



Thomasville Road Multi-Use Path Feasibility Study – Live Question & Answer Session #3

May 24th, 2021, 6 PM

Some comments and questions were reworded for clarity

Jack Kostrzewa, CRTPA: My name is Jack Kostrzewa, I'm the Project Manager of this project. We've got a couple people here from the CRTPA staff, Capital Region Transportation Planning Agency; Suzanne Lex, Greg Slay, and Greg Burke. In addition to those folks, we also have Kate Widness and Lindsay Slautterback from Kimley-Horn and Associates, they are the consultants working on this project as well. The project limits for this project begin at Betton Road and run into the Market District. We are looking at the possibility of constructing a multi-use path along Thomasville Road. We are not quite sure which side it is, that's why we're taking your comments and questions. We finished an Existing Conditions report and we have information such as tree locations, utilities, and things like that and that's all in the virtual room and Kate will go over that in just a few minutes, in terms of what we have up there. And I want to say the virtual room closes tomorrow, so if you haven't been to the virtual room, now is probably a good time for you to get out there and go see it. There's a lot of information in there and there's also in there, if you have any comments, you can also send that through, and it will get through to us as well. But, as it is right now, we've had quite a bit of conversation with some homeowner's associations, some people from businesses along the corridor, as well as City Departments. So, that we're able to get some input as to what they've got going on in the corridor, and things that we might be able to be looking out for. So, with that I will turn it over to Kate for a quick review of the information in the virtual room and then we'll open it up for comments. Kate, are you going to cover the "Hands Up" thing, raising your hand? Okay. Thank you.

Katelyn Widness, Kimley-Horn: Yes, I can do that. So, just to let everyone know, this meeting is being recorded. So, we're going to put that up on the CRTPA.org, which is Capital Region Transportation Planning Agency.org. On that website, after this meeting, we'll have this recording up there, as well as a transcript of the conversation and we did that for the last two Q and A's that we also had regarding this project. At the top of everyone's screen, you should see just a couple little icons there. One of them is a smiley face with the hand right next to the face. If you click on that you should have an option that is just a hand, called "Raise your hand." I'll do it with mine, if you can see, my hand is now raised. If you don't mind doing that when you have a question or comment, Jack or myself will call on your name and you can unmute yourself and then we can have a conversation to answer any questions you might have or take any comments that you want to provide on this project. There's also a chat box, that looks a little bit like a chat bubble. If you click on that, Lindsay has added a link to the virtual room so you can go in there and look at the materials. Really what's provided in there is the background information that was gathered during the feasibility phase of this project. As Jack mentioned, this project was divided into two parts. The first part was feasibility and that was gathering just a lot of the existing conditions out there, understanding the existing right-of-way using Property Appraiser, some of the significant trees along the corridor; which we gathered that information from Mindy Mohrman, who's with the Tallahassee/Leon County Planning Department, she's our Arborist for this city. Understanding where utilities are located, what type of existing facilities are out there. So, the information that's in the virtual room is really a collection of all that information that we gathered during the feasibility phase. And then



a couple months ago is when we kicked off what we're calling this phase, which is the Public Engagement. Going out to neighborhood association meetings, having stakeholder meetings, and hosting some of these virtual rooms and these live question and answer sessions. Some of the information you might have seen within the virtual room include just the project limits, project background. Those project limits, you know, this project is being called the "Midtown to Market." It really starts around the Midtown area at Betton road and then going up to Market Square. Along Thomasville Road the limits are Betton Road up to Metropolitan, and then that second portion trying to connect Metropolitan to Market Square that area is sort of looking *CONNECTION ISSUE* Utilize existing easement, DOT right-of-way, possibly Live Oak Plantation Road to connect up to the Market District. There's some background information related to frequently asked questions, as well as the significance of this project, why is this something that has moved forward. We've also got some things in there related to project feasibility that goes to the completed projects we've done. We've done a lot of visits out there, GIS, which is Geographic information systems, that's a mapping tool that we use to do a lot of this analysis. The city and county provide us with that data and we're able to overlay that information. That's really what's in the virtual room, is a lot of that project background, so you can understand the data that we are working with as we're moving forward in this public engagement and that's what we are interested in hearing from you all tonight, is any questions you have. This is just the planning phase of this project. The way I like to describe that is we are flying about 20,000 feet over the corridor understanding what's out there, understanding is it actually even feasible to put a 10 to 12-foot path out along the corridor in this area. And then once we move out of the feasibility phase, if we find that this is feasible, we want public engagement to understand what people would like to say in terms of which side of the corridor they would be supportive of it on, concerns they might have, improvements they'd like to see along from it, and then the project would then move forward if the Capital Region Transportation Planning Agency Board decided to move forward to the next phase. So, with that, we would love to take any questions or comments that you all might have for us, and like I said, just raise your hand and Jack will call on your name and you can unmute yourself and then we will begin answering some of these questions and we look forward to it, we see some familiar faces that we met with already on this project, so we look forward to hearing from you all again. So, any questions? Alright, Jan.

Jan Bennitt: Hey guys! Thank you for allowing me to come back again. We've gathered a lot of information from all of those resources you just mentioned, and we've been looking at all that. And I have just a public comment. I'm looking at every project that comes before the commission and every project that sort of comes across my line of vision through a lens of "what part of the community is it serving," because my goal is to see more projects that serve the south and west side of this community, before another shovel gets turned on the north and northeast side. And that's in part because of my 46 years of teaching, watching children in those areas walking in ditches and culverts, and along roads to get to school. And I would really like to see them have all that infrastructure before we invest more infrastructure on this part of town. So, that's my bias, that's my lens that I look through for that. And I've got the other hat, which is, I live on Thomasville Road, I live in a community that has a single access to Thomasville road, and so of course I want to make sure that what's happening is safe and also that what is happening is going to be used. Because most of the folks I know who walk on the sidewalks on



the east side of Thomasville Road, in the area from Hermitage North, really use those sidewalks to get somewhere else that's nicer to walk, like Hermitage, or Woodgate, or another place that it's nice to walk in, where it's off the highway, where there are not the cars and the fumes and the noise and the exhaust and all of that. That's my third concern; making sure that it's going to be used adequately. So, with all the information you guys are getting, there will be some kind of report that will be presented to the board, which we'll be able to see a summary of the input that you have received. I want to make sure I'm on whatever list I need to be on to get that, so that I can see that. I know that everyone in this planning business is a foresighted individual. My background is also that my father was the project manager for the Metro Dade government building and people mover, and all of that expansion, and I know you think 10 years ahead. So, when you look at the improvements being made on Betton, and the fact that that's going to come into Thomasville Road right at the area we're talking about this happening, if there is planning to connect those things at any point in time, I want to make sure there's a way we know that too. That that's included in whatever kind of report you're presenting and doing. And that's it for me. I thank you for this process and making it open to us.

Jack Kostrzewa: Is there anybody else who has a question or a comment? I see Marcia. Go ahead and ask away, Marcia. Unmute yourself.

Marcia: Hello, this is Marcia. Okay, following up on the concern about what happens at Betton and Thomasville and Mitchell and Trescott there. I know they're about to start working on Betton, can you describe a little bit how you see all that coming together? Because, right now, the concern for me living on that side of Thomasville, is when I go to visit friends at Woodgate, instead of riding my bike, I walk, unless I ride up the sidewalk, but where do I cross? Hermitage is probably better than crossing at Gardenview and Armistead. But the question is how do you go back and forth across the neighborhoods on one side of Thomasville to the neighborhoods on the other side? Right now, one can barely get out of Mitchell as it is and use that crosswalk they have by the park. There's certain times of the day that's almost impossible to use now. But, like they were saying, if it's lovely, if the trails are shaded, if they're pleasant, then people are going to use it all the way up. You know, for walking, for riding, for connecting neighborhoods. So, my question is: How do you foresee getting back and forth across Thomasville and dealing with Betton/Thomasville intersection?

Jack Kostrzewa: That's a good question. Thomasville Road and Betton Road aren't really conducive for a lot of things bike and pedestrian related at times. The real issue is providing some alternatives that we're looking at for connecting those. We have Thomasville Road, all the way from Betton all the way up to Metropolitan. The issue on the east side of the road for Thomasville Road is that there's a lot of businesses there, a lot of driveways, a lot of traffic, a lot of conflict with cars, and so forth. So, that's one option, it's always an option. Another option down in that area is to go down, there's a ditch that's going to be covered by the city of Tallahassee that runs right behind Betton Hills, it would be covered for part of that distance. That project is coming up later this year, I believe, and when that's completed, we'll be taking a look at that as an option, as well. So you've got those two options. We also have a neighborhood network in Trescott that already has a connection to McCord Park. So, there's an option there as well to take a look at the neighborhood connection from Trescott to the McCord Park as well.



So you've got those three options and that will be coming back in the next series of meetings that we have in terms of alternatives for making that connection. You're right the connection to Trescott looks really good because it's got that actuated signal there and it somewhat makes it easier to cross if people are paying attention because it's a rapid flashing beacon. When you push it, you're supposed to wait, look for traffic, and they're supposed to stop and let you through. I don't know what exactly the plans are for the reconstruction of Betton Road, and that signal, and whether they're going to enhance that or not. But that's something we can find out and to make sure that if the same signal is going in, that we're noting that as well. On the west side of Thomasville Road, you do have a lot of business, but there's not as many as the east side. So, taking a look at those options, we'll have two options on Thomasville, east and west, we'll have the Betton Hill's ditch, and then taking a look at that neighborhood network with Trescott.

Marcia: Thank you.

Jack Kostrzewa: You're welcome. Patricia, go ahead.

Patricia Martin: Okay, thank you. Now, I've been on the last two calls, and I want to start out with an inconsistency between call 1 and call 2. In call 1, there was only one other person from my neighborhood on the call, and there were a few other people, but there were about 6 or 8 bicycle enthusiasts, and I asked this question: east side or west side? As I recall, you said the east side would require the movement of too much dirt, which implied to me, right off, that you've decided the west side. So, I would like you to explain your response to that and then I have some other comments.

Jack Kostrzewa: I don't remember saying that, but the west side would require more dirt to be moved if we were to go that direction because of the ditch on the west side, not the east side. The east side already has the sidewalk, so we would be enhancing that, instead of moving dirt for that because that's already ADA compliant. We wouldn't have an issue with the ditch, because there is no ditch on that side. The west side would be the one that would require a lot of fill to come in and make that level with the road or find another way to do the ditch.

Patricia Martin: Let me get this clear. When you send us to your webpage, it shows a 12-foot bicycle path, plus two feet on each side, which equals 16 feet. And when we think about 16 feet on Thomasville Road coming out of our road or going into someone's yard, it is very disturbing. Here's the deal, if they're now going to narrow Betton Hills Road from 12 feet to 10 feet per lane, with this reconstruction, and you're telling us you're going to put a 12-foot bicycle path here when we have an excellent sidewalk. And my only question to you, which I reiterated in session 2, is why we can't do what many cities do that are congested and didn't plan on all this growth and just make the sidewalk usable for pedestrians and cyclists, with the rule that cyclists give way to pedestrians? And I want to add another note to that. I walk all the time on our city and county hiking paths and bicyclists are on it, most of the time, and I would say 1 in 5 have the courtesy to let you know they're coming, and they're coming fast. So, my suggestion is on this 12-foot thing you seem to be proposing, is that 40-year-old teenagers are going to come flying along here and place themselves and others in jeopardy. Because they don't know



to say “on your left” or “on your right” and they don’t obey traffic rules. So, Cyclists may be enthusiastic about biking, but they aren’t as enthusiastic about dealing with people. Are you really going to do a 12-foot something? I want to propose something: we should do a walk down to Betton Road together as citizens. We can not make heads or tails of the information you have in the virtual room. It shows a very nebulous image, which I’ve looked at many times. It does not indicate any side of the street. I want to ask you to think about and the people of the city you serve. Be as forthcoming as you can be about what’s going to happen. Nothing makes us more upset than not being told the truth or the whole truth. In fact, I just saw the letter that was sent out to the people in Betton, and some of the other communities along there, and it doesn’t say a thing about bicycle paths. Yet, one of my friends who resides in Betton Hills says you’re planning a bicycle path on Betton Hills, aside of narrowing the lanes and putting in four islands to control traffic. So, what’s the story? Are you going to try to put in a 12-foot bicycle path? And why when we have about a 4-foot sidewalk? So, I’ll stop and give you a chance. And if you can’t answer now, I hope someone’s taking notes so you can think about this.

Jack Kostrzewa: There’s quite a few questions wrapped up into that. One of the things we are looking at is a 10 to 12-foot path. Depending on the right of way and what’s available out there, will determine how wide the path goes. It’s a multi-use path. It’s not a bike path, its not a pedestrian path, it’s a multi-use path. Bikes and pedestrians will be sharing the path potentially, along with scooters, and runners, and whatever else you have. People jumping rope, skateboarding, whatever can be out on that path. In terms of giving you a good idea of what we would be looking at for a graphical representation of the trail, we will be presenting some of those in the second phase, which would be more spot specific. In general, the target is 10 to 12 feet. When we start narrowing it down with the conversations were having with you all, the businesses, the neighborhoods, then we can kind of take a look at where we might want to go and then do a graphic representation of what the trail might look like in that specific location. So, you’ll have that opportunity to take a look and make a comparison of what it is today against what it could be in the future.

Patricia Martin: May I add one point. I understand. Our sources, Jack, since y’all are not really informing us very much, my sources are all over town and probably all over the map. But I’ve also been led to believe that you are going to have the bike trail go threw McCord Park and through Oven Park; now these are two passive parks. They are lovely. McCord Park is so worried about other people coming in there that they will not let somebody put up a memorial statue for her husband who passed away. So, I wonder if you’ve run this by the people in Betton because they consider this their park and I don’t think they’re going to be very happy with this. We’re not going to happy with it coming through Oven. We love Oven Park; we live right next to it. But bicycles flying through there is not our dream for the park.

Jack Kostrzewa: Oven Park isn’t really on our radar in terms of running a trail through it. That’s just not feasible in terms of what we’re trying to do. It doesn’t meet with the criteria we set forward for making this trail possible. In terms of McCord Park, we have met with Betton Hills and they’re quite aware of what is going on with McCord Park. And taking a look at not building a new trail or anything through there but utilizing the existing trail that goes through the park to Trescott or down to the ditch, whichever option is chosen as the way to get to Thomasville Road. So we have met with those folks and



they are aware of what's going on. At least the ones that attended the homeowner's association meeting, I should say. There are a number people here who attended those meeting, so they are well aware of what's going on. And Oven Park, we've never stated that we're putting a trail through there and I don't know who would have said that but that's not what we're doing.

Patricia Martin: Thank you.

Jack Kostrzewa: Mary Kay, you got a question or comment?

Mary Kay Falconer: I don't have a question; I have a comment though. Of course, there is a lot of change going on with Betton Road and if anyone's interested in knowing more about that, I'd be happy to answer some questions on it. I live on Armistead. But I think Jack is correct in that Betton Hills neighborhood did respond to a presentation on the use of the ditch that he's talking about along Trescott. I think that there was important information shared and some opinions on that. So, Pat, definitely there has been some input provided by Betton Hills neighbors, that's been covered. I think that the idea of walking down or up Thomasville Road, and then discussing some possibilities there. I mean, Jack has talked a little bit about which side are they going to choose here, we're not in the design phase yet. So that important, its just in the feasibility, talking about the feasibility of doing this trail, they're not into design. The next phase is design and I think there might be some possibilities on the west side of Thomasville Road that have not been, maybe, discussed with your neighborhood or your concerns regarding Dorothy Oven Park. I agree that would be not desirable to go through that park. So there are a number of options being considered and what you're getting through newsletters and other sources probably are just limited in terms of accuracy. I think dealing CRTPA staff would be good on this. I think you've already registered what your concerns are. I agree that there are some issues and there are some challenges right around the entrance to your neighborhood. Anyway, I just wanted to mention that and provide my input.

Jack Kostrzewa: Thanks, Mary Kay. Question or comment from Josh.

Josh Blight: Hi, Jack! Thank you for taking the time for giving us a chance. My name is Josh Blight And I am the administrator at Thomasville Road Baptist Church and I am new in that role and I'm also new to anything like this. This is kind of my first. I have interreacted with the online room a little bit. I took a quick glance a couple weeks ago and then again, a little earlier today. Just kind of talk to me a little bit about how will something like this, as you go into the design phase, how you interact with businesses or organizations that own property on Thomasville Road. Obviously, we have quite a bit of property front that goes along there. Do you invite us to come and kind of share what you're planning? Because I have questions, everything from the landscaping, how does that impact visibility from the road, I think our sign is pretty close to that 16-foot path range. Who pays for helping move stuff like that? And those kinds of questions. Those ends and outs. I'm sure that's not appropriate, the details, for right this second. But when do those talks begin and how do we make sure that we are all in an immutable relationship and trying to understand what's going to happen to our property?



Jack Kostrzewa: That's a really great question. We're working on the planning phase right now. Which means that we're taking a look at going through the existing conditions and part of that is not taking a deep dive into where the right of way is at. That's a very detailed-survey-oriented phase. What we are looking at is the property appraiser's office to get a good idea of where the property is available in the DOT's right of way. The intention of the project is not to go outside of the DOT right of way. It's intended to inside. Some people that we've met with are not aware of right of way period or easements that their property has a part of homeownership, or businesses as well, with easements out front of their property. In terms of moving things, before I get to that, you're in the right place. We take your comments and we'll take a look at those things and make sure that we are addressing the comments that you got. Then we'll move into the next phase, which would be developing alternatives. Again, graphically taking a look at some areas, and taking a look at how some things might look as changes if it changes. Then move into the design phase after that. We would finish off the planning phase and have our board and the CRTPA board approve it and then move into the design phase. Which they would be taking a look at where things can meet the demands of what the planning is in the design world. Sometimes they don't match one to one. Sometimes there's other things that have to be done because of slope, or drainage, or some reason in terms of ADA compliance. There are things that will change in terms of design phase. But in general, the vast majority of the project stays the same. Then, again, if we don't need right of way, we will move into construction. If we do need right of way, which we're trying not to, then we will deal with that when we get there. That will all be determined in the design phase of the project. As we move forward, you will have that opportunity, again, as we start to move in the next phase, probably in July, or August even. To get some idea about what we're looking at, which side of the road, where we're thinking about maybe crossing, if we cross, and some of the things we can do to make sure that we meet the demands of the safety of the public in all realms of modes of transportation. So you're hitting it in the right spot, Josh, in terms of where you're at and asking questions and doing those kinds of things. Now is the time to do that. As we move forward, there will always be a couple opportunities into the next phase, with design, but they will be more design-oriented than planning oriented.

Josh Blight: So, is the email address that's in the virtual room your email address? Is it the right place to give detailed questions and then you'll let me know if you've received them and you'll answer more detailed backed than a public forum like this?

Jack Kostrzewa: Yeah, I generally answer the questions as soon as I can. But there are times it might take a couple days for me to respond. I don't like to take too long because then they get buried in my email box. There's a lot of details that a lot of people have regarding their property. Some things we can answer and some things we can't answer. Where your right of way line is, in general, the questions have been "we want to make sure that you're not in our right of way" or "we're not going to have to change the road" or "change the way we access our property" and those kind of things from the businesses and from the residential side.

Josh Blight: Okay. Thank you.



Jack Kostrzewa: You're more than welcome. Jason Gonzalez, you're up next.

Jason Gonzalez: Thank you. I learned of this potential project just the other day. For 15 years I've run from around Hermitage, around the Capitol and back, every couple of mornings. I know every inch of the sidewalks up and down there. Number one, thank you all for looking into this project. I think it would be a great enhancement to our community, to everyone property values to see these nice paths. In other communities, the sidewalks are not uniform, they could be improved. Just from running it every day, it seems pretty obvious, the east side of the road would be the place to do it. We all naturally run and bike on that side because there's more room. I don't even know how it could be done on the west side, especially when you get up around Los Robles. If you're going all the into Midtown, you couldn't do it on the west side. It seems much more narrow, and that's what makes people naturally gravitate to the east side. All the runners use the east side rather than the west side. There's just more room, especially around Waverly. So anyway, thank you for looking into this, I think it would be an enhancement if done right. And I appreciate the opportunity to invite everybody into comment.

Jack Kostrzewa: Thank you for the comment, Jason, appreciate it. Johan. Okay, Johan, you're unmuted, go ahead.

Johan Van Tol: Alright. Can you hear me? Okay. Hi, Jack. This is of course, for the cyclists, a great project. The connectivity to Killearn is not that great for cyclists. Every now and then, you see a cyclist that takes the lane on Thomasville Road, and these are even braver cyclists than I am, which is saying something. My question has to do with the start of the project. Right now, it starts at Betton. Are there any plans to change the stretch from 7th Ave to Betton of Thomasville Road? I think I've seen some plans thrown out at the fairgrounds the other day that were showing some alternatives, instead of 6-lanes there, going back to 4-lanes. Is that a possibility? Can you say something about that?

Jack Kostrzewa: Sure. I can say lots about that. This was project that was midterm that Greg Burke worked on from Monroe Street to Betton Road. It's a different component to the project that we're talking about today. The linkage would be from this project at Betton to Betton down to Monroe Street and through Midtown. So, there is that effort. Right now, the focus is on 7th to Monroe Street and on the other section. You're seeing some of those enhancements today with the pedestrian crossings there. I see Greg Burke unmuted himself, so Greg, if you want to add anything, so I don't ruin your job.

Greg Burke: Yeah sure, thanks, Jack. Johan, as you know, the Midtown area transportation plan actually was divided in north and south. So, you're talking about the north part from 7th up to Betton. That is something we are going to be looking at implementing. Certainly, after the southern portion first.

Johan Van Tol: Okay. Thank you.

Jack Kostrzewa: Nancy. Go ahead, you can unmute yourself. Ask away. Comment.



Nancy Hough: Hi, Jack. I just have a question, because we're talking about this thing and you've added a lot of people to the path. People hopscotching and skateboarding or whatever else going on. But there are going to be a lot of people and I'm assuming this is bidirectional. And right now, we have a situation where when there's bikers, they are going with the flow of traffic. If you create this bigger path, which in turn adds all these extra vehicles or walkers or skateboarders. They're not just going to be going in one direction for those of us having to come into this or go out on to Thomasville Road. They're going to be flying down both ways. I just see such potential for harm, I guess. Are there going to be stop signs in places along this pathway? Caution ways for driveways coming up? How do you see this happening with this much traffic going both ways? Right now, if you're coming into town, you'd be on the south side of Thomasville, if you're biking. If you're going out, you're going up the north side. And you're separated, you don't have that much traffic that way, with bikes. It just concerns me, that's an awful lot of people going both ways and there is a driver in that car that can do considerable harm if they don't see someone or they appear suddenly.

Jack Kostrzewa: Yeah. There's always a safety component that has to be looked at from everybody's perspective. Not just the bicyclists, not just the pedestrian, but everyone getting along. Similar to the St. Marks trail, or the trail that runs along Capital Circle, you have to keep your heads up and you have to be aware of what's going on around you. As such with Thomasville Road obviously being a little bit more congested than St. Marks Trail in terms of its location in an urban environment, we want to make sure that we are including signage as necessary to make sure people are aware of what's going on and that people are aware that they're going to crossing a path, from a vehicle standpoint, a car or truck, that they need to be aware of the sidewalk and what's going on on the sidewalk. There is a component to the design that will incorporate that into it. One of the trails that we worked on, down in Wakulla County, on the Coastal Trail, there are 15 or 16 stop signs along that trail. They make sure that at major intersections that there is stop signs and that there are conditions where it works. It's a little different down there because they have dirt roads and the white paint for the stop bar doesn't work on dirt. That is the way it's going to have to work in terms of the conditions that are going to be out there and making sure that we are addressing the safety components from everyone's perspective as we move forward with the project. That's mostly in design but taking those comments now will help us move that into design as a function of taking a look at the controls that are in the trail/path itself.

Nancy Hough: Well I'd also like to add my two cents to backing what Jane said earlier, that there are so many parts of this city and community that could use good sidewalks. We are blessed with a lot out here in the northeast section of town. I would just like to hope that we would keep that in our thoughts while we are doing this, that there are bigger needs out there. Thank you for letting me talk, I appreciate it.

Jack Kostrzewa: Just to let everyone know, this isn't the only project that we're working on. We have projects down along Oakridge trail that we're starting, along Apalachee Parkway. We're also working with Blueprint to address some of these projects as well. So, it's not a singular project that we're talking about with Thomasville Road. We also have a project on US 90. While you don't see those right now because they're in the development stage, we do have other project going on to address those issues. A



lot of times what you're talking about in these conditions is neighborhood sidewalks or county roads. We are not really focusing there because that is the county's responsibility, not the CRTPA's, along with the city as well. We are still working with them to make sure we are addressing those issues as we move forward, in having a coordinated effort, so we don't have a sidewalk ending in the middle of nowhere. And to make sure there is connection between the neighborhoods, and the parks, and the businesses. So, those things go on, we're just not putting those out there when we're dealing with this one project. But thanks for your comments, Nancy.

Nancy Hough: Thank you.

Jack Kostrzewa: Jan, you can unmute yourself.

Jan Bennett: You see, I promised I wasn't going to say anything else. So now you know that I am not truthful. In that section just about signage, where Rose Hollow, Brockton Road enters Thomasville Road and if you bike on that path, you're familiar with it, I'm sure. But you have driveways, Dorothy B. Oven, Brockton Way, Thomasville Road Baptist Church. Boom, boom, boom. How many stop signs? That's a real concern to me. There's that whole section where you have a lot of vehicle traffic trying to come onto Thomasville Road that really needs to be looked at in the design phase. I see that as where anybody on wheels is going to have a number of interruptions in a row. So just look at that.

Jack Kostrzewa: Thanks, Jan, for doing that. We'll come back to you with that. Mary Kay?

Mary Kay Falconer: Yeah, I just want to mention a couple things. I think that it would be important for some of us to get better educated on the infrastructure that has been developed on the south side of town that is multi-modal. Several of us use the St. Marks Trail, there is a really nice connection from that trail into the Bond neighborhood. Also, several of us have been riding pretty frequently into Jake Gaither neighborhood, over to a beautiful site called Lake Henrietta. I would welcome the opportunity to go with some of you, walk down there, and show you the beautiful destinations you can get to on your bike, or by walking, with the infrastructure that has been built already from cascades park, going south. I think sometimes we just don't know because we're not down there very often. But I am amazed at how much has been done and I would welcome the opportunity to share that with any of you who are interested. Just wanted to mention that, thanks.

Jack Kostrzewa: Thanks, Mary Kay. Johan, you're up next.

Johan Van Tol: My question goes a little bit to the previous questions. Thomasville Road has some ups and downs. On a bike or an electric bike, you can gain some speed on some of these downhills here. I'm also a little concerned about riding against traffic. If you're on a multiuse trail, cars coming out of streets often look to their left to see whatever traffic is coming there, but they don't look to their right. It creates some dangerous situations. Even here in Tallahassee, a lot of the bike crashes actually occur on sidewalks. To what extent are you excluding instead of a multiuse trail, perhaps, where there is more right of way, think about enhancing the bike lanes, north of Waverly. Right now, the bike lanes, I use



them every now and then, but there are a lot of cars that seem to use the bike lines as roads. There are a lot of cars that are egressing into the bike lane in this stretch. Perhaps because of the history of having no bike lanes for a long time along this stretch of road. Could you think about putting in protected bike lanes on this stretch instead of putting in a multi-use trail. Just to account for the higher speeds of traffic, especially on the downhill sections of Thomasville Road. Thank you.

Jack Kostrzewa: That's not what we're looking at right now in terms of making those enhancements. The idea was to focus on the multiuse path. Unfortunately, if we were to include the 8-foot component of a protected bike lane, we would not have the availability to do the share use path. It would just take up too much right of way that's in there. That's not an option at this point, at least not what we're looking at in terms of an option for that multiuse path.

Johan Van Tol: Okay.

Jack Kostrzewa: MaryAnne Koos, you can unmute yourself.

MaryAnne Koos: Hey, thanks, Jack. I'd like this opportunity to be able to comment from home, it's great. A couple things, listening to the conversation, I wanted to echo the concern about the need to prioritize places where infrastructure doesn't exist yet. Like Johan's comment about from 7th up to Betton. Especially the section from the Five Points north. Now you have to kind of know how to sneak through the neighborhood, but it would be great to have something that's really useful there. The next part would be to think about the speed on Thomasville Road. It used to be 35, now it's 45. We are looking much more at target speeds and how drivers should be driving instead of how they want to drive. People are easily going faster much easier than 45. If we address speed, then Thomasville Road would be a lot more useful to those cyclists who do ride in the road, and I think it would just be safer for everybody. All the people pulling out, pulling in, things like that. My other concern is it might be really optimistic to think you can get a 12-foot path in there and not harm the trees that are already there and maintain an appropriate separation from the curb. Let's think about maybe better using the pavement we already have and make a better facility, even if it's just a wider sidewalk. So we can keep the things we really like about Thomasville Road, but make it a little bit more functional. Those are the kinds of things I was thinking. I didn't see the proposed typical section in the meeting materials, if there was a way that could be provided to help us all understand the project better. Thanks.

Jack Kostrzewa: We'll bring out a typical section as we move into the next phase, in probably July or August, to take a look at where the location would be specifically, planning wise. In terms of the trees, as Kate spoke about at the beginning of the meeting, we have a tree survey from the city arborist, so we are aware of the trees and their condition. It is not our intention to take any of the trees down along the corridor. No matter which side we go on, we're not going to be taking down tree. That's where the path will be up to 12-feet, in terms of making that happen. It may go down to 8, it may go up to 12, or somewhere in between there. Jan, go ahead.



Jan Bennett: Just to comment on what Johan mentioned about enhancing the bike lanes. In the “Your Turn” Column in the Democrat yesterday, that was also a suggestion for urban roadway enhancement for cyclists in some cases. If I’m understanding, and this is the question, that’s not you, that’s the city? Am I correct in that? It would be the city that determines what happens to a bike lane?

Jack Kostrzewa: No. The city would do that on city road. The county would do that on county roads. And the state would do that on state roads.

Jan Bennett: It is the state? It is DOT?

Jack Kostrzewa: Yes.

Jan Bennett: But is your planning, is the CRTPA, part of the DOT?

Jack Kostrzewa: The Capital Region Transportation Planning Agency represents the for-county area in terms of transportation planning for state roads. We act as the liaison between the community and the Department of Transportation. As we move forward with projects and the CRTPA board approves a project and the Department wants to know if the community is behind it, that’s what we serve as our purpose for developing these transportation projects. Anywhere from roads to sidewalks to trails to intersections, we coordinate with safety projects. Across the board in terms of transportation. So, we don’t work for the Department, we work as the liaison between the community and the Department to make sure the community gets what they want on the roads in terms of sidewalks, bike lanes, etc.

Jan Bennett: If I understand, if someone were to wish to lobby for an enhancement of the bike lanes, they would not contact you, they would contact DOT?

Jack Kostrzewa: They could certainly contact DOT but DOT would send them our way.

Jan Bennett: Okay, perfect. Thank you. Question answered.

Jack Kostrzewa: I’m glad you got your answer. Carol, go ahead and unmute yourself.

Carol: Thank you, Jack. Appreciate it. I have a question regarding this feasibility study that we’re in right now. When will you finish with gathering all this information on this feasibility study? Who will it be presented to and when? Who actually will determine that, and will we be in that process of being either present or knowing? My other thought, God forbid at my age I should have one, as far as the bicycles go and the path, has anybody thought about the possibility of putting in a little sidewalk on the west side of Thomasville Road, where it’s hard to walk on certain areas, as you are aware. Have you thought about maybe having the bicycles on one side, where they can go north and south and not interfere with the people, the baby buggies, whoever else? That was my only other thought. Could I get an answer on the feasibility and give you just that thought on the bicycles or maybe you have already determined or know the answer to that? Thank you. I appreciate it.



Jack Kostrzewa: Okay. In terms of the feasibility study, you're in the middle of it right now. We'll have a second round of public involvement coming up again in August. We'll refine that, have a report prepared probably later this year, in the October to November time period. We present it to the CRPTA Board, who will ultimately approve it, or say yes or no, either way. They're the ones who will make the decision of moving forward with the project. In terms of your involvement, you're always welcome to be involved in the process. If you go to CRPTA.org you can look at our meeting schedule and you can go to any meeting you want. Right now, they're in person. You can come on down to city hall whenever we have a meeting. As we move forward with the project, I'm going to let everyone know when we're taking stuff to the board. I don't want anybody blindsided by the fact that we are doing all this work and then not inviting anybody or letting anybody know. So, you'll be aware of when that's going to happen. If you want to get on our mailing list, just send me an email and I'll put you on the list, so that we're able to make sure that you get contact with the project as it moves on. In terms of the west and east side of the road, we haven't determined which side of the road the project is going to be going on. The west side will need a lot more work. There are problems up around Penny Ln. There are a couple trees up there that are going to be very difficult to get around. But that still has to be considered in terms of where we're looking to move forward with the trail. In terms of the feasibility component of it. The design phase was only spoke about because that's the next phase that comes after the feasibility plan and approval by the CRPTA Board. Again, if the Board says "no, we don't want to do it" then there is no design phase, there's nothing else after that. It would just stop right there. I don't think that having one side or other designated as a way for one people, west side for bikes and east side for pedestrians, that doesn't work because you have people on both sides of the road. Many want to use that trail for multiple purposes. In terms of staking out the claim of bikes being on the west side and pedestrians being on the east side, I've never seen that done before. I've seen paths with directional lane markers in the middle of the path as well, kind of similar to a road with the lanes of a town lane road. Again, you're not really having that situation occur anywhere, so I'm not quite sure why we would do that at this point. I know that up on Kerry Forest Parkway there's a sidewalk for pedestrians and a sidewalk for bicyclists and no one pays attention to it. Just go where you go and be aware what's going on around you. I hope that answered your question, Carol. If it didn't just jump on back in.

Carol: Okay, you talked about Penny Ln and you're saying that you're not going to split either side. But don't you think that especially with people not paying attention to it anyhow, do you think cyclists and people walking and baby buggies, their going to pay attention on one side of a busy state highway or state road? I am trying to juggle that in my head, how that is more compatible than sending bikes one way or another, at least a certain area where you do have a lot of driveways and that. Say the walkers at Hermitage and Woodgate, they have to cross over to get to the next five blocks. It would only be a short span of road, where you got the church, Dorothy Oven, plus you have a lot of businesses on this side of the street, going toward Metropolitan. For just that short area maybe consider doing the pedestrians on the left, possibly consider something like that, breaking it up. I think that was all I had, Jack.

Jack Kostrzewa: Okay, we'll make sure that we address your question as it moves forward. Greg, did you have something to say?



Greg Slay: Yeah, I was wondering if you saw, there's someone named Jane on the call and she can't raise her hand. Jane, if you just want to unmute your phone and make your comment, if that works for you.

Jane: Thanks. I'm on my phone, so I can't figure out how to raise my hand, I'm sorry. I walk and I bike, and I have biked along Thomasville Road on the sidewalk. Because the sidewalk on the west side is so bad, I go both directions on the east side. Right now, most cyclists I know go both directions on the east side, currently. Having a wider lane would be very much better, than the current, very narrow sidewalk, to accommodate both pedestrians and cyclists. The point was made that it is concerning to have bikes come by you fast and I totally agree with that. It is really important for cyclists to let walkers know that they're coming, so they don't scare or surprise people. Maybe there could be some signage or something that would request that cyclists announce themselves, so they don't cause any problems. I do think that it would be wonderful to have it further down Thomasville Road so that more people could make use of that area. I currently would think twice about walking along there because its not very pleasant. But with a wider path, with some vegetation or something along it, it might become a much nicer place to spend some time. Thank you.

Jack Kostrzewa: Thanks for your comment, Jane. Sorry we didn't see you before in the chat box. Sorry about that. Patricia, you can unmute yourself.

Patricia Martin: Thank you, Jack. I just want to make two brief comments, related partly to what Jane said and also what Jan Bennett said earlier about walking on the road to get to another place. There was an article in the New York Times in the last week about brain damage due to exhaust fumes, particularly for people 65 and over, and it irreversible. It was called Aging Nature. One of the Nature Journals. So, people who walk long stretches on Thomasville Road at the present time may be making a personal mistake. Another thing I wanted to say which is real particular to our community, Rose Hollow, because of Oven Park, which we do love, we cannot see to get out of here. We have to go up on the sidewalk as it is, to see to the right where we have to go because of the church, it pays no attention to us. There's schools across the street, we have to turn right. If you put the 10-12 feet further back, we're going to be on that strip. So just be aware, unless you want to do a flyover to get us to Thomasville Road, we're going to be sitting right there in the middle of that path, trying to see what's coming down the hill. We're talking about bicycles and whatever else. Anyway, I'll stop. Thank you. Appreciate it.

Jack Kostrzewa: Thanks, Patricia. Any other questions? Marcia, go ahead and unmute yourself.

Marcia: I just want to make a comment about the multiuse trail, in general. I am really in favor of them. One of the things I know that they were building the St. Marks Trail, was that a lot of the community was opposed to it, but if you ride down there in the evenings, its just wonderful. You see families out there with baby buggies, you have cyclists that slow down to let families go by. You see the people that live there on their walkers, walking down the multiuse trail. Before they would have had to be on the road. For a while it would have been a sand road. So, I think that a multiuse trail opens the opportunity for families to travel together. It addresses the older folks, frankly, and makes transportation safer overall, versus just trying to ride the bike lane. I've ridden the bike lane on Thomasville, and I've ridden



the sidewalk and I prefer the sidewalk. It just feels safer overall. It would be much better if it was wider. I think, you know, when you go down the St. Marks Trail and you see these chalk drawings, you know that the multiuse trail is also being used as an artist's canvas for the neighborhood when there isn't a lot of traffic on it. So I think it serves a purpose for the whole community, particularly for the people where it goes in front of their neighborhood and not just a corridor to connect us. I have been brave enough to go to Killlearn and it's a little scary going under the interstate. It would be nice to have a safe way to get up there. That's my comment. All in favor of multiuse and I promise to slow down. For the person talking about coming out by Oven Park, I know in some places they put a stop sign before the trail and then one by the road. They put two stop signs, so they stop to look for mopeds, cyclists, whatever, and then they look for the other. Thank you.

Jack Kostrzewa: Thanks for your comments, Marcia. You should probably get a medal for riding Thomasville Road in the bike lane. Congratulations, we'll get some ready for you. Adrian you can go ahead and unmute.

Adrian McCollum: Yes, just to make sure I have a familiarity with what's happening. You're potentially designing a trail that will then be how close to Thomasville Road? Will there actually be kind of a gap, so that people who are traveling the trail are not that close to oncoming traffic? I'm concerned because Thomasville is used as a way to get into and out of Tallahassee. There are periods of time where there's heavy traffic. How close are people going to be to that heavy traffic?

Jack Kostrzewa: Is that your question?

Adrian McCollum: We're talking about the trail. The distance of the trail. How close is that going to be to oncoming traffic? Or is there going to be a buffer that will protect them in case they get too close?

Jack Kostrzewa: That's a good question. Our intention is to have a buffer between back of curb and where the trail begins. We don't want to keep it on the back of curb. We found out that on the northern part of Thomasville Road, when you get north of Killlearn, or even north of the interstate, that trail or sidewalk, is right on the back of curb and it's pretty harrowing. That's a different section of Thomasville Road and you will wish that people would do 45/50 miles per hour on that segment, but they are much faster on that segment. Being there is very concerning when you're on that path, to be riding, or even walking. The intention here is to make sure that there's a buffer between the back of curb and the trail. I can't tell you how much because it will vary.

Adrian McCollum: Thank you.

Katelyn Widness: Adrian, I was about to say, in some areas where the right of way is much smaller, it is required you have at least 2 feet on each side. That's where maybe we would go down to an 11- or a 10-foot-wide path to be able to give additional space of that buffer between where the curb is and where the shared use path would begin. But there are some areas where there is actually over 200 feet of right of way along Thomasville Road from both sides of the corridor, where there would be a plentiful amount



of space between the travel lanes and where the multiuse path would be located. It is not set distance because the corridor does vary so much between less than 100 and over 200 feet of available right of way.

Adrian McCollum: My other question pertains to how long this would exist. What happens if the city decides they want to expand Thomasville Road, enlarge it? Is that something that would happen as the city starts to grow? Because you have to compensate for the traffic, so would then, if the city decides to increase the number of lanes, would that impact this trail?

Jack Kostrzewa: The city wouldn't be responsible for determining the number of lanes on Thomasville Road. That would be a function of the Department of Transportation. As it is right now, there's two different ways that that road is just about impossible to widen. One is financially, because we would never be able to have enough money to buy right of way to widen that road. Second, physically, there's just not enough room in there to fit it in anyway. There would be no chance in our lifetime of seeing that road widened. And there's no plans to have it widened anytime before 2045 at the earliest, and it's not even in our plans for that. That's not really an option at this point. But I understand what you're saying, we don't want to put a sidewalk in or a path in, and then five years later have to rebuild. That's not the situation here, that won't happen. It's a good question though. We don't want to waste money on building something and then have to tear it out.

Adrian McCollum: Yes, exactly. One of my last questions, what is the time frame for this? And will this actually impact traffic when this is being built?

Jack Kostrzewa: The time frame is a good question. By the end of this year we hope to have the feasibility study done. There is money for design phase in next year if the board approves it to move forward then we will be looking at design sometime late next year, mid to late next year, to start. Beyond that, we have to really get to design to see what comes next in terms of if we need right of way or not. We're hoping not to. And then we would be looking for construction phase, which is not funded right now, so we would be looking for construction money as well. It's hard to say what the time frame would be because we are right at the beginning of the project, its hard to say when you don't have construction phase funding, how long its going to take to get that done. It would impact traffic on Thomasville Road. I don't know how you would construct that trail without impacting the traffic on Thomasville Road.

Adrian McCollum: Okay, I could just imagine the traffic during rush hour. Its already a nightmare during rush hour trying to get in and out of the neighborhoods. So, with construction I think this would be really crazy and difficult, unless the construction is done at night. Yeah, okay.

Jack Kostrzewa: I don't think we would want to do it at night because we have residential components where we might be able to do it at night without a residential component, but there's ways to make it work. Construction is always difficult because you have to maintain the traffic. You have to be aware of what's going on in the community as the builder, and you have to work it out as part of the pain of the



process, is getting to that point where you're building the trail or the road and making sure everything still works from a transportation standpoint. It is a good question though and there will be pain.

Adrian McCollum: Okay. Appreciate that.

Jack Kostrzewa: Alright, thanks. Lowis, you're up next. You can unmute. Alright, we'll go to Carol and when Lowis resolves her microphone, we'll go back to Lowis. Carol, go ahead.

Carol: Thanks, Jack. Quick question. Will the state have to lower the speed on Thomasville Road once this path is adjacent to it because of all the traffic and cyclists? Will that be aspect of it?

Jack Kostrzewa: No. There are paths built all over the state that they haven't required the traffic to slow down. Except for at the locations where there is a crossing and there's a signal or a push button like on Betton road where there is a beacon out there to push and cross the road. Typically, I've seen paths built in Seminole county just north to Orlando that are right next to the road and there is no need to slow the traffic down. That would take a different study to get that done. We are working on the path, not slowing down the traffic, although it would be nice if it did slow down. Lowis is that you?

Lowis: Yeah, I'm here. I'm trying to figure out how to unmute.

Jack Kostrzewa: You're unmuted so you can go ahead and speak now.

Lowis: Oh okay, thank you. I live in Rose Hollow. I am old. I have to get out onto Thomasville Road, regularly, not everyday anymore. The speed limit is 45, they're going 60, it is an accident waiting to happen, and if we have another 12 feet to work with, I don't understand how we will ever leave Rose Hollow. Do you understand what I'm saying? I mean, I don't understand who wants this? Who wants this road? Bicyclers? Is this a bicycle thing?

Jack Kostrzewa: It is part of a multimodal system that we are developing that includes bikes and pedestrians, as well as cars.

Lowis: I have never seen anybody walk north of Hermitage except the walkers, not women with their children. And I've lived here 20 years. I think this is a boondoggle. I don't like it, I don't want it, I don't want it on my side of the road because I won't be able to get out, I have enough trouble now. I don't want it; I am really against this whole thing.

Jack Kostrzewa: Okay we'll make sure that your comments are documented so that we are aware.

Lowis: Thank you. I don't like it. But I appreciate that and everybody else that had more things to say better than I do right now. Thank you. I wish you did not do this.

Jack Kostrzewa: Okay, thank you. Carol, were you finished with your question?



Carol: I think I am. I guess my thinking is I keep shaking my head going “whoever thought this up”. I mean, it seems anybody who lives here, and I don’t know how many of our board members have to access Thomasville Road from their everyday. Who was the brainstorm that thought of this project? It just boggles my mind when I think about it. When you have a trail, you want to have a nice area to go down, like St. Marks Trail. You’re not on a busy highway there. It’s like apples and oranges, compared to ours and St. Marks. And if you walk, which I do, the breeze that comes from the flow of traffic, even when it isn’t the rush hour, is pretty strong. If I walk up by the fire station and come down back by the church, the wind is just blowing you crazy. Its why we don’t walk on Thomasville Road because of that. We walk on Thomasville Road to get to Hermitage or another area, but nobody just walks on Thomasville Road to walk, usually. You can’t walk to a store even if you put a path there. Who’s going to walk to a store at Market Street and bring home their groceries or their clothing or a restaurant. I’m just trying to understand. You go to Market Street and then where do you go? I’m trying to see the logic behind this, and I haven’t heard much logic behind this. Thank you for letting me expound. Appreciate it.

Jack Kostrzewa: You’re welcome. We’ll make sure that we note your comments and we’ll address those issues as they come up so you’re aware of what we’re doing.

Carol: I would appreciate that, and I would like to be present when it’s all presented. I’m going to send you an email, so I get on your list. Thank you.

Jack Kostrzewa: Alright. MaryAnne, go ahead.

MaryAnne Koos: I just wanted to maybe address the buffer width. The buffer width is the space between the path and the curb. When you have the sidewalk you do have a two foot minimum buffer width, but once you introduce cyclists onto the sidewalk and you expand it to be a shared use path, then you’re actually required to have a five foot minimum separation and the reason for that is cyclists are moving at a higher speed, they’re on wheels, they need a little more space to recover. What we really want to avoid is a cyclist inadvertently going over the curb and into the travel lane. So just be mindful of that minimum buffer width, it has a real function and safety benefit. What you try to do is make sure you have your buffer width and think about your outside and the border that you need on the outside edge adjacent to the right of way, and then the space that remains is what you have left to design your shared use path in. Just to be aware that your shared used path requires a greater buffer than your sidewalk. Thanks.

Jack Kostrzewa: Thanks, MaryAnne. Any other questions?

Katelyn Widness: I think Patricia Martin has her hand raised, Jack.

Jack Kostrzewa: Go ahead, Patricia.



Patricia Martin: Hi, I just want to ask you to please get back to us soon about when we can have our walk. From this whole distance and you tell “here” is what you’re going to do and what it’s going to be like and how you’re going to protect trees, so we can understand because I assure you your little drawings, although they meant well, they’re not informative. I would ask you to please, as a citizen, I’ve lived here since the early sixties, I’ve lived in this development for 40 years, please arrange this. DOT has no problem with arranging this, they’ve done it before. I’m making that official request. I will make it to whomever. Thank you.

Jack Kostrzewa: Thanks, Patricia. Adrian, it’s all yours.

Adrian McCollum: You’re not addressing the speed issue. Are you going to maybe increase the number of traffic lights or something to ease the movement of traffic so that it doesn’t speed through? Or is there something you can do, is that a possibility?

Jack Kostrzewa: The introduction of signals is based off a different set of criteria based off of traffic and bike and pedestrian movements. It wouldn’t just be one function making decision for the other functions. But if we do take a look at some crossings or provide the opportunity of moving east and west across the road, we will certainly take a look at that and introduce that as part of the project.

Adrian McCollum: Okay.

Jack Kostrzewa: Any other questions or comments? I’m here all night, so you can keep asking, it doesn’t bother me at all. Kate can be here all night too. Well if there’s no other questions, we’ve been here for an hour and half. If you have any other questions regarding the trail or any other projects the CRTPA has you can go to the CRTPA.org website, it has linkages for emails under the “contact us” tab. You can also go to the webpage and it there’s the Thomasville Road webpage and that has information about the virtual room, which is open till tomorrow. The project page is also up there as well with information. As we move along, I will be adding more information to the website, to the project page. So you can all follow along if you choose to do so from home. We will be having public meetings now and as we move forward with the Board, to making presentations and stuff, I’ll also let you know as well. Carol, you can go ahead. You just muted yourself.

Carol: Just wondering how we’ll be notified? By you? Or do we have to go to your website to find out when the meetings are. Is there some way you will be notifying organization, associations, and that type of thing personally?

Jack Kostrzewa: Yes. I have a long list of people interested in this project. You will be added if you send me an email through the webpage. I’ll add your name to that. Kate is there a way they can add their email in here and we can pick those up from here?

Katelyn Widness: In the conversation they can go in there and type their email address if they wanted to and we can take note of it before the meeting closes.



Jack Kostrzewa: If you want to go ahead and do that and add that into the little comic strip balloon box.

Katelyn Widness: Yeah, so it looks like a chat bubble, if you click on that it should have a meeting chat that pops up on the right side and you can type in your email address there and we can add that.

Carol: I'll look for that. Thank you.

Jack Kostrzewa: On the webpage there's linkages for the project and you can contact me that way. There's about 20 different ways to contact me and get on the list for that too,

Carol: are you leaving your home phone number too, Jack? I'm sorry. Got to keep your sense of humor. I'm going to mute myself. I need to.

Jack Kostrzewa: There's a lot of ways to contact us to make sure that you get on here. We'll make sure we're adding you in here. Okay, I don't see any other questions so with that, if CRTPA staff and Kate can hang on for just a few minutes after that, that'd be great. So we can make sure we have everybody's emails that sent in their emails from the chat and we'll go from there. Have a great evening, if you have any questions, send them to me.