

From: [Kostrzewa, Jack](#)
To: [Widness, Katelyn](#); [Slautterback, Lindsay](#)
Subject: Fw: More Input on the Thomasville Road Multi-use Path
Date: Monday, July 26, 2021 8:11:54 AM

FYI

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: Mary Kay Falconer <drmkbikes@hotmail.com>
Sent: Saturday, July 24, 2021 3:06 PM
To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>; Lex, Suzanne <Suzanne.Lex@talgov.com>; Slay, Greg <Greg.Slay@talgov.com>
Subject: Re: More Input on the Thomasville Road Multi-use Path

EXTERNAL EMAIL

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

Thanks so much for attending the meeting in Betton Hills this morning. Your presence and answers to resident questions helped address some concerns and helped educate people about transportation planning.

I will be continuing to work with a couple of residents on other options for the path from Betton Road to McCord Park. I will encourage them to share their ideas with you. I think my comments below reflect a lot of what you heard today. I have lived in this neighborhood for 18 years. I know the mix of views that exist. This is not the first time we have had to chart a course that has a bumpy beginning! Thanks again for being responsive and reaching out.
Mary Kay

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Sent: Friday, July 23, 2021 7:24 PM
To: Mary Kay Falconer <drmkbikes@hotmail.com>; Lex, Suzanne <Suzanne.Lex@talgov.com>
Subject: Re: More Input on the Thomasville Road Multi-use Path

Mary Kay,

Thanks for your observations, I will make sure to include with the other comments that we have received on the project.

Jack Kostrzewa
CRTPA Assistant Director

850 891 8625

From: Mary Kay Falconer <drmkbikes@hotmail.com>

Sent: Thursday, July 22, 2021 6:05 PM

To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>; Lex, Suzanne <Suzanne.Lex@talgov.com>

Subject: More Input on the Thomasville Road Multi-use Path

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

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

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

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

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

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

Through McCord Park--The current thinking (as I understand it!) has been to direct the path through McCord along the current path in the park. While I could support this, I am concerned about whether the current path has sufficient capacity and whether pedestrians will accept that potential increase in bike and scooter traffic. I think other options are needed. I know that we (Betton Hills residents that use the park daily) do not want asphalt paths through other sections of the park. But--there are other options for trails--crushed limestone paths is one. I think there could be a path (maybe 6 feet wide) with crushed stone that extends from the current asphalt path to a beautiful path that runs parallel to Thomasville Road. From that path, there could be a couple of options to connect to a path along

Thomasville Road. This option could help minimize the climb that cyclists and walkers experience on Armistead road up to the intersection. This part of the park is used but minimally. I see residents walking and walking their dogs from the small subdivisions along Thomasville Road (Thomasville Trace and the Betton Brook) and from neighborhoods across Thomasville Road, but a path to divert some of the traffic off the current asphalt path might be a welcome addition. I ride on the crushed stone paths often at Miccosukee Greenway and they have been great. The other advantage is that they slow down bike and scooter traffic--a big sell in a park with a lot of pedestrians (dog walking)!

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

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

General Features of the Path--I guess the design phase will offer several options but I'd like to share my 2 cents at this time. Again--asphalt might be preferred throughout but I am really fine with crushed limestone trails in places where it is appropriate. Protection of tree roots might be better with crushed stone in some parts and the speed of cyclists and scooters could be reduced with crushed stone. In sections that have no shade, I think trees should be planted in large numbers along with nice landscaping. When I see the medians on Thomasville Road being re-planted again and again with crepe myrtles and other plants, I think why is this being done? While they look pretty for a short period of time, no one is actually able to enjoy them. They do not provide shade for anyone. I would like to see trees and landscaping moved to the path--increasing its appeal and desirability as an alternative mode of transportation. The lighting for the trail (anywhere) should be low--near the ground. There should also be some type of low physical barrier between the road and the path that can protect people. We want to keep motorized traffic from hitting people and from people

moving toward traffic. This is where advanced and creative design can help. Maybe KH can research possibilities! I like the use of shade sails to help when trees cannot be planted and when path users need to wait for lights at intersections. This might even work for some transit stops. I know visibility is key but I think this can be done with the right engineering. The sails could be removed in the winter months or when hurricanes are headed our way. Its doable. Adding attractiveness adds appeal and will signal that other modal is respected and the the way to move.

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

Status of **Bicycle Pedestrian Master Plan (BPMP)** & Thomasville Road

Report as of June 11, 2021:

We Rose Hollow folks learned that Thomasville Road is a high priority for this path on the BPMP agenda. At the June 8th hearing that made the plan 'consistent' with our community's Comprehensive Plan, we learned that the group that decides on such priorities is planning to move ahead soon with Thomasville Road, although their own printed materials (posted online) admit there has been "no public input" on the plan. We learned that the groups that have been consulted include "avid cyclists," local government staffs, and the universities, and other such entities. No ordinary citizens, to our knowledge, have had this plan explained to them or invited to share their views. At the June 8th hearing, Carol Peck spoke asking the two Commissions to delay a vote. Larry Gonzalez from Thomasville Trace (Greenbrier Street) asked that it not be located along Thomasville Road per se. Nancy Hough and Jan Bennitt submitted similar requests online ahead of time or through a ZOOM call.

We were disappointed by the response. County Commissioner Kristin Dozier declared that this was all approved long ago and is in the Greenways Plan and, if I recall correctly, Blueprint. (She implied that it's way too late to be objecting.) She focused on the importance of "connectivity" which means that, in my interpretation, she and others want a bicycle trail from the Keys to Georgia. Honestly, one of their documents says the trail along Thomasville Road will run to the Georgia line. Jeremy Matlow and Jack Porter of the City Commission tried to obtain answers for us but Mayor John Dailey asked a staff member for the BPMP project to reply and we were more or less tuned out. In short, no receptive comments were made in response to our concerns; they were treated as irrelevant. It seemed as if we were the not too swift kids who should have talked to our teacher moons ago!

I include here one point from my comments to the joint Commission meeting on June 8 that I planned to make but was unable to owing to an unforeseen circumstance. The comment concerns the BPMP that has been implemented in Gainesville.

I'd like to begin by talking about Gainesville. We all know this town/university. Compared to FSU/Tallahassee, it is as flat as a pancake. A friend asked me yesterday, knowing my concerns about the "multi-use path" proposed for Thomasville Road, if I had been there lately. I said no. The kind of path you mentioned is everywhere [in Gainesville] and NO ONE IS ON IT, no one is using it. Furthermore, it has made driving there impossible! It is an awful mess.

It is vital that citizens along Thomasville Road from Betton Road to Metropolitan become informed and involved on this issue. We Rose Hollow folks know a good deal about the project now (due to hours upon hours of computer research by Jan Bennitt and Carol Peck) and we promise to keep others informed. We urge Rose Hollow folks to take an active role going forward. Let's assume that our voice, if heard clearly and loudly, will make a difference.

Submitted by:
Pat Martin

Questions for Greg Slay re. BPMP, from July 7, 2020 meeting with Carol Peck and Pat Martin:

One. What methods will you employ in the next round (starting in August/September) to inform the public about the BPMP and its implications for Thomasville Road (and other) residents? Other methods than your prior ones are necessary to reach the affected public about this project. (See comments on a later page on neighborhoods along TR.)

Two. What does **your feasibility study** entail? Please explain what feasible means in regards to which issues or problems and in regards to whom? Who creates criteria for a feasibility assessment and **how are the criteria created?** Who **specifically** evaluates the criteria (names and positions, please) relative to the criteria, using what methods?

If already done, please provide us with a copy of the report. [I think you said the feasibility study was already done; Carol Peck thinks you said it would soon be done. Which of us is correct?]

In regards to criteria already used to rank order projects, I was amazed to learn that your team says 25% of residents from First Avenue to Metropolitan are below the poverty line. When I expressed amazement over that figure, you said senior citizens are included in the number you came up with. Can you document that senior citizens along this route are poor? Many whom I know are affluent, far from poverty. This decision, if a basis for your plans, insults seniors and the poor. Many Tallahassee seniors grew up in the halcyon days when solid wages/salaries were paid and are receiving excellent pensions as well as income from investments.

Three, if you create a 10 to 12 foot wide ASHPHALT path along Thomasville Road, does that mean our current 5 to 6 foot wide sidewalks will be replaced? People whom I see and know who walk along Thomasville Road seem to enjoy the sidewalk as is and they feel relatively safe. You told Carol Peck and me that you cannot rehab the asphalt trail on the west side of Thomasville Road—which, incidentally, was created for bicycles. (I saw three bicycles on it this past weekend.) Why not? Such a situation exists now along Blairstone, to wit: **Blairstone has a concrete sidewalk on both sides of road for one stretch and a concrete sidewalk PLUS a narrow (er) asphalt trail on other side. This resembles what we have on Thomasville Road (albeit the asphalt, having been neglected, has deteriorated.)**

Four, why is Thomasville Road is at the TOP (now in second place) of the 42 projects on your list? Its numerical rating (on spreadsheet) is the same as several other areas and if you alphabetized the projects, it would not be at the top. In short, something moved TR to the top? What prompted the move? Please be specific. Who is pushing Thomasville Road as a priority? Let's wait to see how other less heavily travelled areas respond your BPMP structure before launching into Thomasville Road. Who cares if a cyclist can bike from Betton Road to "the market district" on a wide asphalt path? Who created this "goal"?

Five, in September 2020, you said the CRTPA will present the "**alignment.**" What is the alignment and where did it originate and by whom and with what purpose(s)? To whom will it be presented? What is the expected result of your 'presentation' to whatever entity? What does the alignment signify?

Six, **you said the public shows up only when the bulldozers arrive**, implying that the problem is us--the "uninformed" public. What if the public is uninformed with no idea about what is happening or why? What will you do to assure that "the public" is truly informed and invited to weigh in well before January 2022? Your team seems secretive about this project; do you fear public awareness & reactions?

Seven, if one reads the 500 pages of “documentation” your group posted on the web, it is clear that the Leon/Tallahassee constituents who will benefit from the multi-use path are cyclists, not pedestrians—walkers and runners. To wit, your reports report a concern for BCL . . not a PCL, that is a Bicycle Comfort Level but not a Pedestrian Comfort Level. Your focus on cyclists’ safety ignores major issues: for example, the risks bicycles pose to pedestrians. Cyclists are rude on our county and city hiking/walking/bike/horse paths now so what are we to expect on a paved pathway? (A former county commissioner’s mother was killed by a bicyclist; did you know that?) If the multi-use path allows e-bikes, e-scooters, and skateboards, and if they can go both ways on the path, pedestrians will be at risk of serious harm. The enthusiasm your group shows for this project is, it seems, due to the **organized and “avid” cyclists in our county.**

How many AVID cyclists are there in Leon County? You admit you do not know nor do you know how many use the bicycle paths and sidewalks we have currently. Let’s say there are 1,000 avid ones; we have a county total population of 293,000. Do the math: .0034%. Let’s be generous and say there are 5,000 avid cyclists who are going to bike from Killearn to downtown or from downtown to “Market Square.” That would be .017% of the public, less than 2 %. How many pedestrians “walk out of their homes” and use a sidewalk for a stroll or aerobic walk or run? While most pedestrians are not “organized,” I estimate that the figure for pedestrians is far higher than for bicyclists who ride along major thoroughfares like Thomasville Road.

Eight, if you allow—as you say you will—e-bikes and e-scooters on the path, it will be dangerous for pedestrians, both walkers and runners. You acknowledge that there are no plans to monitor nor even to post rules for its use(s).

Nine, you told Carol Peck and me: That such a trail as you propose for TR exists now on Blair Stone and Highway 90 East (the newly side-walked area). I drove all the way out both of them yesterday . . until the point where sidewalks disappeared. I did NOT see one 10-12 foot wide asphalt path. Thus, either you are mis-informed or something is awry. Also, in all that way (about 15 miles), I saw one skateboarder on the street’s 3-foot bicycle path, one pedestrian on sidewalk, and one bicycle on sidewalk. No cyclists on the 3-foot lane.

Ten, please be clear—about where is the “demand” is emanating for this project.

Eleven: Why will the path **not be monitored**? If it has walkers, runners, bicycles, ebikes, e-scooters, and skate boards on it, pedestrian safety will become a serious issue.

Twelve: The increase in safety your CRTPA documents laud is for cyclists, not pedestrians. Your proposed BPMP **will decrease safety for pedestrians.** How do you justify this change to and for us/them?

Thirteen: And perhaps most important of all--**COST**: At what financial cost to tax payers? If we consider the hypothetical 5000 avid bikers in Leon County and the \$90 million in (possible) costs for 42 proposed pathways, **the cost per cyclist is \$18,000. If we consider the hypothetical 1,000 AVID cyclists, the cost is \$90,000 per cyclist.** And at what human cost . . to pedestrians and vehicle drivers who must confront cyclists, scooters, and skateboards as they enter and leave their neighborhoods.

NOTES & LISTS:

During Covid, when Rose Hollow owners could not meet, our Board president Nancy Hough took three steps to enhance communication: We sent PRINTED newsletters via USPS to all owners and renters (72 in all); we posted signs and notices on our common mailboxes; we sent emails to ALL who have access to or use the internet. You need to consider such options. HOA and NA boards or leaders can provide individual email lists. If they understand what you are doing and how your plans can affect them, they might send out your notices to all owners/residents in their neighborhoods. Please be explicit and transparent about what you are proposing in order to make sure our/their voices heard.

I recently met Betton Hills' NA President who said she knew little about this project and "is interested in knowing more." Some of your documents claim you have 'informed' the following neighborhoods: Betton Hills, Betton Woods, Waverly and Woodgate and a few smaller ones (Rachel Lane, Rabbit Hill). Why them and not us? Not others?

I have emailed or talked with one or more leaders in the following areas of TR who had not heard of your project: Woodlands (41 homes), Breamore Park (28), Thomasville Trac (12), Preakness Point (12), Leewood NA (40), Rose Hollow (61), Live Oak Plantation HOA (22 homes) and Live Oak Plantation Neighborhood. [Wilmon Court has 12 homes but no association; another on east side is inoperative (Peacefield Street) but I have spoken to individual owners who want to know more about the project so they can develop an opinion about it and express any concerns.]

NAs and HOAs on East side (15 total, with 8 trapped):

Betton Woods NA

Betton Hills NA

Woodgate NA

*Rose Hollow HOA

*Lucerne at Denholm Drive HOA

*Woodlands of Tallahassee HOA

*Rabbit Hills HOA

*Preakness Pointe HOA

*One Charleston Place NA (Peacefield Street but inactive, I am told)

*Wilmon Court NA (inactive or none)

*Braemore Park HOA

Williams Street (these 4 last ones are likely NOT organized; but they are within 300 feet of TR)

Beard Street

Ninth Avenue

Colonial Drive

HOAs and NAs on West side (16 total, 2 trapped):

Los Robles

South Ride Neighborhood

North Ride Neighborhood

Glendale HOA

Waverly Hills NA

Savannah Trace HOA

Penny Lane HOA

*Leewood Hills NA

*Windsor Chase *Condominium*

Piedmont Neighborhood

Live Oak Plantation Neighborhood (not organized)

Live Oak Plantation Property Home Owners Association (Millstream)

Gardenia (Again these 4 are abutting streets; no idea if they have HOA or NA status.)

Mimosa

Renae Way

Ashbury Hill Drive

*Neighborhoods with only one way in and out of their development—and it is via Thomasville Road.

FINAL POINTS: Greg Slay is the Director of a five-person unit called Capital Regional Transportation Planning Agency. He has lived in Tallahassee for five years. He and his team report to a “Board” comprised of the following: Three City of Tallahassee Commissioners, three Leon County Commissioners, four county commissioners from Jefferson (1), Gadsden (2), and Wakulla (1) Counties, and one Leon County School Board member. If you go to their website, you will see that 3/4ths of the voting power belongs to Leon County and the City of Tallahassee. This means that the following people are critical to this decision: Curtis Richardson, Dianne Williams-Cox, Jeremy Matlow, Kristin Dozier, and Rick Minor (who is the current President of the Board, I am told). Roseanne Wood, Leon County School Board member, has one vote. Decisions made by the CRTPA Board are then cleared with Florida Department of Transportation. Thus the CRTPA is basically an arm of FDOT because FDOT has the final say about many roadway issues in Leon County, in particular the “right of way” on Thomasville Road. This point is very likely the driving element in the decision to make Thomasville Road the PILOT project among the 42 that the CRTPA has in its sights. If you ‘google’ CRTPA and look at their material online, you can find the members.

In short, the CRTPA is not responsible to nor does it report to our city and county commissions; nor has it an obligation to work with our parks and recreation and neighborhood associations in making plans or recommendations. **Contact with the CRTPA Board (listed above) is critical** in efforts to influence a decision, whatever that decision may be. **Greg Slay’s email address is:** greg.slay@crtpa.org
I’ll be frank: Pedestrians are worried about this path fearing it will increase their risk of serious accidents when walking on the “path.” I happen to have that worry myself.

The author of these notes is Pat Martin, a homeowner in Rose Hollow (behind Oven Park, next to Thomasville Road Baptist Church). I can be contacted via: patriciaymartin@gmail.com **or through voice or text at 850 228 3835.**

From: [Kostrzewa, Jack](#)
To: [Slay, Greg](#); [Widness, Katelyn](#); [Slautterback, Lindsay](#); [Burke, Greg](#); [Lex, Suzanne](#)
Subject: Fw: Thomasville Road Multi Use Project
Date: Monday, June 14, 2021 9:55:30 AM
Attachments: [Bicycle Pedestrian Master Plan report June 11 2021.docx](#)

FYI

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: CHARLES COOK <cook05@comcast.net>
Sent: Monday, June 14, 2021 9:13 AM
To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Cc: Christopher Campbell <ccampbell@cimgmt.com>; MARIE LONG <marie1383@comcast.net>; Paula Cook <cookpk@gmail.com>
Subject: Thomasville Road Multi Use Project

EXTERNAL EMAIL

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

Jack,

Attached is an email from Ms. Patricia Martin in opposition to your project.

Skip Cook

----- Original Message -----

From: Christopher Campbell <cgi007@gmail.com>
To: Skip Cook <cook05@comcast.net>
Date: 06/12/2021 8:27 PM
Subject: Fwd: Please forward to Christopher . .

Skip,
Pat had expressed her HOA's concern for the path. The attached document explains their issues.
It appears the decision has been made to proceed. Do you feel they can have any impact at this point?
Thank you your time to address this issue.
Talk to you soon.
Christopher

Sent from my iPhone

Begin forwarded message:

From: Fred Chappell <fchappell@fsu.edu>
Date: June 12, 2021 at 8:24:05 AM EDT
To: Christopher Campbell <cgi007@gmail.com>
Cc: Patricia Martin <patriciaymartin@gmail.com>
Subject: Fwd: Please forward to Christopher . .

Sent from my iPad

Begin forwarded message:

From: Patricia Martin <pmartin@fsu.edu>
Date: June 11, 2021 at 9:04:03 PM EDT
To: Fred Chappell <fchappell@fsu.edu>
Subject: Please forward to Christopher . .

Dear Christopher:

I apologize for calling you Charles in my last email. Truly;
I just goofed. But I want you to see what is happening so
that folks in your HOA will know the score.
I've asked Fred to forward this short report to you, if he
will.

Many thanks for your indulgence. Again, I apologize!
Pat Martin

Fred: Can you please forward this email to Christopher
Campbell for him and your neighbors? You all may want
to know what is going to happen IF we do not stand up
and make noise.

Thanks so much and sorry to bother you in North
Carolina,
Pat

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

Rose Hollow Homeowners Association

June 2, 2021

Via Email

The Honorable John E. Dailey, Mayor, City of Tallahassee
The Honorable Jeremy Matlow, Mayor Pro-Tem, City of Tallahassee
The Honorable Rick Minor, Chair, Leon County Commission
The Honorable Bill Proctor, Vice-Chair, Leon County Commission
City Commissioners:
Commissioner Jacqueline "Jack" Porter
Commissioner Curtis Richardson
Commissioner Diane Williams-Cox
Leon County Commissioners:
Commissioner Jimbo Jackson
Commissioner Brian Welch
Commissioner Kristin Dozier
Commissioner Carolyn Cummings
Commissioner Nick Maddox

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

Dear Mayor Dailey:

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

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

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

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

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

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

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

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

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

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

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

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

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

PHOTO TAKEN IN MCCORD PARK BY
LOCAL RESIDENT, SUBMITTED AS
COMMENT

