

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

The Capital City to the Sea Trails (CC2ST) Master Plan included an extensive public involvement initiative. The public involvement process for this study not only resulted in valuable community input to shape the project, but also kept stakeholders engaged and promoted the project. The high visibility of the project enhanced the planning coordination and involvement among many governmental agencies.

PUBLIC INVOLVEMENT OVERVIEW

Keeping the public informed with every part of the Master Plan process and encouraging them to participate was one of the most important aspects of the project. The public involvement efforts began with the development of the project website (www.CC2ST.com) and social media outreach through Facebook and Twitter. The website and social media were updated regularly to keep the public informed and involved in the project. Project Newsletter #1 was distributed to provide dates and locations of the public workshops. These workshops were held in both Leon County and Wakulla County. A project survey was released at the beginning of the project and the public was asked to provide input through the survey until Workshop #2. Newsletter #2 was distributed following Workshop #2 to summarize the outcomes of the workshop and to provide the dates and locations of Workshop #3. A Technical Advisory Committee and Trail Advocacy Group were created, and presentations were given at various meetings and events. These efforts are summarized in more detail in the following pages.

The Capital Region Transportation Planning Agency (CRTPA) complies with various Non-discrimination Laws and Regulations, including Title VI of the Civil Rights Act of 1964 which states "Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status."

PUBLIC WORKSHOPS

Three public workshops were conducted over the project timespan to keep citizens involved and up to date about the progress of the project. These workshops encouraged the public to provide input on different topics related to the project and gave them the opportunity to express what they wanted, as well as provide valuable local knowledge. To encourage broad attendance and to gain input from the public throughout the study area, workshops were held in sets, with one held in Leon County and one held in Wakulla County for each set.

Public Workshop #1

Public Workshop #1 in Leon County was held June 20, 2013 at Jack McLean Community Center. Public Workshop #1 in Wakulla County was held June 25, 2013 at the Wakulla County Commission Chambers (*Figure 17*). Between the two workshops, there were approximately 70 participants. At the first set of public workshops, a presentation about the project background was given along with the first CC2ST project video.

Summary of Public Involvement

- Public Workshop #1
- Public Workshop #2
- Public Workshop #3
- Technical Advisory Committee Meetings
- Trail Advocacy Group Meetings
- CC2ST Website
- CC2ST Facebook Page
- CC2ST Twitter Page
- CC2ST Project Video
- WFSU Video
- Newsletter #1
- Newsletter #2
- Stakeholder Interviews
- Active Living Expo
- Strive Not to Drive Event
- Community Outreach
- Project Survey
- City Council Meetings
- County Commission Meetings

During the second half of the workshop, citizens were encouraged to go to the following stations to provide input, and ask questions:

- Key Destinations
 - ◇ At this station, citizens were asked to highlight important destinations in the study area, such as schools, that they felt should be connected to the trail network. This was a great way for people to really engage in the planning process and highlight destinations which may have been overlooked otherwise.
- Significant Routes
 - ◇ This station was similar to the Key Destinations station because it also gave citizens the opportunity to draw on the study area map and propose corridors to develop a trail network. Some citizens based this upon the destinations located along the different segments, while others decided it was more important to make regional connections.
- Amenities
 - ◇ Citizens were encouraged to express what types of amenities they would like to see along the proposed network. This station provided information about different trailhead classes, included some examples of the type of amenities that would be located at the three different trailhead classifications, and gave citizens the opportunity to provide their suggestions of what amenities should be located along the network.
- Marketing and Promotion
 - ◇ At this station, citizens were asked to provide ideas on how to market CC2ST during the master plan process, as well as after the trails are constructed. Citizens expressed the most effective ways in which they had learned about new transportation and recreational options in the past and in other areas.

- Guiding Principles and Evaluation Criteria
 - ◊ Draft guiding principles and evaluation criteria were developed by the project team and presented to the public at the first workshop to gain their feedback. Participants suggested new topics that should be taken into consideration, as well as which of the existing criteria they found to be the most important.

The public information received from Public Workshop #1 was used to develop the draft CC2ST trail network. Additionally, the input received will be carried forward into the environmental documentation process. Public Workshop #1 was also the public's first opportunity to provide input on the draft evaluation criteria, future amenities, and marketing strategies. See **Appendix A** for more details of Public Workshop #1.

The result of the input from Public Workshop #1 included the following:

- Preliminary CC2ST Network was created
- The key destinations identified by the public were connected through the preliminary network
- Edits to the proposed evaluation criteria were made
- An initial list of amenities desired at trailheads and along the network was identified
- Marketing ideas during the CC2ST Master Plan process and after construction of the network was created

The preliminary CC2ST network created from public input was brought to the second Technical Advisory Committee and Trail Advocacy Group Meetings. Public input also identified that there could be user conflicts with dog hunters, related to the Trout Pond Trail South from Bloxham Cutoff Road (S.R. 267) to Sopchoppy. Once this potential user conflict arose, the project team began coordination with the dog hunters in that area of the Apalachicola National Forest and had two productive meetings with them. From these meetings, the option of using Arran Road over to U.S. 319, to Sopchoppy was developed to mitigate the potential user conflict. These meetings are explained on page 43 of the Public Involvement section of this Master Plan.

The amenities suggested at Public Workshop #1 were brought to our stakeholder meetings. A few of our interviewees suggested the need for electrical recharge stations for electric wheelchairs using the network. Another stakeholder suggested the need for trailer accessible parking so equestrians could access the trails from the trailheads. Both these amenities were included in the recommendations and presented at Public Workshop #3 for further input.

FIGURE 17: FLYER PROMOTING PUBLIC WORKSHOP #1

Capital City to the Sea Trails
CONNECTING PEOPLE AND PLACES

WANT MORE TRAILS?

Take advantage of this opportunity to provide input on a potential network of paved trails that wraps around and through scenic landscapes between Florida's Capital City and the Gulf of Mexico. The Capital City to the Sea Trails project is envisioned to increase non-automotive mobility options for people of all ages through a dedicated shared-use path system that is fully accessible to a wide-range of individuals including those with disabilities. Please attend either workshop listed below to learn more about the project and to give us the opportunity to learn from you!

Public Workshop Locations

<p>Leon County June 20th, 2013 at 6:00 PM Jack McLean Community Center 700 Paul Russell Road Tallahassee, FL 32301</p>	<p>Wakulla County June 25th, 2013 at 6:00 PM Wakulla County Commission Chambers 29 Arran Road Crawfordville, FL 32327</p>
---	--

For more information on the Capital City to the Sea Trails, or to sign-up to receive information and updates on the project study, visit the project page via one of our internet applications, or simply call Jack Kostrzewa at the Capital Region Transportation Planning Agency at (850) 891-6809.

For more information, visit our website at www.CC2ST.com

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lynn Barr at the CRTPA at (850) 891-6801 at least seven days prior to the meeting.

Capital Region Transportation Planning Agency (CRTPA) | Like us on Facebook | @CC2STrails | Kimley-Horn and Associates, Inc.



Public Involvement at Public Workshop #1

Capital City to the Sea Trails
CONNECTING PEOPLE AND PLACES

Marketing and Promotion

Website and Social Media

www.CC2ST.com | Like us on Facebook | www.facebook.com/CC2ST | @CC2STrails

Capital City to the Sea Tales

www.CC2ST.com/Tales

Marketing Plan Strategies

Your Ideas

Public Involvement at Public Workshop #1

PUBLIC INVOLVEMENT

Public Workshop #2

Public Workshop #2 in Leon County was held at Jack McLean Community Center on Thursday, September 19, 2013. Public Workshop #2 in Wakulla County was held on September 26, 2013 at the Wakulla County Commission Chambers. There were approximately 55 participants between the two workshops.

The focus of this round of public workshops was to have the public provide additional input and vote on which connections within the network (developed from input received at Workshop #1) were the most important to them. Each participant was given five dots that represented votes they could place on any of the different segment maps. The project team explained that the votes were for the general connection being shown on the maps, not the exact line segment, because the preferred alternative will be determined during the PD&E study for each corridor.

The project team was dispersed throughout the map stations to help answer any questions that participants had, and to provide assistance if requested. Participants could put all five dots on a single map or spread them around as desired as well as provide input through comment forms or directly to the project team. The corridors available on which to vote were based on the input from Public Workshop #1, Technical Advisory Committee meetings, Trail Advocacy Group meetings, and stakeholder interviews, and included the following:

- Shadeville Highway Trail to connect existing St. Marks Trail and Crawfordville
- Wakulla Springs Trail to connect Tallahassee, Wakulla State Forest, and Wakulla Springs
- Martin Luther King, Jr. Memorial Road Trail to connect Crawfordville and U.S. 98
- Bloxham Cutoff Trail to connect existing St. Marks Trail and south end of Trout Pond Trail
- Wakulla Beach Trail to connect Wakulla Beach and U.S. 98
- U.S. 98 from Woodville Highway to Surf Road to connect existing St. Marks Trail and Ochlockonee Bay Trail
- St. Marks Trail to St. Marks Lighthouse to connect existing St. Marks Trail to the St. Marks Lighthouse
- Spring Creek Trail to connect U.S. 98 to Bloxham Cutoff Road and Wakulla State Forest
- Sopchoppy Trail to connect the City of Sopchoppy to U.S. 98

- Trout Pond to Sopchoppy Trail to connect the existing Trout Pond Trail and the City of Sopchoppy
- Tallahassee to Trout Pond to connect the existing Trout Pond Trail to Tallahassee
- Otter Lake Trail to connect U.S. 98 to Otter Lake
- TCC Wakulla Environmental Institute Connector to connect U.S. 98 and Shadeville Highway to the TCC WEI
- Franklin County Connector to connect City of Sopchoppy and Franklin County
- Shell Point Trail to connect U.S. 98 to Shell Point Beach

The input received from Public Workshop #2 is consistent with the evaluation criteria "Creates a corridor supported by the public." The points given to each criterion ranged from one to five. The votes at both Public Workshop #2 Leon County and Public Workshop #2 Wakulla County were added up, and those total votes determined the points allocated to that segment for that specific criteria. Other criteria and results will be discussed later in the Master Plan. The points were divided as shown below:

- 1 to 5 votes: 1 point
- 6 to 10 votes: 2 points
- 11 to 15 votes: 3 points
- 16 to 20 votes: 4 points
- Greater than or equal to 21 votes: 5 points

See **Appendix B** for more details of Public Workshop #2

The result of the input from Public Workshop #2 was the following:

The evaluation criteria of "Creates a corridor supported by the public" were determined through the public participation of voting on the corridors developed at the first public workshop.

The project team gave scores to the different segments for the remainder of the criteria which are provided in **Figure 48** of this plan, and the public input was combined with that to develop the rankings for each of the segments. The segment rankings were brought to the Technical Advisory Committee, Trail Advocacy Group, CRTPA sub-committees, and the CRTPA Board for approval. The segment rankings have helped determine which segments are most desired by the public, as well as which are the most feasible to construct with regards to available right-of-way, and other environmental and cultural constraints. The outcome of Public Workshop #2 directly contributed to what segments will be entered into PD&E first.



Public Involvement at Public Workshop #2



Public Involvement at Public Workshop #2



Public Involvement at Public Workshop #2



Public Involvement at Public Workshop #2



Example of Map Voted On by the Public

PUBLIC INVOLVEMENT

Public Workshop #3

Public Workshop #3 in Leon County was held on December 3, 2013 at Jack McLean Community Center. Public Workshop #3 in Wakulla County was held on December 5, 2013 at the Wakulla County Commission Chambers. There were approximately 55 participants at this round of workshops.

The focus of this final set of workshops was to bring the top ranked corridors (including the results from participation at the second round of public workshops), potential trailhead locations, marketing and coordination efforts, and funding sources and strategies back for final public review and comment. Citizens were encouraged to ask questions and give input about the project through the different stations and the comment form.



Public Involvement at Public Workshop #3



Public Involvement at Public Workshop #3



Public Involvement at Public Workshop #3

The input received from Public Workshop #3 included:

- Constraints and/or considerations for the implementation of the top ranked segments
- Suggestions for potential trailhead locations along the network
- Additional funding sources CC2ST could utilize
- Other organizations and/or agencies CC2ST could partner with to promote the network
- How citizens would be willing to volunteer and participate
- Effective ways to promote the network

In addition to the public providing input, the final set of workshops also provided an opportunity for the project team to say thank you to those citizens who participated. A celebratory board was available for citizens to sign which would be displayed at future milestones. See **Appendix C** for more details of Public Workshop #3.

The result of the input from Public Workshop #3 was the following:

- Final input and approval of potential trailhead locations
- Final input and approval of potential marketing strategies
- Final input and approval of potential funding sources and strategies

The information presented at Public Workshop #3 included a summary of all input received from the public to date. This input, along with the input from Workshop #3, form the basis for this Master Plan.

At Public Workshop #3, the public was asked to fill out an amenities questionnaire indicating which of the following amenities listed below were most important to have along the network: Restroom, water fountain, shade, benches, signage, trashcans, bike rack/hitching post, parking, shelter, and rinse station. The questionnaire found that most participants wanted water fountains, parking, and signage. This information was consistent with the feedback received at Public Workshop #1 and through the survey, and is presented in the Trailhead Renderings in the Design Guidelines section of this Master Plan.

Based on the prioritization of the segments at Public Workshop #2 and the evaluation criteria score, the corridors as ranked were presented at Public Workshop #3 for final input. The public provided input on the potential alternatives for each of the segments. These alternatives will be evaluated during the PD&E process.

Project Newsletters

Three project newsletters were developed throughout the duration of the project, focusing on specific topics related to CC2ST. Project Newsletter #1 explained the goal of the project and the scope. It included all public workshop dates and locations so citizens could save those dates and attend these important meetings. These newsletters were brought to Technical Advisory Committee meeting #1, Technical Advisory Group meeting #1, community outreach events, distributed throughout the community, and were available on the project website. Newsletter #1 is provided in *Figure 18* below.

FIGURE 18: PROJECT NEWSLETTER #1

ECONOMIC BENEFIT OF TRAILS

Paved multiuse trails offer significant economic benefits to local communities. This positive economic benefit has been shown in numerous studies all over Florida and throughout the rest of the Country. Highlights from a few of these studies include:

- In a survey conducted by the National Park Service in 1992, the economic impact of the Tallahassee-St. Marks Historic Railroad State Trail was calculated to be an average trip expenditure of \$11.02 per user per day.
- Based on a study from the East Central Florida Regional Planning Council, the West Orange Trail, the Little Econ Trail, and the Cady Way Trail together supported 516 jobs and had an estimated economic impact of \$42.6 million in 2010.
- The Consumer's Survey on Smart Choices for Home Buyers released in April 2002 by the National Association of Realtors and the National Association of Home Builders noted that a trail is the second most important neighborhood amenity for home buyers.
- According to the Outdoor Industry Association, Americans spend more on bicycling gear and trips (over \$81 billion) than they do on airplane tickets and fees (\$51 billion).

Project Schedule

Project Kickoff	March 2013
Public Workshop #1	June 2013
Public Workshop #2	September 2013
Public Workshop #3	December 2013
Final Master Plan Adoption	March 2014

Contact Information

Jack Kostrzewa
Project Manager
Capital Region Transportation Planning Agency
850.891.6809
jack.kostrzewa@talgov.com

Jon Sewell, AICP
Project Manager
Kimley-Horn and Associates, Inc.
850.553.3515
jon.sewell@kimley-horn.com

ABOUT THE PROJECT

The Capital City to the Sea Trails (CC2ST) project is envisioned to be a series of paved multiuse trails that will connect various areas from Capital Cascades Park in the City of Tallahassee all the way to the Gulf Coast. This important project is being undertaken by the Capital Region Transportation Planning Agency (CRTPA). The trails will provide better connectivity and mobility for residents and visitors to travel throughout both Wakulla and Leon County, and eventually Franklin, Gadsden, and Jefferson County. As shown on the Study Area Map on Page 2 of this newsletter, CC2ST is envisioned to include the existing Tallahassee-St. Marks Historic Railroad State Trail, the abandoned Georgia, Florida & Alabama (GF&A) Railroad corridor, US 98, and Ochlockonee Bay Trail, which is currently under construction.

Capital City to the Sea Trails will be constructed as paved multiuse facilities that will provide convenient transportation and recreation for many users.

The trails will have a minimum width of 12 feet to allow for movement in two directions as well as to accommodate the occasional maintenance vehicle. The trail design will allow for access to local streets, parks, and other facilities and will minimize driveway cuts and roadway crossings to the extent possible. Below is a typical section of what the design and construction will likely include.

PROJECT PHASES

Phase I: Master Plan

The Master Plan will document all aspects of the project including the public involvement activities and the final project recommendations. This document will include a phasing plan that communicates the desired order of segment implementation. The Master Plan will also detail the process for implementation. There will be a discussion of the roles and responsibilities of all the jurisdictions' agencies and departments and milestones will be identified and implementation performance measures will be included so implementation progress can be tracked over time.

Phase II: Environmental Documentation

Phase II will be to complete the environmental documentation that satisfies the requirements of the National Environmental Policy Act (NEPA). This will enable to project eligible for federal funding. The Master Plan will define the priority order, or extent, for which trail segments will have the NEPA process completed. The NEPA documentation requires a full review of potential physical, social, and environmental impacts of a project. It is anticipated that the NEPA Study will closely follow the recommendations that will be outlined in the Master Plan.



GET INVOLVED!

There will be three public workshops in Leon County and three corresponding public workshops in Wakulla County. See below for a description of the format for each workshop.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Lynn Barr at the CRTPA at (850) 891-6801 at least seven days prior to the meeting.

Public Workshop #1

This workshop will be the project kickoff meeting to ask for initial input from the public. There will be a presentation and small group discussions.

Workshop #1 for Leon County

Date and Time: June 20, 2013 at 6:00PM
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #1 for Wakulla County

Date and Time: June 25, 2013 at 6:00PM
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327

Workshop #3 for Leon County

Date and Time: Early December 2013
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #3 for Wakulla County

Date and Time: Early December 2013
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327



Public Workshop #2

This workshop will review the input from the first workshop and help develop draft phasing and alternatives. An overview of the workshop #1 will be provided and will prepare participants for breakout group activities.

Workshop #2 for Leon County

Date and Time: September 19, 2013 at 6:00PM
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #2 for Wakulla County

Date and Time: September 26, 2013 at 6:00PM
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327

Public Workshop #3

This workshop will include the input and feedback from the first two workshops to create a summary presentation, maps, and other meeting materials. This workshop will summarize all of the previous input and recommendations, so the participants can see the results of their hard work.

Workshop #3 for Leon County

Date and Time: Early December 2013
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #3 for Wakulla County

Date and Time: Early December 2013
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327

For more information about the public workshops, please visit the website at: www.CC2ST.com

PUBLIC INVOLVEMENT

Project Newsletter #2 (Figure 19) was developed following Workshop #2 and discussed the input received from the public up to that point in the project. This newsletter provided the public an opportunity to see which segments of the CC2ST network were the top ranked, based on the evaluation criteria and the input they provided at Public Workshop #2. This newsletter gave a brief summary of the survey results, as well as special outreach that was completed with different interest groups. Public Workshop #3 information was also available in this newsletter to encourage citizens to attend the final meeting.

Project Newsletter #3 is an executive summary of the project. It summarizes all the public involvement during the Master Plan process, as well as major outcomes of the project.

FIGURE 19: PROJECT NEWSLETTER #2

Capital City to the Sea Trails
CONNECTING PEOPLE AND PLACES

IMPORTANT UPCOMING DATES
Public Workshop #3
You are encouraged to attend this final public workshop to provide input on the project recommendations. This workshop will include the input and feedback from the first two workshops to create a summary presentation, maps, and other meeting materials. This workshop will summarize all of the previous input and recommendations, so the participants can see the results of their hard work.

Workshop #3 for Leon County
Date and Time: December 3, 2013
Location: Jack McLean Community Center
700 Paul Russell Road, Tallahassee, FL 32301

Workshop #3 for Wakulla County
Date and Time: December 5, 2013
Location: Wakulla County Commission Chambers
29 Arran Road, Crawfordville, FL 32327

CRTPA Master Plan Adoption
Date: March 2014*
Location: Tallahassee City Hall
300 South Adams Street, Tallahassee, FL 32301
*Please check the CRTPA website at www.ccrtpa.org to confirm meeting dates for 2014.

CONTACT INFORMATION www.CC2ST.com www.facebook.com/CC2ST www.twitter.com/CC2STrails
Jack Kostrzewa
Project Manager
Capital Region Transportation Planning Agency
850.891.6809
jack.kostrzewa@talgov.com

SPECIAL OUTREACH
Users of Various Ages
Members of the project team went to the Active Living Expo at the Tallahassee Senior Center. We discussed the Capital City to the Sea Trails project and answered any questions about the project. The project team also attended the Strive Not to Drive event, which was held at the Florida State University Campus.

Different User Groups
The project team has met with representatives for traditional user groups, including the Gulf Winds Tractor Club, Capital City Cyclists, and the Southern Trailriders Association. The project team also met with different user groups, including local hunters in the area. This coordination has opened a dialogue about the trails and helped to identify various solutions that can be considered to minimize user conflicts.

Users With a Range of Abilities
Another stakeholder who has met with the project team is David Jones from Florida Disabled Outdoors Association. David and other advocates for persons with disabilities are working with us to develop a network of trails that can be experienced by users with a broad range of abilities.

Rural User Representation
The project team has actively engaged a broad user base. To both inform and gain input from a broad user base, including portions of the community that are typically underrepresented, project newsletters, flyers, and surveys have been distributed widely across the community. This information has been made available at retail locations, public libraries, community centers, senior centers, and various other locations.

MOMENTUM IS BUILDING!
The public involvement accomplished throughout this project has been incredible! Citizens and agencies have not only been participating but have gone above and beyond to work with the project team on all aspects of the project. The project continues to move forward with full momentum as the final stages of the Master Plan process nears.

There has been a huge initiative to get input from community members, local and state entities, and organizations in the region. There have been two rounds of public workshops completed, two rounds of Technical Advisory Committee and Trail Advocacy Group meetings, presentations at cities and counties included in the study area, and updates brought to the CRTPA and their boards.

The input from the public outreach thus far has contributed to the following accomplishments:

- Development of a conceptual paved multiuse trail network throughout Leon and Wakulla Counties
- Prioritization of significant routes and key destinations within the study area
- Development of trail and trailhead classifications
- Creation of guiding principles and evaluation criteria
- Potential funding sources
- Marketing ideas for the corridor once it is constructed

Survey Results
The project survey was available online and in a printable version over the summer. There was an overwhelming response of almost 300 surveys. Over 95% of respondents support the Capital City to the Sea Trails Project!

"I think this is the type of quality project of life enhancement that can attract visitors, new residents, and keep existing residents in our area! It will help keep Leon and Wakulla counties as wonderful places to live with exciting choices of healthy activity for everyone!"
- Survey Respondent

PROJECT RECOMMENDATIONS
The project team used data collection and the results from public workshops to analyze each of the different trail components with the evaluation criteria. This determined which trails should be evaluated in the PD&E process and, once funding becomes available, which connections should be constructed first. Maps of the corridors and components are available on the project website at www.CC2ST.com/project-information/

This recommendation connects the existing GF&A Trail at Trout Pond to the City of Tallahassee. This connection has several alternative options that will be evaluated during the environmental documentation. This recommendation would connect to:

- Downtown Tallahassee
- Capital Cascades Park
- Florida A&M University
- Florida State University
- St. Marks Trail
- GF&A Trail at Trout Pond
- Dr. Charles Billing Greenway
- Much more!

This recommendation connects the existing St. Marks Trail to Panama and Ochlockonee Bay Trail. The total length of the connection is over 20 miles and includes:

- Wakulla Middle School
- Wakulla High School
- Medart Recreation Park
- Wooley Park
- Wildwood Resort
- Florida National Scenic Trail
- Wakulla Environmental Institute

Other recommendations include the following:

- **Shadeville Highway:** Connects existing St. Marks Trail and Crawfordville
- **Wakulla Springs Trail:** Connects Tallahassee, Wakulla Springs, and Wakulla State Forest
- **Martin Luther King Jr. Memorial Road Trail:** Connects Crawfordville and other communities to US 98
- **St. Marks Trail to St. Marks Lighthouse:** Connects existing St. Marks Trail to the St. Mark Lighthouse
- **Spring Creek Trail:** Connects US 98 to Bloxham Cutoff Road and all the communities in between
- **Sopchoppy Trail:** Connects the City of Sopchoppy and US 98
- **Trout Pond to Sopchoppy Trail:** Connects existing Trout Pond Trail to Sopchoppy
- **Otter Lake Trail:** Connects US 98 and Otter Lake
- **Franklin County Connector:** Connection into Franklin County from Sopchoppy
- **Shell Point Trail:** Connects Shell Point and US 98

This recommendation connects the existing St. Marks Trail to the south end of the GF&A Trail at Trout Pond through Bloxham Cutoff Road. It goes through:

- Wakulla State Forest
- Edward Ball Wakulla Springs State Park
- The proposed Heritage Village
- Riversink Elementary School

The trail is over 11 miles long and with the proposed Tallahassee to Trout Pond Trail, could create a large loop within Leon and Wakulla counties.

Capital City to the Sea Trails
CONNECTING PEOPLE AND PLACES

Wakulla Environmental Institute Site

Trail at Lake Henrietta

Trailhead at Wakulla Springs

Public Workshop

Wakulla Station Trailhead on the St. Marks Trail

CRTPA Kimley-Horn and Associates, Inc. OCTOBER 2013

Capital City to the Sea Trails
CONNECTING PEOPLE AND PLACES

PROJECT SURVEY

A project survey was developed to gauge citizen's opinions on shared-use paths, the frequency and type of use of the trails, and the overall CC2ST Master Plan. Participants were asked to answer questions about their current trail use, what they thought the CC2ST Master Plan would do for the area, and what amenities they would like to see available along the trails.

The purpose of the survey was to gain important feedback from the public on connections, amenities, frequency of current use of existing trails, and personal thoughts about the project. The feedback received from the surveys impacted the major destinations to which the network should connect. Many survey respondents suggested connections to the cities and communities found within the study area: Tallahassee, St. Marks, Panacea, and Sopchoppy. These destinations were also expressed at Public Workshop #1. Many survey respondents also expressed a desire to have the network connect to Cascades Park, so the network now shows the connection to FAMU Way and Capital Cascades. Respondents also showed a strong desire to connect the network into Franklin County. For this reason, the Franklin County Connector was included in the network to allow participants at the Public Workshop #2 to weigh in on the potential future connection into Franklin County. Many of the amenities suggested in the survey responses were similar to those suggested at Public Workshop #1 and later in the amenities questionnaire at Public Workshop #3. This reinforced the importance of having the following amenities: restrooms, water fountains, shade/shelter, and parking for all user types.

The survey was not administered to a random sample of the population, but was available through a link on the project website, and in hardcopy, upon request, for anyone to use to provide input for the project. The surveys were also given to the Technical Advisory Committee and the Trail Advocacy Group to distribute. They were available at public workshops and the CRTPA Board and committee meetings. Because the location of the Leon County Public Workshops was at Jack McLean Community Center, extra surveys were left there after the workshop, so the public accessing the facility for recreation, or other activities, had access to the information. A total of 280 surveys were completed, and the following results were found:

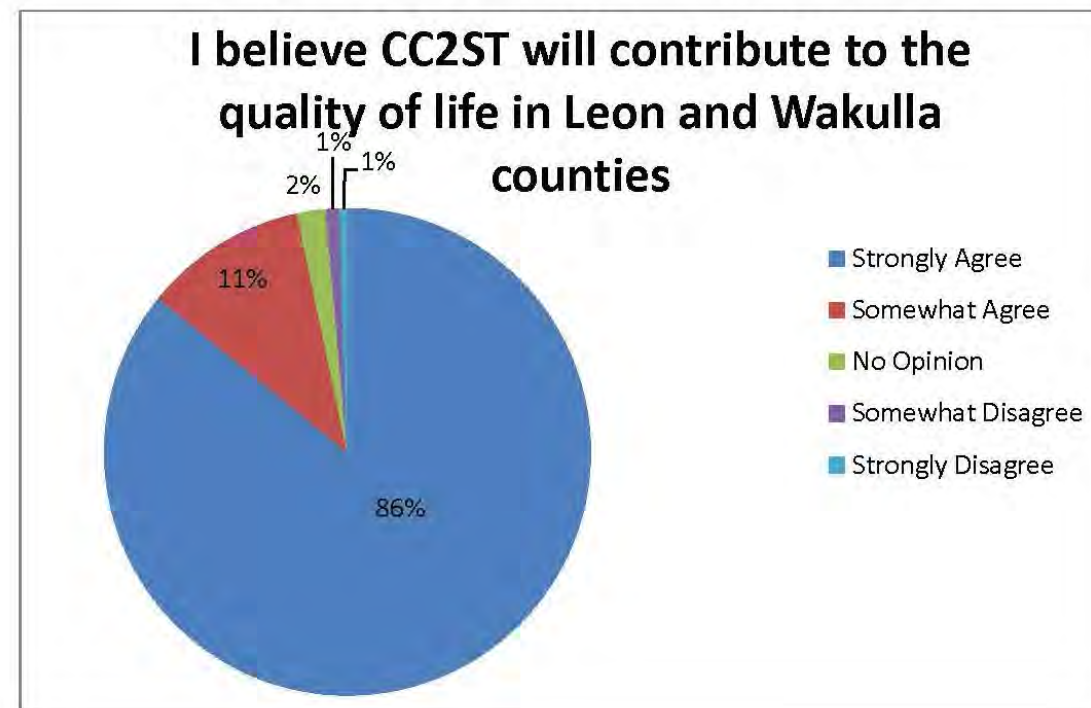
- 81.7 percent of survey respondents currently use existing multi-use trails in Leon County and/or Wakulla County. Of the survey respondents who use existing multi-use trails, 6.7 percent use an existing trail daily, 30.7 percent use them two-four times per week, 15.1 percent use them once a week, 20.4 percent use them a few times a month, 16.9 percent use them once a month, and 10.2 percent use them rarely.

- The amenities that most people wanted to have available at the proposed trailheads were restrooms (89.2 percent), water fountains (86.7 percent) and parking (78.9 percent). Amenities considered slightly less important to the survey respondents included picnic tables (34.8 percent), rest areas (33.3 percent), and hitching posts (8.6 percent). A notable amount of respondents insisted on maintaining the natural integrity of the land by keeping many of the canopy trees along the potential trail and limiting alteration to the ecological features nearby.
- According to the results, the primary usage of the network by respondents would be bicycling (88.9 percent). Secondary uses would be running (51.3 percent) and walking (47.3 percent). Among the uses listed in the survey, horseback riding (2.5 percent), rollerblading (9.7 percent) and other activities were shown to have the least amount of potential usage.



The project team asked trail users at the St. Marks Trailhead to complete project surveys

FIGURE 20: SURVEY RESULTS



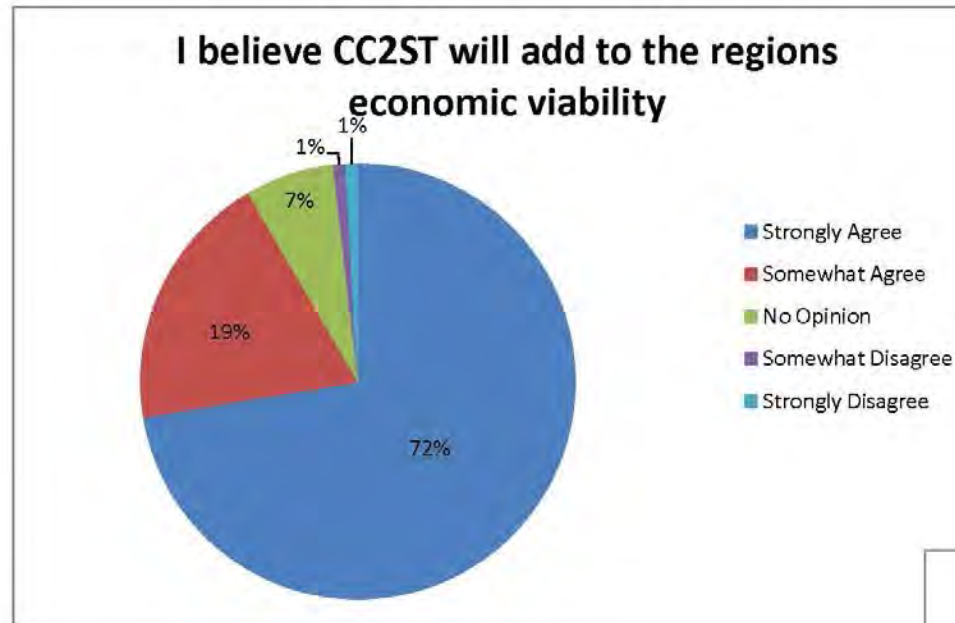
This input was summarized and used to develop the recommendations presented at Workshop #3 so the public could provide additional input. This input has been incorporated into this Master Plan.

PUBLIC INVOLVEMENT

- The feedback about possible trailhead locations along the CC2ST network was open-ended and extensive. The sites that were suggested most frequently by the survey respondents were Sopchoppy, Panacea, and in the Tallahassee area. Specific locations mentioned within Tallahassee included Gaines Street, FSU/FAMU, and Capital Cascades Park. Respondents would also like to see a trailhead near the existing St. Marks Trail, either at the head of the extension, near the Wildlife Refuge on Surf Road, or near the trail split that leads to the lighthouse. Ochlockonee River State Park and Wakulla Springs were among the other often suggested trailhead locations. An extension of the trail farther west to Carrabelle and St. George Island in Franklin County was also greatly desired.
- Over 95 percent of survey respondents strongly or somewhat agreed that CC2ST would contribute to the quality of life in Leon County and Wakulla County. 1.5 percent of survey respondents had no opinion about it, and slightly over two percent of survey respondents disagreed with the statement (*Figure 20*).
- Over 90 percent of survey respondents agreed that the trail network would add to the region's economic viability. 5.8 percent had no opinion, and 2.5 percent disagreed with the statement (*Figure 21*).
- Along with the results from the possible economic impacts of the trail, 74.2 percent strongly agree that the visitors and tourists attracted to the region by the trail will help support local businesses. 21.5 percent somewhat agree that the trail will help support local businesses, and 2.2 percent have no opinion. 1.1 percent somewhat disagree, and 1.1 percent strongly disagree that the trail will have a positive effect on local businesses. One respondent explained that during their visit to the Virginia Creeper Trail, they noticed five bicycle shops renting out bikes and making a decent profit. Some also expressed that when bicyclists travel along the Virginia Creeper Trail, they spend nights in local bed and breakfasts, and eat at local restaurants, contributing to the town's economic growth.
- 75.3 percent of respondents believe the CC2ST will be a vital feature for Leon County and Wakulla County, while 17.8 percent somewhat agree with its vitality to the region. 2.9 percent had no opinion on the matter, 2.2 percent somewhat disagreed, and 1.8 percent strongly disagreed with this statement. Some believe the trail will create stronger community identification and interconnect the region through a natural long-lasting system, as well as establish

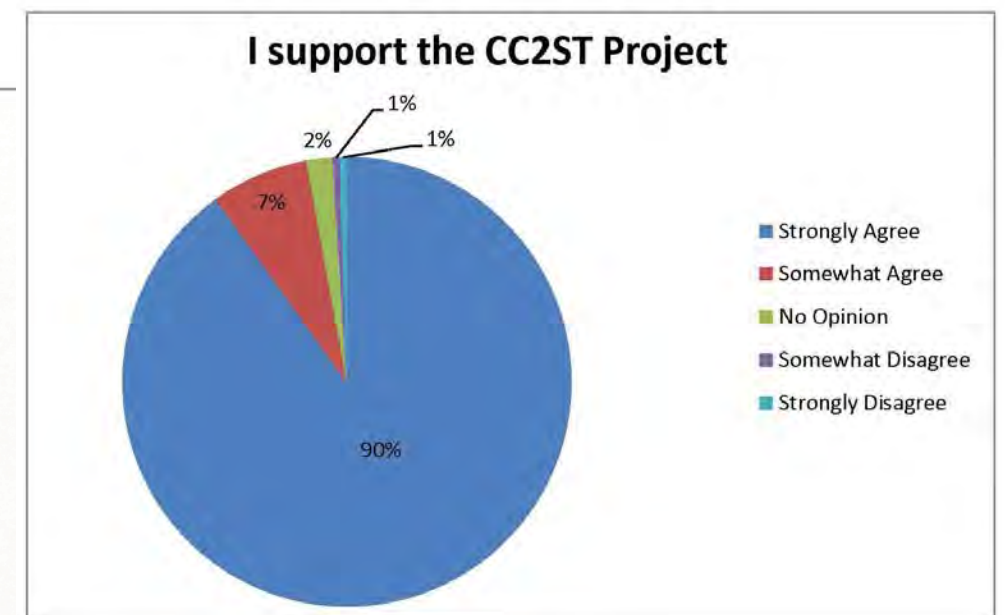
a national destination for cyclists. A few health professionals even expressed the trail's ability to promote physical activity, leading to healthier communities overall.

FIGURE 21: SURVEY RESULTS



In conclusion, over 96 percent of the citizens who participated in the survey support the CC2ST Project. This survey was a strong indicator of how the public felt about the potential network. Feedback on how citizens would utilize the network was also important information received from the survey, as that implies what type of amenities should be considered. Overall, the survey was an important source for public input (*Figure 22*), and the input received directly shaped the recommendations included in this Master Plan.

FIGURE 22: SURVEY RESULTS



TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (Tech) was created for the purpose of involving local, state, and national agencies in the development process for the CC2ST Master Plan. The committee consisted of planners, engineers, and environmental staff who had extensive knowledge on permitting requirements and how their agency's policies were interpreted. Details of the concept plan, design, permitting, and construction of the project were discussed at these meetings. Public input received during the workshops, the survey, and stakeholder interviews was also discussed with the Tech for feedback and guidance.

Meeting #1

The Tech Meeting #1 was held at Jack McLean Community Center on May 15, 2013. The entities represented at this meeting were:

- Florida Department of Transportation
- Florida Department of Environmental Protection Office of Greenways and Trails
- City of Sopchoppy
- United States Forest Service
- Wakulla County Planning and Community Development Department
- Big Bend Transit
- TCC Wakulla Environmental Institute
- St. Marks National Wildlife Refuge
- Leon County Public Works
- Florida Forest Service
- Leon County Planning Department
- Tallahassee Parks and Recreation Department

During the first Tech meeting, the project team facilitated a conversation about funding possibilities, challenges that may occur and how to address them, and possible history to highlight along the trails. The idea to highlight history along the trail network was the reason behind the development of the Capital City to the Sea Tales on the project website. For a more detailed summary of Tech meeting #1 please see [Appendix D](#).



Technical Advisory Committee Meeting



Technical Advisory Committee Meeting

PUBLIC INVOLVEMENT

Meeting #2

Tech Meeting #2 was held at Woodville Community Center on July 16, 2013. The following organizations were present at the meeting:

- Florida Department of Environmental Protection Office of Greenways and Trails
- Tallahassee Parks and Recreation Department
- Leon County Planning Department
- Wakulla County Planning and Community Development Department
- National Forest Service
- Leon County Public Works
- Wakulla County Parks and Recreation
- Apalachee Regional Planning Council
- City of Sopchoppy
- Florida Disabled Outdoors Association
- TCC Wakulla Environmental Institute
- Commuter Services of North Florida
- Florida Fish and Wildlife Conservation Commission

During the second Tech Meeting, the attendees addressed the potential user conflicts from local dog hunters in Sopchoppy as well as which potential trail segments the Tech felt were top priority. For the entire summary of Tech Meeting #2, see **Appendix E**.

Meeting #3

Tech Meeting #3 was held at Jack McLean Community Center on October 22, 2013. The following organizations were present at this meeting:

- Florida Trail Association
- Commuter Services of North Florida
- Florida Forest Service
- Tallahassee Parks and Recreation Department
- United States Forest Service
- Tallahassee-Leon County Planning Department
- Wakulla County Planning and Community Development Department

- TCC Wakulla Environmental Institute
- Florida Department of Environmental Protection Office of Greenways and Trails
- Leon County Public Works Department
- Florida Disabled Outdoors Association

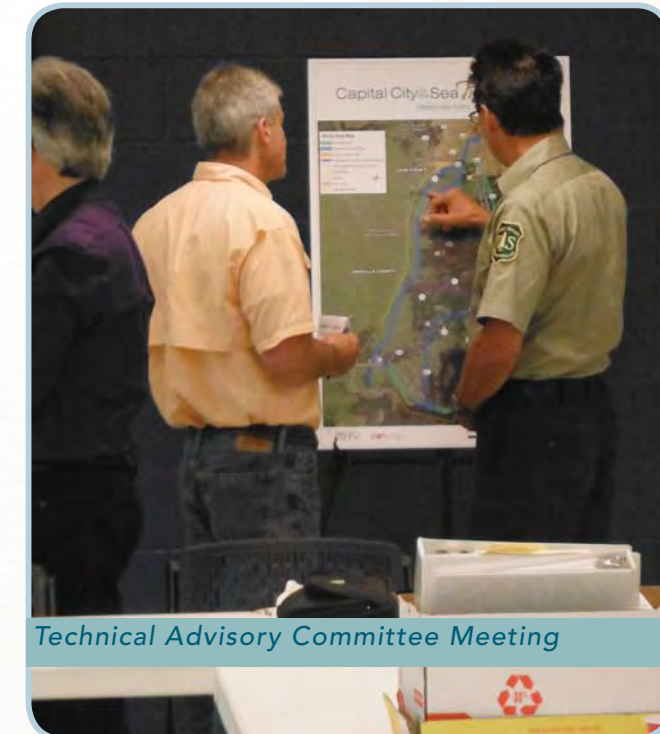
The final Tech Meeting focused on the rankings of the proposed corridors. Tech members had discussions on pros and cons for the different corridors. Committee members also e-mailed in any comments they had about the corridors that were not discussed at the meeting. For the full summary of Tech Meeting #3, please refer to **Appendix F**.



Technical Advisory Committee Meeting



Technical Advisory Committee Meeting



Technical Advisory Committee Meeting

TRAIL ADVOCACY GROUP

The Trail Advocacy Group (TAG) was created to help guide the project, act as a sounding board for various approach options, and inform the community of the project. TAG was comprised of interested parties who were active within the community and had a vested interest in CC2ST. The members of this group became knowledgeable about the trails, the proposed facilities and amenities, and advocated for the project.

Meeting #1

TAG Meeting #1 was held at Jack McLean Community Center on May 16th, 2013. The attendees at this meeting were:

- Gulf Winds Triathletes
- Gulf Winds Track Club
- The Southern Trailriders Association
- Florida Trail Association
- Tallahassee Museum
- Higher Ground Bicycle Company
- Sunshine Cycles
- Commuter Services of North Florida
- Florida Greenways and Trails Foundation
- Capital City Cyclists
- Florida State University Bicycle and Pedestrian Committee
- Visit Tallahassee
- Trail Enthusiasts/citizens

Meeting #1 of the TAG addressed questions about potential trail users, with members collaborating on ideas to make CC2ST more user-friendly, and to develop marketing and economic strategies. For a more detailed summary of TAG Meeting #1 please see *Appendix G*.



Trail Advocacy Group Meetings



Trail Advocacy Group Meetings

Meeting #2

The TAG Meeting #2 was held at Woodville Community Center on July 16th, 2013. The representatives able to attend this meeting were:

- The Southern Trailriders Association
- Wakulla County citizen

At this meeting several important outcomes emerged, including top priority segments, equestrian high use areas, and the need for campground facilities along proposed routes. This input should be incorporated into a marketing plan for CC2ST and is addressed in the Needs and Benefits section of this Master Plan. A more detailed summary of meeting #2 can be found in *Appendix H*.



Trail Advocacy Group Meetings

PUBLIC INVOLVEMENT

Meeting #3

Meeting #3 for the TAG was held at Mellow Mushroom restaurant on October 22, 2013. The groups represented at this meeting were the following:

- BBSB Corridor Management Entity (CME)
- Wakulla County Planning and Community Development Department
- The Southern Trailriders Association
- Gulf Winds Track Club
- Gulf Winds Triathletes
- Florida State University Bicycle and Pedestrian Committee
- Florida A&M University

The TAG members discussed the corridor rankings, and asked questions about maintenance and other future needs for the trails. Potential user conflicts were also discussed at this meeting. For the full summary of TAG meeting #3, please see *Appendix I*.

STAKEHOLDER INTERVIEWS

Bob Ballard- Tallahassee Community College (TCC) Wakulla Environmental Institute (WEI)

The first meeting with Bob Ballard was on May 23, 2013. Related to CC2ST, Bob's top priority is the possible connection between the currently under-construction TCC WEI and the CC2ST network. Since the WEI's focus is environmental and recreation-based fields, having a trailhead located at the WEI would allow students and visitors to explore the natural environment surrounding the area through alternate forms of transportation. It will also allow recreationalists to stop and explore the WEI along their trip. Bob also thought it would be a good idea to include the CC2ST project on their Resource and Ecosystem Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast State Act (RESTORE Act) application in hopes that it would make the WEI a stronger regional project and increase the chance of receiving funding.

A second meeting was held with Bob Ballard and Paul Johnson on December 12, 2013 to discuss the progress at WEI. Bob and Paul told the project team that the road connecting the facility to U.S. 319 would begin construction in April 2014, and they were in the process of looking for property to make a connection to U.S. 98. Along the entrance into the WEI, there will be an eight-foot wide path utilizing available right-of-way. The construction of the trailhead at the facility will begin in May 2014, and

construction of the first building should be completed in January 2015. The RESTORE Act funds will not be awarded until, at the earliest, mid-year 2014.

Dale Allen- The Florida Greenways and Trails Foundation

Dale Allen, the president of the Florida Greenways and Trails Foundation, Inc., has been involved with trails throughout the State of Florida for decades. The project team met with Dale on August 19, 2013. A few of the alternative options in the southern part of the GF&A corridor were discussed, and Dale suggested taking U.S. 319 (Crawfordville Highway) to Sopchoppy Highway, instead of going through the Apalachicola National Forest or using forest roads. This route passes by the TCC WEI, and avoids the dog hunting area north of Sopchoppy. Dale also discussed using Wakulla Springs Road as a possible route because of its light traffic, available right-of-way, and scenic atmosphere.

The project team met with Dale again on November 14, 2013, along with Joe Beckham, a board member for the Florida Greenways and Trails Foundation. This meeting focused on potential funding sources, as well as initiatives that similar projects are undertaking to get funded in the State.

Jim Schmid- National Forest Service

The project team met with Jim Schmid on July 11, 2013, where the Florida National Scenic Trail and the changes being proposed to that trail system were discussed, as well as how these changes could affect proposed CC2ST routes and trailheads. Jim also told the project team that equestrian groups tried to create trails on old forest roads, but dog hunting drove them out of the area. Jim suggested making connections to Leon Sinks and the campsite near Sopchoppy.

Marcus Beard and Harold Shenk- Apalachicola National Forest (ANF)

The August 12, 2013 meeting with Marcus Beard and Harold Shenk was held to discuss some of the dog hunting concerns in the area. They discussed using the L.L. Wallace Road in the northern part of the study area to help reduce conflict with other user types. The use of a fence along the power line easement north of Arran Road as a compromise to the hunting issue in this area was also discussed. This compromise would also help keep the hunting dogs out of the private property located along the power line easement.

A second meeting was held with Marcus on November 12, 2013 to discuss the future NEPA documentation for the LL Wallace Road segment. Marcus expressed the time it usually takes for the ANF to complete NEPA documentation and the materials needed to conduct the public

involvement process. This was a very important coordination meeting between the project team and the ANF for the future of CC2ST.

Robin Birdsong and Doug Alderson- Department of Environmental Protection, Office of Greenways and Trails

A stakeholder interview was held on August 21, 2013 with Robin Birdsong and Doug Alderson. One of the topics discussed with Robin and Doug was the possibility of creating a Community Service Organization (CSO) for CC2ST. CSO's are discussed in greater detail in the Organizational Structure section of this Master Plan. Also discussed were the economic impacts trails have on nearby communities, as well as maintenance cost for trails. Doug sent statistics about economic impact to the project team following the meeting to reference in the Master Plan.

Lee Daniel- Visit Tallahassee

Lee Daniel discussed the upcoming "Trailhassee" website at a stakeholder interview meeting held with him in August. This website is a way for residents and visitors in the area to find out where all types of trails (biking, walking, paddling, equestrian, mountain biking, etc.) are located within the Capital Region. The website, which was rolled out to the public in late September, provides information on trail type, trail length, and surface type for trails in Leon County. Lee said the next step for Visit Tallahassee is incorporating other trails in neighboring counties. Visit Tallahassee can be a marketing partner for the CC2ST, and wants to promote trails to recognize their economic potential, as well as promoting "Trailhassee" in outdoor magazines and biking magazines. Lee also discussed the two cycles of sports grants from Visit Tallahassee that go to support different events in the area. Visit Tallahassee is also considering creating a signature event fund to invest in things that will make "Trailhassee" a greater initiative.

David Jones- Florida Disabled Outdoors Association

The August 23, 2013 stakeholder meeting with David Jones focused on how the CC2ST network can be designed to incorporate activities most desired by all user types. David discussed how smaller loop systems within the larger system were important in allowing people with disabilities to experience the trail. He expressed how destinations such as Wakulla Springs and Ochlockonee River State Park need to be connected to these smaller loops. The possibility of having recharge stations every few miles along the

trail for people who use electric wheelchairs was also discussed. David said that signage was very important to have at trailheads in order to inform people of what to expect along the trail, and to provide the information necessary to make the personal decision about whether or not they should make the trip. He thought a good connection would be between Ochlockonee River State Park and the St. Marks Wildlife Refuge, as well as a connection to Ochlockonee Bay Trail.

J.R. Harding- Florida Agency for Persons with Disabilities

J.R. Harding discussed ways to make CC2ST accessible to the disabled, not only based on today's standards, but future standards also. The project team met with J.R. on August 27, 2013 and discussed the importance of signage to allow people to know what to expect along that segment of the trail. J.R. also said having a loading and drop-off area would be beneficial to not only those with different abilities, but everyone. The idea of having passing lanes on longer corridors was another suggestion.

Inovia- Capital Circle Southwest Design

The project team met with Inovia, the FDOT consultant completing the design of Capital Circle Southwest from Crawfordville Road to just east of Springhill Road, on August 12, 2013. This area includes the Munson Slough connection. CC2ST plans were discussed with them, and a request was made that they take the trail network into consideration when completing their design. Other ways to collaborate were also discussed. The coordination letter provided to Inovia following the meeting is included in *Appendix J*.

Gregg Stanton – Wakulla Diving Center, Inc.

The CC2ST Project Team met with Gregg Stanton on January 31, 2014. This meeting discussed the importance of aquifers, blueholes, and sinkholes to the region, and how these rare natural features should be taken into consideration during the implementation of CC2ST. Interpretive signage and other educational resources can be provided to inform network users of these resources while using CC2ST.

Tallahassee-Leon County Planning Department

On September 9, 2013, the project team met with Steve Hodges, Leigh Davis, and Megan Doherty from the Tallahassee-Leon County Planning Department. The Penny Sales Tax Program (Blueprint 2000), a possible funding source for the CC2ST network, was discussed. The consistency between CC2ST and the Tallahassee-Leon County Greenways Master Plan was also discussed, including the connection of Trout Pond Trail to Tallahassee using LL Wallace Road, a proposed segment in CC2ST.

Dog Hunters

Two meetings have been held with the dog hunters (sportsmen use dogs to help assist in hunting game) to discuss possible routes to Sopchoppy that will reduce potential user conflicts. At the first meeting on August 6, 2013, the dog hunters expressed concern that if the CC2ST trails were to go through the Apalachicola National Forest, they would eventually lose the land for hunting because of complaints by trail users. They said they have also been lied to before during past attempts to use the GF&A Rail Corridor for a trail. They were not receptive to the idea that trails bring economic opportunities, and said that dog hunts have and will bring greater economic impact to the area than trail users. They informed the project team that they need the power line easement to catch their dogs, so it is important that they are not restricted from that area. Some of the participants suggested using Lawhon Mill Road to connect the northern part of the GF&A rail line to Sopchoppy.

The second meeting with dog hunters on August 19, 2013 was to discuss the concepts that were created based on the discussion from the first meeting. This meeting consisted of a smaller group, so initial feedback could be given. The potential use of Lawhon Mill Road was discussed again, to which the dog hunters originally seemed receptive, but suggested using U.S. 319 instead. After some deliberation, it was discussed that the property owners along Lawhon Mill Road could resist a trail in this area, so it would be best to avoid that area. U.S. 319 would be the least controversial route in that area in regards to user conflicts. For the area between Arran Road and Bloxham Cutoff, the use of the power line easement and a fence to separate the hunting area with the shared-use path was suggested.

Follow Up with Agencies

A meeting about the potential user conflicts was held on September 24, 2013 with Marcus Beard from Apalachicola National Forest Service, Paul Schraime from Florida Fish and Wildlife Conservation Commission (FWC), and John Dunlap from Apalachicola National Forest Service. This meeting helped determine what possibilities could be suggested to reduce potential user conflicts, which included the use of a fence to separate user groups in the north hunting area. The restrictions of fencing in regards to wildlife movement were also discussed. This meeting was held to enable the Apalachicola National Forest staff to provide any suggestions to reduce user conflicts before being discussed any further.

Wakulla County Restore Act Committee

In 2010, the *Deepwater Horizon* oil spill occurred in the Gulf of Mexico, which resulted in 4.9 million barrels of oil being discharged in the water, the largest accidental marine oil spill to ever occur. The economic, environmental, and health impacts from this disaster greatly affected communities along the Gulf. The RESTORE Act was created with funds from the civil penalties paid under the Clean Water Act.

The Wakulla County RESTORE Act Advisory Committee was adopted in November of 2012 in order to establish an application and procedure for seeking RESTORE Act Funds. On May 8, 2013, the CC2ST consultant project manager attended the committee meeting to present the CC2ST kick-off presentation. This presentation helped CC2ST by providing the possibility to be included on applications to receive funding from the RESTORE Act.

COMMUNITY OUTREACH

Project team members attended different community events and community group meetings throughout the duration of the project. The project team met with these community groups early in the project to provide important meeting dates and encourage involvement in the development of the trail network. Communication was maintained through e-mails, social media outlets, and by including representatives from these groups in the TAG.

PUBLIC INVOLVEMENT

Big Bend Scenic Byway (BBSB)

The Big Bend Scenic Byway (BBSB) Corridor Management Entity has been active since its establishment in early 2006. This non-profit corporation supports ways to promote the BBSB Corridor, as shown in **Figure 23**. The proposed CC2ST network follows along parts of the corridor and shares intrinsic resources.

Materials were handed out at the March 2013 BBSB CME meeting and the group showed overwhelming support for the project. BBSB will be able to capitalize on the CC2ST network in the future to market to a broader audience and increase visits to the BBSB.

Waterfronts Florida

Waterfronts Florida is a program that helps coastal communities revitalize their economic conditions. Panacea Waterfronts Florida Committee was established in 2001, and envisioned goals and objectives to help rejuvenate their community. The consultant project manager spoke to the committee to promote CC2ST and present the potential economic benefit the network would have on the Panacea community.

FIGURE 23: BIG BEND SCENIC BYWAY MAP



Gulf Winds Track Club (GWTC)

The Gulf Winds Track Club (GWTC) is a local group consisting of joggers, runners, and coaches that has been in existence since 1975. The project team spoke with the group about CC2ST at their May 8, 2013 meeting. GWTC has stayed involved with the project throughout the entire master planning process, and has had multiple representatives present at the public workshops.

Gulf Winds Triathletes

The Gulf Winds Triathletes is the triathlon club within the Gulf Winds Track Club. They were officially formed in 1998 and, as of 2012, have 340 members. The consultant project manager spoke to a group of about 100 members at their monthly meeting on May 20, 2013.

Capital City Cyclists (CCC)

The Capital City Cyclists (CCC) is a non-profit organization that promotes bicycling for transportation, health, sports, and recreation. They were organized in 1982 and now have hundreds of members. The consultant project manager attended their monthly meeting on May 9th to promote CC2ST. The CCC continued to stay up to date with all CC2ST events, and allowed the promotion of the project at their annual Spaghetti 100 Race on November 9, 2013, which hosted hundreds of cyclists from around the region.

Southern Trailriders Association (STA)

The Southern Trailriders Association (STA) was established in 1990 while participating in the construction of the equestrian trail on the St. Marks Trail. The project team spoke with the organization at their quarterly meeting on April 27, 2013. Representatives from the STA attended all the public workshops.

Florida State University- Strive Not To Drive

The project team went to Florida State University to promote CC2ST at their annual Strive Not to Drive event. Students and faculty asked questions and received newsletters, public workshop flyers, and other information regarding the potential network. This provided an opportunity to engage students, faculty, and staff at the university on the project.

Capital Region Transportation Planning Agency Committees

The Capital Region Transportation Planning Agency (CRTPA) has two committees: The Citizens Multimodal Advisory Committee (CMAC) and The Technical Advisory Committee (TAC).

Citizens Multimodal Advisory Committee (CMAC)

The CMAC is comprised of individuals in the community who represent various agencies and transportation interests. Project kick-off information was presented to the CMAC and initial questions were addressed by the project team at the May meeting. At the September meeting the evaluation criteria were brought to the CMAC. They requested that transportation connectivity be more strongly emphasized in the evaluation criteria and approved it unanimously. The CMAC approved the top three corridor rankings at the November meeting.

Technical Advisory Committee (TAC)

The TAC is made up of local and state planners and engineers with experience in transportation planning, engineering, or management. The TAC expressed support for the project at the kick-off presentation in May. They unanimously approved the evaluation criteria at the September meeting and the top-ranked corridors at the November meeting.

Capital Region Transportation Planning Agency Board

The CC2ST kick-off presentation to the CRTPA was on May 20th. The consultant project manager presented information to the Board on economic benefits of trails, public involvement methods, scope of work that will be done, and next steps for the project. The CRTPA Board gave positive feedback about the project, and several Board members stated how this project will put our region on the map as a top trail user destination that will attract international attention once completed. A presentation requesting approval of the evaluation criteria was also given to the CRTPA Board in September, which was approved unanimously. The CRTPA Board approved the corridor rankings at the November 2013 meeting.

LOCAL GOVERNMENTS

Project kick-off presentations were given at the Wakulla County Board of County Commissioners meeting, Sopchoppy City Commission meeting, and St. Marks City Commission meeting in early June. Concerns about potential user conflicts with dog hunters were expressed at the Sopchoppy City Commission meeting. The issues were addressed at a later date with the group of citizens in opposition of the network. At the other meetings, citizens showed support and excitement for the CC2ST project.

Project updates were brought to the local governments in October to provide information on what was accomplished and to provide important upcoming public workshop dates. The second round of presentations was brief and only addressed any questions that may have arisen since the initial kick-off presentation.



Strive Not To Drive Event at FSU

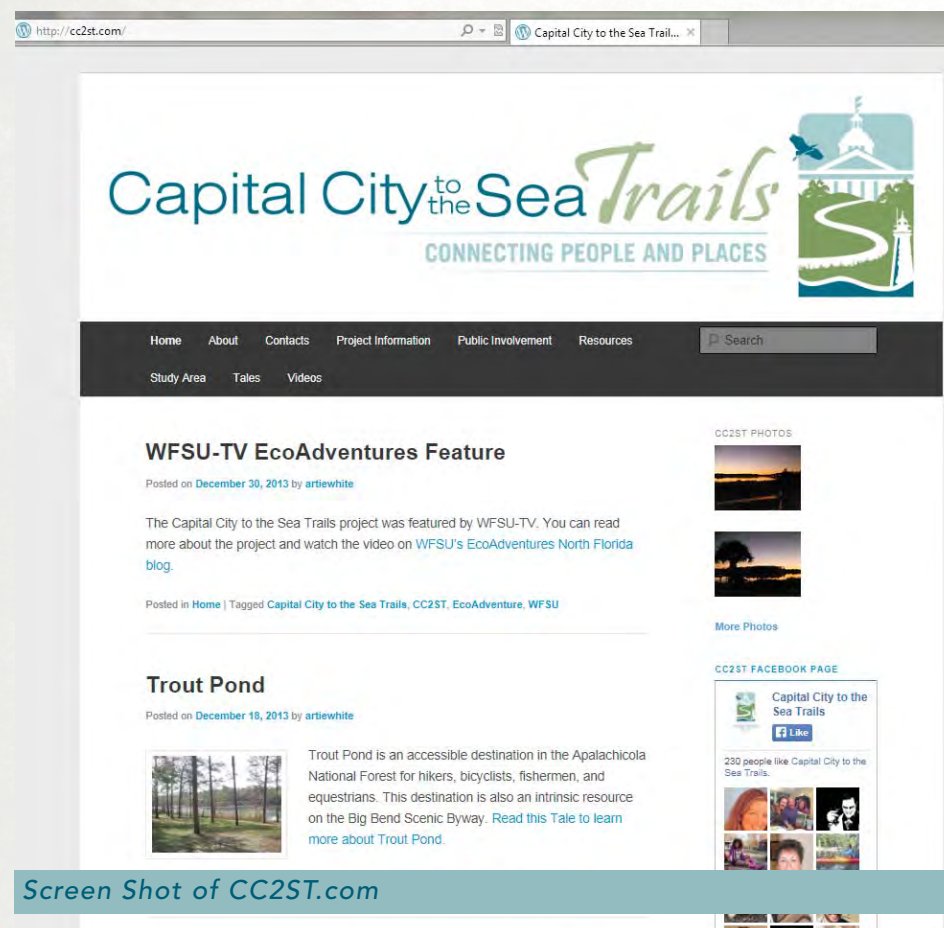


Public Involvement

PUBLIC INVOLVEMENT

WEBSITE

A CC2ST website was developed to convey project information and provide deliverables to the public. On the website, the public learned about how they could give input on the project, learn project details, and obtain the information presented at the workshops. The website was the key point of contact with the public, and any news or updated details about the project could be reported immediately through the website. The website provided information on how many people were accessing the website. The website is a tool that promotes the project through the Master Plan, but it can also be used during the PD&E phases after the trails are constructed.



Screen Shot of CC2ST.com

FACEBOOK

Social media is the interaction between people through virtual communities. Facebook has become one of the most popular forms of social media and is a great marketing tool. The CC2ST Facebook page allowed people to "Like" the page and stay updated on upcoming workshops, events, and important information to date. There are 231 people who have "Liked" the Facebook.



TWITTER

The Twitter page for CC2ST provides followers with updates on events, workshops, and interesting things that have been happening with the project. Followers can also mention the trails in their own personal "tweets" so all of their followers can learn about the project. The CC2ST twitter account has over 28 followers.



OUTREACH TO UNDER-REPRESENTED COMMUNITIES

Due to the diverse population throughout the project study area, a strong initiative to reach all citizens regardless of race, color, national origin, age, sex, religion, disability, income, or family status was undertaken. Newsletters were brought to following locations to serve currently under-represented communities:

- Collins Leon County Public Library (Downtown)
- Wakulla County Public Library (Crawfordville)
- Jack McLean Community Center
- The Tallahassee Senior Center
- Wakulla Senior Citizens Center

Informational letters were also sent out to religious centers within the study area to help reach other citizens. Those religious centers in Title VI areas were contacted through phone calls to encourage their participation in the project. Translation services were available upon request to the CRTPA prior to each workshop.

The project team coordinated with the following entities to gain input from traditionally underrepresented communities:

- Active Living Expo at The Tallahassee Senior Center

- Florida A&M University, a Historically Black College University, was represented on our Trail Advocacy Group and at public workshops
- Stakeholder interviews with organizations that represent the differently abled
 - ◊ Florida Disabled Outdoors Association
 - ◊ Florida Agency for Persons with Disabilities

ACCESSIBILITY CONSIDERATIONS FOR PUBLIC WORKSHOPS

MEETING LOCATION ACCESSIBILITY

The public workshops in Leon County were held at Jack McLean Community Center which is an accessible facility by transit. There is no transit within Wakulla County, but citizens were able to contact their local community transportation coordinator in advance to request transportation to the meeting location. The location, date, and time for each public workshop were announced in the first project newsletter, which was posted to the project website in May 2013. This gave citizens ample time to make arrangements to get to any of the workshops they wanted to attend. The newsletters were also brought to different locations throughout the study area so those citizens who may not have access to the internet also had the opportunity to know public workshop information in advance.

SECTION 508 COMPLIANCE

Section 508 is an amendment to the Rehabilitation Act, which requires federal agencies to make information on electronic devices accessible to persons with disabilities. The CC2ST website was designed to be compatible with screen readers and mobile devices, and for compliance with Section 508, to remove any technology barriers in terms of providing information.

SURVEYS

It was important to have various versions of the project survey available for persons of all abilities. It could be completed online, printed in greyscale, and found in non-electronic formats at locations throughout the study area. Project surveys and newsletters were available at all the special events attended by the project team.

