

May 17, 2022



## AGENDA ITEM 7 B

### US 90 MULTI-USE TRAIL FEASIBILITY STUDY

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

This item seeks approval of the [US 90 Multi-Use Trail Feasibility Study](#) which evaluates the opportunity to construct a paved multi-use trail within Florida Department of Transportation (FDOT) right-of-way along US 90 between Pedrick Road in Leon County and the Monticello Bike Trail in Jefferson County.

#### **CRTPA COMMITTEE ACTIONS**

The CRTPA Technical Advisory Committee voted to recommend the CRTPA approve the US 90 Multi-Use Trail at their May 3 meeting. The CRTPA's Citizen's Multimodal Advisory Committee did not have a quorum present; however, the consensus of the Committee was to support the CRTPA's approval of the Study.

#### **RECOMMENDED ACTION**

Option 1: Approve the US 90 Multi-Use Trail Feasibility Study.

#### **BACKGROUND**

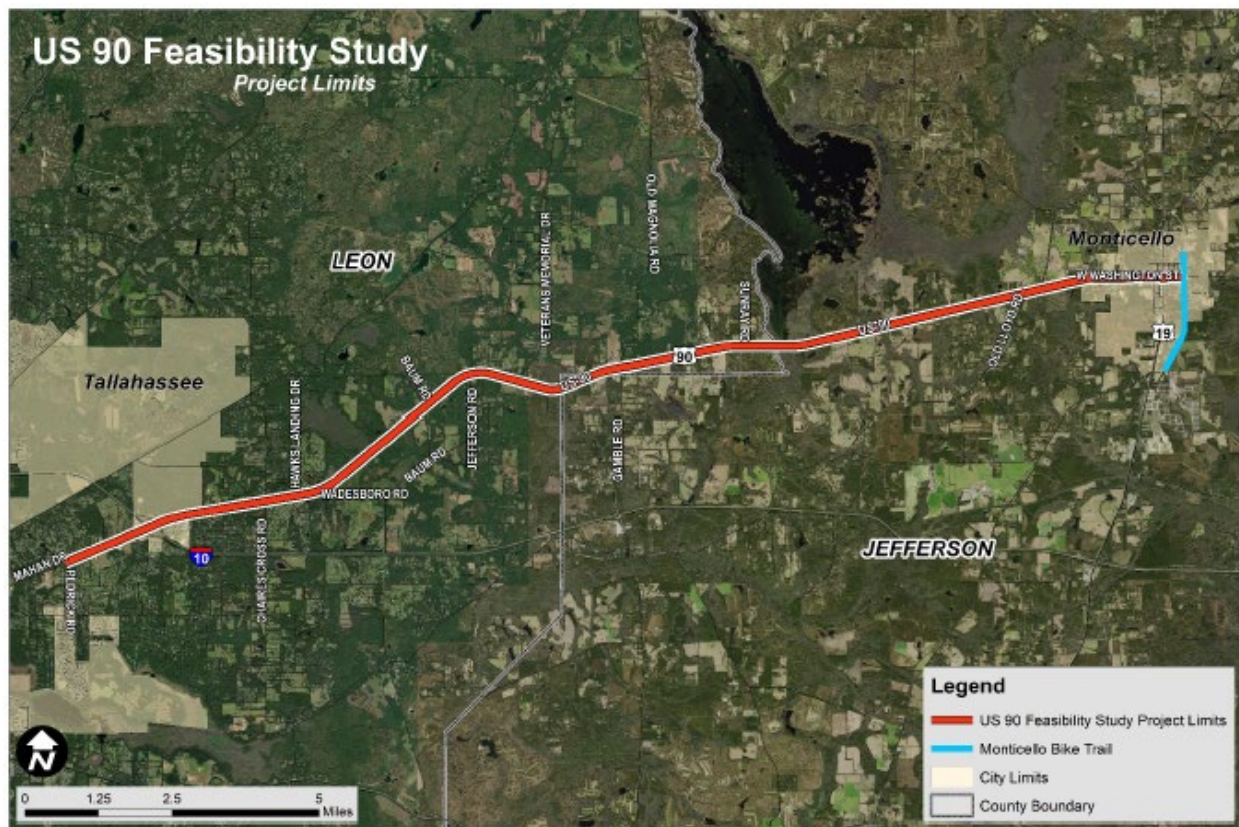
Initiated in late 2019, the US 90 Multi-Use Trail Feasibility Study was developed to evaluate the feasibility of constructing a multi-use to connect Tallahassee to Monticello along US 90 within existing Florida Department of Transportation right-of-way. The project's limits are from Pedrick Road (Leon 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 developed by the CRTPA's general planning consultant, Kimley Horne and Associates (KHA), includes the following project goals:

- Provide a safe, continuous multimodal facility between Tallahassee and Monticello
- Expand upon the growing SUN Trails Regional Trail Network

- Provide new alternative transportation opportunities for residents, businesses, and visitors along the US 90 corridor
- Spur economic development through expanding regional trail system to attract visitors and residents.

## Project Map



## PROJECT OUTREACH AND ENGAGEMENT

The project's public outreach included two (2) large public involvement efforts as well as individual meetings with neighborhood groups, business owners and property owners along the corridor (both virtual and in-person).

The following provides more detail on the 2 rounds of public involvement efforts associated with the Study (with the most recent efforts discussed first):

- **January, February, & March 2022** – Public involvement efforts focused on the receipt of public input related to potential trail alignment options that were developed based on data collection, stakeholder input, and public feedback. This round of public involvement included two large in-person meetings (discussed below).

- Live Question & Answer Sessions (conducted virtually with the project team): **January 13** ([meeting transcript](#)) & **February 1** ([meeting transcript](#))
- Jefferson County Open House (In-Person) – **February 22** (5 p.m. – 7:30 p.m.) at Jefferson County Courthouse Annex (435 Walnut Street, Monticello) ([meeting comments](#))
- Leon County Open House (In-Person) – **March 1** (5 p.m. – 7:30 p.m.) at Tallahassee Eastside Branch Library (1583 Pedrick Road, Tallahassee) ([meeting comments](#))
- **April & May 2021** – The project’s first major public involvement efforts were conducted virtually due to 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 on April 8 ([view meeting transcript](#)) & 12, 2021 ([view meeting transcript](#)) virtually.

A summary of public comments received up until May 16, 2022, may be [viewed at this link](#).

## **FEASIBILITY REPORT**

Results detailing the efforts and findings of the Study are detailed in the [Draft Feasibility Report](#) and include the following information:

### **Existing Conditions**

This section details the corridor’s conditions related to the following:

- Transportation and Roadway Characteristics/Provides corridor data by segments including information on the corridor’s posted speed limits and average annual daily traffic (AADT) information.
- \*Right-of Way/Provides information related to availability of right-of-way by segment employing property appraiser data from Leon and Jefferson counties as well FDOT right-of-way data. Such data reflects that right-of-way fluctuates along US 90 between approximately 55 feet and 300 feet.  
\*NOTE: Based upon public involvement efforts conducted in Spring 2022, a refinement of the study’s identified routes and corridor constraints occurred. This included use FDOT right-of-way information that was obtained and reviewed in March 2022.
- Crashes/An analysis of bicycle and pedestrian crashes along the project’s corridor was conducted using Signal Four Analytics.
- Land Use/A land use analysis of existing uses was developed 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 are located adjacent to US 90. \*Note: If the Study is approved, a more detailed environmental analysis will be conducted in the Project Development & Environment (PD&E) Study phase of the project.

- Historic and Cultural Resources/Using data provided by State Historic Preservation Office (SHPO) areas with known historic or culturally significant resources near the corridor were identified.
- Connectivity/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.
- Specific Locations of Note/Provides information on specific identified locations along the corridor that require attention as the project proceeds. Included within this section is a discussion related to the Interstate 10 (I-10) Interchange. This discussion notes that as the Study proceeded, information related to the development of the northwest quadrant of the I-10 interchange at US 90 unfolded. As noted in the study:

“This major development will likely impact traffic volumes and use of this existing interchange, which will influence the placement of this trail and opportunities for reconfiguring the interchange. Further analysis will be required to determine the feasibility of a trail in this area.”

### **Outreach and Engagement**

Details public involvement efforts associated with the Study including key takeaways of such involvement. The identified takeaways are summarized below:

- Support for the project – Many stakeholders and members of the public expressed project support due the potential for a safe multimodal connection between Tallahassee and Monticello.
- Opposition to the project – Some stakeholders and members of the public were opposed to the project. Such reasons included concerns for safety, private property and acquisition, and environmental risks they perceived to be part of this project.
- General Concerns & Recommendations – General comments provided by stakeholders and the public included a desire for a more in-depth consideration of some issues, including protection of crepe myrtles, protection of private property, and concerns related to protection of the environment.

A summary of comment received up until April 25, 2022, may be viewed at the following link.

### **Route Analysis**

Several routes were evaluated related to the potential location of a multi-use trail. Initially, the Study identified four (4) potential routes. Based upon public input received associated with the last round of public involvement efforts (January, February, and March 2022), the routes were refined to reflect citizen input as well as updated right-of-way information provided by the FDOT.

As a result, the feasibility report has evaluated three (3) routes for the location of the multi-use trail based upon data collection, stakeholder input and public feedback. Additionally, a discussion of potential trail options through downtown Monticello is provided. Ultimately, if the Study is approved to move forward, the next phase will identify a preferred route.



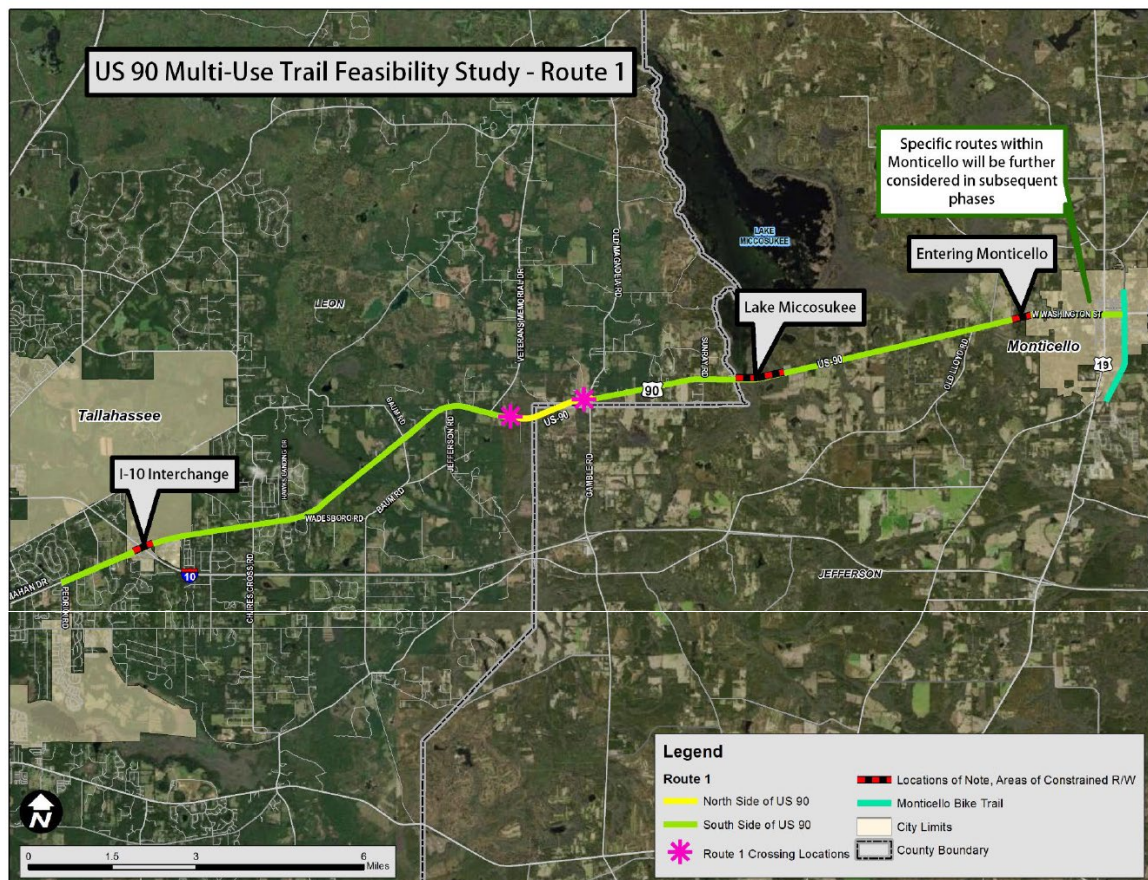
The following provides a discussion of each of the identified routes (Routes 1, 2, & 3):

- Route 1** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue to just west of the Jefferson County line near Still Creek Road. Right-of-way availability on the south side, while somewhat limited east of Wadesboro Road, is sufficient for accommodating a trail and adequate buffer separating trail users from vehicular traffic on US 90. Near Still Creek Road, the trail will cross to the north side of the corridor to avoid any conflict with the Hilltop Country Store, which is located on the south side of the corridor. The trail will then return to the south side of the corridor at Old Magnolia Road/Gamble Road. From there, the trail remains on the south side of the corridor into Monticello.

The following provides a summary and map of Route 1:

Route 1 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90*	2 (Near Still Creek Road, Old Magnolia Road/Gamble Road)
Locations of Note to be Addressed	3 (I-10 Interchange, Lake Miccosukee, Entering Monticello)

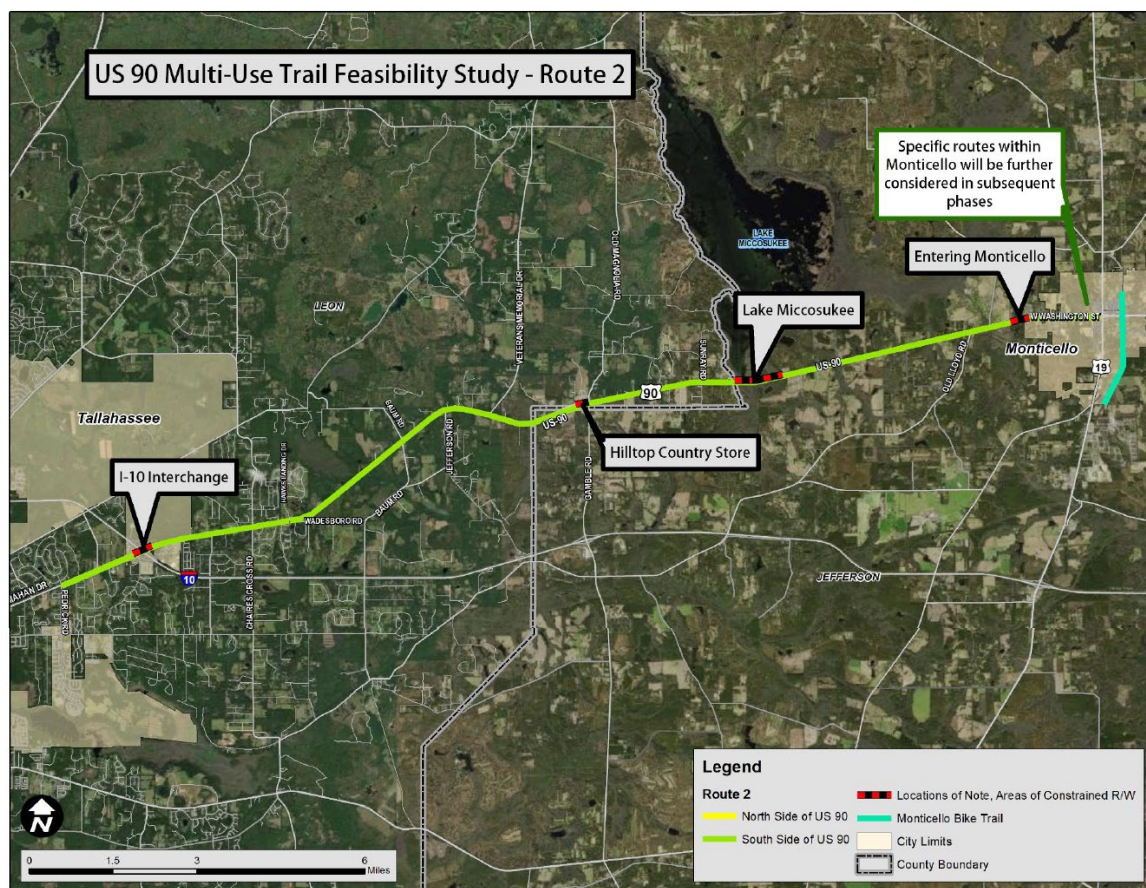
*\*Crossing locations are preliminary and will be further analyzed through sight distance studies in subsequent project phases.*



- **Route 2** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue through eastern Leon County into Jefferson County. The route remains on the south side of the corridor for its entirety and does not require trail users to cross the US 90 corridor at any point.

The following provides a summary and map of Route 2:

Route 2 Summary Statistics	
Side of Corridor	South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)
*Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.	

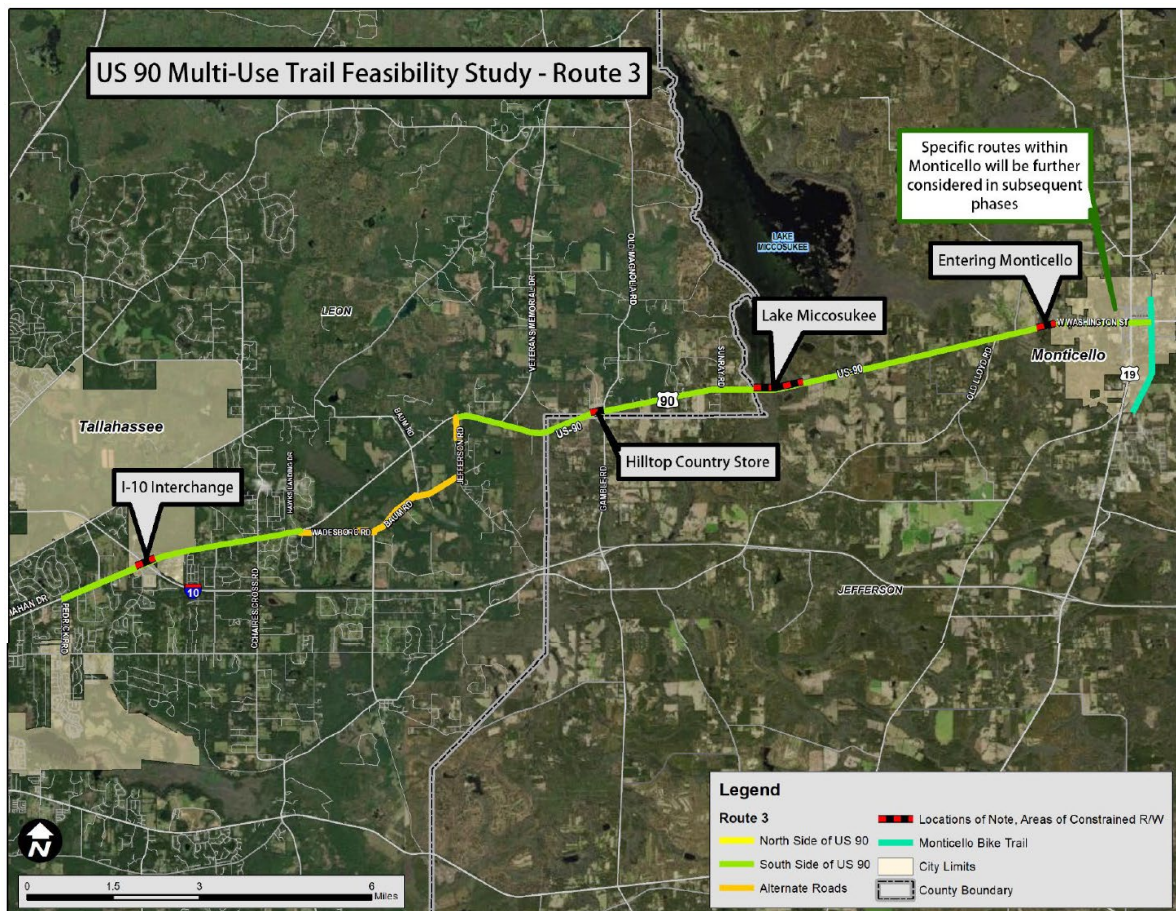




- **Route 3** – This proposed route would begin on the south side of US 90 at Pedrick Road and continue to Wadesboro Road. At Wadesboro Road, as both other routes stay on south side of US 90 here, this route will continue on Wadesboro Road, Baum Road, and Jefferson Road to take users off of US 90 to utilize lower speed roads. Along these corridors, the trail would likely become on-street facilities such as a bicycle lane or sharrows due to limited right-of-way availability. At Jefferson Road, the trail returns to US 90 and remains on the south side of the corridor into Monticello.

The following provides a summary and map of Route 3:

Route 3 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)
*Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.	



- **Downtown Monticello** - The above route options all enter downtown Monticello along US 90 to reach the project's eastern terminus, the Monticello Bike Trail. Due to existing conditions and the limited right-of-way, the study recommends the following treatments within the City of Monticello be further evaluated in subsequent phases of this project:
  - Expansion of existing paved shoulder to accommodate a buffered bicycle lane by reducing travel lanes by 1-2 feet on both sides of the roadway;
  - Addition of roadway sharrows where the speed limit is reduced to 25 miles per hour;
  - Bring the route along low traffic, low volume roads such as Water Street and Dogwood Street to connect with the Monticello Bike Trail and keep users away from busy traffic in the roundabout.

### **NEXT STEPS**

Pursuant to CRTPA approval of the Study, actions to move the project into the next phase, a Project Development & Environment (PD&E) Study, will be initiated. This phase provides a comprehensive study that evaluates social, cultural, economic and environmental effects associated with the proposed transportation improvements. Subsequent phases to the PD&E Study include design and construction. In light of the project's length, funding for future phases will likely be sought through the SUNTrails program and will compete against other such projects throughout the State.

### **OPTIONS**

Option 1: Approve the US 90 Multi-Use Trail Feasibility Study.  
(Recommended)

Option 2: CRTPA Board Discretion.