



January 4, 2022

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the November 2, 2021 Committee meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the November 2, 2021 Committee meeting.



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

Meeting Minutes

Members Present: Mary Kay Falconer; Wanda Carter; Terry Basham; Rodger Holdener; Marcus Thompkins; Chad Hanson; Hans van Tol; Melissa Corbett

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

The meeting was called to order at 11:35 AM.

1. AGENDA MODIFICATIONS

Mr. Slay noted there was a modification 5.D TIP Amendment at the request of the FDOT.

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

Ms. Jonette Sawyer, 2012 Winthorp Way, 32308, discussed two meetings between the CRTPA Staff and the Betton Hills Neighborhood Association and with Commissioner Minor and the Betton Hills Neighborhood Association. She noted the first meeting was regarding the Trescott Drive option and it included about 40 attendees at the meeting with all except one citizen opposed to the Trescott Drive option. Additionally, Mrs. Sawyer noted that in August, the Betton Hills Neighborhood Association signed a position statement noting that the association supports multimodal transportation but does not support trail options on or beside Betton Hills streets or through McCord Park. She noted that the letter included a request that the CRTPA study the Post Road to Betton Road option. Finally, Mrs. Sawyer provided a copy of the concerns with the multiuse path going into McCord Park (*see attachment*).

3. CONSENT AGENDA

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

Committee Action: Mr. Hanson made a motion to approve the consent agenda as presented. Mr. Basham 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 Draft Tentative Work Program

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

RECOMMENDED ACTION: For Committee Information.

Bryant Paulk, FDOT presented the FY 2023 – FY 2027 Draft Tentative Work Program identifying transportation projects that have received state and federal funding within the next five (5) years. Mr. Paulk outlined the identified projects within each of the 4 counties within the region.

Leon County

Resurfacing Projects

- Crawfordville Rd from S of Wakulla Springs Rd to Arden Rd
- Pensacola St from R/R Overpass to Stadium Dr
- Thomasville Rd from Monroe St to 9th Ave
- Capital Circle NW from Tennessee St to I-10
- I-10 from W of Old Bainbridge Rd to W of Olson Rd
- I-10 from W of Olson Rd to Mahan Dr
- Tennessee St from Monroe St to Magnolia Dr
- Monroe St from Perkins St to Jefferson St
- Stadium Dr from Pensacola St to Gaines St

Capacity Projects

- Capital Circle from Crawfordville Rd to Springhill Rd
- Blountstown Hwy/Pensacola St from Capital Cr to Appleyard Dr
- Crawfordville Rd from LL Wallace Rd to S of Wakulla Springs Intersection
- SIB Loan to BP2K for NE Gateway Project

ITS Support Projects

- Leon County Computer Based ATMS Implementation/Operations

Intersection/Interchange Improvements Projects

- I-10 Interchange at Capital Circle and Thomasville Rd
- Pensacola St from Appleyard Dr to Stadium Dr

Bridge Replacement Projects

- Springhill Rd over Munson Slough Br # 550054

Sidewalk Projects

- Woodville Pre K – 8 Canyon Creek Sidewalk

Gadsden County

Resurfacing Projects

- Pat Thomas Pkwy/Lake Talquin Hwy from Liberty County Line to S of I-10
- Jefferson St (US 90) from W of 4 lane to Madison St
- Fairbanks Rd from Concord Rd to Leon County Line – Ph II

Intersection Improvement Projects

- US 90 at Dover Rd

Jefferson County

Resurfacing Projects

- Waukeenah Hwy from US 27 W Capps Hwy to US 19 S Jefferson St
- South Water St from Bowman St to US 90

Wakulla County

Resurfacing Projects

- Crawfordville Hwy from Shadeville Rd to S of East Ivan
- Wakulla Springs Rd from Bloxham Cutoff to Leon County Line
- Park Ave from end of existing pavement to Sheldon St

Committee Action: This item was an informational item; therefore, no action was taken.

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.

Committee Action: Mr. van Tol made a motion to continue with the current chair, Ms. Mary Kay Falconer. Ms. Carter seconded the motion. The motion was unanimously passed.

Committee Action: Mr. Hanson volunteered to serve as Vice Chair. Ms. Corbett seconded the motion. The motion was unanimously passed.

Committee Action: Ms. Falconer, Mr. Hanson and Mr. van Tol volunteered to serve on the TA Subcommittee.

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.

Kate Widness, Kimley Horn and Associates, presented the US 90 Trail Feasibility Study. She provided information on the purpose and the background of the project. Ms. Widness stated the purpose of the project was to connect the City of Tallahassee to the City of Monticello via a 10-12 foot paved shared-use path. Project limits of the project are from Pedrick Road (west) to existing Monticello Bike Trail (east). Phase 1 of the project, the Feasibility Study, began in October 2019 and Phase 2, Public Engagement, was ongoing.

Phase I

Ms. Widness stated the project goals were to provide a safe, continuous multimodal facility between Tallahassee and Monticello. This would expand on the growing SUNTrails Regional Trail Network and provide a new alternative transportation opportunity for residents, businesses and visitors along the US 90 Corridor and spur economic development and activity along the corridor. Ms. Widness outlined the existing conditions on US Highway 90. She stated the roadway was 4-laned bidirectional with median from Pedrick Road to East of Summit Lake Drive, 2-laned bidirectional with paved shoulder from Summit Lake Drive to Monticello Courthouse with on street parking east of entering the Monticello City limit and speed limits varied from 25-55 mph. Ms. Widness stated existing bicycle and pedestrian facilities included sidewalks from Pedrick Road to 1-10 Interchange, sidewalks begin again at Crooked Creek Lane in Monticello and noted a designated on-street bicycle lane from Pedrick Road to east of Summit Lake Drive. Ms. Widness noted there were several field visits to the corridor to evaluate the existing conditions along each part of the corridor to determine how to accommodate a trail within the area.

Phase II

In 2020, Phase II, Public Engagement, began on the project. Ms. Widness stated there were meetings with businesses and neighborhood associations (Lafayette Oaks and The Vineyards); a Virtual Meeting Room (open from April 6-May 7, 2021); Live Questions and Answer Sessions (April 8 and April 12, 2021) and a Pop-Up Meeting (March 6, 2021). Ms. Widness outlined the options for the trail alignments.

Next Steps

Upcoming Public Engagement Meetings

Leon County-January 20, 2022 (Leon County Public Library-Eastside Branch) and Jefferson County-January 27, 2022 (Jefferson County Commission Annex) with both meetings from 5pm-7:30 pm.

Live Question and Answer Sessions are scheduled on January 13, 2022 (6:00 PM) and February 1, 2022 (6:00 PM). Subsequently, the Feasibility Report will be finalized.

CMAC Chair Mary Kay Falconer ask if there was more follow up with the residents in Monticello. Ms. Widness stated the right-of way constraints do not allow the construction of shared-use path in the City's historic downtown and stated that coordination with the City of Monticello to refine options will be required. Ms. Widness also noted the City of Monticello was looking at multimodal improvements throughout the City to encourage more people to bike and walk.

Ms. Falconer asked for information on the crepe myrtle trees along the corridor. Ms. Widness stated that there was coordination between staff and the various municipalities (county/state) relating to the protection of the trees and noted that there are no specific regulations related to their protection; however, the FDOT has a commitment to protecting the crepe myrtles. Mr. Slay noted that the next phase of the project, pursuant to CRTPA approval of the study, will be a Project Development & Environmental (PD&E) Study prior to the project's design.

Committee Action: This item was an informational item, therefore no action was taken.

D. TIP Amendment

Amendment to the CRTPA Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects.

Ms. Lex introduced the item stating the FDOT requested the CRTPA amend the Fiscal Year (FY) 2022 – FY 2026 Transportation Improvement Program (TIP) to add two rail safety projects. She outlined the improvements for each project. Cleveland Street Railroad Crossing improvements would include installation of flashing lights, gates, signal house and power and upgrade the crossing surface. The Adams Street Railroad Crossing improvements would include installation of flashing lights, gates and signal house and power. Lastly, Ms. Lex noted these projects are funded in FY 22.

Committee Action: Mr. van Tol made a motion to recommend approval of the TIP Amendment. Mr. Hanson seconded the motion. The motion was unanimously passed.

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

Meeting adjourned at 1:15 pm.

November 3, 2021

Comments on the McCord Ditch/McCord Park option of the Betton to Armistead Segment of the Thomasville Road Multi-Use Path

There are several incompatibility and safety issues that raise concern:

McCord Park is a popular passive park that has a large number of users, especially at peak times in the early evening and on weekends. Users are multigenerational. The majority are joggers, walkers, dog walkers, bird watchers, children and families walking or riding bikes and residents who find the park a safe, quiet place to relax. We have been reassured that no changes will happen to the park Infrastructure. But using McCord Park/McCord Ditch as a segment of the Multi-Use Path will add faster moving cyclists, electric scooterists, roller bladers, and skateboarders. That will have a serious impact, create safety issues and destroy the current quiet nature of this urban oasis.

The path is winding and bordered with thick native vegetation. Visibility issues would be exacerbated by adding faster moving users.

The path is too narrow to be used as a two direction multi-use path. At some places it is just at seven feet wide. Recommended path widths are 10-12 feet. Even at its widest portion which is under the bench lined crape myrtle canopy, at times of high usage it is necessary to move off the path to get around the people who have paused to appreciate nature or socialize.

As a passive nature park (BettonHills.org) wildlife safety and preservation is a concern as the park is populated with foxes, rabbits, gopher tortoises, birds and otters to name a few. And birding tours are offered through the neighborhood association.

An unfenced dog play area is located at the point where the proposed path along the McCord Ditch meets McCord Park. Dogs mixing with wheeled travelers is not safe. Even leashed dogs can pull away from owners when tempted by wildlife or wheeled travelers.

Finally, the CRTPA has a goal to provide connectivity between the five existing parks along the Thomasville Road corridor: Lafayette, Winthrop, McCord, Waverly and Oven. Of the five parks McCord is the only one that has a proposed path option through the middle of it. In fact, the other four parks are accessed by leaving the MUP. I and many others would like to see the essence of McCord Park preserved in the same manner as the other four parks.

Respectfully,

Jonette M. Sawyer