

October 18, 2021

Subject: CRTPA Thomasville Road Project

Mr. Jack Kostrzewa, CRTPA Assistant Director, and To All Whom It May Concern:

I continue to be concerned about the proposal to create a 10- to 12-foot-wide pathway along Thomasville Road from Betton to Live Oak Plantation Road. The proposal concerns me for many reasons, most expressed in earlier correspondence to you, and summarized below.

Of particular concern is the seeming inadequacy of advertising in multiple types of media to advise and hence allow for input by affected citizens. It is unreasonable to assume that the earlier electronic notification or the postcard at such a late date adequate to reach or provide sufficient detailed information so recipients would be able to engage in the process.

I remain amazed by the "findings" used to determine this area in need of such a multi-use path as is proposed. If this area of Thomasville Road is, as stated in the evaluation criteria, populated with old and persons of low income, then it seems likely that they (we) are not routine users of electronics, so electronic notification is ineffective. Additionally, the materials on the web-site are voluminous and do not offer in summary format the possible implications on residents along this road nor the thousands that use it five days a week as a route to reach work environments.

It is obvious that the creation of such a path will require altering Thomasville Road. Several spokespersons have acknowledged that the lanes on Thomasville Road will have to be narrowed from 12 to either 11 feet or 10.5 feet wide with no buffer for cars. The plans do say that some lanes will be closed, but do not specify where or which lanes. It has also been stated that some of the connectors will be eliminated, and again, these are not specified. How can citizens be asked to comment on or support such a plan where so few of the details are available to them?

None of the above speak to the most serious concern, and that is public safety, particularly for those of us who must exit our neighborhoods via Thomasville Road. Traffic on Thomasville Road is horrendous for approximately six hours a day. Those of us who live along this road avoid the road, whether on foot or in a vehicle, during these hours. The speed, volume, noise and fumes from the traffic make it not only unsafe but unpleasant as well. I find it hard to believe that any of the persons that use this road to travel to or from work would be comfortable with the proposed pathway for the reasons mentioned. No one wants to see anyone hurt, and no one wants to spend more time sitting in traffic or behind a slowdown or jamb due to lane narrowing or closures. I'm also certain the majority of drivers using this route do not know of the proposed changes to the road, and hence have not had the opportunity to comment.

My guess is none, or perhaps only one of you who will be making a decision on the pathway live where you must routinely turn on to or cross Thomasville Road when leaving home or work. It is risky now, and the likelihood of injury to some person or persons will increase significantly if a variety of riders, skaters, runners, whomever, are also added to the confusion and congestion. It should be noted that my automobile insurance rate increased when I moved just three miles from my prior residence on the also dangerous Lakeshore Drive.

I'm objecting to the removal of any of the beautiful old trees which align this right of way. Removing these will further add to the fumes and detract from one of Tallahassee's most frequently used access roads. I brag frequently to everyone that Tallahassee is one of the few cities in Florida where you can fly in and not see the town until near the city center. No one wants to see this route become like North Monroe or west Tennessee. Tallahassee cannot afford to destroy its trees.

With the addition of more unshaded asphalt, narrower lanes, auto fumes and noise no walker will choose to use this path. What parent would choose to push a stroller in such dangerous, harmful and unpleasant circumstances? While there may be a biker or two who choose to try such a path, must that happen over the objection and inconveniencing of such a large number of others? I would think the answer should be No.

Please know that I am in favor of options for alternative modes of travel, but not in hazardous locations nor at the expense of the great majority of persons using the same route. I strongly urge you to relocate this project to a more appropriate location. Consider the will of the majority of those to be impacted, not solely the voice of a small segment of our local population.

Thank you for what I hope will be your reasoned consideration.

Patricia Culbertson

**Thomasville Road Multi-Use Path Feasibility Study
CRTPA October 19, 2021 meeting at City Hall**

Emphasis should be on keeping the route on Thomasville Road
Private homes should be disturbed as little as possible. Do not intrude into neighborhoods
No oak trees should be cut down

Crossing over at Woodgate to the west side of Thomasville Road. It is not a good choice since there are only two private houses on the east side of Thomasville Road all the way to I-10. Those two are well sheltered from Thomasville Road. On the west side there are at least seven private homes with narrow sidewalk areas. The east side has empty lots, the parking lot of Thomasville Baptist church and many banks and businesses that are set way back from the Road, have buried power lines and are mostly empty on evenings and weekends. There is plenty of space to do the path. It is a flat, straight shot under I-10 and there is plenty of space to improve safety. It takes people directly from Betton to Market Place.

Putting the path down Live Oak Plantation is a terrible idea. First, it is the prettiest road in Tallahassee. You know that. The late great J. Carrol Dadisman had the city to agree the allow only the Live Oak Plantation home owners vote a few years ago about whether to add sidewalks. They rejected the proposal by around 95%. Secondly, Timberlane School Road is not a good choice for the path. The road ends up at Timberlane Road that is very steep and curves with many, many driveways—ballet, music school, dentists, eye doctors, beauty shops, businesses, etc. During the school year from 2:30 till 3:30 pm, cars are lined up bumper to bumper for picking up children from Gilchrist School. I presume it is the same in the morning for drop off.

Not doing the Path is an option. Please remember that. Second, perhaps anyone who gets on a bus between Betton Road and McClay Blvd. with a bike rides for free. Just a thought.

Respectfully submitted,

Alan and Marilyn Marshall
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From: [Slay, Greg](#)
To: [Kostrzewa, Jack](#); [Widness, Katelyn](#); [Slautterback, Lindsay](#)
Cc: [Burke, Greg](#); [Lex, Suzanne](#)
Subject: Fwd: Thomasville Road Multi-Modal Path Through McCord Park
Date: Sunday, October 17, 2021 4:17:25 PM

Sent from my iPad

Begin forwarded message:

From: Suzanne Haines <steviekatts@embarqmail.com>
Date: October 17, 2021 at 1:21:24 PM CDT
To: "Slay, Greg" <Greg.Slay@talgov.com>
Subject: **Thomasville Road Multi-Modal Path Through McCord Park**

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

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

Dear Mr. Slay,

Thank you for the time you and your fellow CRTPA members have spent attending meetings to discuss the Thomasville Road Multi-Modal Path with those of us affected by it. I appreciate your willingness to do that. I am writing you to express my concerns about the proposed Thomasville Road Multi-Modal path going along the ditch and into McCord Park, and explain why I wish to see the McCord Park routing option removed from consideration.

I live at 2126 Trescott Drive, and have for the last 49 years. My concern about running the path along the ditch is that, contrary to assertions that have been made, I believe that the increased traffic in that area will lead to more crime, litter, and noise. Further, a comment made by Mr. Kostrzewa at one of the meetings with the BHNA board, seemed to indicate that we would be subjected to bright lights in our backyards 24/7, which will be pretty disruptive to our existence and that of wildlife.

As far as crime is concerned, my neighbor, Dan Markel, was murdered by two people who used the ditch to access his backyard to case his house prior to returning to murder him. They also spent some time at or near McCord Park where, I was told by a juror from their trial, they managed to shoot a hole in the floorboard of their car. Although the box culvert will not extend to my house, it

will make it easier to access the backyards of neighbors on my side of the street, which concerns me.

I am very concerned, too, about wildlife habitat and the effects paving this path along the ditch will have on an already strained ecosystem. Many of us enjoy seeing the bunnies, birds, and other wildlife that inhabit that area, the park, and our yards. I am further concerned about the effects on the gopher tortoises that are protected under both Federal and Florida law.

I am also very concerned about the effects on drainage. That ditch was not there when my parents and I moved into this house in 1972. It was subsequently put in to alleviate flooding on Mitchell Avenue. The City subsequently looked at closing Cline Street because of flooding there and along part of Trescott. After a walk-through with the neighbors, the City decided to leave Cline open and buy the houses that had been, or might be, affected by flooding. Several people who did not want to move sold their houses to the City, fearing that if their houses *did* flood, they would have no recourse. The owners of one of the houses on Trescott chose not to sell and, to my knowledge, it has never flooded. Another was torn down and, several years later, the lot was advertised as “build to suit,” and several years after that, was sold, and a large house now stands on it. Additionally, at least two of my neighbors have recently spent upwards of \$10,000 each, to alleviate drainage issues on their lots. Anytime you pave over an area that absorbs water, the water has to run somewhere else to be absorbed. This neighborhood has enough existing drainage issues that we really don’t need to create any more.

With regard to sending additional traffic through the park, we have a lot of rude people on bikes, scooters, and hoverboards, utilizing this street. We also have rude runners. On a recent Sunday night around 9:30 I was walking my dog when a late-teens or early-20’s guy on a hoverboard came from across the street, got on the sidewalk at the corner of Cline and Trescott, and proceeded to ride the hoverboard on the sidewalk. My dog and I were forced to move onto the street to prevent being run over by the hoverboard. Several weeks ago, I witnessed a little girl, probably eight or 10 years old, on an e-scooter, riding as fast as she could down the sidewalk on Armistead toward a woman who was walking on the sidewalk. The woman had to step off the sidewalk, into the grass, to allow the e-scooter to go past. The little girl never slowed down.

Since Betton has been closed I have seen people in their personal vehicles driving into the park where they have to either turn around to come back out, or back out. I have personally been run off the sidewalk on Trescott by people on

bicycles, and run off the path in the park by runners who were coming toward me, three abreast, and saw no reason to yield right-of-way to anyone else. Over the past few months, there have been ATV's riding around in the holding ponds behind the ditch.

Paving a path through the park will not modify bad behavior, and increasing the traffic through there will only exacerbate the problems that already exist, especially, if there is no enforcement. Therefore, I strongly oppose removing the prohibition of motorized conveyances in the park, especially since it is already not being observed or enforced.

My final concern is about legal issues. One of the BHNA Board members mentioned in the first meeting with the CRTPA folks, that he thought that the property for the park was donated by the Winthrops, contingent upon there being no motorized conveyances allowed in the park. If this is correct, would a violation of that contingency cause the property to "revert" to the Winthrop's heirs? And, on a less theoretical level, there are children and older people who walk along the ditch and through the park. Sooner or later, a child or older person will be injured by a person blasting through on their bike, scooter, or hoverboard, and there will be lawsuits. Additionally, until recently, the city did very little maintenance in the park. I'm now trying to get a portion of the fence at the back of my yard that was damaged during Hurricane Michael, repaired. The state (DOT) said it isn't their fence and they believe it's the City's. The City is looking into whose fence it is. If there's no maintenance of the path along the ditch and through the park, that will also encourage injuries.

Finally, while the proposal is said to seek to connect several local parks together, there has been no discussion of carving a path through the middle of any of the larger parks, only through McCord Park, the smallest and most passive of all the affected parks. This does not make any sense to me and will destroy the present manner in which the park is used by both humans and wildlife.

In short, I believe that if this path is to be constructed, Thomasville Road, where a lot of the needed infrastructure already exists, is the only sensible place for it. I would support dropping the speed limit from 45 mph to 35 mph, as it used to be. However, with no regular traffic enforcement on Thomasville Road, it really doesn't matter what the posted speed limit is, it will continue to be ignored.

Thank you for considering my comments and concerns.

Suzanne Haines

2126 Trescott Drive

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Questions for Jack:

- 1. Can you briefly explain the total Midtown-Market multi-use trail and where it will run from and to? Where / what does it connect to in Midtown? What proposed changes are expected on Thomasville Road as part of the City's Midtown Mobility Plan and when? What is the cost of that project? Is this a Blueprint funded project?**

As you know, people here are interested in -- and most are concerned about -- the multi-use trail going through McCord Park as we believe a "through trail" is incompatible with a passive neighborhood park and is a safety issue for current McCord Park users and the cyclists. We also want to understand the totality of the proposed changes.

- 2. Can you explain how the route moves from Thomasville Road / Betton Road through McCord Park and back onto Thomasville Road and why this is an option? Can you give us some insight into that decision? Specifically identify what the constraints are that led to this option.**

Give us a very specific description of where the trail hits Betton Road, how it would cross Betton Road and where the trail would continue north. Similarly, please provide a very specific description of how the trail would transition into McCord Park physically, what this would look like, and if you expect the McCord Park path to be rebuilt in a different location or size?

- 3. Why is the City's ditch project not reflective of a trail? Where would a trail go relative to the ditch portion that is being covered? What is the cost of retro-fitting this ditch improvement? Has the City agreed to the trail being put on or adjacent to their covered ditch?**

There is confusion about this segment of the proposed option – what is the anticipated outcome? Has the City agreed to provide this area for the trail?

- 4. Has the City of Tallahassee approved using their Drainage easement behind Trescott or McCord Park (a City property) as an option? Does the drainage easement allow for this kind of use? Who has to approve the change? Does their approval/ disapproval carry any weight or taken into consideration?**

- 5. Why not look at the possibility of using Post Road to move travelers back to and from Thomasville Road instead of having a two-way multi-modal trail go through McCord Park. Now that the CRTPA is in the feasibility stage, why isn't this option being addressed? All the options have limitations – this one should be studied in detail.**

September 3, 2021

**Capital Regional Transportation Planning Agency Board Members
Citizens Multimodal Advisory Committee Members
and
Technical Advisory Committee Members**

Thank you for the opportunity to provide comments on the Thomasville Road Multi-use Path Feasibility Study. We have been residents in the Leewood Hills neighborhood since 2002 and walk, run and bike regularly along this corridor and throughout Tallahassee. In general, we support this project and think that the feasibility provides some good options that are safe for pedestrians and cyclists. There are some specific aspects of the preferred options we would like considered and incorporated into the project design moving forward. Also, we invite any Committee Member or CRTPA employee to come ride bikes with us along this corridor to experience firsthand pros/cons of some of the options presented. I have included on pages 3-5 "Cyclist Heat Maps" showing the current routes often taken along the corridor for consideration.

Betton Road to Armistead

The Trescott Ditch alignment option is the safest and preferred route. The improved path could mimic the character of Goose Pond segments (Potts/Hermitage) that connect to other features/paths in Tallahassee. Furthermore, cyclists and runner already use McCord Park as a through-trail, and the Trescott Ditch would provide an alternative for users for at least half the distance in the park. This would alleviate some of the through-traffic in McCord for at least half of the length of the park.

Armistead to Metropolitan

We strongly oppose the elimination of bike lanes, particularly southbound between Woodgate and Waverly Roads. As a cyclist, we do not typically use the bike lane to travel north on Thomasville Road up to the Tallahassee Nurseries driveway since it is uphill (we use the existing sidewalk or cut across from Winthrop Way to through the Waverly neighborhood). Generally slow bike speeds where the vehicle speed limit is high is considered unsafe. However, when traveling southbound/downhill from Woodgate, the bike lane is always used until turning left on Winthrop Way. A bike lane from Woodgate to Waverly must be kept intact as downhill speeds upwards to 30 mph will be a major safety issue on an east-side multi-use path from Woodgate to Armistead. It would likely not be used by most cyclists traveling southbound and they would remain in a narrowed lane with traffic if the bike lane is removed. Since there the multi-use path is planned for the east side, there is no ROW need on the west side and the bike lane should be able to remain.

Related to this section, we urge you to upgrade the currently unmaintained asphalt path on the west side of Thomasville Road to standard cement sidewalk. The current path is not only non-ADA compliant; it is a liability due to its unmaintained and unlevel surface. Providing a standard sidewalk transitioning from the multi-use path at Woodgate Road south to Waverly would provide residents who live on the west side of Thomasville Road an option that wouldn't require crossing Thomasville Rd. (likely at un-signalized locations).

Woodgate Way to Metropolitan

We agree with and support the alignment option occurring on the west side of Thomasville Road.

Market District Connection

The option presented in Figure 16 is preferred as it avoids having to cross the dangerous Live Oak/ Thomasville Road intersection. It also follows the route cyclists currently take so it is more likely to be used (see heat map below).

Timberlane School Road

The preferred route in figure 20 utilizing the utility easement is nice. We generally ride bikes on the sidewalk from right after I-10 around and up Timberlane Road on the steep sidewalk to Gilchrest Elementary. This utility easement will add a nice enhancement to the route.

In summary:

Betton Road to Armistead Road

SUPPORT - 2. Trescott Ditch McCord Park

Armistead Road to Metropolitan Boulevard

OPPOSE - Removing bike lanes (both sides)

- KEEP SOUTHBOUND BIKE LANE BETWEEN WOODGATE AND WAVERLY

SUPPORT - Crossover east side to west side at Woodgate Way

SUPPORT - Armistead Road to Woodgate Way – east side of the road

SUPPORT - Woodgate Way to Metropolitan Boulevard – west side of the road

ADD – Standard sidewalk to replace old crumbling asphalt path on west side from Waverly to Woodgate.

Market District Connection

South of Interstate 10

SUPPORT - 1. Live Oak Plantation Road

North of Interstate 10

SUPPORT - Timberlane School Road to Timberlane Road

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

REQUEST that the installation of a standard sidewalk on west side of Thomasville Road from Woodgate to Waverly be completed to avoid west-side residents from crossing Thomasville at un-signalized locations, reduce liability by providing a safe level surface for all, and to provide an alternative for walkers on the west side alleviating congestion on the east side multi-use path.

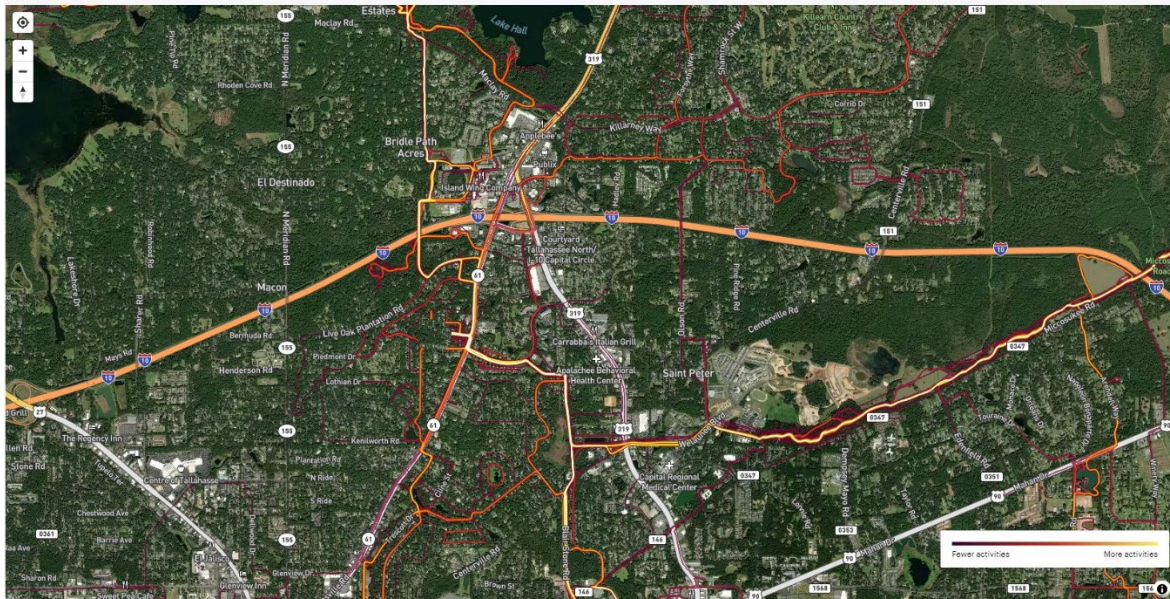
Thank you for your consideration,

Deborah Burr & Cliff Leonard

rpcvdeb@gmail.com

1217 Leewood Hollow

Cycling Heat Maps



ATTACHMENT P

