



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 o -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 mulit-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 Armstead 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 Armstead 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.