



## **Thomasville Road Multi-Use Path- Trescott Drive/Betton Hills NA**

June 21<sup>st</sup>, 2021, 7-8 PM

*Some comments and questions were reworded for clarity*

Kate Widness, Kimley-Horn: To capture all the comments and questions we have started to record several of the meetings. I will share my screen, and let me know if you all can see it. Alright great. Like Jack said, we're just going to give you a little bit of a brief project background and explain some of the options for this particular area that we're looking at. So a little bit about this project is there was an update to the Tallahassee-Leon County Bicycle Pedestrian Master Plan which was adopted about a year/year and a half ago, kind of around COVID time, and what that project really strived to do was build a network of a lot of east/west north/south corridors using major projects and separated facilities like a trailer or multi-use path. And then and then develop what we call the "neighborhood network," which would utilize low speed low volume roads where you can share the road with vehicles as well as bicyclists and other user types. In that Master Plan Thomasville Road was identified as a major project, it also has been identified in the Greenways Master Plan for a long time, and one of Blueprint projects as well. So, it's a project that have been thought about for a long time in terms of multimodal because it is a huge north/south connection within our community. What we kicked up about a year ago was a feasibility study which really looked at the technical aspects of constructing a 12-foot multi-use path along this corridor, so separated off the corridor 12-feet wide 10 to 12 feet is what we're looking for, that would accommodate bidirectional traffic that can be used by cyclists, wheelchairs, walkers, runners, rollerbladers, you name it, they can use that as long as it's not motorized. And the idea of this was to be a Midtown to Market connection. So many of you might be familiar with the Midtown Area Transportation Plan that looked at Monroe Street to Betton Road, and looked at how we can add multimodal elements to that area of the corridor, and this project is going to connect those improvements up to Market districts. Midtown and Market tend to be two places that attract a lot of people in our community, going for restaurants, businesses, and we want to be able to connect that through other modes of transportation.

The area we're looking at today is Betton Road to Armistead Road, so we're going to go through three different opportunities that I explain in more detail now. The first option is Thomasville Road. This project is looking at Thomasville Road, most likely an alignment would be on the east side of the corridor because it is a little bit easier than the west side of the corridor, especially as you get north of Armistead Road. It would be a direct connection to where the proposed multi-use path would be along Thomasville Road. Some of the opportunities for this area are that it is a direct route, as well as it's accessible to the businesses that are along Thomasville Road down there, including apartment complexes, some banks. Some of the challenges are really the access management, a lot of the commercial driveways. I'm sure many of you are familiar with the Circle K that's there, and the kind of a mess of a situation that is adding in. A multi-use path within that area would require a lot of work when it comes to access management and how people are entering and exiting the businesses along Thomasville Road.

The second option is the covered drainage ditch. This alignment would be on top of the drainage ditch, which is a project that is being done by City of Tallahassee. Jack knows more about that project, he's been coordinating with the PM from City of Tallahassee, so I'll see if he has anything to add. But what we would do is put the trail on top of that covered drainage ditch as a separate project because they're



already in design for that project. Then it would connect to the embankment area that goes into McCord park. The path would not be on top of the drainage ditch is not covered all the way to the park, it would end at the barbeque area behind the apartment complex. I have a photo where the drainage ditch is ending. So, one of the challenges is that we would need a bridge structure to go over the ditch to connect to the embankment area. Some of the opportunities with this one are that it is separated from the corridor, so it's lot quieter and a more enjoyable ride, it's well shaded, and for anybody who walks or bikes, especially during our summer heat, shade as much appreciated. So, this segment could be in a nicer, shaded, and quieter area. Some other challenges we have are that it does back up to some of the homes that are along Trescott Drive. So, there would need to be some consideration of how to have a separation between the path and private property associated with those homes. Considering some lighting in there that wouldn't be intrusive to the property owners that are along that area, as well as there's the nature trail that's back there that's currently used by a lot of recreational walkers and runners within our community now. Jack, I'm not sure if you wanted to add anything related to that drainage ditch project.

Jack Kostrzewa, CRTPA: Just a couple comments that we've had so far from the public involvement related to a lot of people not understanding that the covered ditch was not going all the way to the bridge, it was only going to that barbeque area, to that circle area. And then, again, we'd have to cross over. The embankment is where we would build the trail on top of, it wouldn't be anywhere near the water, that embankment is wide enough for us to put that path through there. It wouldn't be, I think one person thought we were actually building it all way down by the water, and it's not down by the water, it's on top of the embankment. And there were some concerns about safety off behind the houses as well, and again with the construction of the ditch some of those things are more related to the City of Tallahassee's project, and what they might include in terms of like a fence for those folks on the backside or something like that to provide a little bit more safety from people coming out of the back of the of the bank or the Circle K. Then there's the issue of lighting as well, that would have to be addressed because we don't want to put lighting that would be intrusive to the neighbors back there because you put light back there and it will be very bright, if it's an LED. So, we want to make sure that that's consistent with in the context of the trail back there that was the route that we were going to go. With that we have met with the City of Tallahassee Real Estate and we would have to have some easements back there from the property owners that, I want to see all of those connect from Thomasville Road all the way through to the back of the ditch, so that we would have to work on getting some easements as well from them in order to make that work as well so it's not just one side of the street, it's also on the Thomasville Road side. We'd also have to work with those folks as well. I'm sure that from a safety perspective they would want to have some reassurance or a fence or something there to make sure that people won't be trespassing through their property.

Kate Widness: Thanks Jack. And the screen we have here, like I said, it is a little difficult to see, but the drainage ditch project would end around here and this is where we would need to have a structure to get over to the embankment area. The third option we have is Trescott Drive and this was something that we recently kind of came about because we received some information when they were doing the drainage ditch project, they had surveyed a lot of this area. It was shown that there is available right-of-way along Trescott Drive that would accommodate about a 10-foot wide multi-use path. The alignment would be on the east side of Trescott, with a crossing over Trescott to connect into McCord Park. Like I said, there is available right-of-way, it ranges from about 14 to 20 feet from where the existing curb is



right now, which would accommodate the 10-foot multi-use path with two feet on each side of that. It would connect to the Betton Road multimodal improvements and the existing crossing that goes along Betton Road that then connects over to Winthrop Park. So, it expands that connection and the investments that we're already making in the multimodal network here. And it's a neighborhood connection, it gives direct access to this facility to either go north as that gets constructed possibly or to go south as Midtown begins to get constructed as well. Some of the challenges are there are utilities out there that would have to be moved, there are trees, other things like mailboxes, that need to be moved. It's not like mailboxes would go away, it would just be in new areas. We had a conceptual rendering that we put together along Trescott Drive. This is some of the existing conditions that are out there along Trescott Drive, and this is just a concept of what a 10-foot path would look like on the east side of the corridor. Like I said, we would have at minimum... Yes?

Melissa Jacoby: That's my house. That's me.

Kate Widness: Well, as we said, we just took some photos out there and just wanted to be able to visualize what it could be just because this is along a neighborhood road. Trescott Drive was actually identified as part of the Bike Ped Master Plan as a neighborhood network because there is available right-of-way. Although a separated facility is going to be better than anything that you can have on a road because it allows different user types to be able to use it and that's really the one of the goals of this project I, s we don't want to build facilities for, what we call, the strong and fearless cyclists. We want to be able to build these facilities so children and elderly families can use it, so they can make the decision to use another form of transportation and feel safe doing so. This is just kind of conceptual rendering that, right next to each other, as I said you know, we took the utilities out we, took the mailboxes out. Those were things that would have to be figured out during the design phase of this. Especially where the utilities would go, is there possible undergrounding, do you switch them to the other side of the road? Things like that, those are the details that we don't have now, because we're flying about 20,000 feet above the project right now to just figure out what is feasible in terms of putting a shared use path out there, or multi-use trail. This is just another view, the full view of what's currently out there, and what could conceptually be out there if we were to put a path on the east side of the corridor. These are just things that we've put together. We're going to create other renderings for this project. Jack mentioned that we're going to have additional public engagement starting in September. We're going to have renderings of other areas along the corridor of where the project would be feasible based on the feasibility study that we have worked on. With that, we're happy to answer any questions, take any comments you would like to share with us today based on some of the options that we're looking at within this area to connect Betton Road up to Armistead Road. A few other things we're looking at too, is north of Armistead along Thomasville Road, there's actually a lot of right-of-way on the east side. This would keep the existing trees that are along there with the trail on the other side. There's ample right-of-way out there, but there is a large slope to get up from where McCord Park is along Armistead Road to Thomasville Road. We're looking at other options too, like possibly going up Armstrong Road to Winthrop Way to be able to connect to Thomasville Road, so these are things that were just having conversations about right now and we hope to get more public engagement and more input and have these conversations. We're happy to answer any questions that you may have.

Jack Kostrzewa: One other thing about the path on Trescott. When you move it from the back of the property to the street, that is always a good safety consideration for people to have better eyes on the



street because people's houses facing the back aren't always sitting in the backyard and they're not always facing the street either, but not always sitting in the backyard looking for things to happen. But from a safety perspective, it's always better to have eyes on the street. With the trail on Trescott, there's always that opportunity as well. Some ancillary information that when you have a path connecting your property, your neighborhood, to other paths, the property values do increase from 10 to 20%. And that's what people are really looking for now, is these connections to trails when you're looking for houses, not just this area, but nationwide. So, you do have better eyes on the street, you have a better connection to Betton Road and so the opportunity is there's a lot more opportunities for that to happen if that's what we, meeting with you guys, are able to forward for the City through another process. This is not the process that's going to get the trail, this is the process that we're talking about to incorporate that into the feasibility study. There will have to be more public input as this process moves forward from either us or the planning department to have conversations with the Trescott Drive people. With that, Eliza, I see you're ready to go.

Eliza Hawkins: I just see that you've got a sidewalk on the west side of Trescott. It looked a little redundant in that picture to have both of those paths, do you envision keeping that sidewalk? Will the people on the east side lose 14 feet and how many people in this meeting are from the east side of Trescott? I think one, maybe? So, I just wondered, is it not a problem?

Melissa Jacoby: Not really. I mean, I'm more concerned if you're going to have this, get it off Thomasville Road. Running it along Thomasville is just not safe, people are crazy drivers on that road. Whether it's better on the ditch or on Trescott, even though I would lose property and maybe a tree, I'd certainly lose a utility pole. I have neighbors that would be very upset, I think, about the loss of things that they think are in their front yard, that really aren't.

Eliza Hawkins: Yeah, yeah. So why aren't they at the meeting?

Melissa Jacoby: Well, my favorite neighbor just had surgery. I told her I would report.

Eliza Hawkins: Okay.

Mari-Jo: This is Mary Jo. I'm on the meeting, and I am in favor. I also live on the east side of Trescott, right next to Melissa, I am in favor of having the trail on the east side of Trescott. I love the rendering. I would favor that as well, even though, yes, I would have to move a lot of flowers and plants, but I'm willing to do that.

Melissa Jacoby: You can move them to my yard.

Jack Kostrzewa: So just to confirm, Eliza, that we wouldn't be removing the sidewalk from the west side of the road. That's an existing facility, there would be no reason to do that. If we were to even pursue the west side of the road, there's some properties, we know that would have some slope issues, that would get into that downhill slope. A lot of those go down towards their house, there is an issue of going too far, and then you have to have a sharp decline, well that decline has to be evened out so they connect, as to not bottom out on their driveways as they're pulling out. So, we wouldn't expect the west side to be favorable in terms of a massive expansion.



Kate Widness: And Eliza, just to add as well, Mindy Mohrman, who's with the City of Tallahassee, she's the arborist for the City, we had her take a look at Trescott for us, and a lot of the trees that would be issues are on the west side of the corridor. I think that's why the sidewalk is right next to the road, whereas on the east side, because the utilities are there, there really aren't many trees within the right-of-way. So, the tree impact would be nearly nothing, because the utilities have already caused the removal of those. The idea would be to have both of these facilities with hopes that you would have cyclists who were going a little bit further, connecting south, connecting north, using that larger 10-foot multi-use path, and then if walkers who don't want to deal with kids on bikes, possibly, they would be able to use the sidewalk still.

Jack Kostrzewa: Okay Mario I think you had a question, right?

Mario Taylor: Yes. Just curious on the folks that you provided notice with on Trescott from Betton. Did they get notice to people on both sides of the Trescott and then how far down Trescott?

Kate Widness: So, yes. We went from the property owners on both the east and the west side of the corridor, from Betton Road to, I believe, Lindsay you can clarify, a few houses beyond where the McCord Park entrance is. So, I think it was just about 50 property owners. We use property appraiser data to get that information, so we are able to pull the names and addresses from that.

Mario Taylor: So, Eliza, possibly you were just one house short. It would have been just right at Cline. You said you went all the way down Cline or?

Kate Widness: I think it stopped right before Cline.

Lindsay Slautterback: We just went one house east of Cline on either side of Trescott.

Mario Taylor: Okay. Do you know if you went down as far as, what's the street that goes up from Trescott? That little short street?

Melissa Jacoby: Blythe?

Mario Taylor: Blythe, yeah. Did you go all the way down [to] Blythe, do you know?\*

Lindsay Slautterback: Yes.\*

Mario Taylor: Okay, alright. Thank you.

***\*Clarification: Postcard mailouts were sent to all houses immediately along Trescott Drive from Betton Road to just east of Cline Street. Mailouts were not sent out to residents on Blythe Street outside of properties on the corner of Blythe and Trescott. A list of residents and a map of the properties are available by request. Please reach out to project manager Jack Kostrzewa at [John.Kostrzewa@CRTPA.org](mailto:John.Kostrzewa@CRTPA.org).***



Kate Widness: And that's where we sent a notice for this meeting. We do have another round of public engagement that will be happening in September, that we will have these same conversations and talk about these similar alternatives to hopefully have a larger number of people attend those meetings. Because the project is not over, we still have a lot of engagement. We've got several other neighborhood meetings happening. We have had virtual meetings, three of them for a public room that was developed, we're going to do something similar, but also do something in person now that vaccinations are going about and we feel safe having an in-person event with an option to have a virtual event as well.

Mario Taylor: Thank you.

Melissa Jacoby: Can you give me some idea, if all things worked out wonderfully, what's your timeline on decision making? When do you think you'll have a final decision and then how long after that will it take?

Jack Kostrzewa: That's a good question. We're in planning phase, we would have to go through design, then construction. We're very hopeful that we'll be able to not need right-of-way so we can build everything in the existing right-of-way. One of the issues is that we have a partnership with another organization that would be coordinated with. Some of the funding that we have as the CRTPA couldn't be used on parts of the trail, like Trescott Drive, and that's why we would have to engage the City of Tallahassee in the process as well. Similar to Live Oak Plantation Road, Timberlane School Road, Timberlane Road, we'll have to meet with the County, the City, the school board. From the perspective of actually having things done, if the board was to approve this, let's say the end of this year, and we went through design starting next year sometime, and that would take about a year to get done, and we don't have any funding for construction at this point, it'd be four to five years before it starts. It could be longer than that depending on the funding availability and the partnerships that we can create to make that happen. It just really kind of depends. And again, the City does have a sidewalk policy and we would have to work with them to meet the standards of having that sidewalk policy in place and that's something that we wouldn't be necessarily taking the lead on, but we would be coordinating with, more than likely, planning and underground utilities to make that happen. I hope that was vague enough but general enough.

Melissa Jacoby: No, thank you. I'm just thinking how old I am and how old I'm going to be. Am I going to be around for this or not? Thank you, I appreciate that.

Jack Kostrzewa: Melissa did you have another question? I mean, excuse me, Eliza, did you have another question? You're muted. Eliza, you're muted.

Eliza Hawkins: How about that? Can you hear me? Can you reiterate where it would actually cross back over? I know things aren't finalized, but at this point, where do you envision it would cross from the east to the west side of Trescott? Would it be right at the path that goes into McCord Park?

Jack Kostrzewa: Yes.

Eliza Hawkins: It would be on the east side and then cross right where Blythe is?



Jack Kostrzewa: Right. It would be a painted crossing right there to bring it to the eastside and to Betton. And having the actuated signal there the RRFB or the beacon there so when people hit that beacon, there is a big plus having people move smoothly, as smooth as possible, across Betton Road, to go to Winthrop North and South, or I guess it would be East and West of that point. To either go toward Winthrop or go toward the hospital because they are enhancing the sidewalk and the paths on Betton Road. It would tie in nicely with that and make those connections even better. I see four people with their hand's raised. Eliza, did you have any other questions?

Eliza Hawkins: No, I think that was my last question.

Jack Kostrzewa: Mario, do you have any other questions?

Mario Taylor: Yes. How was the east side versus the west side? How is the east side that doesn't already have a sidewalk versus the west side that does, why wasn't that chosen? Why wasn't the west side chosen?

Jack Kostrzewa: We haven't chosen either side. Those are just opportunities that are there. Again, with the west side, there's a lot more trees that would have to be removed in order to make it happen and we would have some issues with the slopes, potentially, which would have to reconfigure some of the driveways and access to people's houses because of the way that the slope is right now. You'd probably be doubling the size of that sidewalk that's out there now, causing issues with driveways. The east side is relatively flat, there are some trees that would be issues that we would have to work around, and the connection to Betton Road being directly right from the east side to the south and across Betton and that signal is a plus as well.

Mario Taylor: Okay. Good. Thank you.

Jack Kostrzewa: Mary Kay, go ahead.

Mary Kay Falconer: Okay, so going in through McCord Park, you're still contemplating, or maybe it's too soon to even come up with any concept here. But I think Kate had mentioned going Armstrong, you'd be going across Armistead, up Armstrong possibly to Winthrop Way and then connecting with Thomasville Road that way, right? Is that kind of what the decision might be?

Kate Widness: Well that was just one alternative to make that connection from McCord Park because it is pretty steep going up Armistead to Thomasville Road in that area. We were just looking for options. That's where we're going to bring those to the next round of public engagement as we still refine some of those alternatives.

Mary Kay Falconer: Yeah, I think previously there were some concerns about cycling traffic on that path going through McCord Park, but there's still going to be public engagement on all this through the process in the fall and beyond. I, of course, like it, but I also want to mention that that route is basically what a lot of cyclists use right now. They go right along Trescott there, turn into McCord Park, go down the path, over and across Armistead, up Armstrong up to Winthrop Way and then onto Thomasville. You



know, it's kind of a preferred cycling path or route as it goes right now. It's just not a multi-use path, so I don't know if that makes any difference. Sounds like Melissa and the other resident don't mind them using that additional right-of-way. I had no idea there was that much right-of-way on that side of the road. That's incredible.

Melissa Jacoby: Me either.

Mary Kay Falconer: I don't know how consistent that is along Trescott. Is it pretty much consistent that there's adequate right-of-way the whole way?

Kate Widness: The survey that we got from the City only went up to where McCord Park, across the street, in that area. But it was all about 14 feet and I think there were some places that even had a little bit more than 20 feet.

Mary Kay Falconer: Yeah. Are you envisioning then in McCord Park to widen that path a little bit? I don't know how wide it is right now.

Jack Kostrzewa: No. You know, we've met with Parks and Recreation several times and they don't want anything touched in the park, on the path, and so we said well, that's one of the things that we'll mark in the feasibility study, that we're not touching that. I think if the option was that we would be using Armstrong to Winthrop Way, I don't envision building a path along that corridor, as much as it would be signage and paint. That said, there's a path and you can use this way. That's more than likely what would occur up there. We don't have any real right-of-way records on those roads. And I do know that it's transitioned into a different way the houses are arranged. It's a pretty wide road too. So, it's not like you're constrained, and the volume is really low. I think if the volume was higher, a lot higher, on either Winthrop Way or Armstrong, I think we'd be more concerned and maybe take a closer look at building a path along those roads. But as it is, it's a very low volume couple of streets, and it gives people an alternative. And, you know, people will find a way too. So just because the signage says go Armstrong or Winthrop Way, doesn't mean that people are going to go that way. They could go up Armistead all they wanted and go into Thomasville. So, we're not limiting people to be using this, it's just the way that we're looking at introducing the park system to this and giving people a different way other than Thomasville Road.

Mary Kay Falconer: Yeah, I mean, I certainly prefer it. But using sharrows, designating sharrows on a couple of these road might be helpful too. I've already requested them for Armistead. So anyway, yep.

Jack Kostrzewa: And again, those are all processes that will have to work with the City to meet the standards that they have and how they define using sharrows and in the signage as well. Making sure that it's meeting the legal requirements for signage. We don't want to introduce anything that's going to confuse people, so we want to make sure that they are consistent with what the national standards are and move from there.

Mary Kay Falconer: Okay.

Jack Kostrzewa: Sure thing. Any other questions? Eliza, you can unmute.



Eliza Hawkins: If you guys settle in on the east side of Trescott route, just out of curiosity, what's your next step, do you contact all of those houses along there and see who has, you know, big objections or how do you approach that once you figure out a route?

Jack Kostrzewa: So, what we need to do is finish the feasibility study first, and again, it's a City street, so it's their jurisdiction. We would, again, the CRTPA may not be the group that leads that effort to move with that trail project. It may be that planning department, it could be underground utilities, but at that point there's a process that they have for having a certain number of neighbors agree to have that done. And it could be 100% for all I know, I just don't know. So, they would start engaging you to make sure that you were aware all is going on and they would work with you through that process to get that done. And I hesitate to say that when it got to that point, we would be there anyway, it's not like we would abandon our partners out there, but we would make sure that those discussions were consistent with what we had envisioned with the overall connection to you know McCord and into Thomasville Road ultimately.

Eliza Hawkins: Do you anticipate that it would be easier in terms of the receptiveness of the residents along Trescott versus going down the ditch and some of the objections between both the businesses on the west side and the houses on the on the east side. Do you think Trescott is sort of logistically the easier route to go at this point?

Jack Kostrzewa: There's nothing easy in this business. We will always have issues, but from the perspective of having the opportunities, I think that people would be more willing to take their children on it, on Trescott, on a trail that's separate from the road than they would be in a path behind someone's property. But keep in mind, for that ditch, as far as I know, there's no plans for planting anything back there. So, you'll still have this nice corridor back there with no trees and nothing back there, that will be appealing to a lot of people to walk back there.

Eliza Hawkins: Right, I walk back there a lot myself. So, it just seems odd though, to have a path, that is 8- to 10- or 10- to 12-foot wide and a sidewalk and a trail. It just seems like that's over redundant. I mean that's not a reason to object. It just seems like it's...

Jack Kostrzewa: I've seen people try to ride their bikes back there, on the trail that's back there now.

Eliza Hawkins: Kind of rooty.

Jack Kostrzewa: I've seen people fall riding their bikes back there.

Eliza Hawkins: Yeah. It's kind of rooty and twisty.

Jack Kostrzewa: There are some footbridges in there that, you know, when they do get wet, they are dangerous for bicyclists and even people walking back there, it's very slick. You give people the opportunities and that's what we're trying to do.



Eliza Hawkins: Making that up, that ditch is a nice path to Betton. To me it seems like a logical thing to do.

Mario Taylor: Jack, if you pick that corridor you would be putting a path there, wouldn't you? Or no?

Jack Kostrzewa: With the covered ditch back there?

Mario Taylor: No, I'm saying if you pick that corridor, just as if you will be putting a path down on the east side of Trescott, would you not be putting a path in that corridor to McCord Park if you if you went behind the houses?

Jack Kostrzewa: No, we wouldn't be doing both of those or all of those. We would pick one and move with that one.

Mario Taylor: That's not my question. My question is, what Eliza was saying, it seems like potential overkill for there to be a corridor in the back of the houses on Trescott, there's a sidewalk in the front of the houses on the West side, and then this would be a new path on the east side. I'm saying if the corridor behind the houses along the ditch was chosen, would you not be building an actual bike path in that corridor or would it just be natural?

Jack Kostrzewa: If that was chosen, we would be building the path on top of the covered ditch.

Mario Taylor: Okay, thank you.

Eliza Hawkins: So, whoever is doing that ditch, the covered path, is that different from you? Is that the City also?

Jack Kostrzewa: That's City property.

Eliza Hawkins: So, then are you, I mean, that's not an effort? You're working with them; you're working together on that?

Jack Kostrzewa: Yes. The effort is that the City has the Tallahassee-Leon County Planning Department and CRTPA is performing this project. We saw this opportunity on Trescott, so we're the ones who are taking a look at the options that would be potential in the corridor from all the way from Metropolitan all the way down. This was an option, and again, we can always go down Thomasville Road. It's not the greatest choice. So, we look for options and when we heard that the City was going to be covering that ditch, we said "well, what would it take for us to build that?" And then when I say we, for someone to build that, build a bridge across it, and then build a path on top of that embankment.

Eliza Hawkins: So, a question that comes to my mind is have they already started to cover that? I mean, is that going to happen anyway regardless of where your multi-use path goes?

Jack Kostrzewa: Yeah, the ditch will be box culvert and covered with dirt and grass.



Eliza Hawkins: So, that's happening anyway?

Jack Kostrzewa: Yes.

Eliza Hawkins: Okay. And it may or may not be a path?

Jack Kostrzewa: You can call it whatever you'd like. It could be utility access, but, you know, there's no plan to do landscaping back there. You'll have this nice...

Eliza Hawkins: I'll tell you; it's going to become a path.

Jack Kostrzewa: Oh, I don't doubt it will. We've heard people say that "we don't want people back there" but, I mean, it's City property. It's public property. They can use that for walking back there.

Eliza Hawkins: Yeah, okay. Well, some things to sort out.

Kate Widness: I was going to say in this project, Eliza, so when the ditch is covered, I'm sure people are going to go out there and use it, right? It will be a grass, kind of covered thing. With this project, it's intentional that it's paved, so people can use it for transportation opportunities. Not just recreational, and you can't really use a bike, like you said, it's twisty and rooty, and even grass isn't ideal. So, that's kind of where the difference is. There will be a lot of facilities regardless of where this one could possibly go, but the intention is for this to be used as transportation.

Mario Taylor: But it won't be twisty and rooty and all that sort of stuff if you actually build a path along the corridor, correct?

Kate Widness: Correct.

Eliza Hawkins: It is quite a wide corridor, it's a wide ditch right now. There's a lot of room there to work with.

Jack Kostrzewa: Yeah, and again, the existing path that's out there would still be out there. We would not do anything with that. Up until that point where the bridge crossed over the embankment and then we built the trail on top of it. The trail that's out there now, that goes to that that barbeque area, that trail would still exist. That's the property that I think that was constructed by...

Mary Kay Falconer: The person who owned the apartment complex.

Jack Kostrzewa: That's right, the apartment complex. So that wouldn't go away, as far as I know, but again, the City is intending on box culverting that ditch and covering it. So that's why there's an issue and there will be an issue that they will have to address with the Trescott Drive folks about the access to the back of their properties and fences and security and all that other stuff.

Eliza Hawkins: So, they're going to have a battle anyway, with the ditch covering, and then they're going to have a battle with the people along Trescott.



Jack Kostrzewa: Well, the battle with the ditch is already done. They're building the ditch. They'll be building that box culvert back there.

Eliza Hawkins: Okay, I didn't realize that was a done deal.

Jack Kostrzewa: Yeah and the battle could be over the fences and security for those citizens and neighbors that are backing that up.

Melissa Jacoby: And rightfully so.

Mary Kay Falconer: Yes, there is definitely going to be some decisions that have to be made regarding security and fencing, so none of that's been confirmed, I don't think.

Melissa Jacoby: I don't think so either.

Jack Kostrzewa: Again, you know, when you look at like, Eliza you were saying you'll have the path that will connect to Betton, and you'll have the sidewalk that connects to Betton, and then you have this trail that connects to Betton, two of those will have to move. If you want to you can go down to Thomasville Road and cross at Thomasville Road, or you're going to have to go up to the actuated signal on the east side in order to cross. You can cross and take chances, I would not advise it across Betton, but there is a security thing with that as well, or safety thing, so for two of those options you're going to be dead-ending into Betton trying to find a way to go east and west. I guess it would be east and west up and down Betton. So that's why this looks like the east side would be better because the direct connection across Betton Road.

Mario Taylor: Aesthetically, for a path for biking or whatever is there, is there an aesthetic plus or minus of building a corridor along a street where there's cars versus one in a nature setting?

Jack Kostrzewa: I'm not quite sure I understand your question, Mario.

Mario Taylor: The corridor behind the houses, is basically, and particularly when the culvert is there, is more in the nature setting.

Jack Kostrzewa: Correct.

Mario Taylor: The possible, maybe potential, new corridor along a roadway on the east side is, you know, you're there next to other cars next to your path. I was just asking are there any pluses versus minuses for having a path for biking etc., more aesthetic and safe in the corridor as opposed to one next to road?

Jack Kostrzewa: So, I would say if you compare that path and the one that would be potentially on Trescott compared to one on Thomasville Road, it's the speed of the cars and the volume of cars that you actually have. Trescott does not have a large volume of cars along it and you're looking for a separation, so the sidewalk isn't right on the back of curb and then the trail. You want to have a separation of grass and then the trail constructed. So that's a lot safer as well. And the speed on Trescott



is a lot slower than it is on Thomasville Road so you have that. Obviously when you have the trail like if the covered ditch was the option, you'd have a lot more safety from the perspective of having cars. Cause you're not going to cars along there, right? You'll have other people on bikes, and walking, and strollers, and skateboarding, and all those other things on the trail, but you wouldn't have cars using those. So, it would obviously be more safe to have it back on that ditch. But again, it just depends on what you're trying to accomplish with that as well. Which would be the same thing that we're trying to do trail, but when you do get to Betton you will have to find a way to get to either Thomasville or you have to go along Betton to get to crossing Betton Road.

Mario Taylor: Is there an aesthetic plus or minus of having it on the east side of Trescott as opposed to along a natural corridor that would be behind the houses?

Jack Kostrzewa: I would think that from an aesthetic perspective, the trail behind the house would be more aesthetically pleasing.

Mario Taylor: And the benefit of not. I wouldn't compare it to Thomasville Road, that's not a fair comparison like you said. But you don't have that or even vehicle emissions or anything, you're just in a natural corridor. And to get up and down Betton we're talking a block. That wouldn't be impediment I wouldn't think but that's just me.

Jack Kostrzewa: Sure.

Mario Taylor: Thanks.

Melissa Jacoby: Mario?

Mario Taylor: Yes, ma'am?

Melissa Jacoby: That path along behind the houses, about half of it is not scenic and lovely. It goes along behind the bank, behind the gas station, behind the whatever, I mean, just go down there. There's a small part of it that starts about where the apartments are. That then runs north in my mind but there's a large part of it on the back of the parking lots, you know, for those businesses. And that's not aesthetic at all.

Mario Taylor: Sounds like I need to walk it.

Eliza Hawkins: I think it could be aesthetic once they cover in the culvert.

Melissa Jacoby: But right now, it's awfully ugly. And full of trash.

Jack Kostrzewa: We have seen where people who have the trails, for example, do take some pride and ownership in the trail and do landscaping on their own outside the right of way. But there, you know, there's always the opportunity for a landscaping plan that would address that to make it more aesthetically pleasing. It just depends on what you're talking about when it comes to being aesthetically pleasing. You want to make sure that if trees are planted that they're done in a way that won't knock the



trail out of place in a year or so. But there is a way and people do take a lot of pride in those. And you can see that along the St. Marks Trail. There's people down there who opposed it at first and now they have everything turned that way to access that trail. It just depends on what the neighborhood wants to do in terms of making that a better trail and passing that on to the City in terms of a landscaping plan.

Mario Taylor: Jack, is it possible for you to just put the example back up? Just to look at it one more time. The rendering.

Jack Kostrzewa: Sure. I think we have a bigger one, Kate. There you go.

Mario Taylor: Thank you very much.

Jack Kostrzewa: So again, you know, some of the ideas we...

Mario Taylor: Now, would it be asphalt as opposed to concrete like the sidewalk?

Jack Kostrzewa: We would anticipate asphalt if we found it to be a better product and less maintenance. You know, we have one or two of those in town. I know there's one along Centerville Road that's asphalt partially, it's also, I think, it's half asphalt and half concrete. The concrete half, there's so many trees along Centerville Road, that it has pushed part of that trail up four to five inches in some spots. It's a nice place to jump if you have a bike that can do some jumping, but when it comes to actually trying to go the opposite way you have to go off. And you can see where people have gone off of the sidewalk in the trail to create a new trail to get back up on the sidewalk because it's pretty high. I mean, seriously, like 4 to 5 inches high in spots. And with the asphalt there is a way to it won't crack and fall apart like concrete. It's easier to patch and take up and put down again.

Mario: Thanks for the look.

Jack Kostrzewa: Still no parking along the road though, so no parking. Again, the next steps are to start developing these options and be presenting that in the September timeframe. In part of the feasibility study and then we'll work with our partners to solidify the process for the City in terms of how that gets done. Then we'll have that available so that as that moves forward we can introduce that in part of the process as well. And again, the Bike and Ped network had that as a neighborhood network if I remember correctly, Kate. And I don't remember if Armstrong and Winthrop Way were, but we may have to, you know, introduce that part into that as well. But with the neighborhood network it was mostly paint and signage, but we would want to make sure that we incorporate that into where we're at with the Trescott Drive project. Hopefully, when we do move forward we will have some more participation from folks on Trescott because I don't want people finding out at the last minute and saying that we didn't notify them along that corridor, because we did send out two notices regarding the meeting. I spoke to three other people along that corridor that said that they did receive the notice and so, you know, they are aware of what's going on.

Mario Taylor: I think once they see a rendering, Jack, you'll have participation.



Jack Kostrzewa: Yeah and you know, that is a downside. We want to show them what it could potentially look like, because if we don't show anything, then people say “well we don't even want to participate until we see something,” and then when you show them something, if we went out first and shows people something, they would go “well you've already made this decision, so what's the point.” So, you know, we try to integrate both in these phases and that's what we're doing. The first phase will be taking input in terms of what would people see out there, we turn it into options, and then produce that rendering that you saw on there, which was pretty quick for Lindsay to turn around. Just to give you an idea of what the potential is for that corridor.

Mario Taylor: It's a tough job, I understand.

Jack Kostrzewa: It is. It always is.

Kate Widness: If you go to CRTPA.org, on there is the project page and there is a lot of great information just about this project in general. Not specifically the area we're talking about tonight but just a little bit of background about this Thomasville Road multi-use path. I would encourage you all to take a look at that and there's opportunities if you have other questions or comments, or maybe neighbors that were unable to attend tonight that aren't really aware of the project. I would encourage them to look at that to be able to send in some questions or comments. I think Lindsay just added the link to the project page in the chat if you all can see that.

Jack Kostrzewa: And I'll use this, since we're recording this, I'll put this up, once I get the recording, on the website as well.

Mary Kay Falconer: Kate and Jack, you should both know that we included an article in our newsletter that goes to every single household in Betton Hills. And also, we posted announcements on our Facebook page for Betton Hills, so certainly we have done as much communication as we can do. This is underway so, yeah.

Kate Widness: And we appreciate that.

Melissa Jacoby: You have done a really good job of trying to keep the people informed.

Jack Kostrzewa: Well, there will be lots more.

Melissa Jacoby: You don't show up, you don't get to be part of the decisions. I'm sorry that sounds harsh, but you have to show up.

Kate Widness: You're muted. Eliza, you're muted.

Eliza Hawkins: I think you're going to get a little more notice when they see that picture of the path. If that gets posted on our Facebook page. Yeah. There will be some outcry.



Jack Kostrzewa: That's always good, we'd rather have that upfront and address that issue. Other than putting "coming soon" with a construction bulldozer sign, that says we're going to be building this in the next month, then people will start paying attention. But we're not going to do that.

Melissa Jacoby: There were people that didn't realize that Betton Road would be closed, so I don't know what to tell them. Well, as an east side Trescott person, I really thank you for all the information and all the work that you've done on this.

Jack Kostrzewa: Well, pass it on to your neighbors. Again, we'll put this up on the web page and when you guys, if you want to, you can use that link and other people can access that as well.

Mario Taylor: Thanks.

Jack Kostrzewa: You all are welcome. Have a good evening. Thank you.