

## Thomasville Road Multi-Use Path Frequently Asked Questions

Q. Is this project going to address the speed on Thomasville Road? Lowering the speed from 45 MPH to 35 MPH?

A. No, the CRTPA is performing a “Feasibility Study” which includes the collection of existing data, public engagement and alternatives development. Speed reduction is not a part of a Feasibility Study. To evaluate the reduction of speed on a road requires an “Operational Analysis” which is a completely different type of study.

Q. Will you be taking my property for this project? How much right of way is on Thomasville Road?

A. No private property is needed for this project it will be constructed in public right of way.

The effort on this project from day 1 was to stay within the Florida Department of Transportation (FDOT) right of way along Thomasville Road, and in public right of way north of Live Oak Plantation Road/Metropolitan Boulevard. Right of way availability was determined through desktop analysis using Leon County Property Appraiser data from October 2019. Available right of way fluctuates along Thomasville Road, and while the majority of the corridor has sufficient right-of-way to accommodate a 10-to-12-foot multi-use path, some areas are constrained. Space to accommodate a multi-use path is constrained by both the existing available right of way as well as physical obstacles within the right-of-way, such as trees or utility poles. Additional information regarding the right of way can be found in the [Existing Conditions Report](#) of pages 14 – 17.

Q. How wide is the path going to be?

A. The path is expected to be between 10 to 12 feet wide. However, where there are right of way constraints, the path would be reduced to accommodate those conditions. Related to the right of way question, trees and utilities may require the path to be less than 10 feet.

Q. When will the Feasibility Study be completed?

A. We are anticipating the study will be completed at the beginning of December 2021. We will post the document on the webpage for review and/or download.

Q. Will you still be taking comments after the November 4, 2021 public meeting at the School of Arts and Science?

A. Yes, we will take public comments up to and including the January 2022 CRTPA Board Meeting. However, we do not have any additional public meetings after November 4.

Q. Will there be improvements to the west side sidewalk on Thomasville Road?

A. The recommendation is to have the sidewalk replaced by the multi-use path north of Woodgate Way, and from Woodgate Way to Waverly Road an improved sidewalk would replace the asphalt path currently out along the road. South of Waverly Road, the right of way is very limited and in spots less than 7 feet, so the sidewalk can't be extended to the intersection of Armistead Road/Gardenia Drive.

Q. Can't you just build a sidewalk on the west side and leave the east side sidewalk the way it is?

A. The effort with this project is to determine the feasibility of constructing a multi-use path that will serve as the link between projects in the Market District (and further north) and projects to the south such as Cascades Park. Building a sidewalk will not fulfill the purpose of the study.

Q. Would the path be constructed using asphalt or concrete?

A. The materials used to construct the path would be determined in the design phase, not during the feasibility study. The feasibility study is a planning-level document that does not address this kind of specific "on the ground" questions.

Q. How many trees are going to be removed to build this path?

A. Similar to the "materials" question, it is not known how many trees would be required to be removed because that is a design phase component. However, first, paths, sidewalks and trails require shade to attract users. Nobody wants to walk, run or ride a bike with the sun beating down on them. So, our effort with every path, sidewalk, or trail project is to create the greatest opportunity for shade by working with the design phase contractor to ensure that the communities needs are addressed to the fullest extent possible and this includes preserving the maximum number of trees along the corridor. Second, we have initiated the collection of the tree data to have a general understanding of where significant trees are located. This is not an inventory of the entire corridor. The data that we have collected can be found in the [Existing Conditions Report](#) on page 22 through page 28. Additionally, the definitions of Good, Fair and Poor condition is as follows:

**Good condition** - healthy canopy and minor branch loss, cavities, or decay.

**Fair condition** - some canopy decline (thin foliage), and more significant branch loss, cavities, and decay.

**Poor condition** - extensive canopy decline, wounding, branch loss, cavities, or decay.

Q. What is the status of the evaluation of Post Road/McCord Ditch alternative?

A. Staff is still reviewing the data and will have a recommendation coordinated with the release of the Feasibility Report is December 2021.

Q. Who can use the path?

A. Any non-motorized use such as pedestrians, bikes, wheelchairs (including electric), scooters, electric scooters, electric bikes, skates, skateboards.... No golf carts are allowed on the path.

Q. Do the include any improvements to Piedmont?

A. The current recommendation is to have the path cross Piedmont Drive at Thomasville Road, but no improvements beyond that.

Q Do you anticipate putting in any of those pedestrian crossing blinking lights (for lack of the technical term) because of the multi-use path?

A. Those lights are called Rectangular rapid Flashing Beacons or RRFB's. It is not known at this time if there is going to be RRFB's included along the path because the placement of safety features in a function of the design phase. However, we will be including all public comments to the design contractor, if the project moves forward.

Q. Is there an accurate count of how many trees we will be removed for each alternative route? Also, if there is, is there a list of the species and size of each tree that will be removed? How can those of us who cherish our trees weigh in intelligently without that information? Is it possible to have that info before a route is chosen?

A. Similar to a previous question about the trees along Thomasville Road, again, this is a design phase product and would be completed as one of the initial efforts if the project moves forward.