



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.



**TECHNICAL ADVISORY COMMITTEE MEETING (TAC)
TUESDAY, SEPTEMBER 7, 2021 AT 9:00 AM**

CITY COMMISSION CHAMBERS, 2ND FLOOR CITY HALL
300 SOUTH ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Allen Secreast, City of Tallahassee Traffic Management; Eric Gooch, City of Tallahassee City Engineering; Charles Wu, Leon County Public Works, Transportation; Dianne Quigley, Gadsden County Planning & Community Development; Artie White, Department of PLACE; Ben Chandler, Apalachee Regional Planning Council; Mike Alfano, Blueprint IA; Justin Baldwin, Office of Greenways & Trails; Pat Maurer, Ride on Commuter Services

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 9:00 AM with a roll call.

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: Mr. Alfano made a motion to approve the consent agenda. Mr. White 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. White made a motion to recommend adoption of the Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update. Mr. Alfano 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. Mr. Kostrzewa stated the Thomasville Road 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 2022.

He noted the completed Existing Conditions Report may be found online and the link was provided in the agenda 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 draft alternatives will be presented to the CRTPA Board in January 2022.

Ms. Kate Widness, from Kimley-Horn and Associates, walked the TAC members through a presentation on the Thomasville Road Multi-use Path Feasibility Study. She stated the project was kicked off in 2020 with the primary focus on data collections, site visits, meetings with partners and technical staff. In 2021 the public engagement began with presentations to homeowner associations and stakeholders to present the data that was collected at this point of the project including the draft alternatives.

Ms. Widness provided background information stating the 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 the proposed Thomasville Road Multi-use path 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 10-12 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-Aug 2021)
- Virtual Project Room Meetings (April 26 and May 25)
- Live Virtual question and answer sessions (April 29, 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-of-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 with or immediately adjacent to the 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 his option was not support 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 multi-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 to 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.

2. Armistead 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 Winthorp Way but it wouldn't accommodate a shared use or multiuse 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 of 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 were eight driveways on the east and west side of the corridor that connect to neighborhoods, continue the path to the 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 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 Winthorp 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 go down to an 8-foot and this was why the east side was the preferred.

3. Woodgate Way to Metropolitan Boulevard

Ms. Widness stated this area was evaluated on 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 Over Park and noted there are constraints are near the School of Arts and Sciences and that area would require some creative design in this area. She noted within this area, there were significant trees on both sides of the corridor, with more on the east side. She also noted data collection was ongoing as staff coordinated with the Planning Department. She noted there were ten driveways on the west side and eight 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 help influence the decision to be on the west side of this area. The west side was feasible and the preferred alternative for this area. She noted there are areas that are constrained on the west side but noted those constraints 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.

Crossing Location

Ms. Widness stated both Woodgate Way and Hermitage Boulevard were both considered, due to there being a traffic light at both locations. Woodgate is a three-way intersection while Hermitage Boulevard is a four-way intersection. Hermitage Boulevard also has free-flow right hand turn lanes. It was determined that Woodgate Way would be better for the

crossing. Placing the crossing on the north or south side of the intersection would be determined during the design phase.

4. 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 multi-modal 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 Marin 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 the bridge structure that is currently on Timberlane School Road would require 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: The Thomasville Road Multi-Use Path Feasibility Study was an informational item, therefore, no action was taken.

6. **INFORMATION**

A. Future Meeting Dates

B. TIP Amendments/Modifications

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

8. **ADJOURNMENT**

The meeting was adjourned at 9:55 am.