



February 1, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the January 4 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the January 4 Committee meeting.



TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, JANUARY 4, 2022 (9:00 AM – 11:00 AM)

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

Meeting Minutes

Members Present: Ryan Guffey, Leon County Development Support and Environmental Management, Chair; Allen Secreast, City of Tallahassee Traffic Engineering; Eric Gooch, City of Tallahassee Public Infrastructure Engineering; Artie White; Department of PLACE; Kwentin Eastberg, Apalachee Regional Planning Council; Mike Alfano; Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Justin Stiell, Gadsden County Planning

Staff Present: Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke (virtually), CRTPA; Yulonda Mitchell, CRTPA; Suzanne Lex, CRTPA

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
3. **CONSENT AGENDA**
 - A. Minutes of the November 2, 2021 Meeting
Committee Action: Mr. Alfano made a motion to approve the Minutes of the November 2, 2021 meeting. Mr. Gooch seconded the motion. The motion was unanimously passed.
4. **CONSENT ITEMS PULLED FOR DISCUSSION**
5. **PRESENTATION/DISCUSSION/ACTION**
 - A. Thomasville Road Multi-Use Path Feasibility Study

The Thomasville Road Multi-Use Path Feasibility Study has been developed for Committee approval.

RECOMMENDED ACTION: For Committee Approval.

Ms. Kate Widness, KHA, presented the Thomasville Road Multi-Use Path Feasibility Study. She stated this presentation would provide information on the final recommended alternatives for the Thomasville Road Multi-Use Path Feasibility Study. She provided background information on the project.

She briefly summarized the public engagement efforts since the last Committee meeting in September. She stated meetings have continued to meet with stakeholders, Citizen Committees/Advisory Boards and Neighborhood Association & Homeowner Association Meetings and other governmental partners.

Ms. Widness provided the preferred alternatives for the Multi-use Path.

Segment 1-Betton Road to Armistead Road. She discussed the evaluated alternatives and those included Thomasville Road (West); Thomasville Road (East); Trescott Drive in Betton Hills Neighborhood; Betton Hills Nature Center Trail along McCord Ditch; Post Road to McCord Ditch to Betton Road; and the Post Road "Loop" option. Ms. Widness stated the preferred option for this segment was to have the path on the east side, due to more available right-of-way that would accommodate a 10-12-ft multiuse path. The Post Road McCord option would remain as a future alternative option. There should be discussions on if the ditch can accommodate a trail on top of the covered ditch as well as understand where the trail would connect into Betton Road where there is no existing signalized crossing. Staff wants to keep this as an alternative to address concerns with the businesses along southern part of this section.

Segment 2-Armistead Road to Woodgate Way. She discussed the evaluated alternatives and those included Thomasville west side of the road and Thomasville east side of the road. She stated in this segment, the recommendation was to remove the current bicycle lanes to accommodate the 10-12 ft multi-use path. Thomasville Road on the west side has large oak trees and major grade changes near Savanna Trace entrance. Thomasville Road on the east side also has large trees but more available right-of-way on the east side to accommodate the multi-use path. She stated also evaluated was Armstrong Road to connect to Winthrop Way to connect to Thomasville Road. She noted with this alternative was looking into this area to make the connection further north on a low speed/low volume road and could be a route a cyclist could take. Ms. Widness stated the preferred alternative for this segment was to continue the east side of the corridor but heard from many residents on the west side wanted a connection over to the multiuse path and staff was recommending a sidewalk from Waverly Road north to Woodgate Way. She stated current sidewalk would be replaced.

Segment 3-Woodgate Way to Metropolitan Boulevard. She discussed the evaluated alternatives and those included Thomasville Road on the west side and Thomasville Road on the east side. Similarly, to the previous segment the bicycle lanes would be removed, and

the curb and gutter would be moved. Thomasville Road on the west side of the road has constraint right-of-way areas and allows for a connection to the School of Arts and Sciences and to connect to the western side to connect to the Market District. She stated there were Oak Trees, but most constraints are utility poles and fences in the right-of-way. On Thomasville Road on the east side of the road, she stated there were areas of constraint right-of-way. The main area of constraint in this segment was near Dorothy Oven Park and because of that constraints it was recommended the trail come back to the west side of Thomasville Road within this segment, which would make it difficult to accommodate a 10-12 ft path. With that knowledge, it is recommended the path be moved to the west side of Thomasville Road. This allows access to the School of the Arts and Sciences as well as Live Oak Plantation Road and the FDOT right-of-way to avoid the I-10 interchange and continue the connectivity north into the Market District. Also recommended is a spur trail on the east side of Thomasville Road in this area. This spur trail would connect over to Goose Pond Trail.

Market District Connection- Ms. Widness discussed the evaluated alternatives for the Market Street Connection segment. Those alternatives included Live Oak Plantation Road, Metropolitan Boulevard, FDOT right-of-way, Timberlane School Road, Easements, Timberlane Road and Martin Hurst Road. Ms. Widness stated the preferred alternative was Live Oak Plantation to Timberlane School Road to Gilcrest Elementary, utilizing the Electric Easement to Timberlane Road to Martin Hurst Road to connect to the improvements being planned by the City and Blueprint that are further north.

Ms. Widness provided the cost estimates for the preferred alternatives. She stated Segment 1 Thomasville Road East \$590,000-\$767,000; Segment 2 Thomasville Road East Sidewalk from Waverly Road to Woodgate Way (west side) \$620,000-\$806,000; Segment 3 Thomasville Road West \$1,019,000-\$1,325,000; Market District Connection \$2,601,000-\$3,307,000 Total Cost for the construction of the project \$4,830,000-\$6,205,000 these cost does not include the design phase and are based on the Florida Department of Transportation Long Range Estimates with a cost per mile model. The cost become more refined during the design phase.

Ms. Widness discussed some design recommendations that were provided by the citizens during the public meetings were to use a meandering design to aid in slowing down cyclist in certain areas; crossing treatments and signage to be sure crossings are highly visible at all crossings including private drives; sight distance to address issues with drivers exiting their driveway or neighborhood exits and additional analysis is recommended to determine appropriate crossing treatments to benefit all user types; wide buffers would be used and ideally, 4ft buffer where feasible along the corridor; constrained areas would be any area were there was a right-of-way issue or trees in the a right-of-way and recommended there be innovative solutions to preserve the tress canopy and limit impacts; and user types.

Mr. Alfano asked if there was a plan to include a traffic signal at the Tallahassee Nurseries entrance and was there a study conducted. Mr. Slay stated there would be a study conducted, study was held up because of the holidays and noted during the holidays, there wouldn't be an accurate count. He stated the traffic study should be completed in the next few months.

Mr. Doug Bell, 216 Hawk Meadow Drive, stated he was on the Board of the Tallahassee Mountain Bike Association. He expressed support for the overall plan and the alternative recommendations were also good. Mr. Bell stated this trail would provide a safe pedestrian and bicycle access to northside and Midtown parks for thousands of people. He stated he commutes by bicycle often and would appreciate having this path to use when commuting. He also noted improving access to Parks and Recreation facilities has a tremendous beneficial impact on communities.

Committee Action: Mr. Secreast made a motion to recommend approval of the Thomasville Road Multi-Use Path Feasibility Study. Mr. Eastberg seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

Mr. Slay noted staff was seeking alternative sites for next few meeting dates and noted Renaissance Center was booked for March meeting. Mr. Guffey noted the Renaissance Center was also having parking issues due to the resurfacing of the parking garage upper deck.

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned 10:11am.