

November 16, 2021



AGENDA ITEM 7G

US 90 MULTI-USE TRAIL FEASIBILITY STUDY UPDATE

TYPE OF ITEM: Action

STATEMENT OF ISSUE

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

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee and Technical Advisory Committee) received a project update at their respective November 2, 2021 meetings.

RECOMMENDED ACTION

For Information Only

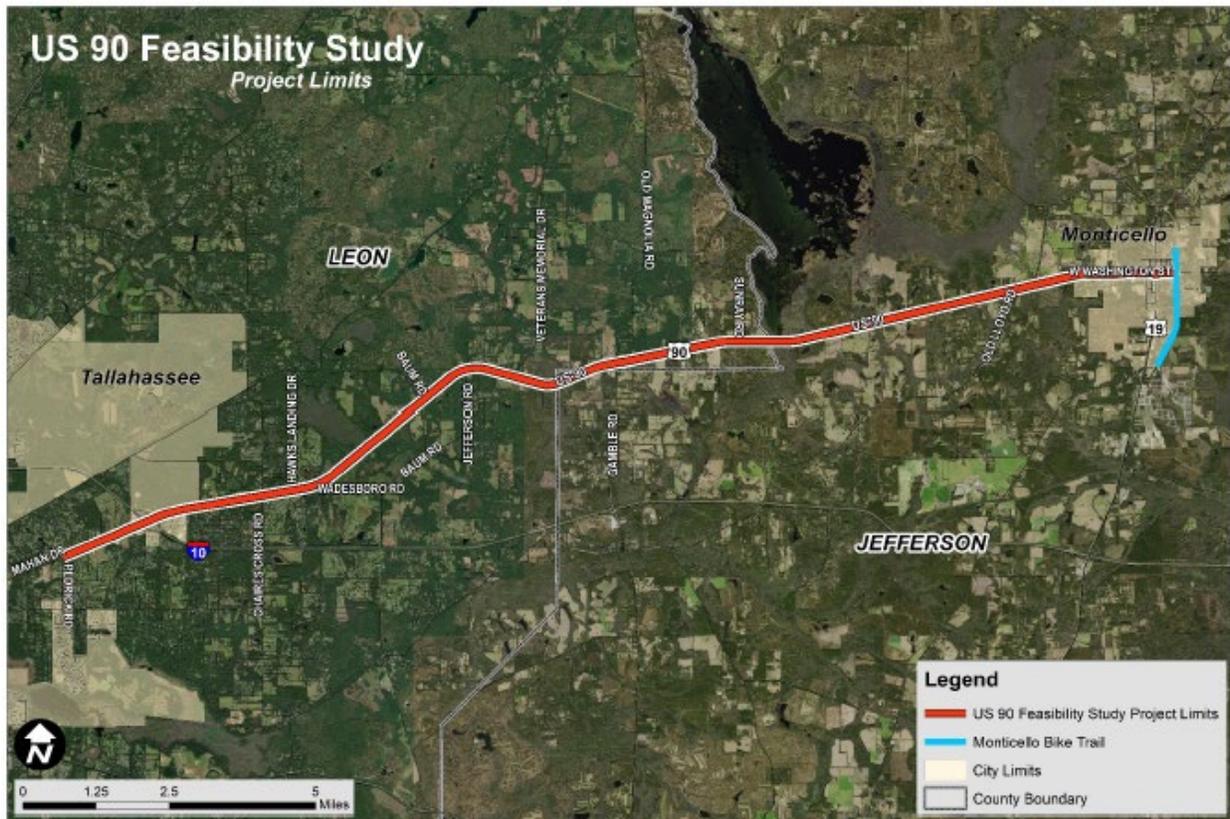
BACKGROUND

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

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 on April 8 ([view meeting transcript](#)) & 12 ([view meeting transcript](#)) virtually.

UPCOMING: A second 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.)

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 are located adjacent to US 90.
- Historic and Cultural Resources/Using data provided by State Historic Preservation Office (SHPO) 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 have been identified that require attention as the project proceeds.

Multi-Use Trail Alternatives

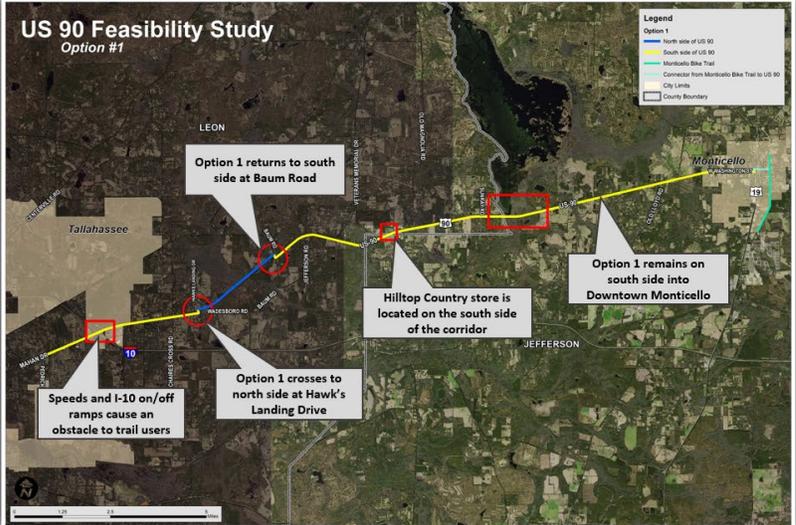
Alternatives for the route along US 90 have been developed based upon data collection, stakeholder input and public feedback. These alternatives are shown as on the following pages:

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 1



Option 1 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	2
Constrained Areas	4 (I-10 Interchange, East of Hawk's Landing Road, Hilltop Country Store, Lake Miccosukee)
Description	<ul style="list-style-type: none"> South side of corridor from Pedrick Road to Hawk's Landing Drive North side from Hawk's Landing Drive to Baum Road South side from Baum Road to Downtown Monticello

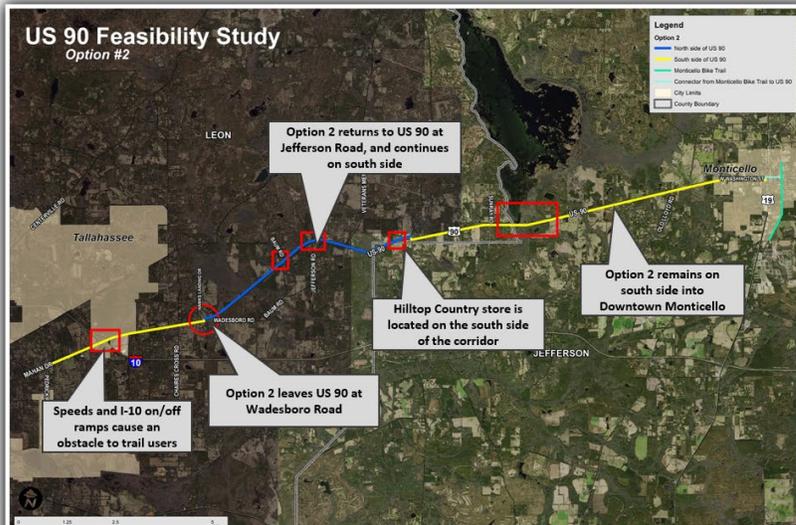


Trail Alignment Option 2 – This proposed alignment stays on the southside of US 90 for its entirety and includes a total of 3 constrained areas:

Trail Alignment: Option 2



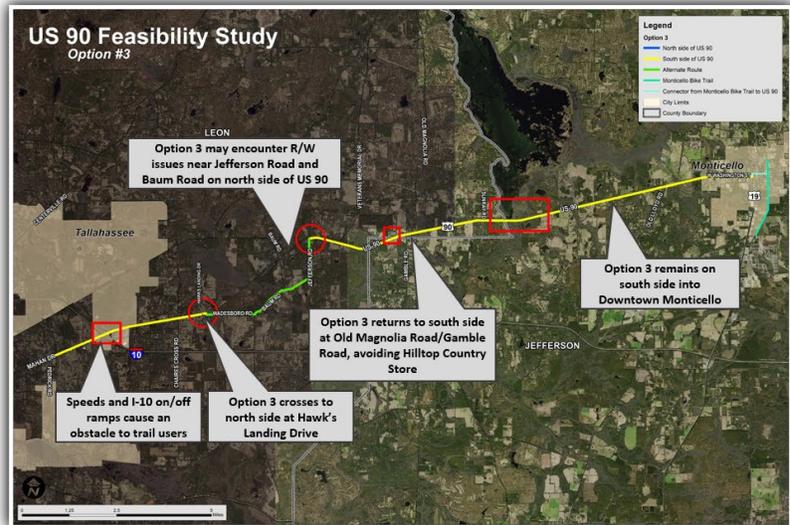
Option 2 Summary Statistics	
Side of Corridor	South
Number of Crossings on US 90	None
Constrained Areas	3 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee)
Description	<ul style="list-style-type: none"> South side of corridor from Pedrick Road to Wadesboro Road Trail continues on Wadesboro Road, Baum Road, and Jefferson Road South side of US 90 from Jefferson Road to Downtown Monticello



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:

Trail Alignment: Option 3

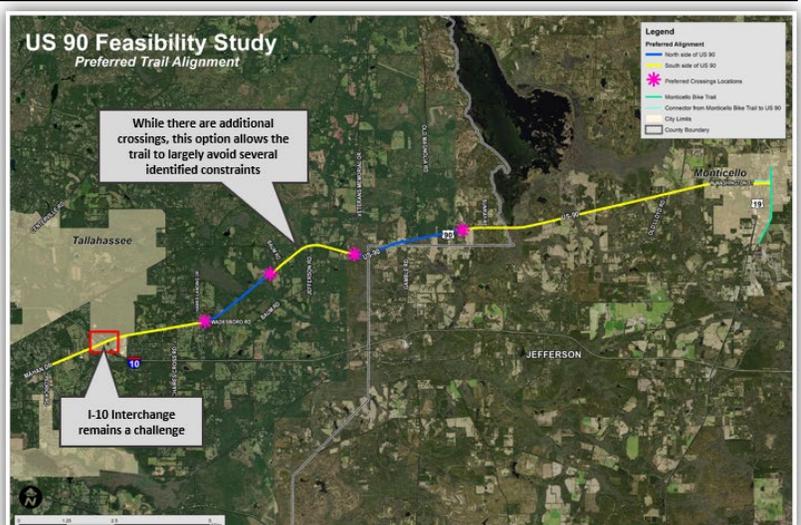
Option 3 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	2
Constrained Areas	5 (I-10 Interchange, East of Baum Road, US 90 near intersection with Jefferson Road, Hilltop Country Store, Lake Miccosukee)
Description	<ul style="list-style-type: none"> South side of corridor from Pedrick Road to Hawk's Landing Drive North side from Hawk's Landing Drive to Old Magnolia Road/Gamble Road South side from Old Magnolia Road/Gamble Road to Downtown Monticello



Hybrid 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:

Trail Alignment: Hybrid

Preferred Trail Alignment Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	4
Constrained Areas	1 (I-10 Interchange)
Description	<ul style="list-style-type: none"> South side of corridor from Pedrick Road to east of Wadesboro Road North side from east of Wadesboro Road to west of Baum Road South side west of Baum Road to west of Leon County/Jefferson County Line North side from west of Leon County/Jefferson County Line to Logan's Run South side from Logan's Run to Monticello



*Note – The Hybrid option avoids many of the constraints identified in the other options. This option was previously identified as “Preferred Trail Alternative” at the November 2 CRTPA Committee meetings.

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, tentatively scheduled for March 2022.

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. TIt 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 prefer 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 In case 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