We need to invest in--and actively promote the use of these facilities.	Email	X			
64 I took a closer look at the "10-12 foot wide Multi Use Path" proposed for Thomasville Road from Betton Rd to Market Square. I put on my engineer glasses when I drove from Live Oak Plantation to Betton and returned. I always told the young engineers that I supervised "Go to the job site and kick the dirt." My closer observations today indicated that there are several obstacles to the project, in my opinion, that pose real, and serious, issues. 1. Lack of right-of-way along Thomasville Road on both sides of the road. There just isn't room for a 10-12' wide path on either side of the road. R.O.W. would have to be acquired and that will be horrendously expensive and time consuming. How would you like several feet of your front yard and fence to be taken for a multi use path? In my opinion, this challenge alone should be enough to take the project off the table. 2. Major tree removal, after ROW acquisition. Nothing else needs to be said about tree removal problems for any project. 3. Major utility relocation for overhead electric lines. Even if the City were to put the electric lines underground, I doubt that the Electric Department would approve of routine pedestrian and bicycle traffic over their duct bank. At the very least water, sewer, and natural gas line relocation may be required depending on the depth of cut necessary for construction of the Multi Use Path. 4. Stormwater concerns. Project will add more impervious surface. That additional runoff will have to be treated in accordance with City standards thus requiring additional ROW for pond(s). I have no idea what kind of project analysis or feasibility study that your group is going to perform. The 4 points above should disqualify the project for further consideration. At the very least, they should be considered for the financial impact that this project will have on the City's, or FDOT's budgets. These comments are not offered to discourage but should add real world consideration to a project that doesn't appear to be well thought out. A less obtrusive 5-6 foot Multi Use Path on both sides of Thomasville Road has a much better chance of actually coming to fruition.	Email		X		
65 My non-engineering recommendation is to look strongly at expanding and upgrading the asphalt bike path on the west side of Thomasville Road. Obviously there would need to be some grade improvements in the low areas but I would think the right of way issues would be far less than doing the project on both sides of the road. I used to run the asphalt path until it fell into diisrepair, and I am a huge fan of sidewalks.	Email	X			
66 I am a resident of Betton Hills, as is my mother. A resident of Trescott Drive. Why is your agency proposing to place the Trescott Drive Midtown to Market Street trail along the east side of Trescott Drive, through my mother's property? Taking her land, her property, air, mineral rights, her right to exclude? Is the Capital Regional Transportation Planning Agency prepared to implement and apply eminent domain to all affected property owners? Pursuant to the just compensation clause of the 5th Amendment of the U.S Constitution? Is the CRTPA prepared to kill her two beautiful 70 year old Southern Magnolia Trees to install this trail? Furthermore, why is your agency proposing to install the trail on Trescott Drive when, joggers are repeated jogging in the middle of Trescott Drive? Trust me I have recorded evidence of joggers in the road, email record of contacting the City Commissioners and TPD. Why was my mother and not included in the video meeting? Or any resident in opposition to prosed project. Only residents in favor of the Trescott Drive trail were in the video meeting.	Email			X	
67 Skip has been forwarding me the discussions on the Thomasville Rd. project and my non-engineering recommendation is to look strongly at expanding and upgrading the asphalt bike path on the west side of Thomasville Road. Obviously there would need to be some grade improvements in the low areas but I would think the right of way issues would be far less than doing the project on both sides of the road. I used to run the asphalt path until it fell into diisrepair, and I am a huge fan of sidewalks.	Email				X
68 Does any information in the virtual room for the Thomasville Road multi-use path display the ROW along Thomasville Road (east and west sides)? Just wondering how much variation there is and where the most ROW is located and the smallest amount of ROW is located. Thanks.	Email			X	
69 I am an APA member urban planner, a cyclist, and a resident of Betton Hills. My mother is also a resident of Betton Hills and she lives on the east side of Trescott Drive, where her real property (and frankly my inheritance), are at risk due your agency's proposed Option #3 for the Thomasville Road Multi-Use Path. I need to understand what ROW along Trescott Drive you are referring to in your video? https://www.youtube.com/watch?v=iIsNbUXV1MU As a resident of Betton Hills, I can attest Trescott Drive is one of the neighborhood's busiest traffic corridors. Trescott Drive is already equipped with an existing sidewalk, which pedestrians and joggers ignore in favor of walking and running on Trescott Drive at motorists' peril. Trescott Drive is already enduring pedestrian traffic problems in violation of Section 316.130 (3) and (19). As external jogging groups are coming from Fleet Feet into our peaceful residential neighborhood and jogging on Trescott Drive three times a week. Bicycles and cyclist are already allowed to use the sidewalk, and the roadway pursuant to Section 316.2065, F.S. Cyclists are already allowed under Florida law to use the sidewalk and roadway interchangeably. So, I do not understand what multi-modal users would be served under the consideration of Option 3, Trescott Drive. Residents of Betton Hills are divided on this project. The video meeting should have included Betton Hills residents who are opposed to Option 3, so that both sides could be heard and validated. Instead of only one-sided position. .	Email			X	X
70 Why cannot the CRTPA just replace the existing sidewalk in either Option 1 (Thomasville Road) or 3 (Trescott) with the multi-modal trail? Certainly, would be cheaper and faster to replace the existing sidewalk in either option with a 10-12' multi-use trail.	Email			X	
71 Good afternoon. I wanted to thank you for the informative meeting Monday evening and especially the artist's rendering of what the path could look like on Trescott. As I have mentioned, I am in favor of the path on the east side of Trescott— YES in my front yard! — and think my neighbors might also respond favorably if they saw this rendering and were informed of the likelihood of increased property values and the possibility of underground utilities along the path's route. Thank you again. I look forward to the next phase.	Email	X			
72 We have recently become aware of the project concerning a possible bike path along Thomasville Road. As residents of Peacefield Place we are very interested in this project. As far as we can tell no one from our street is on your list of impacted neighborhoods that have been notified previously. Going forward we would like to be added to your list of contacts:	Email			X	
73 I wanted to see if you could update me on where you all are with the Thomasville Road Multi-Use Path project, specifically the potential impacts to McCord Park. My understanding is that there has been some inquiry from residents as to how it may impact the park. Thank you for your time and assistance	Email			X	
74 Thank you for emailing me and updating me on the CRTPA Thomasville Road Multi-Use Path status. I really appreciate it.	Email	X			
75 I was asked by a resident the following: Who will make final decisions on the trail? Is that the CRTPA or does CRTPA make a recommendation to the City Commission? How will the final approval be given on the various routes and the project as a whole? Thanks!	Email			X	
76 Email Correspondance between Charles Cook and Jack Kostrzewa. - See Attachment	Email			X	X
77 Following up regarding the Thomasville Road Multi-use Trail. You inquired about the President of the Peacefield Place HOA. It took me a few days to verify my conclusion that our HOA is no longer in existence. I have created a handout for everyone on the street (with exception of one rental house) and directed them to the website. Hopefully it will generate some interest and feedback. I will be in touch after gathering neighborhood input.	Email	X			
78 I have shared your website with all neighbors and received several emails expressing interest in following the project as decisions are made. I intend to wait a few more days to assure that I give everyone a chance to respond. In the meantime, can you share how a virtual meeting would take place? For example, how much lead time do you need, are certain days or times better, what platform will be used, etc. It will help me to develop my next steps.	Email			X	
79 Hello CRTPA. One planner to another, I have a thought about an alternative option for Option 3 of the Multimodal Trail on Trescott Drive. Rather than using the right of way on the east side of Trescott Drive. Have you considered asking the City of Tallahassee if they're willing to close Trescott Drive to a one-lane/ one-way facility? You could keep the east lane (Northbound) open for resident traffic and convert the west lane (Southbound) into the Multi-modal Trail. Basically all that would need to happen, is to raise the west lane up 6"-6.5" to become level and flush with the existing sidewalk and pour in asphalt. If you wanted to, you rip up the existing concrete sidewalk and make it all a 14" wide asphalt Multi-modal Trail. Honestly, turning left onto Betton Road from Trescott Drive is foolish, and turning right onto Betton Road from Trescott Drive is a time consuming chore once Betton Road backs up. Follow up: Disregard my last email. After thinking about it, raising the travel lane to become level with the sidewalk is a terrible idea. In retrospect, it would create a difficult situation for property owners along Trescott Drive pulling in and out their driveways onto a single lane road, with marginal room for error. My idea sounded good on paper but in application it is not feasible.	Email				X
80 Recommendations outlined by Mary Kay Falconer to Jack Kostrzewa. - See Attachment	Email				
81 We received the flyer about the meeting tomorrow. However, we will not be able to attend the meeting - we'll be in Gainesville moving our sons out of their college apartment. We wanted to share our thoughts on the Multi-use trail proposed on Trescott Drive. We live at 2003 Trescott Drive. Of the 3 proposals, we think the unpaved path along the back of Trescott sounds like the most feasible and least intrusive. In fact, the Trescott proposal seems to be the least attractive, due to the loss of property to owners, having to move/bury utility and telephone lines. Also, there is already a sidewalk on one side of Trescott. Adding in a walkway on the other side just doesn't seem to make sense. As Trescott residents, we wanted to share our thoughts with the association. If there is anything else you need or any further action that might be taken, please feel free to reach out to us.	Email				X
82 Is September 13 definite as the date for the next CRTPA meeting? It is not posted on the CRTPA website, so need to confirm. You mentioned in your email. It would be helpful to get an update on other path options that don't rely on the nature trail or the asphalt path through McCord Park. I was wondering if you have had time to compile the information needed to determine if anything is viable behind Circle K and along Post Road out to Thomasville Road. Rumors circulating at this point due to second and third hand transfer of information among neighbors suggest that nothing is viable. Do you have any clarification to share?	Email			X	

Comment	Source	Positive	Negative	Question	Recommendation
83 There is already a side walk for pedestrians and bike riders along thomasville rd. You will be negatively impacting McCord park and the housing that backs up to thomasville rd.. Who wants this proposal. ??? Betton hills neighborhood will NOT benefit from this proposal as well as costing the city too much money for an unwanted and unneeded proposal !!	Website		X		
84 Email correspondance between Tom O'Steen (Moore Bass) and Amelia Bryant regarding box culvert project. - See Attachment	Email			X	

Rose Hollow Homeowners Association
June 2, 2021
Via Email

The Honorable John E. Dailey, Mayor, City of Tallahassee
The Honorable Jeremy Matlow, Mayor Pro-Tem, City of Tallahassee
The Honorable Rick Minor, Chair, Leon County Commission
The Honorable Bill Proctor, Vice-Chair, Leon County Commission

City Commissioners:

Commissioner Jacqueline "Jack" Porter

Commissioner Curtis Richardson

Commissioner Diane Williams-Cox

Leon County Commissioners:

Commissioner Jimbo Jackson

Commissioner Brian Welch

Commissioner Kristin Dozier

Commissioner Carolyn Cummings

Commissioner Nick Maddox

Regarding the proposed Thomasville Road Multi-Use Path and the proposed amendment to the Comprehensive Plan to be heard on June 8, 2021, as noticed in the Tallahassee Democrat on May 28, 2021:

Dear Commissioner Williams-Cox:

In April of 2021, the residents in Rose Hollow first learned of a proposed multi-use path that would run from Betton Road to Metropolitan Boulevard, with future connections to the Market District via Live Oak Plantation Road. Having many questions, representatives of Rose Hollow attended all three Q&A sessions facilitated by staff of the Capital Region Planning Association.

Members of our Board visited the websites and studied all of the information about the proposal, but we have found it difficult to get definitive answers to our questions from staff. Without this information, we cannot come to an informed position on this proposal.

We now find that there are critical time-sensitive actions, including what appears to be a joint commission hearing to amend the Comprehensive Plan through an ordinance that will summarily adopt the Capital Region Transportation Planning Agency's Tallahassee-Leon County Bicycle and Pedestrian Master Plan which includes the Thomasville Road Multi-Use Path.

At the third Q&A, Rose Hollow requested a "walk-through" with members of the Capital Region Transportation Planning Agency staff on the proposed route on Thomasville Road from Betton to Metropolitan. We asked that staff schedule an opportunity to walk it with us to point out the current vision for the path along this route. Since that session, we have heard nothing from staff, and it seems our request is being ignored.

We have reached out to many of our neighborhoods and stakeholders along this corridor and have found them to share many of our questions and concerns. Since our questions remain unanswered and our request for a walk-through has had no response from staff, we now turn to you, our elected officials in

the hope that you can find answers before we must ask them at the June 8th meeting. I enclose some questions from residents along Thomasville Road including Rose Hollow residents.

1. Why are residents who live along Thomasville Road denied commitment from CRTPA staff for a walk-through to review plans for the path?
2. Who is behind this project—elected officials, “planning” staff, organized cyclists?
3. For whom is the “multi-use” trail on a major thoroughfare like Thomasville Road a priority and why is it favored over other community needs (e.g., safe sidewalks on the south and west sides of our area)?
4. Why were citizens along Thomasville Road not consulted or notified about the plans until now?
5. How much money has already been spent on the proposed trail along Thomasville Road and what was its source?
6. How many citizens has the CRTPA surveyed and what are the results of that survey?
7. What percentage of Tallahassee/Leon County residents regularly bike on Thomasville Road for purposes other than recreational? For recreation?
8. What evidence does the “planning association” (CRTPA) have that such a trail is needed?
9. How much will the trail cost Tallahassee/Leon County, thus, our citizenry?
10. Is a multi-use trail in an affluent part of town the best use of scarce public funds when pedestrian access on the south and west parts of town are critically needed?
11. How does the trail affect residents along the way, particularly those who must enter and exit their development via Thomasville Road (that is, no other access in or out)?
12. Who/what will be allowed to use the path?
13. Will users go both ways on one path (e.g., bicycles, scooters, skateboards, e-bikes, pedestrians)?
14. How safe will the path be for residents, cyclists and drivers of vehicles that must cross the path to go anywhere?
15. What will happen to our beautiful old trees along the way?
16. On which side of Thomasville Road—east or west—will the path be located?
17. How did CRTPA gauge the need for a multi-use path on Thomasville Road between Betton and the Market District?
18. Who proposed the idea?

19. Who will yield to whom on a bi-directional path that is designated for cyclists, scooters, skate-boarders, walkers and joggers?
20. Who has the right-of-way at designated driveways and entrances?
21. Will there be signage along the path warning walkers and bikers of right-of-way?
22. Will motorized bicycles or electric scooters be allowed on this path?
23. How much of an increase in usage does a multi-use path create for pedestrians and cyclists?
24. What is the membership of the Citizen Multimodal Advisory Committee? Are non-cyclists on the committee? Please provide their names and residential areas?
25. What in the current Comprehensive Plan fails to support the Bicycle and Pedestrian Master Plan?
26. Must each phase of the project be approved by the CRPTA before moving to the next phase?
27. What is the safety plan for pedestrians, bicycles (motorized and pedal), golf carts, three-wheelers, joggers, children, senior citizens?
28. What plans have been made for ingress and egress driveways along the way, particularly for neighborhoods with only one access to the wider world (via Thomasville Road)?
29. How will drivers safely turn off Thomasville Road into their neighborhoods when they must come to a full stop to wait for a break in traffic on the path? Currently it requires vigilance to avoid rear-end collision when they must only slow down to make the turn.
30. Will you narrow Thomasville Road to accommodate the path/trail and buffer?
31. Has the 45-mile speed limit on Thomasville Road been re-considered by the CRTPA and by FDOT?
32. What will you do about Oven Park's "wall" that is situated very close to the sidewalk?
33. How do Betton Hill residents view the plan to run the trail through McCord Park?
34. What entity is going to monitor and control use of the multi-use path?
35. What are the planned phases for installing the multi-use path?
36. Where and when does each phase start and stop?
37. How much money has been spent planning for this project?
38. How do the improvements to Betton Road tie into the multi-use path and other elements of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan?

39. Is there truth to the rumors that Betton Road's traffic lanes will be narrowed from twelve feet to ten feet wide and that four traffic-slowing islands will be installed.
40. Is there any truth to the rumor that bike lanes will be installed in the space captured from narrowing those lanes of traffic? Do Betton Hills residents and other Tallahassee citizens know and approve of these concepts?
41. What data have been collected from residents in good faith efforts at outreach?

While the tone of our questions may seem to suggest that we object to the multi-use path please be aware: we have not made up our minds. But without far more information and public discussion, we do not know even what is being proposed, much less whether we favor or oppose it. What we seek is true civic engagement with our elected officials in considering these proposals.

Thank you for responding to our queries. I am readily reachable by phone and email.

Nancy Hough, Board President, Rose Hollow Homeowners' Association
3126 Brockton Way
Tallahassee FL 32308
Tel: 850 671-2514 Email: nhough10@gmail.com

CC: Rose Hollow Board of Directors & Residents
CRTPA Board Members:
Leon County School Board Representative, Roseanne Wood
Jefferson County Commissioner, Betsy Barfield
Gadsden Municipalities Mayor, Decorkus Allen
Gadsden County Commissioner, Anthony O. Viegbesie
Wakulla County Commissioner, Randy Merritt
Tallahassee City Manager, Reese Goad
Leon County Administrator, Vince Long
Greg Slay, Executive Director, Capital Region Transportation Planning Agency
Jack Kostrzewa, Assistant Director, Capital Region Transportation Planning Agency
Mary Kay Falconer, Citizens Multimodal Advisory Committee

1. Why are residents who live along Thomasville Road denied commitment from CRTPA staff for a walk-through to review plans for the path?

As was stated during our Q&A session on meeting with the Rose Hollow Homeowners Association on May 5 as well as the three Q&A sessions held in April and May, there are currently no specific plans to be reviewed for the project. We are in the first phase of the public involvement stage of the feasibility study for the trail. The feasibility study has included gathering data related to Thomasville Road such as right-of-way availability, tree data, and other information that might affect the potential location of a trail along the roadway. As you saw during our presentation to the Rose Hollow Homeowners Association, we have not made any recommendations at this point as to the final route of the trail. Once we have compiled and reviewed the comments we have received so far, we will use those comments along with the other roadway-related data we have collected to develop a recommended route for the trail. This recommendation will be presented in a manner similar manner to the first phase with notification to the homeowners associations for individual meetings as well as, hopefully, in-person public meetings.

All that being said, we would be happy to meet with you on-site at any time as we have done with property owners on similar projects. We have not had any in-person meetings during development of this project due to COVID-19. All of our various meetings (stakeholder, open-forum and homeowners associations) have been held virtually.

2. Who is behind this project—elected officials, “planning” staff, organized cyclists?

The CRTPA has taken the initial lead in the development of the project. The Thomasville Road Trail was originally identified in the Leon County Greenways Master Plan in 2015. The project was included in the CRTPA’s Bicycle/Pedestrian Master Plan adopted in June 2020. Should the project proceed to additional phases, it will likely be a joint effort between the CRTPA and the Blueprint Intergovernmental Agency (BPIA) since it is a priority project for both agencies.

3. For whom is the “multi-use” trail on a major thoroughfare like Thomasville Road a priority and why is it favored over other community needs (e.g., safe sidewalks on the south and west sides of our area)?

The Thomasville Road Trail has been identified as a priority project by both the CRTPA as well as the BPIA and is one of several multi-use trail and sidewalk projects under development throughout the community. Other projects include a multi-use path along Orange Avenue between Monroe Street and Capital Circle SW and along Springhill Road from Orange Avenue to Capital Circle SW. A multiuse trail will be constructed along Capital Circle SW from Orange Avenue to Springhill Road as part of the expansion of that roadway beginning in March of next year. The City of Tallahassee recently completed construction of a new sidewalk along Blountstown Road from US 90 to Tharpe

Street. Leon County has scheduled construction of a sidewalk along St. Augustine Road from Winchester Lane to Paul Russell Road.

As you can see, there is a significant amount of activity related to adding trails and sidewalks throughout the community.

4. Why were citizens along Thomasville Road not consulted or notified about the plans until now?

We began outreach to the homeowners associations along Thomasville Road in mid-November. Since that time, we have held virtual meetings with four of the twelve homeowners associations we contacted. In addition, we have conducted three Q&A sessions as well as meetings with some individual property owners and stakeholders along the corridor. Three HOAs contacted the our office with questions regarding the multi-use path but not seek individual meetings (Rabbit Hill, Penny Lane, and Rachel Lane/Constitution Place).

Specifically, as it relates to Rose Hollow, Attachment I shows email correspondence dated November 17, 2020 between Jack Kostrzewa, CRTPA Assistant Director, and Patricia Martin, who our records indicated was the President of the Rose Hollow Homeowner's Association at that time. In the email, Mr. Kostrzewa outlines the project and provides as general timeline of the anticipated public involvement. He also offers to meet with the association prior to our larger public meetings that were anticipated to be held in the Spring. Ms. Martin states she has passed on the information to your Board and that the group will be back in touch. That was our last correspondence from Rose Hollow until April 18 when Commissioner Matlow forwarded me your email regarding the project and, as you know, we subsequently held a virtual meeting with you all on May 5.

5. How much money has already been spent on the proposed trail along Thomasville Road and what was its source?

To date, the CRTPA has spent approximately \$173,000 on the Thomasville Road Feasibility Study. The source of the funding is the federal funds we receive from the Federal Highway Administration (FHWA).

6. How many citizens has the CRTPA surveyed and what are the results of that survey?

The survey component for this project is in the form of the Project Virtual Room on our website which was open for input from April 27 to May 25. We are working to compile the results of the comments received during this first public comment period. I have attached the comments we have received to date via email and Facebook in Attachment II.

7. What percentage of Tallahassee/Leon County residents regularly bike on Thomasville Road for purposes other than recreational? For recreation?

Unfortunately, we do not have that specific information related to Thomasville Road.

8. What evidence does the “planning association” (CRTPA) have that such a trail is needed?

The direction to move forward with the Feasibility Study was based on the priorities of the CRTPA which rely on the information gathered in the development of the Tallahassee/Leon County Bicycle/Pedestrian Master Plan, the 2045 Regional Mobility Plan (RMP) as well as other local agency plans.

9. How much will the trail cost Tallahassee/Leon County, thus, our citizenry?

We have yet to develop cost estimates since we have not established a recommended route. Generally, urban multi-use trails can cost \$500,000 to \$750,000 per mile depending on a number of factors including topography, width and amenities. These costs are based on previous projects and may not reflect the recent increases we have seen in construction materials. A preliminary cost will be developed along with the recommended route and included as part of the information presented to the public.

10. Is a multi-use trail in an affluent part of town the best use of scarce public funds when pedestrian access on the south and west parts of town are critically needed?

Ultimately that will be a decision made by the CRTPA Board and possibly other elected officials if the project moves forward. As you saw in my response to Question #3, there is a significant amount of work on similar type projects currently under way in other parts of the community.

11. How does the trail affect residents along the way, particularly those who must enter and exit their development via Thomasville Road (that is, no other access in or out)?

In general, there should not be a significant difference in the ingress and egress on current subdivisions along Thomasville Road. As we stated during the meeting, we believe the trail can be constructed within the existing right-of-way. Using Rose Hollow as an example, you currently drive

over a 4-5-foot sidewalk when you enter/exit Thomasville Road. If the trail were to be built on that side, it would add about 7 feet or so of paved area to cross. There are numerous examples of multi-use path crossings on Blair Stone Road and Capital Circle SE that have not had any issues related to safety.

12. Who/what will be allowed to use the path?

The trail will be open to the general public just like any other public amenity. Generally, only non-motorized vehicles are allowed on multi-use paths. There are some exceptions for electric scooters and electric bicycles depending on the circumstances.

13. Will users go both ways on one path (e.g., bicycles, scooters, skateboards, e-bikes, pedestrians)?

Users will go in both directions on the path. That is the reason we look to build the path 12' wide to ensure there is sufficient space for bi-directional use.

14. How safe will the path be for residents, cyclists and drivers of vehicles that must cross the path to go anywhere?

The path would be designed based on the latest safety standards for non-motorized facilities. We have not seen any safety issues associated with similar multi-use paths in the area.

15. What will happen to our beautiful old trees along the way?

As we discussed in our meetings, we enlisted the City of Tallahassee's Urban Forester to provide an assessment of the trees along the corridor. Our overall goal is to not impact any trees if possible. We believe we can avoid all the significant trees, especially the older oaks, along the corridor by narrowing up the trail in certain places to avoid any impact. This would ultimately be determined in the design phase of the project if it moves forward.

16. On which side of Thomasville Road—east or west—will the path be located?

This will be determined based on the data we have gathered as well as the public input we have received to date as I mentioned previously. At some point the trail will need to cross Thomasville Road since our beginning point is on the east side of the road at Betton Road and the ending point is in the Market District on the west side. The path will not be on both sides of Thomasville Road for its entire length.

17. How did CRTPA gauge the need for a multi-use path on Thomasville Road between Betton and the Market District?

As mentioned previously, the decision to begin the Feasibility Study was based on existing plans and priorities of the CRTPA as well as other local agencies.

18. Who proposed the idea?

To my knowledge, no specific person proposed the idea of the trail. The project was identified several years ago as part of the Leon County Greenways Master Plan and subsequently included in our and BPIA's various plans.

19. Who will yield to whom on a bi-directional path that is designated for cyclists, scooters, skate-boarders, walkers and joggers?

There is no requirement that any of the users you list yield to one another.

20. Who has the right-of-way at designated driveways and entrances?

Typically, vehicles are required to yield to users on a sidewalk or multi-use path. During the design of the Coastal Trail along US 98, each trail crossing that carried a significant amount of vehicular traffic was reviewed to determine if a stop sign should be placed on the trail or the roadway/driveway to improve safety. Should this project move forward into design, I would expect the same type of review.

21. Will there be signage along the path warning walkers and bikers of right-of-way?

Any potential signage along the path would be identified as part of the design phase.

22. Will motorized bicycles or electric scooters be allowed on this path?

I have reached out to the Tallahassee Police Department for a complete answer to this question and will provide a follow-up response when I receive one.

23. How much of an increase in usage does a multi-use path create for pedestrians and cyclists?

It is difficult to estimate the increase of usage on a particular multi-use path due to the varying circumstances along the path (i.e. housing density, attractions along the path, access to other amenities, etc.). Since this path would be in a fairly dense urban environment, we would expect a more significant increase than we would along a facility such as the new Coastal Trail along US 98 in Wakulla County.

24. What is the membership of the Citizen Multimodal Advisory Committee? Are non-cyclists on the committee? Please provide their names and residential areas?

Please see the list of CMAC members below. Mr. Hans Von Tol is a member of the Capital City Cyclists group and a cycling commuter. I don't believe the majority of members are avid cyclists. I do not have up-to-date addresses for all the members so I can't tell you the neighborhood in which they reside. We strive to have the makeup of the CMAC represent different geographic areas, professions and interests of our four-county planning area.

*Mary Kay Falconer, Chair
Terry Basham
Melissa Corbett
Chad Hanson
Marcus Thompkins*

*Wanda Cater, Vice Chair
Dan Beaty
Neil Fleckenstein
Rodger Holdener
Johan von Tol*

25. What in the current Comprehensive Plan fails to support the Bicycle and Pedestrian Master Plan?

I'm not aware of anything in the current Comprehensive Plan that fails to support the Bicycle/Pedestrian Master Plan. I believe the proposed amendment under consideration simply adopts the BPMP by reference to ensure consistency between the plans. It is common planning practice to ensure all local agency plans, whether they be for the CRTPA, City of Tallahassee or Leon County are consistent with one another.

26. Must each phase of the project be approved by the CRTPA before moving to the next phase?

Yes. Subsequent phases of the project would be approved by the CRTPA though the annual Transportation Improvement Plan (TIP) process. The TIP serves as the five-year plan for federal and state funded transportation projects in the four-county area. You can review the current TIP by clicking [here](#).

27. What is the safety plan for pedestrians, bicycles (motorized and pedal), golf carts, three-wheelers, joggers, children, senior citizens?

There is no specific safety plan being created for this project. Sidewalks and multi-use paths are designated as non-motorized facilities and therefore, the same rules that apply for sidewalks apply for paths. All of the above except golf carts are allowed on the multi-use path.

28. What plans have been made for ingress and egress driveways along the way, particularly for neighborhoods with only one access to the wider world (via Thomasville Road)?

Again, we are still in the feasibility study of the project and have not gotten to level of detail where we analyze each individual roadway and driveway crossing. If the project moves forward into design, that review will be done on each location along the recommended route.

29. How will drivers safely turn off Thomasville Road into their neighborhoods when they must come to a full stop to wait for a break in traffic on the path? Currently it requires vigilance to avoid rear-end collision when they must only slow down to make the turn.

I don't believe the addition of a trail would change how drivers safely negotiate turning off Thomasville Road now. As with any roadway as busy as Thomasville Road, all users, whether they be motorists, cyclists or pedestrians, need to adhere to the relative rules and traffic laws to ensure everyone can safely traverse the corridor.

30. Will you narrow Thomasville Road to accommodate the path/trail and buffer?

We have not looked at the narrowing of any travel lanes along Thomasville Road to accommodate the path. Since the marked bicycle lanes do not run the entire length of Thomasville Road (ending abruptly at Waverly Road) and do not meet current standards, we have looked at the possibility of removing the bike lane to provide a larger buffer between the travel lanes and the path. At this point, we have not made a decision to include the removal as part of the final recommendation.

31. Has the 45-mile speed limit on Thomasville Road been re-considered by the CRTPA and by FDOT?

We did not conduct a review of the current speed limit as part of the feasibility study. I'm not aware of review of the current speed limit along Thomasville Road since it was increased several years ago.

32. What will you do about Oven Park's "wall" that is situated very close to the sidewalk?

We have identified the wall as a significant issue during the feasibility study. Should the recommended route go by Oven Park, a specific treatment would have to be developed in the design phase should the project move forward.

33. How do Betton Hill residents view the plan to run the trail through McCord Park?

The trail would follow the existing trail in McCord Park based on our conversations with the City of Tallahassee's Parks and Recreation Department. We held a meeting with the Betton Hills Neighborhood Association on February 15, 2021 and have another one scheduled for June 21. I cannot ascertain their views on the path related to McCord Park but it was discussed at the February 15 meeting.

34. What entity is going to monitor and control use of the multi-use path?

No single entity monitors or controls the use of the path. Thomasville Road is a FDOT roadway and the path will be within their right-of-way.

35. What are the planned phases for installing the multi-use path?

Should the project move forward, there would be a design phase followed by a construction phase. Design is currently funded in FY 2022, which begins in July. The project has not yet been approved to move into the design phase. Construction is not funded.

36. Where and when does each phase start and stop?

The project limits for the Thomasville Road portion are from Betton Road to Metropolitan Road. More than likely, the segment of the trail along Thomasville Road would be constructed in one phase. We are also studying options to extend the path west of Thomasville Road into the Market District via Timberlane Road.

37. How much money has been spent planning for this project?

As stated in the response to Question #5, \$173,000.

38. How do the improvements to Betton Road tie into the multi-use path and other elements of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan?

The Betton Road improvements were developed prior to the development of the BPMP. From a pedestrian perspective, the Betton Road improvements are designed to improve the safety by providing a landscaped buffer between the travel lanes and the sidewalk.

39. Is there truth to the rumors that Betton Road's traffic lanes will be narrowed from twelve feet to ten feet wide and that four traffic-slowing islands will be installed.

The Betton Road improvements is a City of Tallahassee project, not the CRTPA. I passed your question along to the Underground Utilities and Public Infrastructure Department (UUPI) and received the following response:

The Betton Road Traffic & Pedestrian Enhancement Project will result in 10-foot wide travel lanes. The center lane is being narrowed from the current 13-14-foot-wide width to a width of 12 feet. Yes, four median islands are planned to be constructed with the project. The existing median island at the pedestrian crossing just east of Trescott Drive is being reconstructed.

40. Is there any truth to the rumor that bike lanes will be installed in the space captured from narrowing those lanes of traffic? Do Betton Hills residents and other Tallahassee citizens know and approve of these concepts?

Again, from the UUPI Department:

Bike lanes will not be installed with the Enhancement Project. The repurposed space is being used to add a landscape area buffered space between the travel lanes and the sidewalk. City staff has had and is continuing on-going communication with the Betton Hills Neighborhood Association on the Enhancement Project. City Staff has also conducted Public Meetings to discuss the project details.

The Betton Road Traffic & Pedestrian Enhancement Project has been received with positive response and appreciation.

41. What data have been collected from residents in good faith efforts at outreach?

Attachment II contains an overview of the outreach and the comments received as of June 3. We are still compiling the results of the Virtual Meeting and should have them ready in the next couple of weeks.

Attachment 1

From: [Kostrzewa, Jack](#)
To: [Slay, Greg](#)
Subject: Fw: Thomasville Road Multi-Use Path
Date: Wednesday, June 2, 2021 3:33:49 PM

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Sent: Tuesday, November 17, 2020 12:39 PM
To: Patricia Martin <pmartin@fsu.edu>
Subject: Re: Thomasville Road Multi-Use Path

Patricia,

I was hoping to meet by the end of the year, but that is completely up to you.

So the trail would be up to 12 feet wide, similar to the St. Marks Trail south of the Trailhead, because at the Trailhead, it is 20 feet wide. However, we do not know which side of the road the trail will go on, that's one of the questions that we need to have answered.

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: Patricia Martin <pmartin@fsu.edu>
Sent: Tuesday, November 17, 2020 12:32 PM
To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Subject: Re: Thomasville Road Multi-Use Path

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hi Jack,

I've sent a copy of your email to our Board. We'll be in touch. We have a LOT going on right now. Is meeting with you urgent? If not, a later time would be preferable.

Thanks,
Pat Martin for Rose Hollow Homeowners' Association.

My question: the 12 foot multi-use trail . . is it sort of like St. Marks . . in that cars can cross it?

Otherwise, we'll be unable to get out of our development (behind Oven Park).

Patricia Yancey Martin
Daisy Parker Flory Emerita Professor of Sociology
Florida State University
Tallahassee FL 32306

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>

Sent: Tuesday, November 17, 2020 10:37 AM

Subject: Thomasville Road Multi-Use Path

Good Morning!!

My name is Jack Kostrzewa, and I am the Assistant Director of the Capital Region Transportation Planning Agency (CRTPA). One of my roles with the CRTPA is managing transportation projects in the Capital Region (Gadsden County, Jefferson County, Leon County and Wakulla County).

Currently, I am managing the Thomasville Road Multi-Use Path which begins at Betton Road and terminates at Metropolitan Boulevard. This project began with a Feasibility Study (currently underway) which is divided into several components including a Technical Analysis (Phase I) to determine the existing conditions along the corridor. We are nearing completion of Phase I and moving into Phase II of the project which initiates the Public Engagement component.

It is important for us to discuss the project not only with the public but with neighborhoods along the corridor. What we want to do is meet with the neighborhood associations for input and then have a larger public meeting in the Spring of 2021. However, any meeting with you and your neighborhood association (or a core group of HOA officers), at this time, will more than likely be a virtual meeting which means that we can meet at any time that is available for you.

I have attached some information regarding the project, and this contains links to our Facebook page, the CRTPA website, and a QR code for the Thomasville Road Multi-Use Path project page on our website, which can also be accessed using the following link:

<http://crtpa.org/thomasville-road-multi-use-path/>

Additionally, CRTPA staff is working from home so I am relying on email for communications.

If you want to contact me to set up a meeting, please email me at:

Jack.Kostrzewa@talgov.com

Please consider a meeting with us so we can discuss this project with you.

Thanks in advance for your time and consideration.

Jack Kostrzewa

CRTPA Assistant Director

Attachment II

Thomasville Road Stakeholders List

<i>Stakeholders</i>	<i>Date</i>
Tallahassee Nurseries	2/1/2021
School of Arts and Sciences	3/1/2021
Seminole Montessori	
Betton Hills School	1/28/2021
Blueprint & Planning	2/23/2021
City Real Estate	3/2/2021, 3/12/2021, 3/29/2021
Underground Utilities	2/23/2021
FDOT	11/16/2020
Leon County Schools	6/2/2021
City Parks and Recreation/Public Works	2/23/2021

MEETINGS CONDUCTED:

<i>Neighborhood Associations</i>	<i>Presentation Date</i>
Waverly Hills HOA	1/7/2021, 7-8pm
Betton Hills HOA	2/15/2021, 7-8 pm
Lafayette Park NA, Inc.	4/19/2021, 7-8 pm
Rose Hollow HOA	5/5/2021, 7-9 pm

NEIGHBORHOODS CONTACTED:

<i>Neighborhood Associations</i>	<i>Contact</i>	<i>Date of Contact</i>	
		<i>First Contact</i>	<i>Second Contact</i>
Betton Hills NA	Mike Brezin	11/17/2020	12/14/2020
	Mario Taylor	11/17/2020	12/14/2020
Glendale NA	Kenneth Lux	11/17/2020	12/14/2020
Durward NA	Marnie George	11/17/2020	12/14/2020
Waverly Hills NA	Dennis Burns	11/17/2020	12/14/2020
	Paula Bryant	11/17/2020	12/14/2020
Rabbit Hill HOA	Joan West	No Longer living at address	
Savannah Trace HOA	John Plescow	11/17/2020	12/14/2020
	Charlie Peters	11/17/2020	12/14/2020
	Mary Marr	11/17/2020	12/14/2020
	Craig Howard	11/17/2020	12/14/2020
Penny Lane HOA:	Ken Kato	Approx. 11/30/2020	Approx 12/15/2020
Preakness Pointe HOA	Steve Conner	11/17/2020	12/14/2020
Rachel Lane & Constitution Place HOA	James Wadsworth JR	11/17/2020	12/14/2020
	Gail Watson	11/17/2020	12/14/2020
Leewood Hills NA	Kim Shafer	11/17/2020	12/14/2020
Rose Hollow HOA	Patricia Martin	11/17/2020	12/14/2020
Woodlands of Tallahassee HOA:	Will Shepherd	Approx. 11/30/2020	Approx 12/15/2020

Thomasville Road Public Meeting List

Meeting	Date	Format/Location	How was this advertised?	Number of participants
Virtual Room	April 27th through May 25th	Website	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	<i>Waiting on data</i>
Live Q&A #1	Thursday, April 29th	Microsoft Teams	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	5
Live Q&A #2	Monday, May 3rd	Microsoft Teams	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	9
Live Q&A #3	Monday, May 24th	Microsoft Teams	Postcards, facebook page, and meeting information posted on CRTPA.org	28

Advertisements	Total Sent	Sent Date	Any returns?	Other Information
Thomasville Road Newsletter #1	Email - 339	4/2/2021	3	139 individuals opened the email, 981 total opens
	Mailouts - 108	4/6/2021	1	Sent to neighborhoods surrounding Live Oak Plantation Road, Timberlane School Road, and Timberlane Road
Thomasville Road Postcards	236	5/7/2021	0	Sent to all residents within a 300-foot buffer around Thomasville Road from Betton Road to Metropolitan Boulevard. Data/Software Used: ArcGIS 10.8 and Leon County Tax Parcel Data Shapefile.



Thomasville Road Multi-Use Path Feasibility Study – Comments Received

Comments as of 6/3/2021

Comment	Source	Positive	Negative	Question	Recommendation
1 This is a ridiculous waste of taxpayer funds! It appeases a small percentage of the population. Tallahassee roads are too crowded already with the huge influx of people moving here and the already increased traffic from Georgia. What needs to be done is spend those tax dollars on improving our existing roadways and creating safer roads through driver education. Especially younger drivers who drive recklessly and ALL drivers who seem to have forgotten what a blinker is. Common courtesy on the road is sorely lacking and not taught to new drivers. Perhaps it should be a refresher course for ALL drivers. Also...cutting into frontage property of businesses and homes along Thomasville road will be dangerous and bad for business in general. It also allows easier access to private properties and we will see an increase in crime.	Facebook		X		
2 Please have mile markers and maps on all trails including the St. Mark's trail from Cascades. Because we do not have signs, very few people know that you can bike on a dedicated bike trail from downtown to the coast. This is a tremendous missed opportunity for bike tourism for which we could be a destination, but again, not one knows about our trails. Thank you.	Email				X
3 Would love to be involved in making a Thomasville corridor happen as it would be nice to ride and buy groceries.... rather than car.	Email	X			
4 I just read the Thomasville MUP study and I would like to highlight one of the greatest opportunities in the upper portion of this project in my mind -- connecting Gilchrist Elementary School safely for bicycles to the neighborhoods south of I-10. This will be amazing, so I hope to see Timberlane School Road with a safe path under I-10, along with improvements for the connections south to Waverly Hills neighborhood as well as east across Thomasville/Capital Circle areas and the Woodland/Eastgate neighborhoods. Anything that can be done to connect these neighborhoods more safely to the school would be great, especially since they are not that far by distance, especially for the students south that would not have to cross any major roads. https://tlcgis.maps.arcgis.com/apps/webappviewer/index.html?id=a4318ef303da42c2a1fcdafa31d1d29e	Email	X			X
5 I support both projects to create multi-use paths along Thomasville Rd. And Highway 90 E to Monticello. Additionally, I would like to see the speed limit on Thomasville Rd dropped to 35 from its current limit of 45mph. Most cars travel at a much higher rate of speed, making it dangerous, at times, to cross Thomasville Rd via bike or walking. This reduced speed limit is especially critical from Betton Rd to Hermitage where this is a high concentration of residential homes on both sides.	Email	X			X
6 I have been lamenting to everyone who will listen as to the difficulty of finding safe areas that are nearby to ride my bike. Before the pandemic, I (mostly) cycled at a gym... but now the idea of returning to this discipline is unpleasant...The danger I felt when I began riding is what originally led me to cycle (classes) indoors at the gym...I would LOVE to be able to ride my bike OUTSIDE SAFELY...ride it from my house to the multi-use area not fearing I will be hit by a car or attacked if I am solo and have a flat tire. I simply couldn't believe it when I received your postcard in my mailbox...how can I help get this project up and running? Please contact me either by text, phone call, or email. I have no experience with Zoom...but imagine I could get up to speed if needed..or perhaps attend meeting(s) in person...but maybe this is putting cart before horse? What do you all need help with? Please let me know.	Email	X			X
7 You want to consider new multi-use trails, bike path extensions, and widening projects when my lower income neighborhood can't even get a sidewalk on Victory Garden Dr (between Park Av and Apalachee Pkwy)? This section of Victory Garden Dr has been in the top 3 on the sidewalk priority list for years and years, yet there is never enough money for the city to build one. But oh, looky here, there's money to fund studies, new paths, extensions, and widen existing sidewalks for the more well to do people who can afford to live in Betton and Midtown, Market district and east side neighborhoods! I say Absolutely NOT! Not while me and my neighbors can't even walk or bike on Victory Garden Dr to get to the businesses near us, or to the bus stop, without risking life and limb...cars speed down this narrow "cut-through" road lined with homes and ditches, but who cares, no sidewalk for us! It's not that I don't want those other citizens to enjoy their bike rides and recreational walks. It's a matter of my low income neighbors' need to more safely access local businesses and bus stops, over higher income people's desire for leisure and recreation. So again, no FREAKING way do I want one cent of my and my neighbors taxes spent on paths and extensions and widening projects in midtown, Betton, Market district and East Mahan, and other high income areas. Put Our Safety Needs Before leisure lifestyle wants.	Email		X		
8 I just had a couple of questions about this, as someone who lives off of Piedmont. 1—I assume it does not include any plans to do anything to Piedmont? 2—Will the trees along that side of Thomasville be preserved? There are fewer live oaks on that side than the other, but still a few. They're definitely part of the scenic beauty that's left on Thomasville. 3—Will your plan include planting any understory shade trees? (I realize for simple space and traffic reasons, this may not be possible, but it's another element of perhaps making that side of Thomasville Road a little nicer.) 4—Do you anticipate putting in any of those pedestrian crossing blinking lights (for lack of the technical term) because of the multi-use path? (For example, Waverly Pond is a fairly busy little exit onto Thomasville and a little fraught at times—and likely, I assume, to be one of the scenic destinations along your route.)	Email			X	
9 I remember when the St. Marks trail was first a gun. People hated the idea, people even erected fences across the path of the bike trail around with Jill. And now I think if you took away that trail people from Woodville and Saint Marks would be the ones crying the loudest. Once trails are installed in areas, families, children' Of all ages, shapes and sizes walk, ride & bike. I've already seen the signs put up along Lakeshore Drive that are Opposed to the trail. I think they're worried about crime and about homeless encampment. However, we seen very little of this on the St Marks Trail Mgr. and the other trails around town. I think we can expect to see more people using the trails and enjoying our beautiful, beautiful area.	Email	X			
10 thanks! i retired but biked 20 yrs to work on Thomasville. I hope bike lanes can be kept but multi-use may get more users. WAY too many peds and bikers getting killed by DANGEROUS drivers. They need to be held accountable #1. thanks.	Email	X			
11 MESSAGE TO COMMISSIONER MATLOW: Hello, Jeremy. I'm writing to you as a constituent today. I have read the newsletter and documents linked in the email received by Rose Hollow regarding the plan. There is no detail as to the specific proposed route of the path. I gather that those details will be in the Virtual Project Room that opens on the 27th of April. My concern is that the Virtual Project Room opens on the 27th (a work day) and the comments are being taken on the 29th (another work day) and the 4th (another work day) with a total window of one week. I do not know how my homeowner's association in Rose Hollow can have enough opportunity to digest the detailed plans, meet to have a full discussion with our Board, and formulate considered comments in such a short time. As a concept, I think this is a great idea, but the devil is always in the details. I am not a NIMBY, but Rose Hollow has absorbed a lot of hits to our traffic pattern. Those include the expansion of the Thomasville Road Baptist Church, the expansion of the School of Arts and Sciences, and the growth of the Dorothy B. Oven "Elf Night" into a month-long event locking us in on weekends from Thanksgiving until New Years. Rose Hollow's singular access to the sixty-one homes of our community is from Brockton Road onto Thomasville Road. I hope you will use your good stewardship to make sure everyone affected has adequate time to consider and comment on the plan so that everyone feels heard. I appreciate your consideration.	Email		X		
12 Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email				X
13 I stayed on for a little while after the other participants shared their concerns. I understand what they are conveying. I'm glad they are participating!! I slow down at that Oven Park/Rose Hollow section coming south. If the path needs to go to the west side, I think Woodgate Way is a good intersection to cross but maybe other riders are thinking Hermitage if Goose Pond becomes an alternative route. I guess the visibility for all directions of traffic is best at Hermitage but Woodgate Way is a T intersection—one less direction of traffic to contend with. I feel safer at Woodgate Way. There are options but I wish it was less complicated!	Email				X

Comment	Source	Positive	Negative	Question	Recommendation
<p>1) 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.</p> <p>2) The current infrastructure along Thomasville Road for cyclists and walkers is unsafe. Based on what I have been told so far, meeting ADA standards meets multi-modal safety standards for Thomasville Road. That is hard to believe considering the close proximity between the road and the narrow sidewalk and the posted authorized traffic speeds (45mph with most exceeding that). Thomasville Road is old infrastructure and Blairstone Road is new infrastructure--big multi-modal differences between these 2 roads. I realize the old is FDOT. I think additional opinions from planning and traffic engineers on safety for motorized, cycling and pedestrian transportation on Thomasville Road would be helpful. The risks introduced by distracted driving and cell phone use should also be brought into the equation in assessing safety. I see motorists looking at their cell phones in their laps and held close to their dashboards.</p> <p>3) In addition to #2, a traffic accident/speed analysis and comparison between several major roadways in Tallahassee/Leon County might shed some valuable insights into what is safer.</p> <p>4) The Thomasville Road multi-use path will help connect many neighborhoods, parks and schools. At this time, there are very limited internal (away from Thomasville Road) road connections between these 3 types of land uses--all which attract a large amount of traffic. Getting to another neighborhood next door often requires travel on Meridian, Thomasville Road, or Centerville. None of these roads are safe on bikes or walking for these short commutes.</p> <p>5) Crossing Thomasville Road at intersections is unsettling and I have seen several close calls between motorists and pedestrians. There are some intersections that are better than others but the worst, in my opinion, are at Betton and Armistead. Those are the 2 intersections that I use more frequently. The 6-8 lane crossings in the commercial zones are also not comfortable--have to watch for traffic turning even with the pedestrian lights. Time to cross is usually sufficient but if those signals are not working properly, one can forget a cross. A multi-use path should address some of these concerns, particularly where safety is a major concern with better lighting and signaling.</p> <p>6) At this point, design is an unknown. Flexibility in design could address a variety of issues or concerns if the public understood more about the options. Does the path need to be at least 8' wide for the entire length of Thomasville Road? Does the path need to be all concrete? Can the path be moved further from the road? Can a physical barrier or series of low guard rails that don't interfere with visibility be used to add special protection in some sections that are closer to the road and have traffic that moves at higher speeds? What about shade? Can colorful shade sails be placed in some sections that have no tree cover without impacting visibility? Is there a way to make hills easier to climb? Etc.</p> <p>7) At this point, the phase that will extend the path from Metropolitan Blvd north has several unknowns. I use to ride down Live Oak Plantation Road and turn right to go under the I-10 overpass to Timberlane Road. It was then a climb up to Computer Tutors on the other side of Timberlane to Maclay Road using Utility easements. It was a mess. It seems to me that residents in that area would welcome another route for cyclists and pedestrians that is off their roads and minimizes the changes in elevation.</p> <p>8) There are some sections of Thomasville Road that could accommodate a special "byway" or alternative to the main path closer to the road. McCord park has an off-road path that runs parallel to Thomasville Road that might work for some riders and walkers. It is tree covered and runs past azalea and camelia beds. There has already been some CRTPA attention to the "nature path" along the drainage ditch from Betton Road to McCord Park. Oven Park is another location that might be appropriate for a byway that provides an option for walkers and cyclists to move away from the road. These are all on the east side but there might be opportunities for byways on the west side--not as many.</p> <p>9) Any attempt to reduce "on-road" reliance for cyclists and walkers on high speed and heavy traffic roads should be taken seriously. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers</p>	Email				X
15	As someone who actively looks for safe opportunities to walk and bike and to incorporate them in both my exercise and just getting about town, I highly endorse this project!	Email	X		
16	Want a trail for bikes and pedestrians joining the north area of town to midtown. Preferably not on the road.	Email	X		
17	I am new to learning about the Thomasville Road multi-use path plans and I am in full support of it. 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. I have searched the website and read the newsletter and have not seen anything about a projected timeline. After the the 2nd phase of the virtual room ends, what is the next step? What is a realistic timeframe that this project may actually be completed? Thanks for all your work on this project and I am looking forward to hearing about the progress and hopefully biking on it before long.	Email	X		X
18	Which side of the road is the path being proposed on? Our neighborhood would like to go on record in opposition to this due to our street being a private street, our brick wall, and our gate being impacted by this. The city has not been a good neighbor to us and has cost us a lot of time and money by creating drainage issues when subdividing properties around us. What is the best way for us to go on record against this path being near Penny Lane?	Email		X	
19	I love the idea of the multi-use path. I have several questions. From what was provided to me, I can't tell if this will be accomplished using the existing footprint of impervious surface. Will it? If not, where will the additional land come from? Will it require eminent domain? Will it require taking down trees? If so, how many and which ones? Additionally, I would like to know if there will be a dedicated lane for a trackless people mover? I had heard that the City was considering such a scheme in lieu of the far more expensive option of building light rail on a track. Can you comment? Finally, can you tell me what stage the planning is in, what public meetings are planned to discuss this, what opportunities for public input there might be, and when we might expect to see a final set of plans and a projected date to begin construction? Thanks for your help in figuring this out. Any documents that you can send to me will also be helpful. I am the president of the Lafayette Park Neighborhood Association, Inc. which abuts Midtown. Our members use this corridor extensively. I would like to be able to make a presentation to them at our next monthly meeting. Or better yet: Is there any chance that you, or someone who works with you, could give our members a short (15-20 minute) presentation on what is being planned. Our next meeting is at 7pm on Zoom on Monday, April 19th. I look forward to hearing from you.	Email	X	X	
20	Thank you for your presentation regarding the Thomasville Road Multi-Use Path to the Betton Hills neighborhood association. I plan to attend upcoming meetings and question-and-answer sessions. In the meantime, however, I wanted to share a couple of thoughts. First, I wholeheartedly endorse the idea of the pathway on the box culvert from Betton Road to Post Road. Please also consider creating an access point to the path using the city right-of-way which I understand exists as an extension of Post Road from Thomasville Road to Trescott (between my neighbors' houses at 2084 and 2100 Trescott Drive). Second, I wonder if the path could somehow be connected to the Goose Pond Trail near its Potts Road access point northward to Hermitage? That is certainly a circuitous route north, but perhaps could be considered a "spur." I can bicycle from my house to Dorothy Oven Park by wending my way through McCord Park, up to and through Woodgate, around Noble Drive to the Potts Road trailhead, but it's all on neighborhood streets. My only time on Thomasville Road is the short stretch from Hermitage to Oven Park. Thank you for your work. I am looking forward to the development of this Multi-Use path!	Email	X		
21	Will there be a Teams link posted for us to use to get into the Q&A session today? I did not see one on the website. The CRTPA page with the info for the Thomasville Road multi-use path study was posted on the Betton Hills FB page and the CCC FB page. I think it was also added to the CCC website. I hope you get some participation for the session today and on Monday. I was able to navigate the virtual room this morning on my PC and thought the presentations were helpful. Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email			X
22	I'm all for it!	Website	X		
23	I think this is an excellent project that will be utilized by many residents in the area.	Website	X		
24	I think this is an excellent idea and welcomed for those who have families who want to use Thomasville road in a safe manner.	Website	X		
25	I fully support making the Thomasville Road corridor a safe connector route between Midtown Tallahassee and the Market Shopping District.	Website	X		

Comment	Source	Positive	Negative	Question	Recommendation
26 Rose Hollow is a residential subdivision of primarily fifty-plus-year-old residents few of whom I have ever seen on a bicycle, but many of whom have mobility issues. The sixty-one homes in Rose Hollow have only one way to access the neighborhood, which is to exit Brockton Way onto Thomasville Road. Given the zoning changes that have allowed major expansions of Thomasville Road Baptist Church and the School of Arts and Sciences despite our strong objections, the hazards to our residents, especially during the time between Thanksgiving and New Year's, when Dorothy B. Oven Park has its light show in full swing, raises serious safety concerns. How enticing it will be to add hundreds of new cyclists and pedestrians to those who access this event currently by car. Rose Hollow residents are already hostages in our homes for every weekend during that time. Given the additional challenges of the daily impact of seven-day-per-week events at the church and growing drop-off, pick-up, and event traffic congestion at SAS, I cannot understand why the entrance from Brockton Way onto Thomasville Road was not identified as an intersection with safety concerns that will need to be addressed, and I hope it will be added to the list before design begins.	Website		X		
27 Please consider the west side of the road for this path! The current "path" is hilarious and hazardous. There are also fewer dangerous driveways. We ride bikes on this path regularly to get to the future Market District park and Maclay Gardens all of the time from our neighborhood, Leewood Hills.	Website	X			
28 This project is very exciting. I look forward to following along as it progresses.	Website	X			
29 This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
30 I am a commuting cyclist n Tallahassee since 1968 - and also a founder of a nonprofit specifically designed to provide full-time service and information to people who can not afford to drive - I have spent the last 12 years of my life specifically focused on supporting people ashamed to speak up - ashamed to have to ride to get places. In designing this project you will hear from many people who choose to utilize the Thomasville Road corridor to get where they are going. I myself choose this route - the bike lane on thomasville - to get where I need to go. I choose the bike lane when I need to get somewhere fast and I use the bike lane and the sidewalk when i am trying to get somewhere with my wife and our 9 year old daughter. But I am not writing to represent myself. I am writing to represent the people Bicycle House serves - they are proud, but they just want to get to work and they want to stay focused on building or rebuilding their lives. Please, if you want to interact with people who actually NEED a multi-use path - come to Bicycle House. Several of the people who come to us for service work as dish washers along NE Capital Circle. A couple work in the Market Square area. None of them want to be named. But they are washing your dishes at the fancy restaurants when you go their to eat. I feel that mature efforts at design takes painstaking effort to connect with users. Please look us up and stick your head in the door. Jacob Fortunus, if you are reading this, you volunteered here a long time ago and I appreciate your effort.. We need you now sir! We need you to represent for us so this design truly reflects the people who will be using it - not just the people/users who have the time to let themselves be heard. Nothing personal against those people - I am certainly one of them... Ha ha! and finally, a multiuse path along a corridor like thomasville road is a failure if it doesn't have a bike lane. Far too many people walk and jog recreationally for anyone on a bike who is trying to get to their dishwashing job on time to dodge. People trying to get places don't want to ride int he bike lane all the time. But they do need to be able to use the bike lane to polite skirt around people waking and jogging for recreation. thanks.	Website	X			X
31 I think the Thomasville Rd. project should not proceed because: 1. The foot and bike traffic does not warrant it. 2. 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. 3.Noise and fumes produced by said traffic make user experience and health concerns poor. 4.Having foot and bike traffic sharing the same path is a safety concern. 5. Equitability is not a concern as there are no areas with a concentration of poor, elderly or transportation less people along this route. If the decision is made to go ahead with this project, I think renovating the existing sidewalk on the east side of Thomasville Rd. is the preferred solution.	Email		X		X
32 I live on Penny Lane. I am against the city putting a pathway on the west side of Thomasville .It would be a very expensive to redesign our entrance. I am also worried about safety for our neighborhood leaving Penny Lane and getting back in crossing a extra lane of traffic. Seems like a complete waste of our tax payer money.	Email		X		
33 I understand there is a future plan for a multi path way along Thomasville Rd. We live in Rabbit Hills and are Interested in this project and the effect it might have on our neighborhood. Could you please tell where I could find more information on this plan.	Email			X	
34 Your job is tough, I realize. But so is democracy . . and I applaud you for trying to keep us informed. I am informing all HOAs and neighborhoods between Betton and Metropolitan of what is occurring . . or planned to occur. Perhaps you can clarify something for me: Is the reconstruction of Betton Hills going to produce a bike path? I suspect yes. Else why narrow the lanes by two feet each? I'll be contacting the engineer and project managers about this. Also I have to say that the letter from the City engineer elides the critical news about narrowing the lanes. . . and insert islands. Please let me know, if you know, who will answer my questions.	Email			X	
35 Hello--If there is a walk with residents along Thomasville Road scheduled, I'd like to be invited! At this point, I see the path going along the east side from Betton Road To Woodgate or Hermitage and then crossing over to the west side up to I-10. The challenges with Rose Hollow and Oven Park and the Baptist Church are not worth addressing--in my opinion. The enhancements that will be provided by the path with the right design and safety features will be a model that more along Thomasville road will wish they had been receptive to.	Email				X
36 This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
37 I would like to see this project built as a way for me to connect my home with the roads I use by bike for recreation and utility in the North East part of Tallahassee. I have occasionally ridden on Thomasville Rd, and there are sections covered by the proposed project where it is clearly not safe to do so. I commute by bike most days and do a lot of recreational riding in the area, so I am aware of what the city has done to improve infrastructure for bicycles since I moved here in 1994. This trail would be an important step forward for the city.	Website	X			
38 We live on Mitchell Avenue across form the southern end of Winthrop Park and enjoy the Park-to-Park Trail that connects Winthrop to McCord. I was happy to hear that at least one of this project's possible alignments would improve this segment. The initial path that connects these two parks (near Winthrop) requires us to walk down the alley across from the intersection of Mitchell and Betton, dodge potholes and immense amounts of trash and then enter into the wooded trail near the dumpster. It's unsafe and unsightly and I beg you to include this portion on your plan. There is a large drainage ditch that could be covered and become part of this wonderful amenity, while keeping the trail away from the traffic on Thomasville (and in the shade!). Please go with this option!	Website	X			
39 My comments are focused especially on safety and cost effectiveness. I favor a multi-use bike path or a buffered bicycle lane. In all likelihood a hybrid of these alternatives is probably going to emerge, and that's OK. * It appears that as you move northbound on Thomasville Rd. from the Benton Rd intersection, there are more automobile-transient businesses on the east side of Thomasville Rd., so locating the bikeway on the west side would be far safer since it would avoid more of these high traffic crossings. * The topography on the west side of Thomasville Road is generally more accommodating inasmuch as there are fewer steep embankment drop-offs to accommodate. Alterations to extreme or severe topographic features most likely involve the accommodation of a number of safety constraints (especially along a bikeway) and, accordingly, higher development cost outlays. Staying on the west side of Thomasville Rd could possibly avoid some of those costs and be a more financially feasible option. * Inasmuch as a significant amount of the overhead utility service is located on the west side of Thomasville Road, the logical pedestrian/bike pathway would seem to be beneath the overhead utility easement. In most cases, this would eliminate the need to remove as many trees verses a location on the east side. This, too, could represent a measure of cost savings. * A bikeway on the west side of Thomasville Road would accommodate an easier and far safer transition to westbound transitions to either Live Oak Plantation Rd or Piedmont Rd. From its intersection with Hermitage Rd., northbound Thomasville Rd becomes considerably wider and more hazardous to cross - in fact, there are no existing crossings. The bikeway north of Hermitage Rd needs to be on the west side of the Thomasville Rd. right-of-way for safety reasons. * Finally, many users of the bikeway would find that during the heat of the day - after 1:00pm - a bikeway located on the east side of Thomasville Road would, for the most part, be exposed to the afternoon sun, whereas, if it were located on the west side it would be mostly shaded, which would make for a far more pleasant experience.	Website	X			X
40 Really excited about the potential of this multi-use path... so many people (seniors, children, etc.) live in the adjacent/nearby neighborhoods and I believe they'd utilize it very heavily. Kudos for making it a high priority on the BikePed Master Plan. Looking forward to seeing details as they are developed.	Website	X			

Comment	Source	Positive	Negative	Question	Recommendation
41	Rose Hollow Letter to Mayor Dailey - See Attachment Email			X	

CHARLES COOK
Wed 6/16/2021 8:32 PM
To: Kostrzewa, Jack
Cc:

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Jack,

I took a closer look at the "10-12 foot wide Multi Use Path" proposed for Thomasville Road from Betton Rd to Market Square. I put on my engineer glasses when I drove from Live Oak Plantation to Betton and returned. I always told the young engineers that I supervised "Go to the job site and kick the dirt." My closer observations today indicated that there are several obstacles to the project, in my opinion, that pose real, and serious, issues.

1. **Lack of right-of-way along Thomasville Road on both sides of the road.** There just isn't room for a 10-12' wide path on either side of the road. R.O.W. would have to be acquired and that will be horrendously expensive and time consuming. How would you like several feet of your front yard and fence to be taken for a multi use path? In my opinion, this challenge alone should be enough to take the project off the table.
2. **Major tree removal,** after ROW acquisition. Nothing else needs to be said about tree removal problems for any project.
3. **Major utility relocation** for overhead electric lines. Even if the City were to put the electric lines underground, I doubt that the Electric Department would approve of routine pedestrian and bicycle traffic over their duct bank. At the very least water, sewer, and natural gas line relocation may be required depending on the depth of cut necessary for construction of the Multi Use Path.
4. **Stormwater concerns.** Project will add more impervious surface. That additional runoff will have to be treated in accordance with City standards thus requiring additional ROW for pond(s).

I have no idea what kind of project analysis or feasibility study that your group is going to perform. The 4 points above should disqualify the project for further consideration. At the very least, they should be considered for the financial impact that this project will have on the City's, or FDOT's budgets. These comments are not offered to discourage but should add real world consideration to a project that doesn't appear to be well thought out. A less obtrusive 5-6 foot Multi Use Path on both sides of Thomasville Road has a much better chance of actually coming to fruition.

Best regards,

Skip

On 06/14/2021 9:54 AM Kostrzewa, Jack wrote:

Thanks for your comments I will make sure that they are incorporated into the development of alternatives.

The intersection of Thomasville Road and Live Oak Plantation Road is a challenge from an "all modes" perspective. One Solution might be, when approaching the intersection from the south on the west side of Thomasville Road, to construct a path on the south side of Live Oak Plantation Road to avoid conflicts. The path on south side of Live Oak Plantation Road would then need to move to the north side eventually to utilize Timberlane School Road. What we have found is that near the mid-point works well to crossover and avoid conflicts with intersections.

Additionally, we are aware of the comments from Rose Hollow. They are confusing several issues including issues related to the Comprehensive Plan and this being a "done deal". I have attached the comments (and our response) that they submitted to the CRTPA regarding the Thomasville Road project. I offer these comments and responses only as a way to show you that nothing is cast in stone.

For a like comparison, the sidewalks along Live Oak Plantation have been discussed and brought forward several times by the City of Tallahassee and every time during the "planning phase" the project was discussed with the public and the input provided direction for the city. To the best of my knowledge, I don't see any sidewalks (except on the north side for Thomasville Road to Martin Hurst Road). Those sidewalks were also in "plans", they must be in a plan for us since we may have federal funds attached to the project if it moves forward.

Hope all that explains it a bit more.

Jack Kostrzewa
CRTPA Assistant Director

From: CHARLES COOK
Sent: Monday, June 14, 2021 9:08 AM
To: Kostrzewa, Jack
Cc: Christopher Campbell MARIE LONG Paula Cook
Subject: Re: Proposed Multi Use Path along Thomasville Rd

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Jack,

I will be forwarding you an email from a concerned resident of the Rose Hill s/D located on the east side of Thomasville Road just north of the Baptist Church. She is adamantly opposed to the project.

After further review of your email, and my review of plans for the Multi Use Project to be located at Alligator Point in Franklin County, I would strongly recommend that another option be considered. In lieu of a 10-12' wide path on one side of the road, a 5-6' path on both sides of the road be implemented. Right of Way would be much less of an issue, if an issue at all. Adequate space would be provided for both walkers and bike riders.

It should be noted that when gyms closed last year due to COVID, a friend and I began walking on Thomasville Road from Betton Hills to Metropolitan Boulevard. We put in approximately 350 miles along this 3 mile stretch of roadway in your project. My experience indicates that there were some bike riders but the overwhelming majority of users were walking. I believe that this trend continues today and will in the future.

I didn't understand fully the bikers comments about crossing Live Oak Plantation Road stated in your email. Live Oak Plantation Road is much easier to cross than Thomasville Road. From my observations, it appears that bicycle riders don't like to stop at any intersection and are the most flagrant disobeyers of traffic signs.

The final design should be focused on who is, and who will be, using the project.

Skip

On 06/10/2021 8:59 AM Kostrzewa, Jack wrote:

Mr. Cook,

What we will do is get a little further into the project in terms of alternatives and typical sections for the multi-use path and then come back to you for input on concepts. That process is gearing up right now and will probably be ready to be presented in late August/early September.

Thanks for your time!! I really do appreciate it.

Jack Kostrzewa
CRTPA Assistant Director

From: CHARLES COOK
Sent: Thursday, June 10, 2021 8:21 AM
To: Kostrzewa, Jack
Cc: Christopher Campbell MARIE LONG Paula Cook
Subject: Re: Proposed Multi Use Path along Thomasville Rd

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Jack,

People always want to be aware of what's going on in the future. You need to answer the Question: "Do we really have anything to share?" I can only offer my opinion in that it appears to me that you don't have anything to share. I will readily admit that I am suspicious of government projects like this one-where there is are no details-with the exception of 10-12 feet wide, multi use (pedestrians and bikes). In City and County meetings attended over the past 50 years of my engineering career, I have heard the following statement proffered way to many times..."We have met with all of the stakeholders and homeowner's associations and gotten their feedback on this project and they are in support." When in reality, there was nothing concrete presented, only nebulous concepts.

Bottom Line Regarding a meeting with our HOA: We have HOA meetings about twice a year and you could certainly be on the agenda. Our meetings are normally held on a Saturday or Sunday, very casual, alcohol will be present, and Roberts Rules of Order are not followed. We try to put our "guest speaker/presenter" on the agenda first in order not to waste their time listening to the "issues" with our road, park, landscaping, etc." By copy of this email to our President and Secretary/Treasurer, I am requesting that they maintain contact with you for a future meeting date to see if works with your schedule.

I will share with you some of my personal thoughts on the multi-use path as you have presented it to us:

There are 2 exiting sidewalks, one on either side of Thomasville Road and a bike path that is part of the actual roadway. This existing infrastructure begs the question "Why do we need a multi use path?"

I'm not a bike rider, but it appears to me that the existing bike path is unsafe at best. I wouldn't want to ride a bike with cars whizzing by on my left shoulder.

Don't know why the west "sidewalk" (if you can call it that) was constructed with asphalt rather than concrete like east side of roadway. City government, or FDOT went cheap? Why

not focus efforts (\$) on making the west sidewalk more user friendly instead of the Multi Use Path project?

One of the real concerns is the roadway intersection of Live Oak Plantation and Thomasville Road. Turning left from LOP onto Thomasville Road is a thrill ride during high traffic hours. I have seen (experienced) 3 cars, side by side in the median in a space designed for one car. This is obviously caused by impatient drivers. However, with the rear of their vehicles protruding out into south bound lanes and blocking the views of drivers trying to turn left onto LOP it is a real traffic hazard that needs to be addressed. It will certainly impact future design of your Multi Use Project. There is a simple fix to this issue: make LOP right turn only onto Thomasville Road. This same design was used on Ox Bottom Road & Thomasville Road.

Best regards,

Skip Cook

On 06/09/2021 8:44 PM Kostrzewa, Jack wrote:

Mr. Cook,

We have met with the FDOT and they are aware of the project and the potential location of the trail along the interstate. They are getting requests like this throughout District 3. Also, we are very familiar with the sidewalk issues relating to Live Oak Plantation Road. However, we don't want to assume anything regarding people knowing about this project and that is why we are reaching out to businesses and HOAs along the corridor, including those along Live Oak Plantation Road, Timberlane School Road, and Timberlane Road as we try to tie the Thomasville Road piece to areas north of the Interstate.

Do you think that the HOA is interested in meeting with us via Teams to discuss the project, answer questions, and take comments?

Jack Kostrzewa
CRTPA Assistant Director

From: CHARLES COOK
Sent: Wednesday, June 9, 2021 3:40 PM
To: Kostrzewa, Jack
Cc: Christopher Campbell MARIE LONG Paula Cook
Subject: Re: Proposed Multi Use Path along Thomasville Rd

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Jack,

You may have right of way issues with FDOT if attempting to construct along the R.O.W. of I-10 from Thomasville Rd to the West. FDOT has planned adding more exit lanes at Exit 203 (Thomasville Rd.). I'm not a road designer but it appears very tight in that area because of conflict with a stormwater pond, fences for the development on SW corner of I-10 and Thomasville Rd. As you are probably aware, or at least should be made aware, sidewalks on Live Oak Plantation is a sensitive issue. There were supporters and non supporters that got hot and vocal about that issue.

Skip

On 06/09/2021 1:07 PM Kostrzewa, Jack wrote:

Mr. Cook,

Thanks for responding.

Let me add some detail that I should have yesterday. There are several options to getting from Live Oak Plantation to the Market District. One is along the current sidewalk on Thomasville Road; however, this option isn't the safest for the users we would expect to be using the path. Other options include building a connector to Timberlane School Road via the right of way along I-10 exit ramp or making a connection via LiveOak Plantation to Timberlane School Road and constructing a path on Timberlane School Road. The conditions on the last two options are much safer.

You are correct in that we do not have a lot of detail except for existing conditions along the corridor. However, we were still looking for public input on the link to the Market District that would go along Live Oak Plantation Road. Just to clarify, we are not wanting to go to Meridian Road only to Timberlane School Road. One way to also make the connection is extending the sidewalk on the north side of Live Oak Plantation Road (that currently terminates at Martin Hurst Road) approximately 1500 feet or construct a multi-use path on the south side of Live Oak Plantation to Timberlane School Road, or some combination of the two. The reason for this is to avoid crossing Live Oak Plantation Road at Thomasville Road, that is a particularly dangerous location for pedestrians and bicyclists.

We can set up a Teams meeting to discuss at a time that is convenient to you.

Jack Kostrzewa
CRTPA Assistant Director

From: CHARLES COOK
Sent: Wednesday, June 9, 2021 8:51 AM
To: Kostrzewa, Jack
Cc: Christopher Campbell MARIE LONG Paula Cook
Subject: Proposed Multi Use Path along Thomasville Rd

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Jack,

Christopher Campbell (President of Millstream HOA) forwarded me your email regarding the Subject above. From your description (10-12 foot wide multi use path) it appears that the project is in its infancy and doesn't have much detail at this time other than corridor location and start/terminus, etc. As you are probably aware, it is difficult to react to a project without specifics. In addition, Live Oak Plantation, does not have sidewalks or a bike path, so I doubt that a new multi use path on Thomasville Rd would generate an increase in pedestrian or bike traffic.

With all of that being said, I'm still prepared to meet with you in person, via telephone, or through emails - whatever is most convenient to you. Because I receive a very irritating volume of robo calls, I tend to hesitate answering my cell unless I see the caller i.d. So leave a message and I will return your call.

Best regards,

Skip Cook

Mary Kay Falconer
Thu 7/22/2021 6:06 PM
To: Kostrzewa, Jack; Lex, Suzanne

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hello Jack and Suzanne. I can be available to discuss or walk through some sections for path development. Also--maybe I can add my suggestions during CMAC meetings as appropriate.

The content below should be submitted as citizen input on the Thomasville Road Multi-use Path.

My support for this path remains at a very high level. While creative thinking and design will be necessary, I am confident this can become an exemplary model of how to bring safe and attractive multi-modal features into older transportation infrastructure corridors. Below I share my thoughts on the segment between Betton Road and McCord Park, through McCord park, just north of McCord Park, the remaining corridor up to Metropolitan Blvd, and general features of the path that will be discussed in the design phase.

Between Betton Road and McCord Park--At this time, I see several possibilities. Current option 3 (Use of ROW on east side of Trescott) is ideal for a number of reasons but it does not have the support of the residents and should be dropped. While there was resistance expressed to option 2 (path along the ditch behind the west side homes on Trescott), it has potential. As long as security could be part of the design with the culvert and other improvements to the ditch, I think the path could allow for several enhancements that would improve property values and serve a lot of residents in that area. It is city property. At this time, it is underutilized and parts of it are unsightly and very difficult to navigate.

Through McCord Park--The current thinking (as I understand it!) has been to direct the path through McCord along the current path in the park. While I could support this, I am concerned about whether the current path has sufficient capacity and whether pedestrians will accept that potential increase in bike and scooter traffic. I think other options are needed. I know that we (Betton Hills residents that use the park daily) do not want asphalt paths through other sections of the park. But--there are other options for trails--crushed limestone paths is one. I think there could be a path (maybe 6 feet wide) with crushed stone that extends from the current asphalt path to a beautiful path that runs parallel to Thomasville Road. From that path, there could be a couple of options to connect to a path along Thomasville Road. This option could help minimize the climb that cyclists and walkers experience on Armistead road up to the intersection. This part of the park is used but minimally. I see residents walking and walking their dogs from the small subdivisions along Thomasville Road (Thomasville Trace and the Betton Brook) and from neighborhoods across Thomasville Road, but a path to divert some of the traffic off the current asphalt path might be a welcome addition. I ride on the crushed stone paths often at Miccosukee Greenway and they have been great. The other advantage is

that they slow down bike and scooter traffic--a big sell in a park with a lot of pedestrians (dog walking)!

Just North of McCord Park--There is thinking that there could be an extension of the path up Armstrong to Winthrop Way and then over to Thomasville Road. That certainly is a possibility and I use the route myself often. Those who ride that route, however, know that there is a kick of a climb on Armstrong right before reaching Winthrop Way. The roads are wider and traffic can be minimal but I walk my dog on those streets often and the traffic can speed down Winthrop Way because it is used as a cut through and there are no speed humps. That's another reason I shared the options in McCord Park. It might be safer to get to a well-designed path on Thomasville Road sooner.

Remaining Corridor up Thomasville Road--As the path goes north, I continue to be optimistic about its potential. I see the section around Oven Park as a real challenge and think the path should **not run along that side of the corridor at that location**. There is not enough ROW (as your maps show). I think the path should move to the west side of the corridor at Woodgate Way or Hermitage Road. I have already submitted this suggestion in earlier comments. From that point further north, the ROW looks to be sufficient. There are some low ditch areas that would need to be raised but it is a good platform for a multi-use path and it is sorely needed. The old asphalt that was put there is in terrible condition with roots and other hazards. I have almost been thrown off my bike when riding on it--extreme danger.

General Features of the Path--I guess the design phase will offer several options but I'd like to share my 2 cents at this time. Again--asphalt might be preferred throughout but I am really fine with crushed limestone trails in places where it is appropriate. Protection of tree roots might be better with crushed stone in some parts and the speed of cyclists and scooters could be reduced with crushed stone. In sections that have no shade, I think trees should be planted in large numbers along with nice landscaping. When I see the medians on Thomasville Road being re-planted again and again with crepe myrtles and other plants, I think why is this being done? While they look pretty for a short period of time, no one is actually able to enjoy them. They do not provide shade for anyone. I would like to see trees and landscaping moved to the path--increasing its appeal and desirability as an alternative mode of transportation. The lighting for the trail (anywhere) should be low--near the ground. There should also be some type of low physical barrier between the road and the path that can protect people. We want to keep motorized traffic from hitting people and from people moving toward traffic. This is where advanced and creative design can help. Maybe KH can research possibilities! I like the use of shade sails to help when trees cannot be planted and when path users need to wait for lights at intersections. This might even work for some transit stops. I know visibility is key but I think this can be done with the right engineering. The sails could be removed in the winter months or when hurricanes are headed our way. Its doable. Adding attractiveness adds appeal and will signal that other modal is respected and the the way to move.

This is all I have to share at this time. Mary Kay

From: Bryant, Amelia
Sent: Thursday, August 5, 2021 1:44 PM
To: Tom O'Steen
Cc: Cain, Roger Freeman, Jamie
Subject: RE: Betton Road project

Tom,

A multi-use trail is not associated with the McCord Ditch stormwater improvements project. From my knowledge and experience managing this project, there has been no interaction between the stormwater improvement project and discussion of a multi-use trail. Discussion of a multi-use trail and the McCord stormwater improvements project are two separate, unassociated items.

Regarding the stormwater project, there is a swale and associated inlets on top of the box culvert that are required to remain free and clear of any obstructions, including but not limited to lights, landscaping, fencing. The corridor is narrow and drainage maintenance/operations requires the maintenance path, in addition to the area occupied by the swale (and inlets), to remain free and clear of obstructions so the facility can function as designed and also be properly and reasonably maintained.

I do not know who the contact is for the discussion of a multi-use trail. We have had no discussion or interaction regarding a multi-use trail in association with the McCord stormwater improvement project.

Information I have regarding Post Road R/W is limited to the fact that it is City owned right-of-way that is also overlaid in several places with varying City easements, most likely in place prior to the fee simple acquisition of the area.

I copied in my supervisor to help provide additional information or clarification if able.

Thanks for reaching out, we are here to help!

Amelia

From: Tom O'Steen
Sent: Thursday, August 5, 2021 1:17 PM
To: Bryant, Amelia
Cc: Cain, Roger
Subject: RE: Betton Road project

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Amelia –

Thanks again for sharing this information. I am also curious about the proposal for a multi-use trail on top of the box culvert (a CRTPA project) and what level of interaction there has been on that shared facility. Would landscaping and lighting be able to be added to the top of the box culvert (not effecting the service road)?

Our neighborhood had a meeting with CRTPA a week or so ago and they described this as a separate project.

Also, is there any information you have about Post Road ROW or the use of that corridor for the trail to connect back to Thomasville Road?

Thanks again,

Tom

From: Bryant, Amelia
Sent: Thursday, July 8, 2021 2:38 PM
To: Tom O'Steen
Cc: Cain, Roger
Subject: RE: Betton Road project

Tom,

I hope you are doing well. I attached an exhibit that shows high level concept of what the project is proposing and where the work will take place.

The project proposes to enclose the existing open channel starting at Betton Road for approximately 1,500 feet to the northeast with a 14'x7' concrete box culvert.

Provided below is the link to the project website. The website needs a few updates, but generally the plans provided in the project website are relevant concerning what and where the project is, minor changes such as fencing and tie in grading may be slightly different.

We are finishing up the land acquisition phase at this time and once finalized, we will start the process to bid the project.

[McCord Pond Drainage Ditch Improvements | City of Tallahassee Utilities \(talgov.com\)](#)

Let me know if you have any questions, I am happy to meet if you'd like.

Thanks!

Amelia Bryant, P.E.

Program Engineer | Stormwater Management
City of Tallahassee | Underground Utilities & Public Infrastructure
408 N. Adams Street, Tallahassee, FL 32301

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials are public records available to the public and media upon request. Your email communications may be subject to public disclosure.

From: Tom O'Steen
Sent: Thursday, July 8, 2021 12:51 PM

To: Cain, Roger
Cc: Bryant, Amelia
Subject: RE: Betton Road project








*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Thanks!

Tom O'Steen, RLA
Shareholder



 (850) 222-5678
 (850) 933-7880
 tosteen@moorebass.com
 www.moorebass.com
 805 N. Gadsden St. Tallahassee, FL 32303
 

From: Cain, Roger
Sent: Thursday, July 8, 2021 12:50 PM
To: Tom O'Steen
Cc: Bryant, Amelia
Subject: RE: Betton Road project

Hey Tom,

The box culvert project is not part of the Betton Road construction.
It is a Stormwater project for future construction.
Amelia Bryant is the PM for that project taking over for Ray Einarson.
Cc'ing her on this response.

Thanks,

Roger Cain, P. E., Program Engineer
City of Tallahassee | Underground Utilities & Public Infrastructure Engineering
408 N. Adams St. | Tallahassee, FL 32301



From: Tom O'Steen
Sent: Thursday, July 8, 2021 12:35 PM
To: Cain, Roger
Subject: Betton Road project

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

I am a resident on Trescott Drive. I am interested in the box culvert project planned for the area behind Trescott Drive.

Is this part of the ongoing construction?


Can you provide a map or drawing of the project?


Thanks.

Tom O'Steen, RLA

Shareholder



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 805 N. Gadsden St. Tallahassee, FL 32303



From: Einarson, Ray <Ray.Einarson@talgov.com>
Sent: Friday, April 17, 2020 2:36 PM
To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Subject: RE: Trescott Drive Ditch

Hey Jack:

Follow link below for the McCord Drainage Project plans (click on link, then enter password "McCord").

Give me a call regarding connectivity....I've got some ideas/observations.

-Ray

Ray T . Einarson, P.E.

Project Manager | Stormwater Management
City of Tallahassee | Underground Utilities & Public Infrastructure
408 N. Adams Street, Tallahassee, Florida 32301
850.891.6881 (Office)

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Sent: Friday, April 17, 2020 1:57 PM
To: Einarson, Ray <Ray.Einarson@talgov.com>
Subject: Trescott Drive Ditch

Ray!!

Hope all is going well with you!

I am working on a feasibility study for a multi-use trail on Thomasville Road from Betton Road to Live Oak Plantation Road. A part of this effort is to tie together areas such as midtown and Market Street with this trail, as well as parks along the corridor, if possible.

During a discussion with Parks and Rec, Ashley Edwards said that you had a project for improvements to the Trescott Drive ditch. Can you give me some of the details about the ditch project? Where does it start and end? Is it just improvements to the ditch? When is it anticipated to begin? and any other information that might be help to connect Betton Road to McCord Park with an improved hard surfaced trail?

Thanks in advance for your time!!

Jack