



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, NOVEMBER 2, 2021 (11:30 AM - 1:30 PM)

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

NOTE: This meeting will be broadcast live on <http://www.talgov.com/TLHLive2>

AGENDA

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, November 1. This will allow time for comments to be provided to CMAC members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on Monday, November 1 at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue you wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comments during the meeting. Speakers are requested to limit their comments to three (3) minutes.

1. AGENDA MODIFICATIONS

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Citizens who have registered to comment virtually and have received a Webex link will have their microphones unmuted. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

3. **CONSENT AGENDA**

- A. Minutes of the September 7, 2021 Meeting
- B. CMAC 2022 Calendar

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

A. **Fiscal Year (FY) 2023 – FY 2027 Draft Tentative Work Program**

This item provides information related to the FY 2023 – FY 2027 Draft Tentative Work Program.

RECOMMENDED ACTION: For Committee Information.

B. **Election of Year 2021 Chair and Vice Chair**

Annually, the CMAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected and the current Chair and Vice Chair are Ms. Mary Kay Falconer and Ms. Wanda Carter, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2022.

C. **US 90 Multi-Use Trail Feasibility Study Update**

A project update will be provided including upcoming public involvement opportunities.

RECOMMENDED ACTION: For Committee Information.

6. **INFORMATION**

A. **Future Meeting Dates**

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**



November 2, 2021

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the September 7, 2021 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the September 7, 2021 Committee meeting.



**CITIZENS MULTIMODAL ADVISORY COMMITTEE MEETING (CMAC)
TUESDAY, SEPTEMBER 7, 2021 AT 12:30 PM**

CITY COMMISSION CHAMBERS, 2ND FLOOR CITY HALL
300 SOUTH ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Ms. Mary Kay Falconer; Wanda Carter; Rodger Holdener; Marcus Thompkins; Dan Beaty; Hans van Tol; Melissa Corbett (virtually); Chad Hanson (Virtually)

Staff Present: Greg Slay, Executive Director, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Lindsay Slautterback, KHA; Kate Widness, KHA

The meeting was called to order at 12:37 PM with a roll call. NOTE: A quorum was not present; therefore, the agenda was modified to hear Agenda Item 5B Thomasville Multi-Use Path Feasibility Study followed by other items that required action. A quorum was present at 12:40 pm and action items were presented and action taken.

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. Minutes of the June 1, 2021 meeting
 - B. Unified Planning Work Program (UPWP) Amendment

Committee Action: Ms. Carter made a motion to approve the consent agenda. Mr. Beaty seconded the motion. The motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. PRESENTATION/DISCUSSION/ACTION**A. Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update**

This item seeks a recommendation of adoption to the Board to split the limits of the current #3 ranked project (Crawfordville Road from Lost Creek Bridge to E. Ivan Road) into two (2) segments.

RECOMMENDED ACTION: For Committee Action.

Committee Action: Mr. Beaty made a motion to recommend adoption of the Fiscal Year (FY) 2023 – FY 2027 Roadway Priority List Update. Mr. Von Tol seconded the motion. The motion was unanimously passed.

B. Thomasville Road Multi-Use Path Feasibility Study

A project update will be provided including upcoming public involvement opportunities.

RECOMMENDED ACTION: For Committee Information.

Mr. Kostrzewa briefly introduced the item and stated that the Thomasville Multi-Use Path Feasibility Study started in 2019. The study includes an Existing Conditions Report, public engagement and alternatives that will be recommended to the CRTPA Board in January.

He noted that the completed Existing Conditions Report may be found online and the link is provided in the item. The public engagement for the project is approximately half complete. The draft path alternatives will be included in the public engagement in September through November. Any necessary changes or adjustments to the to the draft alternatives will be presented to the CRTPA Board in January 2022.

Kate Widness, from Kimley-Horn and Associates, walked the CMAC members through a presentation on the Thomasville Multi-Use Path Feasibility Study. She stated the project was kicked off in 2020 with the primary focus on data collection, site visits, meeting with partners and technical staff. In 2021, the public engagement began with presentations to homeowner associates and stakeholders to present the data that was collected at this point of the project including the draft alternatives.

Ms. Widness provided background stating the Thomasville Road Trail was first identified as a project in the 2013 Greenways Master Plan and included in the 2015 update to the Greenways Master Plan. In 2019 the CRTPA updated the Tallahassee Leon County Bicycle and Pedestrian Master Plan which included the Thomasville Road Trail as a top tier project.

Ms. Widness provided information on the Local Trails Network. She stated Thomasville Road will provide local connections and fill a major North-South Gap within the bicycle and pedestrian network.

Existing Conditions Analysis

As a part of the Feasibility Study, an analysis of the existing conditions was conducted along the Thomasville Road Corridor to determine if it is feasible to construct a 10 to 12 foot multi-use path within the existing right-of-way.

Initial Public Engagement

There were several public engagement and stakeholder meetings held, including:

- Neighborhood Association Meetings (Jan 2021-Aug 2021),
- Virtual Project Room (April 26-May 25), and
- Live virtual question and answer sessions (April 29th, May 3rd and May 24th).

These meetings provided the public opportunities to comment on the project. The Virtual Project Room had 211 participants visit the site and provide feedback.

Alternatives Analysis

Ms. Widness provided information on the alternatives. She stated the alternatives would be in four segments.

1. Betton Road to Armistead Road

- a. East Side of Thomasville Road has sufficient right of way, twenty-three trees within or immediately adjacent to the right of way and nineteen driveways. (Feasible)
- b. West Side of Thomasville Road insufficient and varying right of way, twelve trees within or immediately adjacent to right of way and twenty-two driveways. (Not feasible)
- c. Trescott Ditch has sufficient right of way, City of Tallahassee owns the property which provides an opportunity for partnership, but this option was not supported by Betton Hills residents. (Feasible)
- d. Trescott Drive (East) has sufficient right of way, thirty-five residential driveways and was not supported by Betton Hills Residents. (Not feasible)
- e. McCord Park has existing paved multi-use trail but not supported by Betton Hills Residents or partner agencies. (Feasible)
- f. Armistead Road has existing six-foot sidewalk but not preferred by partner agencies. (feasible)

Ms. Widness stated the feasible options that would be presented to the public for comment during the second round of public engagement for this segment are:

- Thomasville (East).
- Trescott Ditch connecting to McCord Park and Armistead Road.

Citizens can provide comments on which of the feasible options they preferred for accommodating the path within this portion of the corridor.

Mr. Von Tol had a question on the Trescott Drive option. He asked if there was a consideration to leave the area “as is” and use it as a shared-use roadway. He noted traffic is low in this area. Ms. Widness stated that was a consideration and that Trescott Drive was a part of the bike and pedestrian network. Because the right of way was available, it was feasible to construct a shared-use path along this area.

Ms. Falconer stated she lives in the Armstead Road area. She stated the Neighborhood Association wanted to include a “loop” that would go behind the commercial businesses along Betton Road to Ashford Club Apartments. She also discussed using Post Road to Thomasville Road. She also stated there should be discussions with Underground Utilities to discuss having the stormwater ditch become a culvert and have a foot path over the culvert. Mr. Kostrzewa stated Post Road was evaluated, however, there was limited right-of-way on Post Road. He stated that south of Post Road on Thomasville Road, there was enough right of way to put a path of 15-20 feet wide, although that is not currently in the plan. He stated there was available right-of-way south of Post Road on Thomasville Road and that there is always the opportunity to review that as an option. Ms. Falconer stated another concern was with McCord Park. She noted there was opposition to the multi-use trail going on top of the existing path that goes through the park. Mr. Kostrzewa stated staff was working with Underground Utilities to assess the culvert alternative. Ms. Falconer stated there was a lot of opposition going into McCord Park. Ms. Widness clarified there would not be a new facility through McCord Park, the alternative uses the current path that is already to make the connection from draining ditch up to Armistead Road to Thomasville Road. Ms. Falconer stated that there are problems with cyclists being respectful to the pedestrians on the path through the park. Mr. Von Tol discussed imposing speed limits along the trail. Ms. Falconer stated there needed to be more signage to include etiquette on using the path. She also noted there should also be bicycle racks to allow for cyclist to use the park and safely lock their bicycle. Mr. Von Tol asked about the Trescott ditch. He asked would a paved trail be placed beside or on top of the ditch. Mr. Kostrzewa stated the covered ditch would be about 1500 feet north of Betton Road, with a structure/bridge to cross over to the existing dirt path. There would be either concrete or asphalt over the existing dirt path. Mr. Slay stated during discussions with Underground Utilities about introducing a trail in that area and they didn’t see any issues if the trail was placed there.

Segment 2 Armistead Road to Woodgate Way

Ms. Widness stated with this segment the east and west side were evaluated. She stated also evaluated utilizing Armstrong Road up to Winthrop Way but it wouldn’t accommodate a shared or multi-use path but could have on street markings because cyclist currently use this route to get to Thomasville Road as well as connecting to other neighborhoods. She noted the right of way in this segment of Thomasville road varies throughout. When this segment was evaluated, with the availability of removing the bike lanes from Waverly Road and continues north to allow for an additional four feet of space to accommodate more space between the path and the corridor. Both the east and west side the corridor have enough space (if bike lanes are removed) to accommodate a 10-foot shared use path. She

also noted along the west side of the road there were some significant trees within the right of way and trees on the east side as well. She noted there was eight (8) driveways on the east and west side of the corridor that connect to neighborhoods, continue the path to parks and schools. In this segment staff found that both the east and west sides could accommodate a 10-12 foot path with the removal of the bike lanes. The preferred alternative would be the East side of the corridor, due to there being less trees to be considered during design, ample right-of-way along the north of Armistead Road to Winthrop Way. Mr. Von Tol asked if there was a consideration for the number of potential trips based on the number houses. Ms. Widness stated the traffic counts would be a part of the design of the project to determine the safest treatment for the area. She stated during the feasibility study evaluates how many and the connections versus taking traffic counts. Ms. Falconer questioned FDOT's position regarding this project. She stated on the west side sidewalk to address the sidewalk down to McCord Park. Mr. Kostrzewa stated that suggestion was made before but that suggestion does not address the multi-use path. He stated there would need to be trees removed to address the problems on the west side of Thomasville Road. Ms. Falconer stated that the committee was aware that the proposal would eliminate the bike lanes and the right of way for the multi-use path covers the existing bike lanes and have the curb near the traffic and this would help to slow the traffic within this area of the corridor. Von Tol stated this section does not have many driveways and cars tend to drive in the bike lanes and he could support this option which included the removal of the bike lanes. He also asked about the section between Armistead Road and Waverly Road to determine if there was there enough right of way. Ms. Widness stated on the east side there was some constraints and north of Armistead Road. On the west side there would need to have some creative design and the path might go down to eight (8) feet and this was why the east side was the preferred.

Segment 3 Woodgate Way to Metropolitan Boulevard

Ms. Widness stated this area was evaluated the east and west side of Thomasville Road the right of way availability with the elimination of the bike lanes to allow for the additional four feet. On the east side there are constraints near Oven Park on the west the constraints are near the School of Arts and Sciences. She stated there could be some creative design in these areas. She noted within this area, there are significant trees on both sides of the corridor more on the east side. She also noted data collection was ongoing as staff coordinated with the Planning Department. She stated there were 10 driveways on the west side and 8 driveways on the east side of the corridor with connectivity. Ms. Widness stated the further north connection on Thomasville Road to the market district and the attempt to avoid interchange and that helped influence the decision to be on the west side in this area. The west side was the feasible and the preferred alternative for this area. She noted there are areas that are constrained on the west side but noted those could be addressed with some creative design and the constraints on the east side of the corridor would be more difficult to address with design.

Mr. Thompkins asked about a crossing point along the corridor. Ms. Widness stated that was coming up in the presentation. She noted there were evaluations of a crossing at Woodgate and Hermitage. She noted Woodgate was a 3-way intersection and Hermitage

was a 4-way intersection. She stated Woodgate would recommend Woodgate Way versus Hermitage Blvd. Mr. Kostrzewa stated the least impact would be south side of the intersection due to the right turn and this would be the least conflict point traveling from the south side of the intersection going from east to west. Mr. Von Tol asked if the north side was not preferred. Ms. Widness stated there currently was an existing sidewalk northern side of Woodgate Way and that is why the south side was selected to connect to the existing facility.

Market District Connection

Ms. Widness stated there are several alternatives to make the connection from Thomasville Road to the Market District. She noted the Market District had multimodal improvements on Maclay Commerce Boulevard and Maclay Boulevard to the north. Both Midtown and Market District are activity centers within our community. Ms. Widness discussed the options for connecting Thomasville Road to the Market District while avoiding the Thomasville Road/I-10 interchange.

One of the feasible options are Live Oak Plantation Road which has a sidewalk on the north side that connects to Martin Hurst Road. She stated for the feasibility study, the south side of Live Oak Plantation Road. The shared use path would connect to Timberlane School Road and then north on the east side of Timberlane School Road which also has available right of way and a bridge structure that is currently on Timberlane School Road. There would have to be some creative ways to address the building of a facility to address the shared use path in this area.

Next Steps

Additional Public Engagement

- Neighborhood Association Meetings
- Virtual Engagement
- Live Question and Answer Sessions
- In Person Public Meetings
- Finalize Feasibility Report

Committee Action: Informational

Public Comment

Tom O'Steen-Resident of Betton Hills Neighborhood. He discussed the path through McCord Park. Mr. O'Steen stated this is already a highly used area and noted there would be some conflict if cyclist begin entering the area. Mr. O'Steen stated this would be dangerous for everyone that uses path.

He also discussed the crosswalk at Woodgate and discussed the connection of Goose Pond trail to Hermitage Boulevard.

Jonette Sawyer, 2012 Winthrop Way, commented on the discussion. Ms. Sawyer discussed the safety issues with McCord Park and noted cyclist would create some dangerous conditions. Ms. Sawyer stated the path is not a straight path and there could be conflicts with the ped and cyclists. She commented the neighborhood would like to see the essence of McCord park reserved and also discussed having the path be developed behind the businesses.

Kim Shafer 1312 Leewood Drive. Ms. Shafer noted all comments are from cyclist perspective and not the pedestrian perspective and agreed with Mr. O'Steen regarding connections with Goose Pond Trail/Potts Road area. Ms. Shafer expressed concerns for pedestrians and the need to protect the pedestrians.

6. INFORMATION

- A. Future Meeting Dates
- B. TIP Amendments

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

Meeting was adjourned at 2:15 p.m.



November 2, 2021

COMMITTEE AGENDA ITEM 3B

2022 COMMITTEE MEETING CALENDAR

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the 2022 CRTPA Committee meeting calendar, which has been developed in concert with the proposed CRTPA 2022 calendar. The proposed CRTPA 2022 calendar will be on the agenda at the November 16, 2021 Board Meeting.

RECOMMENDED ACTION

Option 1: Approve the 2022 Committee Meeting Calendar.

2022 CRTPA Board Dates	Committee Dates	TAC Time	CMAC Time
January 18	January 4	9 AM – 11 AM	11:30 PM -1:30 PM
February 21	February 1	9 AM – 11 AM	11:30 PM -1:30 PM
March 15	March 1	9 AM – 11 AM	11:30 PM -1:30 PM
April 19	April 5	9 AM – 11 AM	11:30 PM -1:30 PM
May 17	May 3	9 AM – 11 AM	11:30 PM -1:30 PM
June 20	June 7	9 AM – 11 AM	11:30 PM -1:30 PM
September 27	September 6	9 AM – 11 AM	11:30 PM -1:30 PM
October 18 (Retreat)	October 4	9 AM – 11 AM	11:30 PM -1:30 PM
November 15	November 1	9 AM – 11 AM	11:30 PM -1:30 PM
December 20	December 6	9 AM – 11 AM	11:30 PM -1:30 PM



November 2, 2021

COMMITTEE AGENDA ITEM 5 A

FISCAL YEAR (FY) 2023 – FY 2027 DRAFT TENTATIVE WORK PROGRAM

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The FY 2023 – FY 2027 Tentative Work Program has been developed and will be presented by the Florida Department of Transportation (FDOT) District 3. The Tentative Work Program identifies transportation projects that have received state and federal funding within the next five (5) years.

Attachment 1 provides projects located within the CRTPA region (Gadsden, Jefferson, Leon and Wakulla counties) that are included in the tentative work program.

DISTRICT 3



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027



SUMMARY REPORT - GADSDEN COUNTY

AS OF **10/1/2021-12:58 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT3

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

GADSDEN COUNTY

Fixed Capital Outlay

449956-1 - MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN
Type of Work: FIXED CAPITAL OUTLAY

GADSDEN COUNTY

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$65,280				
Total for Project 449956-1		\$65,280				

449959-1 - MIDWAY OPERATIONS CENTER REMODEL BATHROOM STALL PARTITION/COUNTER TOPS
Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$27,000				
Total for Project 449959-1		\$27,000				



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Freight Logistics And Passenger Operations Program: Aviation****420372-4 - QUINCY MUNICIPAL AIRPORT CONSTRUCT PERIMETER TAXIWAYS A & B**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State	\$550,000				
Total for Project 420372-4		\$550,000				

425611-9 - QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN/CONSTR HANGARS & TAXIWAY

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State		\$800,000			
Total for Project 425611-9			\$800,000			

446647-1 - QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA

Type of Work: AVIATION CAPACITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State			\$800,000		
Total for Project 446647-1				\$800,000		

448562-1 - QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T-HANGARS & TAXILANE

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State				\$550,000	
Total for Project 448562-1					\$550,000	

449895-1 - QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	State					\$700,000
Total for Project 449895-1						\$700,000

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

GADSDEN COUNTY **Freight Logistics And Passenger Operations Program: Transit**

422262-1 - BIG BEND TRANSIT COMMUTER ROUTE

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	State	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Total for Project 422262-1		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000



Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Highways****218845-2 - SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$9,114,113		
Preliminary Engineering	State	\$1,298,000				
Total for Project 218845-2		\$1,298,000		\$9,114,113		

406742-4 - SR 8 (I-10) OVER APALACHICOLA RIVER BRIDGE NOS. 500086 & 087

Type of Work: FENDER WORK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$4,208,733				
Total for Project 406742-4		\$4,208,733				

413425-2 - SR 10 (US 90) FROM W OF 4 LANE TO SR 65 / CR 12 MADISON ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$2,757,690		
	State			\$8,225,736		
Preliminary Engineering	State	\$1,309,000				
Total for Project 413425-2		\$1,309,000		\$10,983,426		

413425-3 - SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$1,255,838			
	State		\$1,337,246			
Total for Project 413425-3			\$2,593,084			

434645-1 - SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Local	\$10,270				
	State	\$7,039,760				
Total for Project 434645-1		\$7,050,030				

436741-1 - GADSDEN COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$80,510	\$82,743	\$85,263	\$87,869	\$90,656
Total for Project 436741-1		\$80,510	\$82,743	\$85,263	\$87,869	\$90,656

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Highways****440724-1 - CR 274 ATLANTA ST FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD**

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$1,113,981				
Total for Project 440724-1		\$1,113,981				

445663-1 - SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN

Type of Work: SIGNING/PAVEMENT MARKINGS

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$220,806	
Preliminary Engineering	Federal		\$39,793			
Total for Project 445663-1			\$39,793		\$220,806	

446637-2 - CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,867,495		
Preliminary Engineering	State		\$169,653			
Total for Project 446637-2			\$169,653	\$1,867,495		

448451-1 - SR 10/SR 12 (US 90) JEFFERSON ST FROM CHALK ST TO RALPH STRONG RD

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$583,708	\$467,837		
Total for Project 448451-1			\$583,708	\$467,837		

448604-1 - CR 268 HARDAWAY HIGHWAY FROM ATWATER ROAD TO SR 10 (US 90)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$4,091,811			
Total for Project 448604-1			\$4,091,811			

448611-1 - CR 274 BEN BOSTIC RD FROM I-10 OVERPASS TO SR 10 (US 90)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,755,077			
Preliminary Engineering	State	\$147,325				
Total for Project 448611-1		\$147,325	\$1,755,077			

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

GADSDEN COUNTY

Highways

449500-1 - SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,449,730		
Right of Way	State		\$203,500			
Total for Project 449500-1			\$203,500	\$1,449,730		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027

Florida Department of Transportation - District Three

GADSDEN COUNTY**Maintenance****448330-2 - MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT**

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$5,500	\$5,500	\$5,500	\$5,500	
Total for Project 448330-2		\$5,500	\$5,500	\$5,500	\$5,500	

449957-1 - MIDWAY OPERATIONS CENTER PAINTING INTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$5,000				
Total for Project 449957-1		\$5,000				

449958-1 - MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$3,500	\$2,500			
Total for Project 449958-1		\$3,500	\$2,500			

449960-1 - MIDWAY OPERATIONS CENTER ROOF REPAIRS

Type of Work: FIXED CAPITAL OUTLAY

Phase	Funding Source	2023	2024	2025	2026	2027
Bridge/Roadway/Contract Maintenance	State	\$2,500				
Total for Project 449960-1		\$2,500				

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FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
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JEFFERSON COUNTY**JEFFERSON COUNTY**

Highways

222669-2 - SR 8 (I-10) JEFFERSON COUNTY REST AREAS EXPANSION OF SPRAYFIELDS

Type of Work: REST AREA

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,708,367				
Total for Project 222669-2		\$1,708,367				

403931-3 - SR 57 (US 19) FL GA PKWY FROM CR 57A DAVID RD TO MARTIN RD

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal	\$750,000				
	State	\$10,000				
Total for Project 403931-3		\$760,000				

434032-1 - CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$6,076,549			
Total for Project 434032-1			\$6,076,549			

436745-1 - JEFFERSON COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$7,500	\$8,262	\$8,480	\$8,705	\$8,952
Total for Project 436745-1		\$7,500	\$8,262	\$8,480	\$8,705	\$8,952

437757-1 - SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$12,578,231			
	State		\$1,660,326			
Total for Project 437757-1			\$14,238,557			

438366-2 - CR 259 WAUKEENAH HWY FROM SR 20 (US 27) W CAPPS HWY TO SR 57 (US 19)

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$2,618,320				
Total for Project 438366-2		\$2,618,320				

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JEFFERSON COUNTY**Highways****445657-1 - SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE**

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$2,615,437				
Total for Project 445657-1		\$2,615,437				

446590-1 - GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$743,712				
Total for Project 446590-1		\$743,712				

448605-1 - CR 146 ASHVILLE HWY FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,651,786			
Total for Project 448605-1			\$1,651,786			

448613-1 - CR 149 BOSTON HIGHWAY FROM SR 57 (US 319) FL/GA PKWY TO STILL ROAD

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$2,014,259		
Total for Project 448613-1				\$2,014,259		

449726-1 - SOUTH WATER STREET FROM BOWMAN STREET TO SR 10 (US 90)

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$232,176				
Total for Project 449726-1		\$232,176				

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LEON COUNTY**LEON COUNTY****Freight Logistics And Passenger Operations Program: Aviation****226792-9 - TALLAHASSEE INTERNATIONAL AIRPORT TAXIWAY REHAB**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$9,000,000	\$8,100,000			
	Local	\$500,000	\$450,000			
	State	\$500,000	\$450,000			
Total for Project 226792-9		\$10,000,000	\$9,000,000			

442109-1 - TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL PLB ACQU/INSTALL

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$546,754				
	State	\$546,754				
Total for Project 442109-1		\$1,093,508				

442109-6 - TALLAHASSEE INTERNATIONAL AIRPORT SECURITY FENCE & GATE REHABILITATION

Type of Work: AVIATION SECURITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local		\$450,000			
	State		\$450,000			
Total for Project 442109-6			\$900,000			

446640-1 - TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL MODERNIZATION

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local			\$750,000		
	State			\$750,000		
Total for Project 446640-1				\$1,500,000		

446641-1 - TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local			\$900,000		
	State			\$900,000		
Total for Project 446641-1				\$1,800,000		

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LEON COUNTY**Freight Logistics And Passenger Operations Program: Aviation****448565-1 - TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal				\$3,150,000	
	Local				\$175,000	
	State				\$175,000	
Total for Project 448565-1					\$3,500,000	

448580-1 - TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local				\$750,000	
	State				\$750,000	
Total for Project 448580-1					\$1,500,000	

448580-2 - TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local				\$550,000	
	State				\$550,000	
Total for Project 448580-2					\$1,100,000	

450038-1 - TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local					\$550,000
	State					\$550,000
Total for Project 450038-1						\$1,100,000

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LEON COUNTY

Freight Logistics And Passenger Operations Program: Intermodal

442109-5 - TALLAHASSEE INTERNATIONAL AIRPORT MULTI-MODAL TRANSPORTATION CENTER

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$354,620				
	State	\$354,620				
Total for Project 442109-5		\$709,240				

442109-7 - TALLAHASSEE INTERNATIONAL AIRPORT PARKING AREA IMPROVEMENTS

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$1,000,000				
	State	\$1,000,000				
Total for Project 442109-7		\$2,000,000				

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LEON COUNTY **Freight Logistics And Passenger Operations Program: Rail**

449894-1 - FGA TALLAHASSEE YARD CAPACITY EXPANSION

Type of Work: RAIL CAPACITY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Local	\$500,625				
	State	\$1,501,875				
Total for Project 449894-1		\$2,002,500				



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LEON COUNTY**Freight Logistics And Passenger Operations Program: Transit****420311-1 - BIG BEND TRANSIT COMMUTER ASSISTANCE**

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$38,558	\$38,559	\$40,000	\$40,000	\$40,000
Total for Project 420311-1		\$38,558	\$38,559	\$40,000	\$40,000	\$40,000

421364-3 - CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$250,000	\$255,000	\$265,000	\$280,000	\$295,000
	Local	\$250,000	\$255,000	\$265,000	\$280,000	\$295,000
Total for Project 421364-3		\$500,000	\$510,000	\$530,000	\$560,000	\$590,000

422250-1 - CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local	\$1,524,447	\$1,570,180	\$1,617,286	\$1,665,804	\$1,715,778
	State	\$1,524,447	\$1,570,180	\$1,617,286	\$1,665,804	\$1,715,778
Total for Project 422250-1		\$3,048,894	\$3,140,360	\$3,234,572	\$3,331,608	\$3,431,556

422251-2 - CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$1,921,770	\$1,921,770			
	Local	\$480,442	\$480,442			
Total for Project 422251-2		\$2,402,212	\$2,402,212			

422251-3 - CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307

Type of Work: OPERATING FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$1,926,022	\$1,926,022			
	Local	\$1,926,022	\$1,926,022			
Total for Project 422251-3		\$3,852,044	\$3,852,044			

425269-9 - CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$418,004	\$418,004			
	Local	\$104,501	\$104,501			
Total for Project 425269-9		\$522,505	\$522,505			

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LEON COUNTY

Freight Logistics And Passenger Operations Program: Transit

433685-1 - CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Funding Source	2023	2024	2025	2026	2027
Capital	Federal	\$115,818	\$115,818			
	Local	\$28,955	\$28,955			
Total for Project 433685-1		\$144,773	\$144,773			

446994-1 - APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE

Type of Work: COMMUTER TRANS. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Local					\$269,514
	State	\$230,000	\$237,703	\$244,917	\$256,179	\$269,514
Total for Project 446994-1		\$230,000	\$237,703	\$244,917	\$256,179	\$539,028

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LEON COUNTY**Highways****000154-3 - ORCHARD POND TOLL FACILITY INSURANCE**

Type of Work: TOLL PLAZA

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000
Total for Project 000154-3		\$2,000	\$2,000	\$2,000	\$2,000	\$2,000

219484-2 - SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$3,384,868		
	State			\$2,628,612		
Preliminary Engineering	State	\$1,017,500				
Total for Project 219484-2		\$1,017,500		\$6,013,480		

219485-2 - SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$5,149,367		
Preliminary Engineering	State	\$1,012,000				
Total for Project 219485-2		\$1,012,000		\$5,149,367		

219668-2 - SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Local			\$43,440		
	State			\$1,875,185		
Preliminary Engineering	State	\$638,000				
Total for Project 219668-2		\$638,000		\$1,918,625		

219689-4 - SR 261 (US 319) CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$4,892,484			
	State		\$465,924			
Total for Project 219689-4			\$5,358,408			

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LEON COUNTY**Highways****219722-5 - SR 263 CAP CIR NW FROM W OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$5,371,437		
	Local			\$86,880		
	State			\$643,031		
Preliminary Engineering	State	\$847,000				
Total for Project 219722-5		\$847,000		\$6,101,348		

219749-2 - SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2023	2024	2025	2026	2027
Right of Way	Federal		\$1,900,000			
	State	\$1,380,045	\$1,349,418	\$2,774,611		
Total for Project 219749-2		\$1,380,045	\$3,249,418	\$2,774,611		

219785-2 - LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS

Type of Work: ITS COMMUNICATION SYSTEM

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State		\$500,000	\$500,000	\$500,000	\$500,000
Total for Project 219785-2			\$500,000	\$500,000	\$500,000	\$500,000

219820-2 - SR 20 BLOUNTSTOWN HWY/SR 366 PENSACOLA ST FEASIBILITY STUDY

Type of Work: FEASIBILITY STUDY

Phase	Funding Source	2023	2024	2025	2026	2027
PD & E	Federal	\$1,600,000				
Total for Project 219820-2		\$1,600,000				

219881-1 - SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION

Type of Work: RIGHT OF WAY - FUTURE CAPACITY

Phase	Funding Source	2023	2024	2025	2026	2027
Right of Way	Federal		\$500,004			
Total for Project 219881-1			\$500,004			

222589-6 - SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$21,563,865	
Preliminary Engineering	Federal		\$1,230,000			
Total for Project 222589-6			\$1,230,000		\$21,563,865	

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LEON COUNTY**Highways****222593-6 - SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)**

Type of Work: INTERCHANGE IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$4,810,443				
Railroad & Utilities	State	\$516,000				
Total for Project 222593-6		\$5,326,443				

403942-3 - SR 10 (US 90) TENN ST FR SR 61 (US 27) MONROE ST TO SR 265 MAGNOLIA DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$4,764,185		
Preliminary Engineering	State	\$1,089,000				
Total for Project 403942-3		\$1,089,000		\$4,764,185		

417643-2 - SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$13,964,635		
Preliminary Engineering	Federal	\$990,000				
Total for Project 417643-2		\$990,000		\$13,964,635		

421635-4 - SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$3,559,172		
Preliminary Engineering	State	\$737,000				
Total for Project 421635-4		\$737,000		\$3,559,172		

426937-3 - SR 10 (US 90) W TENNESSEE ST FROM CR 1581 AENON CHURCH RD TO OCALA RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$8,616,464			
Total for Project 426937-3			\$8,616,464			

426961-2 - SR 10 (US 90) MAHAN DR FR SR 263 (US 319) CAPITAL CIR TO E OF CR 1568

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,469,349			
Total for Project 426961-2			\$3,469,349			

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LEON COUNTY**Highways****428739-2 - SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE**

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,207,005			
Total for Project 428739-2			\$3,207,005			

434670-1 - SR 363 WOODVILLE HWY FROM BRIANDAV STREET TO SUNDAY COURT

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$1,763,861			
Total for Project 434670-1			\$1,763,861			

436746-1 - LEON COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$1,098,749	\$1,148,785	\$1,183,248	\$1,218,745	\$1,257,745
Total for Project 436746-1		\$1,098,749	\$1,148,785	\$1,183,248	\$1,218,745	\$1,257,745

437758-1 - SR 369 (US 319) FROM WAKULLA CO LINE TO S OF CR 2204 OAK RIDGE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,397,782				
Total for Project 437758-1		\$1,397,782				

439579-3 - SR 366 PENSACOLA ST FROM APPLEYARD DR TO STADIUM DRIVE

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$1,070,174	
Preliminary Engineering	Federal	\$385,000				
Total for Project 439579-3		\$385,000			\$1,070,174	

442944-1 - MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$1,769,103			
	Local		\$579,619			
Total for Project 442944-1			\$2,348,722			

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LEON COUNTY**Highways****444030-1 - CR 260 SILVER LAKE RD FROM BEGINNING OF PAVEMENT TO ICE HOCKEY LN**

Type of Work: SIGNING/PAVEMENT MARKINGS

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$89,001				
Total for Project 444030-1		\$89,001				

444038-2 - SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR

Type of Work: LIGHTING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal	\$778,465				
Total for Project 444038-2		\$778,465				

445605-1 - SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$544,443	
Preliminary Engineering	Federal			\$191,693		
Total for Project 445605-1				\$191,693	\$544,443	

445613-1 - ROBERTS ELEMENTARY SCHOOL SAFE ROUTES SIDEWALK PROJECT

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal	\$93,753				
Total for Project 445613-1		\$93,753				

445634-1 - SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Railroad & Utilities	Local	\$300,000				
Construction	State	\$4,020,272				
Total for Project 445634-1		\$4,320,272				

448152-1 - SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$510,219	
Total for Project 448152-1					\$510,219	

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LEON COUNTY**Highways****449079-1 - SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054**

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal					\$1,805,189
Preliminary Engineering	Federal	\$637,500				
Right of Way	Federal			\$197,500		
Construction	Local					\$591,444
Preliminary Engineering	Local	\$187,500				
Right of Way	Local			\$52,500		
Total for Project 449079-1		\$825,000		\$250,000		\$2,396,633

449172-1 - SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$1,946,883		
Preliminary Engineering	State	\$676,500				
Total for Project 449172-1		\$676,500		\$1,946,883		

449663-1 - SIB LOAN TO BLUEPRINT IA FOR NORTHEAST GATEWAY PROJECT

Type of Work: ADD LANES & RECONSTRUCT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	SIB	\$25,500,000				
Total for Project 449663-1		\$25,500,000				

449703-1 - WOODVILLE PREK-8 CANYON CREEK SIDEWALK

Type of Work: SIDEWALK

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal					\$201,673
Preliminary Engineering	Federal			\$86,997		
Total for Project 449703-1				\$86,997		\$201,673

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

July 1, 2022 through June 30, 2027
Florida Department of Transportation - District Three

LEON COUNTY **Miscellaneous**

442867-1 - APL- APPROVED PRODUCT LIST - PRODUCT EVALUATION WEBSITE ENHANCEMENTS

Type of Work: INFORMATION SYSTEMS

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	State	\$2,137				
Total for Project 442867-1		\$2,137				

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LEON COUNTY**Transportation Planning****439323-4 - CAPITAL REGION TPA (TALLAHASSEE) FY 2022/2023-2023/2024 UPWP**

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal	\$1,715,094	\$1,365,094			
Total for Project 439323-4		\$1,715,094	\$1,365,094			

439323-5 - CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal			\$665,094	\$665,094	
Total for Project 439323-5				\$665,094	\$665,094	

439323-6 - CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal					\$665,094
Total for Project 439323-6						\$665,094

439339-4 - MPO ADVISORY COMMITTEE STAFF FY 2022/2023-2023/2024

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal	\$672,952	\$672,952			
Total for Project 439339-4		\$672,952	\$672,952			

439339-5 - MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal			\$672,952	\$672,952	
Total for Project 439339-5				\$672,952	\$672,952	

439339-6 - MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Funding Source	2023	2024	2025	2026	2027
Planning	Federal					\$672,952
Total for Project 439339-6						\$672,952

DISTRICT 3



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2023 TO FISCAL YEAR 2027



SUMMARY REPORT - WAKULLA COUNTY

AS OF **10/1/2021-12:58 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 3
PROJECTS FUNDED JULY 1, 2022 TO JUNE 30, 2027
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT3

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 1, 2021

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Florida Department of Transportation - District Three

WAKULLA COUNTY

WAKULLA COUNTY

Freight Logistics And Passenger Operations Program: Transit

421366-3 - WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311
Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	Federal	\$200,000	\$205,000	\$215,000	\$225,000	\$235,000
	Local	\$200,000	\$205,000	\$215,000	\$225,000	\$235,000
Total for Project 421366-3		\$400,000	\$410,000	\$430,000	\$450,000	\$470,000



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WAKULLA COUNTY**Highways****410172-2 - SR 267 BLOXHAM CUTOFF FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Preliminary Engineering	Federal		\$630,000			
Total for Project 410172-2			\$630,000			

419315-2 - SR 369 (US 319) FROM (US 319) NB OFF RAMP TO LEON COUNTY LINE

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal			\$4,492,636		
	State			\$511,155		
Preliminary Engineering	State	\$880,000				
Total for Project 419315-2		\$880,000		\$5,003,791		

432550-2 - SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal		\$7,747,810			
	State		\$1,022,710			
Total for Project 432550-2			\$8,770,520			

436751-1 - WAKULLA COUNTY TSMCA

Type of Work: TRAFFIC SIGNALS

Phase	Funding Source	2023	2024	2025	2026	2027
Operations	State	\$33,000	\$33,957	\$34,975	\$36,059	\$37,152
Total for Project 436751-1		\$33,000	\$33,957	\$34,975	\$36,059	\$37,152

437756-2 - SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,443,717			
Total for Project 437756-2			\$3,443,717			

438358-2 - CR 61 WAKULLA SPRINGS RD FROM SR 267 BLOXHAM CUTOFF TO LEON CO. LINE

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,187,141				
Total for Project 438358-2		\$1,187,141				

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WAKULLA COUNTY**Highways****440550-1 - SR 30 (US 98) FROM W OF SR 363 WOODVILLE HWY TO LIGHTHOUSE RD**

Type of Work: BIKE PATH/TRAIL

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$3,759,618			
Environmental	State	\$263,738				
Total for Project 440550-1		\$263,738	\$3,759,618			

442951-1 - CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$1,541,264	
Preliminary Engineering	Federal	\$737,000				
Right of Way	Federal			\$3,500		
Total for Project 442951-1		\$737,000		\$3,500	\$1,541,264	

445606-1 - SR 267 BLOXHAM CUTOFF RD AT CR 61 WAKULLA SPRINGS RD

Type of Work: SAFETY PROJECT

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	Federal				\$205,708	
Preliminary Engineering	Federal		\$32,837			
Total for Project 445606-1			\$32,837		\$205,708	

446586-1 - MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,694,475				
Total for Project 446586-1		\$1,694,475				

448609-1 - CR 368 ARRAN RD FROM FH-13 TO SR 30 (US 98/319) CRAWFORDVILLE HWY

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$1,228,038				
Total for Project 448609-1		\$1,228,038				

448619-1 - TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SR 61 SHADEVILLE RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State		\$476,100			
Total for Project 448619-1			\$476,100			

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Florida Department of Transportation - District Three

WAKULLA COUNTY

Highways

448622-1 - WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State			\$573,832		
Total for Project 448622-1				\$573,832		

448654-1 - LONNIE RAKER LANE FROM EAST IVAN RD TO SR 267 BLOXHAM CUTOFF RD

Type of Work: RESURFACING

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$599,302				
Total for Project 448654-1		\$599,302				

449725-1 - PARK AVENUE FROM END OF EXISTING PAVEMENT TO SHELDON STREET

Type of Work: FLEXIBLE PAVEMENT RECONSTRUCT.

Phase	Funding Source	2023	2024	2025	2026	2027
Construction	State	\$333,050				
Total for Project 449725-1		\$333,050				



November 2, 2021

COMMITTEE AGENDA ITEM 5 C

**US 90 MULTI-USE TRAIL FEASIBILITY STUDY
UPDATE**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item provides an update on the US 90 Multi-Use Trail Feasibility Study including project history and upcoming scheduled public involvement opportunities.

RECOMMENDED ACTION

For Committee Information Only

BACKGROUND

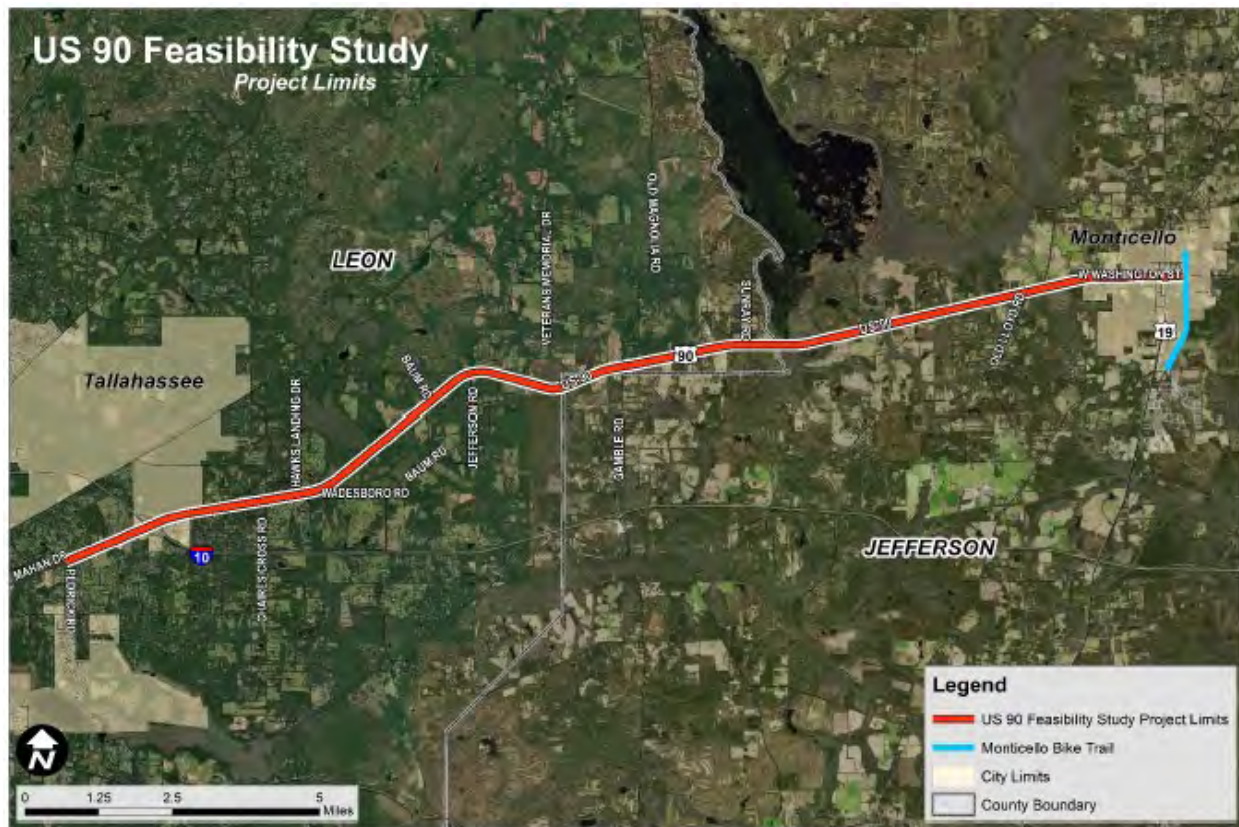
The US 90 Multi-Use Trail Feasibility Study is being developed to evaluate the feasibility of constructing a multi-use to connect Tallahassee to Monticello along US 90. The limits of the project are from Pedrick Road (Leon County) in the west continuing eastwards to the Monticello Bike Trail on the east side of Monticello (Jefferson County), a distance of approximately 21 miles.

The study was initiated in late 2019 and is being developed by the CRTPA's general planning consultant, Kimley Horne and Associates (KHA). Project goals of the US 90 Study are as follows:

- Provide a safe, continuous multimodal facility between Tallahassee and Monticello
- Expand upon the growing SUNTrails Regional Trail Network
- Provide new alternative transportation opportunities for residents, businesses, and visitors along the US 90 corridor
- Spur economic development and activity

A project update to the CRTPA's committees was previously provided on October 6, 2020.

Project Limits/Map



More information on the project may be found on the CRTPA's [US 90 Multi-Use Trail project page](#).

Public Outreach

Public outreach associated with the project has included individual meetings (virtual) with neighborhood groups along the corridor and on-site meetings with corridor property and business owners.

The first major public involvement push occurred in April & May 2021 and were impacted by safety protocols associated with COVID 19. As a result, in-person meetings were minimized with efforts focused on the creation of a virtual room (open to the public from April 6 to May 7) and related live question and answer sessions conducted virtually on April 8 ([view meeting transcript](#)) & 12 ([view meeting transcript](#)).

UPCOMING PUBLIC INVOLVEMENT: A second and final round of public involvement efforts to present refined alternatives for the trail have been *tentatively* scheduled for January/February 2022, as follows:

- **Leon County Open House** (In-Person) - January 20 (5 p.m. - 7:30 p.m.) at Tallahassee Eastside Branch Library (1538 Pedrick Road, Tallahassee)
- **Jefferson County Open House** (In-Person) - January 27 (5 p.m. - 7:30 p.m.) at Jefferson County Courthouse Annex (435 Walnut Street, Monticello)
- **Live Question & Answer Sessions** (conducted virtually with the project team): January 13 & February 1 (Starting at 6 p.m.)

WHAT HAVE WE HEARD? A summary of public comments received to date is provided in **Attachment 1**.

Existing Conditions

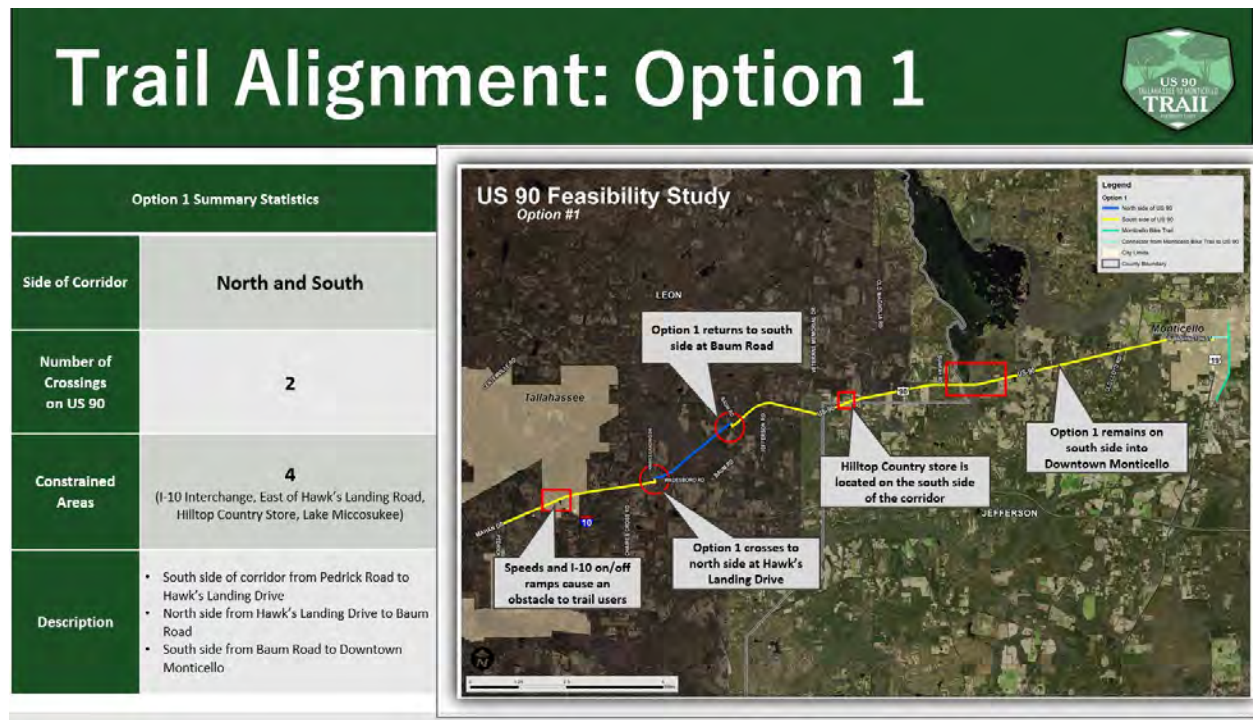
A draft [Existing Conditions report](#) has been developed for the project. The report details the corridor's conditions with detailed information on the following:

- Transportation and Roadway Characteristics/Provides corridor data by segments including such information as speed and average annual daily traffic (AADT) information.
- Right-of Way/Provides information related to availability of right-of-way (R/W) by segment employing property appraiser data from Leon County and Jefferson County. Such data reflects that R/W fluctuates along US 90 between approximately 55 feet and 300 feet.
- Land Use/Notes the differing land uses along project limits including suburban and rural uses.
- Grade and Elevation/Details the uniqueness of the project's corridor given its rolling hills.
- Environmental Conditions/Provides information related to the corridors' wetlands, trees, and natural areas, including property easements, conservation lands, and lakes located adjacent to US 90.
- Historic and Cultural Resources/Using data provided by State Historic Preservation Office areas with any known historic or culturally significant resources near the corridor are identified.
- Existing Trail Connections/Identifies the existing trail networks contained within the City of Tallahassee and the City of Monticello that create opportunities for long-distance trips to other destinations in the region.
- Locations of Note/Provides information on specific locations along the corridor that have been identified and require attention as the project proceeds.

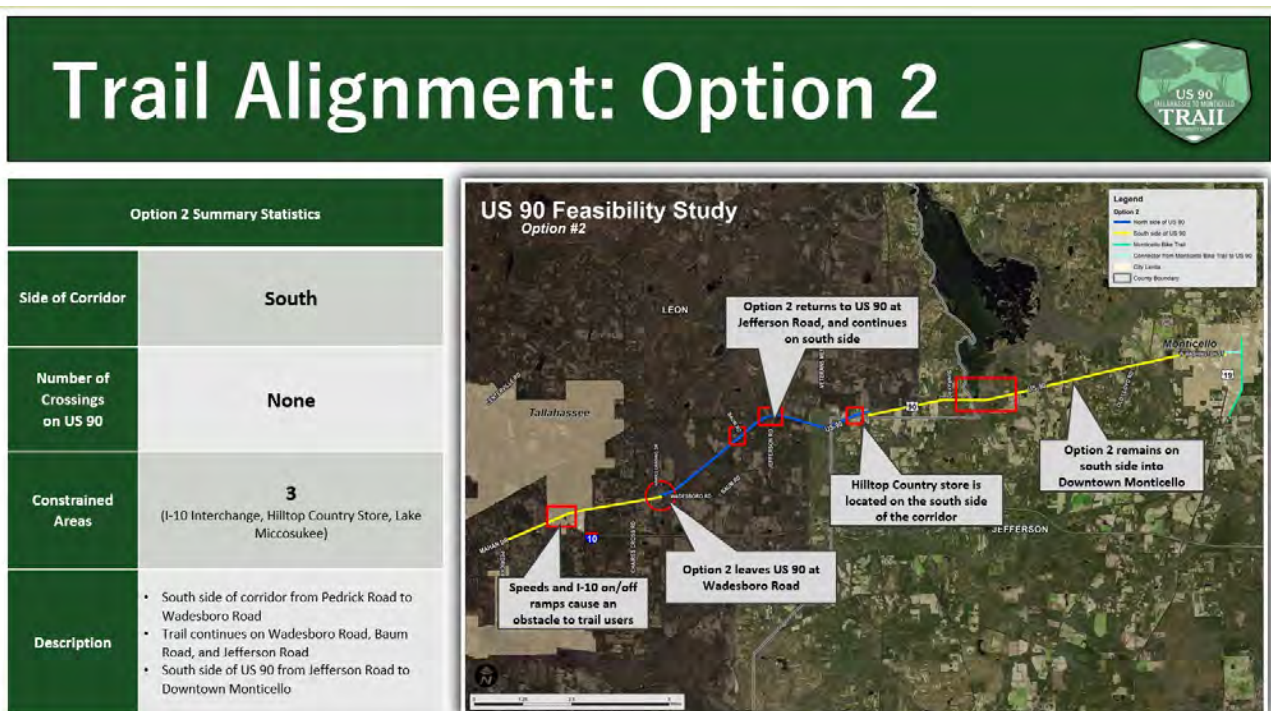
Multi-Use Trail Alternatives

Alternatives for the route along US 90 have been developed based upon data collection, stakeholder input and public feedback. These alternatives include a recommendation ("recommended alternative") and are shown on the following page:

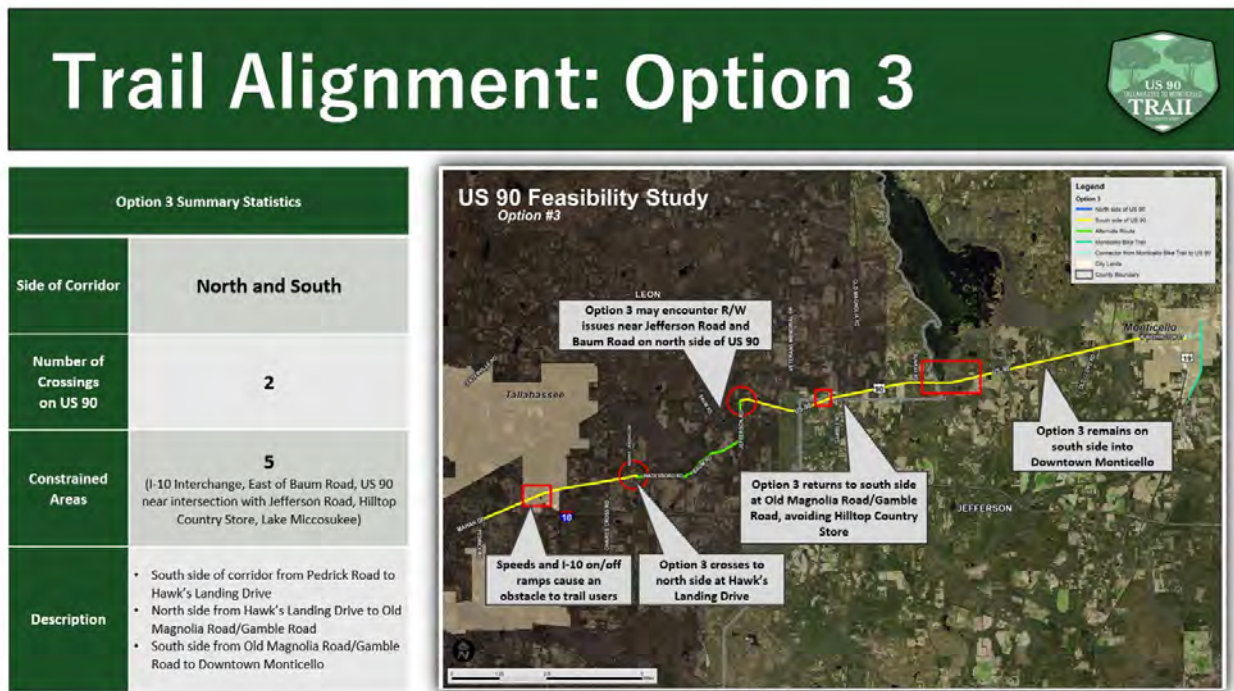
Trail Alignment Option 1 – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 2 crossings and 4 constrained areas:



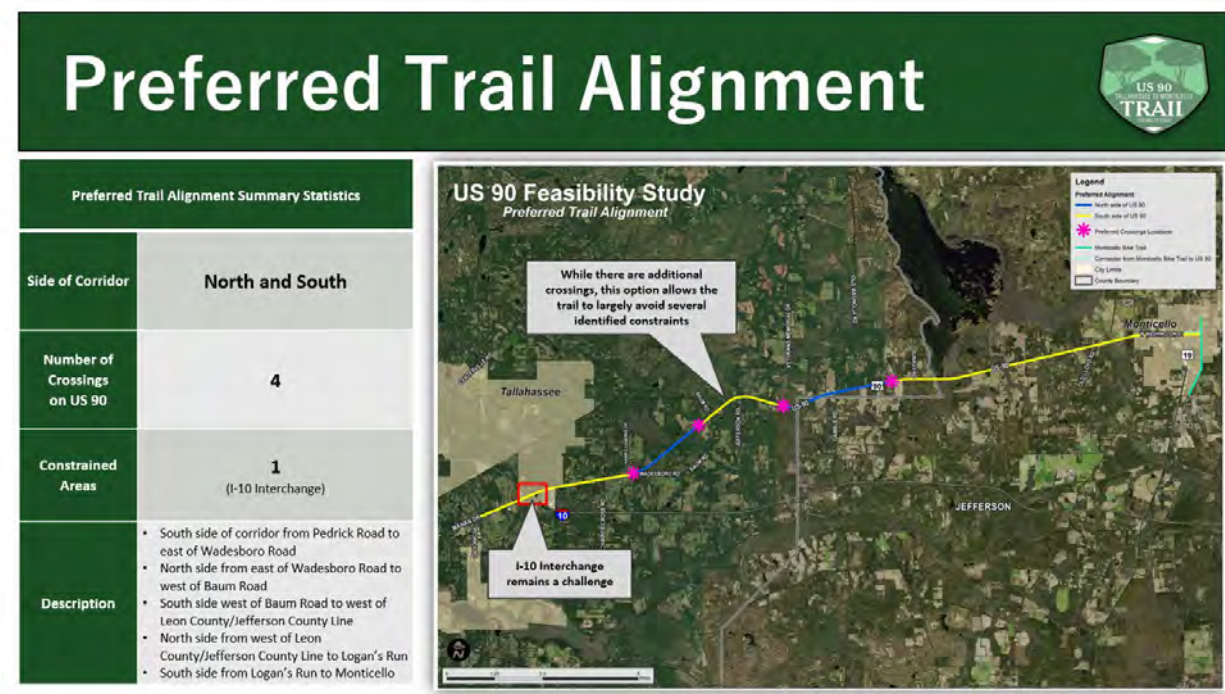
Trail Alignment Option 2 – This proposed alignment stays on the southside of US 90 for its entirety and includes a total of 3 constrained areas:



Trail Alignment Option 3 – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 2 crossings and 5 constrained areas:



Preferred Trail Alignment – This proposed alignment is on both sides (north and south) of US 90 and contains a total of 4 crossings and 1 constrained area:



The above alignments are scheduled to be presented to the public during the next round of public involvement efforts in early 2022.

NEXT STEPS

As noted, the second and final public involvement round for the feasibility study are tentatively scheduled for early 2022. The purpose of these efforts is to present the recommended alternative for the route along US 90 (discussed above) and receive additional public input. Such efforts will include two (2) planned on-line virtual question and answer sessions as well as two (2) in-person public meetings held in Jefferson and Leon counties. Furthermore, staff will be contacting neighborhoods along the corridor to offer additional public meeting opportunities.

Subsequent to completion of the next public involvement efforts, the project will be return the CRTPA Board and Committees for final presentation and approval.

ATTACHMENT

Attachment 1: Project Comments Received

US 90 Multi-Use Trail Feasibility Study - Comments Received*						
* Comment text has not been edited for spelling, and is included in this document as received from members of the public .						
Comment		Source	Positive	Negative	Question	Recommendation
1	Having been involved in the design and construction of these types of projects all over the Southeastern United States, I can overwhelmingly testify to their success. These types of projects are initially approach by property owners with fear of losing privacy and fear of crime being increased. These fears have never been confirmed in any of the projects I have been associated with. What I have seen confirmed is an increased sense of community between neighbors, increased use of the trail by adjacent land owners and increased property values. I have found the same individuals that were apposed to the project initially are present at the ribbon cutting, celebrating their new found love of the project. My advise to everyone involved in this project is to be kind to one another, listen to one another, I mean listen not just be waiting to speak as soon as the person speaking is done. Visit other similar trail projects together and speak to property owners along the trail to hear their experiences living along side one of these trails. Go visit a construction site together a see first hand what to expect during construction. Ask someone from the PATH foundation or The Truss for Public Land to come and speak at a meeting and give their success stories on trail systems like this. There is ample evidence available to help provide accurate information to those who are concerned about a project they have no practical experience with.	Virtual Room	X			
2	I think it is a great idea. I ride segments of HWY 90 all the time and ride scared due to speed of cars. A protected path would be wonderful as it is so beautiful but away from traffic - pick up trucks going fast. Any plan looks good to me for my riding purposes. Tlt would be so good to connect the three counties as we have such a beautiful area and I am sure it would bring tourism. Thank you!	Virtual Room	X			
3	Alignment is essential. Huge safety issue on 90. Thank you.	Virtual Room	X			
4	I remain unconvinced that a Multi-Use Trail along US90 is necessary. I bike on a lot of the roads in rural east Leon County and Jefferson County, and US90 is one of the safest roads thanks to its wide shoulder. Currently the least safe part of US90 is the portion between the I-10 interchange and Chaires Cross Road. That portion of the route could use some safety attention, but east of Chaires Cross Road, the traffic is light enough that I don't understand how a multi-use trail would significantly improve my riding experience. Your presentation talks about how this multi-use trail would increase accessibility for bicyclists. While more bicyclists would feel comfortable riding on a separate multi-use trail than on the (already rather wide) shoulder of the highway, the topography between Tallahassee and Monticello is rather hilly. I imagine that most people looking for an accessible ride would stick with the St. Mark's trail. Who is this multi-use trail for? Although I bike US90 between Tallahassee and Monticello several times a year, I rarely see other cyclists on it. And those who I do see cycling the roads of east Leon County and Jefferson County tend to be people like myself: White people on expensive road bikes. Is this trail for the people who live near US90? The areas along the proposed route are some of the wealthiest in the region (at least on the Leon County side of the route). Is this proposed multi-use trail just going to improve the recreational experiences of already privileged cyclists? Would this money not be better spent building infrastructure for underserved communities where people ride bikes out of necessity, not for recreation?	Virtual Room		X		
5	Might be value in showing all 3 options on single boards, perhaps by major segment	Virtual Room				X
6	I think this is an EXCELLENT idea. I cycle this area often and riding on 90 can be terrifying. I try to avoid it, but sometimes that is difficult. Not only would a protected lane allow people to enjoy the corridor along 90, but it would provide access to other, quieter roads in the area without having to ride along 90 on the shoulder. Drivers on 90 just don't pay attention and often cross over the line separating the shoulder from the driving lane. I would personally prefer a trail that does not cross back and forth over 90. I have ridden the trail along 98 many times and those crossings can be hazardous. I hope this will happen. I would definitely use a trail like this often.	Virtual Room	X			
7	Option 3, which has the trail leave the noise and traffic of Highway 90, at least for a short distance, is attractive. Also, the Crepe Myrtles, however beloved by some, are an invasive exotic plant, and it would be nice to offset them with lots of native plantings. I certainly appreciate the single toilets along the St. Marks Trail and something similar would be nice. Having real restrooms at trailheads is also a plus.	Virtual Room	X			
8	Great public input process in pandemic times! I don't know what alignment might be best, but think that's dependent on scenic values and separation from traffic (quality of experience) along with safety. #3, involving alternative route on Baum Road, looks promising on several counts. If funding and space permit, consideration of rest stops (tables, bike racks, maybe a restroom and parking so bikers could start midway?) in critical spots would be a huge plus, similar to what is provided along the West Orange Trail in Orlando (although probably not as extensive or expensive).	Virtual Room	X			
9	Please allow the American heritage of horseback riding on this multi-use trail.	Virtual Room				X
10	Looks really cool! I like that option 3 has the store as part of the trail.	Virtual Room	X			
11	As residents of 9904 Mahan, two of the options would use our side of the roadway. Our concern are the trees in our front yard. There are the multiple Crape Myrtles along the roadway which would lead us to believe that the trail would use the area of our front yard. Are there any plans to encapsulate the drainage ditch, or would it just use existing flat land?	Virtual Room			X	
12	Option 3 looks great. But 1 and 2 are fine. There will need to be some warnings/lights/ speed limiting devise at the I-10 crossing	Virtual Room	X			
13	The feasibility study has not specified how the proposed trail will avoid impacts to existing wetlands, forested areas, significant slopes, recognized conservation lands, along the alignment.etc. The only trees that seem to acknowledge along the proposed trail are Crepe Myrtles. What about native forested areas? Environmentally sensitive areas should be avoided. There is also no mention of Letchworth Mounds State Park near Sunray Road. I also question the "economic development"" benefit. The Trail primarily offers an opportunity to alternative transportation alternative and an opportunity to enjoy the rural landscape. Trying to show economic benefits, in my opinion, sounds like an add to justify the trail. Separating the trail from the traffic lanes is appropriate but the width of the trail, 10 to 12 feet, may need to be adjusted to avoid forested areas, wetlands, etc. The tail surface should be pervious to reduce runoff and erosion. Vegetated buffers should be retained along the trail. Wetlands and native vegetation should be avoided. Fertilizers and herbicides should not be used to maintain the trail buffer areas. Plants native to the areas should be used re-vegetate areas where needed. Biologist and ecologist should be used to identify the trail route to avoid sensitive areas and to restore any disturbed areas.	Virtual Room				X
14	Is it possible to view a larger version of the maps online?	Virtual Room			X	
15	I like the idea of staying on the southside all the way - I perfer not corssing the road (US 90) - Also I would suggest that you look at the oppertunity to connect the trail to Letchworth Mounds State Park - a nice destanation and it could also be used as an alternative trailhead and parking area	Virtual Room	X			
16	This is a great project. Please limit the number of crossings of US 90 and there are crossings, provide signalized crossings to stop traffic on US 90. It would be better to take the trail off of US 90 than to have crossings of US 90. Please enhance the safety of trail users at side roads and driveways with appropriate signage and trail alignment.	Virtual Room	X			
17	I am very excited about the possibility of this multi use trail. Multi use trails provide much safer cycling and walking opportunities for the community. I know this trail would be well used.	Virtual Room	X			

Comment		Source	Positive	Negative	Question	Recommendation
18	ALL Crepe Myrtles should be preserved. Definite challenges in areas noted (Lake Miccosukee Bridge, Hilltop Cafe,) and are a definite safety concern. I did not see any mention on how far off the road this trail will be located. There are a lot of dangerous areas already which I have experienced driving and cycling.	Virtual Room				X
19	I have spoken to many residents in the area and everyone is very excited about the trail.	Virtual Room	X			
20	I support the US 90 Multi-Use Trail.	Virtual Room	X			
21	I'm in favor of the US 90 Multi-Use Trail Feasibility Study. I live two miles away and could make this trail a routine part of my trail use. I do both short and longer distances and I usually spend money (\$10 - \$30) along the way at trailside businesses.	Email	X			
22	A bike trail between Tallahassee and Monticello is needed and wanted!	Email	X			
23	Please have mile markers and maps on on all trails including the St. Mark's trail from Cascades. Because we do not have signs, very few people know that you can bike on a dedicated bike trail from downtown to the coast. This is a tremendous missed opportunity for bike tourism for which we could be a destination, but again, not one knows about our trails. Thank you.	Email				X
24	I support both projects on Thomasville Rd and Highway 90 E to create multi-use paths. Additionally, it would make it much safer for those of us who walk or bike if the speed limit were reduced to 35mph from 45mph. Many vehicles travel at speeds close to 55mph creating a dangerous situation when crossing Thomasville Rd or just walking /biking along the road. I believe the lower speed should be imposed from the section of Thomasville Rd starting at Betton Rd to Hermitage. With a high concentration of residences on both sides of Thomasville Rd, the safety of walkers and bikers is extremely important.	Email	X			
25	Thanks for doing this. I read about protecting the crape myrtles. If they are in the way a GOOD case could be made for removing them since they are non native plants which are a BIG problem getting worse. Replanting with native plants would get a lot of support. Thanks!	Email	X			
26	Please go forward with this study.	Email	X			
27	I remember when the St. Marks trail was first a gun. People hated the idea, people even erected fences across the path of the bike trail around with Jill. And now I think if you took away that trail people from Woodville and Saint Marks would be the ones crying the loudest. Once trails are installed in areas, families, children' Of all ages, shapes and sizes walk, ride & bike. I've already seen the signs put up along Lakeshore Drive that are Opposed to the trail. I think they're worried about crime and about homeless encampment. However, we seen very little of this on the St Marks Trail Mgr. and the other trails around town. I think we can expect to see more people using the trails and enjoying our beautiful, beautiful area.	Email	X			
28	I support the multi-use trail from Highway 90 to Monticello.	Email	X			
29	Great idea ! A wonderful way for people to hike & be outdoors exploring and connecting with nature! My daughter lives in Cary, NC, There they have trails throughout the he city & trails continue under the roads, so people don't have to cross major traffic to continue their walking/hiking! I love to go there ! Just amazing!	Email	X			
30	I have been generally informed about the potential for a bike trail along Highway 90 from Eastern Tallahassee to Monticello. My property (5521 West Washington Street) is roughly 9/10's of a mile from the Lake Miccosukee Lake drain, east to Tallamont Road on the south side. All three of the proposed routes appear to take the trail along my property boundary. I would like to learn more about how the trail will specifically interact with my property. Can you please add me to an email list for notification, but more importantly can you send me specific/detailed information about how the trail interacts with my property? It is owned as Bailey's Mill, LLC and I am the manager. In addition, Bailey's Mill, LLC owns three acres (+/-) on the north side of Lake Miccosukee where the dam is located. I would also like to know how/if the trail will have any impact on this parcel as well.	Email			X	
31	Incase you are interested in bike trails - I think this is a great project	Email	X			
32	Thanks for hearing my concerns about the multi-use trail along US 90, particularly at the intersection of Baum Road, As we discussed, the well for my property is located very near or within the paths for options 1 & 2. Thanks for keeping us in the loop!	Email				X
33	I was unable to attend the virtual meetings last week for more information on this project, so I figured I would contact you to see what had come of it. Is there an expected timetable? Will the trail be on the north or south side of 90? Any information you can provide me with would be most helpful.	Email			X	
34	Please provide information regarding the types of surfaces to be used and how many trees including crepe myrtles, wetlands or other environmentally sensitive sites will be impacted by the three route options?	Email			X	
35	Thank you for the email on progress of the Trail and for your efforts on this project. The Virtual exhibit room was great way to stay connected. I don't have any comments either way on the best side of the road to procede with the trail. I'll leave it to you and your project members to decide the Best for safety and ease of getting it completed.	Email	X			
36	St Marks Trail has parking at the trailhead, JR Lewis Park, and Wakulla Station. Of course, Cascades Park is also used by some as the trailhead. I suggest you get some information on Wakulla Station on St. Marks trail. Take a drive there to look at it. This is a park on the St. Marks trail that is multi-purpose. There is plenty of parking there. There is a restroom. There are picnic pavilions that I often see used. There is a huge children's playground that is very popular. Wakulla is a politically conservative county and this trail was able to move into and through that county for this purpose. I think the same could happen with the 90 trail. Partnerships that serve multiple purposes for people who live in the area work. I'll keep trying to get more people to provide input. Most of my friends are supportive but still have good suggestions.	Email				X
37	I share an initial summary of comments on this trail below. My older Mac is not handling the virtual presentation very well--hard to navigate through the different focus areas. I'm relying on the PPs and other info links. Maybe I can get more specifics on the call later today--particularly where people can park and access the trail. I have been doing a lot of riding over the past several months which has included multi-use trails and several roads between Miccosukee and Monticello. Regarding just the Trail. My understanding is the entire trail will be off and a safe distance from 90. The use of the trail will be enhanced considerably if it is far enough away from the road to be able to talk comfortably while riding. Weaving the trail through wooded areas (to the extent that they exist) will also enhance its desirability. Shade will be enhanced and reductions in noise levels from the traffic on 90 will be more likely. Weaving the trail can also help manage elevation changes which are a considerable challenge for new riders. Having several points at which a rider or walker can access the trail will be desirable. Some will not want to go the entire 21 miles and to have other places to park cars along the trail will be important. That might be in the plans--just can't identify. Having respite/rest stops that are shaded along the way is certainly a must--I think that is in the plans. As a comparison, the trail to the Sea is an excellent extension from St. Marks trail and has multiple access locations so people can adjust their distances and destinations. I must admit I don't enjoy the trail when it is close to 98 but those sections are limited. We also have to cross 98 twice but it is not a problem with the signage/lights. Enhancing Existing Bike Routes. There are several current routes for riding from Miccosukee to Monticello (you should already know this!). In addition to the Miccosukee area, I have been riding around Capitola and between the two areas. Jefferson, Baum, and the beautiful West Lake Road stand out as favorite low traffic roads. In fact, West Lake Road is a perfect route to Monticello for a wider range of skill riders because it has less dramatic changes in elevation. There is also very little traffic on West Lake Road. The reason I am mentioning this is it would be helpful if the 90 multi-use trail could connect with or enhance accessibility with some of these current bike routes. While we enjoy some of the roads, it would often be desirable to have the up or back route easier and more direct. For example, riding up on West Lake (or parts of it) and back on the 90 trail would be a desirable option. Getting to West Lake from Miccosukee (park at old school) is quite a challenge with the hills so picking up West Lake or another road route from the trail would be a good thing. Maybe some of the experienced cyclists have already discussed some of these options with you. I would need to study the maps! The goal in my thinking is to serve a wide range of skill levels.	Email				X

Comment		Source	Positive	Negative	Question	Recommendation
38	My driveway is the second driveway east of Wadesboro Road. Due to the curve and the banking of the highway, my driveway is very short with a steep descent from Mahan down towards my house. I am extremely concerned about a trail being put in what small area I have in the front of my house and am apprehensive that if another 10 feet is taken between the road and my house, it will make navigating my driveway impossible. I already have numerous delivery people tell me it is difficult to manage my driveway, if it is any shorter or if the steep descent is increased for the sake of putting in a trail, it would be impossible. My house is one of several in the "Pioneer Village" development and our homes were built back in the 1980s. I have been trying in vain to determine if this proposed trail will be placed on the north side of Mahan along this stretch or on the south side - the side I am on - and I cannot find any information other than it will be on the south side where it begins at Pedrick and on the south side when it reaches Monticello and the goal is to avoid the trail crossing to the other side as much as possible. Can you please tell me if the plan is to have the trail on the south side in my part of the plan? If so, I need to have someone come to my home and explain to me how that will possibly work given the steep bank and the lack of space.	Email			X	
39	As homeowners we have lived on Hwy 90 (Mahan Drive) for over 43 years. We do not feel that it is feasible nor practical to build a 10-12 foot wide bike trail on this highway from Tallahassee to Monticello. Reasons why are as follows: 1. The commute from Monticello to Tallahassee is too far for anyone to ride a bicycle to work or school. The only use would be recreational. The only pedestrians we see out here are occasional transients. 2. A great many trees would have to be removed for this project. 3. Flood issues occur at the Leon/Jefferson county line during heavy rain events. The trail could be impassable during those events. 4. Maintenance of the trail would be time consuming and expensive due to falling tree branches and leaves. 5. Erosion caused by water flowing downhill during heavy rains could undermine the pavement. Our area has remained in a natural state for many years and we would prefer it to stay that way. Please reply that you have received this email. Thank you.	Email		X		
40	Just wanted to voice my support for the Hwy. 90 trail from two senior riders.(aged 69 and 76) . Two potential public interest areas may be Letchworth-Love Mounds area and Lake Miccosukee where it intersects Hwy. 90. The ramp and parking area there may be a site for rest facilities and/or parking/picnic area. It could use some improvement. Thanks for your time.	Email	X			
41	I would like to get some more information on the Mahan Bike Trail project. Are there any renderings, drawings, or plans showing the following: 1. How the proposed bike trail would look where Mahan transitions from 4 lane to 2 lane east of Summit East office park? 2. Preliminary plans that show what side of Mahan the proposed bike trail would be on between Baum and Jefferson Road on Mahan Drive? Lastly, can you confirm that there are no planned right of way acquisitions as a part of this project for its entire length?	Email				X
42	I support the development of this trail. It will add a beautiful segment to a regional trail network. There will also be future opportunities to enhance the use of this trail by those living adjacent to and near the trail through the addition of parks and recreational facilities. Savvybusinesses located along the trail will find ways to benefit economically. Monticello businesses will also benefit economically. Thank you.	Email	X			

TOTAL COMMENT COUNT AS OF 6/21/2021	
POSITIVE	25
NEGATIVE	2
QUESTIONS	7
RECOMMENDATIONS	8



November 2, 2021

COMMITTEE AGENDA 6 A

2021 FUTURE COMMITTEE MEETINGS CALENDAR

Information

2021 Meeting Dates	TAC Time	CMAC Time
December 7	9 AM – 11 AM	11:30 AM -1:30 PM