



WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE – DAY 2

CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

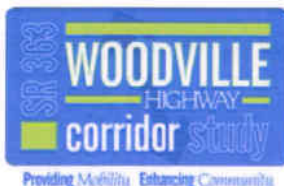
JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

OCTOBER 2, 2010 - 9:00 A.M. – 11:30 A.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Aleene Allen			
LEON ALLEN			
E. Sweeting	207 Hazelwood Rd 32305		refugstor@yahoo.com +2
DR JB Williams	4213 Woodville Hwy	NWFLBBK@aol.com	
Danell Wills	" "	Danell@fsmw.115.com	
Sheila Williams	_____	sheilatwilliams@aol.com	VW Green HOA
Allena Ammons	319 Suzie B Lane 32305	ahastuff@gmail.com	
AARON REED			CRTPA
Samantha Plessinger	850 Capital Wlk Dr 1103	scpolo@fsu.edu	student
Sandra Wilton	3562 Jim Lee Rd. 32301		homeowner
Lewis, Silas	2829 Municipal Way, 32304	lewiss01@comcast.net	Public Safety Officer
Linda M. Torres	3610 Lakewood Dr.	lindamtorres@yahoo.com	student
BRUCE MENDIX	601/602 Noddy Circle		



WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE – DAY 2

CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

OCTOBER 2, 2010 - 9:00 A.M. – 11:30 A.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
Lynn Barr		lynn.barr@tdgny.com	CRTPA
Dave Crombie		dlc08e@fsu.edu	EGS
Mary Baker	4560 Deslin Drive	marybaker313@aol.com	
Jim Almstead		KAPOTM@netally.com	—
Ryan Guffey	435 N Macomb St 2 nd floor	GuffeyR@leoncountyfl.gov	Leon Co. GEN
Rose Howard	3085 Gov. Ct. Dr	Rose2SUNBETM66@yahoo.com	CBC
Jennifer Carter	514 E Carolina St 32303	jcarver@earthlink.net	CBC
Keith A. Downing	P.O. Box 5571 32314		Resident
DeLores E. Downing	P.O. Box 5571 32314		
Karl Ravala			
Wayde Lawhon	4185 Woodville Hwy		Lawhon Body Shop
Johan van Tol	1215 Buchanan Dr	johavantol@yahoo.com	Capital City Club
Jonathan Peterson	4509 Deslin Court	thewarrior76@yahoo.com	Oak Ridge Place HOA

Bicycle and Pedestrian Connectivity				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
New Campbell Connector is good idea – need connections to Campbell Park and to universities	Include Sidewalks on both sides of the street	Crosswalks	12	Brent Dr. Park and Flagg St. Park – would like improvements
	Activated crosswalks/ lighting and sound for all skill level	Enhanced Sidewalks	8	
	Driveway cuts safety issue for disabled	Pedestrian Signals	7	
	Retrofit sidewalks / wheelchairs are taken on road	Connection to Trails	11	
Want sidewalks on both sides of Woodville Highway	Sidewalks along road	Pedestrian Amenities	0	Like idea of Crawfordville/Paul Russell extension East/West Connector
	Sediment Trail	(Trees, Benches, etc.)		
Need to maintain crosswalk at Ross Road when road is widened	Crosswalk across Woodville Highway			Powerline trail should be soft, unpaved in contrast to St. Marks Trail
	Trail on Tram Road			Don't like No Left Turns at Shannon, Brent, Greenleaf – cut thru/increased at BrianDav
Bicycling needs to be a prominent feature of the corridor	Paul Russell Road needs sidewalk on both sides			
	Pedestrian Crossing not enough time to cross at Ross Road/Woodville Highway for elderly and children			Pedestrian access/crossing at Ross Rd. is a substantial problem – pedestrians with disabilities exist there also and accommodations are poor.
Bicycle usage/safety at Capital Circle/Woodville Highway needs to be addressed; also at Gaile Avenue	Pedestrian zebra crossing- Warning at Capital Circle and Woodville Highway			
	sidewalks along entire route of both sides of Paul Russell because of kids walking to middle/high schools and improve sidewalk access around Fairview Middle School			Bike lanes are required and needed for the entire length of the roadway
Woodville Highway needs sidewalks	For this section of US Hwy 363, which the master plan probably will tend to a 4-lane road, it is advisable to adhere to the standard of adding bikelanes, in spite of the proximity of the St Marks trail. This will also provide cyclist access to the (future) businesses along this road.			
	Use ped/bike activated signals. In the bikelanes, install bicycle sensitive loop detectors. The new small traffic island installed at the intersection at Gaile Ave. and Crawfordville Rd is a pretty bad example, as it is too small and doesn't allow 2-way traffic.			Make bike-ped priority cross-sections
	The bicycle traffic flow for trail users at the Gaile Ave. connection should be improved and optimized for a good connection to the Campbell connector trail to the east.			
	The Capital Circle intersection should also provide continuity and safety for bike-lane users on Capital Circle and Woodville Hwy.			

Parks and Park Amenities				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
We need more community centers and parks in the area	Swings for kids	Focus on active recreation more than passive recreation (focus on basketball courts, kickball fields, and playgrounds)	10	Water fountain feature like Forsyth Park in Savannah, GA.
	Places to play ball (basketball / kickball)			New park areas should focus on the City – acquired properties on Gaile Avenue.
Add neighborhood entrance features like Eastgate	Open areas			Amenities should focus on water fountains
Consider greenways	Gaile Ave. potential for park area	Develop vacant publicly-owned properties as parks or gardens (including Brent Drive Park, Flagg Street Park, and the city-acquired property on Gaile Ave.)	13	Include larger drainage areas in the potential parks list.
	-Garden Area			- Landscaping and Vegetation
	-Gaile Ave. Park (Use property bought by City due to flooding)			Look into how much parking would be available in the proposed park.
Campbell Pond can be an asset to this area and growth in the corridor; add trail connection	Campbell Connector	Use native vegetation/drought tolerant plants to landscape parks (coordinate with the Master Gardener Program at UF/IFAS)	3	Likes the trail through the proposed park.
	Active vs. passive (prefer active)			Play fountain would use less water than regular fountain
	Water elements that capture raw water as a Educational Community Element			-Kids Love this
	Parks connecting existing trails	Provide amenities at parks (such as restrooms, water fountains, trash and recycling receptacles, lighting, shelters or shaded areas, and emergency call boxes)	9	-Conserve Water
	Provide Restrooms			Add something like tennis courts at Campbell Pond Park
	Water Fountains (along trails/ in Parks)			-Soemthing adults can do also
	Better landscaping (use local/native plants)/ Drought tolerant plants	Include educational and interpretive signage at parks	0	Keep gas station where it is.
	Include Lighting			Use fire-prone landscaping (native- ecosystem specific vegetation)
	Coordinate with master Gardener program through IFIS			Gaile Avenue(i.e. acquired property) and neighborhood parks(i.e. Campbell Pond Park) are more useful to neighborhoods and community that Gaile Ave./Woodville/ Adams park concepts
	Recycle bins/trash cans	Make Campbell Pond Park more family-friendly	1	Look to see where a sports complex could go
	Shelters / shaded areas			-basketball, football, tennis, etc.
	Sediment Trail			-Fairgrounds?
	Family friendly park at Campbell Pond	Create a greenway around Campbell Pond	11	-Gaile Ave./Capital Park area
	Gateway to city has rec. amenities			Campbell Pond could be a huge asset along with St. Marks Trail
	Preserve adequate open space around trial			I would like to see more green spaces, urban feel buildings
	Major light industrial access from Capital Circle, not Woodville			This area around Gaile Ave. North, Woodville Highway East, Crawfordville Highway West, has potential to be something like library/museum/gallery where people can either ride their bike, walk, use public transportation or drive.
	Trails around Campbell Pond			
	Gateway at Capital Circle and Woodville Highway			

Trails and Trail Amenities				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
St. Marks Trail – Greatest asset of the Corridor and should be protected and preserved The trail aesthetics could be improved Need better maintenance of the St. Marks Trail Let's integrate the trail into existing land uses and future development St. Marks Trail needs shade, water fountains, benches, lighting Trail crossing at old 4 Points intersection is a problem Trail can be form of economic development – part of an Iron Man type of event Consider separating cyclists and walkers; striping of Trail	Water Fountains (along trails/ in Parks)	North Trail Access- Provide an improved access design at Gaile Avenue	12	Separate Trail from road
	Over Pass for pedestrians over capital circle			Road should drive this project
	-Pedestrian Bridge	South Trail Access- Provide bicycle and pedestrian overpass for St. Marks and Capital Circle Trails	14	Add landscaping on overpass
	-Tunnel			Motion sensitive lights (Street lights)
	Continue Bike trail west at Capital Circle (consistent with current Capital Circle road design)	Improve Safety- Limit driveway cuts (access management), call boxes, lighting, caution signs/lights at intersections, improved warning signs for approaching vehicles	17	Don't look beyond designing safe intersections that are safe just because we are proposing a bridge
	Parking areas for key access areas to trails			Landscaping that doesn't drop too many leaves on the Trail
	-Specifically this community (not UFIFIS)	Landscaping- Enhance and improve by adding shade, screening industrial land uses, use native plants that require less maintenance and water	8	Drivers should have a right to access, don't hurt them.
	Better landscaping (use local/native plants)/ Drought tolerant plants			Landscaping should not obscure signs
	Include Lighting	Trail Amenities- Better signage, evaluate the need for parking areas, trash receptacles, add a minor trailhead with water	6	Add lighting and call boxes
	Use smaller plants for landscaping at intersections – helps with visibility			Please install solar powered motion lights on the trail.
	Trail width (is currently wide enough)			Keep St. Mark's Trail north extension
	Lack of parking at north trail head			Improve the trail crossings at cross streets
	Drive way cuts along trail are unsafe			Overpass/bridge @ trail intersections w/ Cap. Cir. And at Woodville Hwy
	-Needs better traffic control i.e. Traffic calming and signage			
	Need Safety call boxes			
	Redesign Gaile intersection to accommodate trail access			
	Activated crosswalks/ lighting and sound for all skill level			
	Driveway cuts safety issue for disabled			
	Recycle bins/trash cans			
	Emergency Phones and Lights			
	Improve Trail aesthetics / amenities			
	Trail amenities at intersections			
	Buffer trail from industry			
	Preserve adequate open space around trail			
	Buffer to light industrial from trail			
	Fewer driveway connections, access management – safer for trail			
	Shaded areas along trail, like Park at Monroe/Adams			
	Improve access to trail from adjacent communities			
	We recommend that trail users be given the priority, and intersections be colored and raised (~8 ft on either side of the trail) acting as speedbumps. (e.g. Hannon Mill Rd, Crossway Rd, Ellington Blvd. and business entrances)			

Land Use and Zoning				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
Preserve the nice, family-friendly, and walkable neighborhoods in the area	Mixed use	Nice, family restaurants	5	Likes Flex Tech
Want to keep affordable housing and convenient work locations in the area	2 story mixed use	Neighborhood servicing commercial (daily needs, pharmacy, hardware/auto supplies)	3	Okay with night clubs in Flex Tech (people can cycle instead of drive)
	Less industrial	Allow commercial at SE corner of Capital Circle SE and Woodville Hwy	1	Sound barrier needed between residential area and Capital Circle (Shannon)
Changes to land uses are needed. We need to have more retail and services (restaurants, hotels, banks, big box along with "mom and pop" businesses, veterinarians, and medical facilities)	Decent shopping (daily needs)	Create commercial zones along both sides of corridor	0	Likes change from H.I. to Flex Tech
Don't want land uses targeted to more students (i.e. no more apartments)	Nice food establishments (Bonefish)	Need Senior Center (on Southside)	1	Benches in Park at Flagg Street
Need police and Post Office sub-stations	Create buffer between commercial and residential	Police substation	7	Flex Tech is good. Lower intensity in short- term with potential for increase.
We have code enforcement concerns – residential and commercial properties	-Fences (design standards)	Expand industrial uses west of Woodville Hwy, more warehouse facilities	1	Address Urban form – no parking in front
We have non-conforming uses along the corridor; zoning needs to be reviewed	Current code enforcement is not sufficient			Crime reports are split between TPD and LCSO – so each agency thinks there is less crime than there actually is.
We need to incentivize development inside Urban Service Area	-County code enforced by call basis	Limit additional industrial uses- Remove industrial from east side of Woodville	2	Likes changes to Land Use map
Fairgrounds are underutilized; consider mixed-use development	-City code enforced by drive around	Encourage mixed use development, limit of 2 stories high	2	Likes urban design standards for buildings (building to street)
Create a commercial node along this corridor	Beautification contest	No nightclubs in mixed use (south of Gaile Ave)	3	Green Buildings
Redevelop west side of study area into housing	No nightclubs in mixed use south of Gaile	Move fairgrounds but keep stadium at current location	1	St. Joe is doing similar retail/residential/ concept (ground floor boutique shops and bistros)(on North side of Capital Circle)
Protect existing neighborhoods	Move fairgrounds keep stadium	Enhance buffers between Industrial land uses and trails	3	Keep existing uses – concrete plants, pick and pull, etc.
We need to preserve the jobs of the existing businesses along the corridor	-Sound mitigation for stadium at fairgrounds	Enhance buffers between commercial and residential land uses	5	Warehouses – keep continuum of uses due to money.
Identify locations for additional affordable housing	Ace Hardware along Woodville	Create buffer between junkyard and adjacent land uses	7	No more industrial on east side of highway
New commercial development should require the buildings near the street and parking in the rear	Nice place to eat/family establishment			Encourage buffering of Industrial adjacent to residential
Need to keep industrial and commercial uses on Woodville Highway	Need Senior Center (on Southside)			Nothing has happened w/ Enterprise Zone
Allow existing industrial uses to remain and be allowed to expand. Over time, economics may move some of these uses out	Police substation			Services for Cyclists – e.g. ice cream
Change land uses to eliminate some industrial uses	Commercial at CCSW and Woodville			Allow Brew Pubs in M-1 district
Favor growth in the area – area needs jobs	Commercial along road			No apartments in Ross Road area
	Buffer trail from industry			-Not too high density (currently UR-2)
	Need warehouse facilities			Land Use and Zoning include urban farm
	Services/light industrial zoning, more on west side			Industrial development ok in this area
	Maintain commercial along both sides of corridor			Can influence urban farm/design of that development to make an attractive corridor.
	Buffer to light industrial from trail			Keep M-1- left alone
	Improve buffer at junkyard			
	250 feet of commercial zone along corridor			
	I want to see all of the property east of Woodville Hwy rezoned to commercial and/or residential. At present, the properties next to these family homes are zoned M-1. I do not think that this is healthy for the residents			

Drainage and Utilities				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
Area lacks central sewer- will limit development and redevelopment	Use native plants around collection ponds	Swale	7	Localize ponds may help with localize funding
	Regional holding ponds (more like lake Ella)	Curb & Gutter	8	City water/sewer hookup no cost to citizens
Woodville Highway needs curb and gutter	Lakewood drive is a low area (floods)	Swale-Linear Pond	3	There have been some 2.1.9 applications in Leon
	McKenzie is a low area (floods)	Localized Pond	8	County (and this study area) where neighbors have
Consider multiple, shallow ponds – area prone to sinkholes	Stormwater areas as amenity	Regional Stormwater Facility	4	complained about flooding. Please contact Scott
	Flooding Relief	Overhead	0	Brockmeier, Development Services Administration,
Area is prone to flooding – need a real drainage system for the area	Planned infrastructure before development	Underground	14	for more information, 606-1300.
	Needs inlets	Well	1	
	Drainage concerns	Extend water lines through corridor	10	
	Swales for drainage, retention ponds – more smaller rather than large	Septic Tank	1	
	Green up areas around drainage ponds and make into parks/walking/biking trail areas when possible	Extend sanitary sewer through corridor	12	

Transit Services				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
Transit may be helpful in the future if the routes are faster than my car	Today transits poor	More Frequent Service	6	Service to Publix at Capital Circle/Crawfordville Road.
	Expanding bus services as growth occurs using alternative fuels	More Routes	11	Needs to be added.
Need for transit service south of Capital Circle – apartment complex, elderly needs	Bus stops should have shelters	Bus shelters and Amenities	3	Don't necessarily need a lot more bus routes, but better designed ones; prefer N-S, E-W routes rather than centralized route hub downtown.
	Bus pullouts	Bus or Light Rail/Streetcar	1	
Consider transit	Enhance bus stops(shelters)			City probably couldn't support light rail system right now, but we should allow room for its later addition within design plans.
The only road widening should be done as transit/HOV lanes	Fifty years, rail for transit			Strut car that extends downtown Crawfordville and Woodville Highway.
	Need more bus pull offs			
	Extend transit route South to and along capital circle			
	Light rail is a great idea for the future of our city.			

Roadway and Typical Section				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
New road should look like Blair Stone Road; landscaped but need to consider maintenance	Over Pass for pedestrians over capital circle - Pedestrian bridge	Option A -No ROW needed for roadway	1	Consider on-street bike lane. Consider typical section with closed drainage plus bike lane.
Need improved road capacity	- Tunnel	-ROW needed for stormwater ponds		No median strip
Too much cut-through traffic on Gaile Avenue	Don't restrict Left turn or south direction access from side street onto Woodville too much	-Option for transit in the future	3	- Blocking access to existing business
Existing and any future curb cuts create a problem for the Trail – look at policies to protect and enhance Trail	Include Sidewalks on both sides of the street	Option B -Minor ROW needed for frontage road		Limit use of channelized intersections/pork chops. Creates high speed turns and safety issues.
Trucks in/out of businesses need to be able to stop safely out of roadway; cyclists need to yield to trucks	Include Lighting	-ROW needed for stormwater ponds		Speed limit of 35 mph.
Consider parallel corridors	Use smaller plants for landscaping at intersections – helps with visibility	-Would allow for additions widening		Reduce the median width.
Consider parallel access/frontage road west of trail	Redesign Gaile intersection to accommodate trail access	-Would allow for future transit (4 lanes)		Maintain 45 mph speed limit, if not increase it
Woodville Highway should be the City's gateway to nature and the coast	Activated crosswalks/ lighting and sound for all skill level	-Removal of the frontage road would	13	Maintain historic trail alignment.
Improvements to the corridor should consider all users and modes	Encourage Adopt a road program	Option C -ROW needed for roadway		include all modes- need bike lane
We need a good access management plan	Gaile is used as a cut thru/too fast (a lot of pedestrian traffic)	-Would allow for additional widening		Makes sense to acquire all (Option C) future ROW at once
Concern over increases in speed if road is widened	Gaile as one way and/or traffic calming	-Would allow for future transit (4 lanes)		-More flexibility in future
Median size needs to consider school buses and trucks in the area	4-lane Woodville	-Would allow for future conversion of trail-		45 – 50 mph
Would like to see a 4-laned road and/or safety upgrades; traffic is heavy at times	Not like Tennessee Street			-Efficient travel from point A to point B
Keep Trail and roadway separate	Walls like used on Blair Stone are good			Limit number of Trail crossings
Add bicycle lanes when Woodville Highway is widened in addition to the Trail	35 to 45 mph			Frontage road with on-street bike lanes
Add landscaping between Trail and road	Possible roundabouts/Possibly not roundabouts (group opinion was divided on this)			Not all bicyclists want to use the trail. Two trail overpasses would be really expensive. Would be better to design intersection to work for bikes/pedestrians.
	Sidewalks along road			
	Signal at Gail(left Turn)			
	Additional left turn signals			
	Widen Woodville Highway			
	Curb and gutter			
	Four lanes with additional right of way			
	Connectors from Woodville Highway to East			
	Use utility ROW for new road or other parallel road			
	Traffic flow/traffic operations problems			
	Connectors / trail needed from neighborhoods to trail and schools			
	Put road in first, then add infrastructure of trails, etc.			
	Widen highway in next few years – make master plan so it can be adjusted			
	Four-lane highway, improve trail			
	Understand broader/ network and where growth will occur - network/connectivity			
	4-6 lane – infrastructure is very important			
	Deal with road – add other things			
	Needs to be a “feeder” to and from Woodville			
	Major light industrial access from Capital Circle, not Woodville			
	Fewer driveway connections, access management – safer for trail			
	Tram Road needs widening/it would facilitate East/West movement			
	A lot of speed / cut through on Gaile Avenue			
	Traffic circle on Tram Road			
	New Section of Blair Stone as example of what Woodville Highway should look like, with native trees, landscaped median			
	No Roundabout at Four Points Park area			
	The Woodville Highway/Capital Circle SE intersection should be priority and safe for users of the St Marks trail and the multi-use trail along Cap Circle SE. It should be adapted to slow and somewhat unpredictable users, like a family of 4 with 2 small kids on bikes, or wheelchair users. The current right-turn slip lanes are hazardous to cyclists. If less costly alternatives are difficult to realize, an overpass could be considered.			
				The focus of the whole process is the roadway. Therefore, that is what should be the major part of the discussion. It is what the tax dollars are appropriated for and ultimately spent on. Most of these other things beyond infrastructure issues for the roadways are really “pie in the sky” issues. I think that is really what our time should be focused on to make the best use of it. People need to know the immediate plan many will not be in the area for the future plan, considering normal migration.
				The focus and attention should be on Woodville Highway and not misdirection about parks, flyovers, & St. Marks Trails. When we begin to move businesses and the ramifications of having done so we need to be careful. It seems an inordinate amount of time and money is being spent on the trail and access points to the trail. However, as I stated on Thursday that this affects the residents and business owners directly a study should be done to see the desire at the aforementioned people mentioned. It is clear over the past few days that a plan is in place, let's get to the point and discuss this plan. If the road was to be enlarged let's move the trail further over on its current side as opposed to disturbing staples of the community.

Parks and Amenities	Dot Count		
Focus on active recreation more than passive recreation (focus on basketball courts, kickball fields, and playgrounds)	10		
Develop vacant publicly-owned properties as parks or gardens (including Brent Drive Park, Flagg Street Park, and the city-acquired property on Gaile Ave.)	13		
Use native vegetation/drought tolerant plants to landscape parks (coordinate with the Master Gardener Program at UF/IFAS)	3		
Provide amenities at parks (such as restrooms, water fountains, trash and recycling receptacles, lighting, shelters or shaded areas, and emergency call boxes)	9		
Include educational and interpretive signage at parks	0		
Make Campbell Pond Park more family-friendly	1		
Create a greenway around Campbell Pond	11		

Drainage and Utilities	Dot Count		
<u>DRAINAGE</u>			
<u>Conveyance</u>			
Swale	7		
Curb & Gutter	8		
<u>Treatment</u>			
Swale-Linear Pond	3		
Localized Pond	8		
Regional Stormwater Facility	4		
<u>UTILITIES</u>			
<u>Electric</u>			
Overhead	0		
Underground	14		
<u>Water</u>			
Well	1		
Extend water lines through corridor	10		
<u>Sanitary Sewer</u>			
Septic Tank	1		
Extend sanitary sewer through corridor	12		

Land Use and Zoning	Check Count		
<u>COMMERCIAL USES AND SERVICES</u>			
Nice, family restaurants	5		
Neighborhood servicing commercial (daily needs, pharmacy, hardware/auto supplies)	3		
Allow commercial at SE corner of Capital Circle SE and Woodville Hwy	1		
Create commercial zones along both sides of corridor	0		
Need Senior Center (on Southside)	1		
Police substation	7		
<u>INDUSTRIAL</u>			
Expand industrial uses west of Woodville Hwy, more warehouse facilities	1		
Limit additional industrial uses- Remove industrial from east side of Woodville	2		
<u>MIXED USE</u>			
Encourage mixed use development, limit of 2 stories high	2		
No nightclubs in mixed use (south of Gaile Ave)	3		
<u>RECREATION/OPEN SPACE</u>			
Move fairgrounds but keep stadium at current location	1		
<u>BUFFERS</u>			
Enhance buffers between Industrial land uses and trails	3		
Enhance buffers between commercial and residential land uses	5		
Create buffer between junkyard and adjacent land uses	7		
<u>ASSESS CURRENT CITY AND COUNTY CODES</u>			
Trail and Trail Amenities	Dot Count		
North Trail Access- Provide an improved access design at Gaile Avenue	12		
South Trail Access- Provide bicycle and pedestrian overpass for St. Marks and Capital Circle Trails	14		
Improve Safety- Limit driveway cuts (access management), call boxes, lighting, caution signs/lights at intersections, improved warning signs for approaching vehicles	17		
Landscaping- Enhance and improve by adding shade, screening industrial land uses, use native plants that require less maintenance and water	8		
Trail Amenities- Better signage, evaluate the need for parking areas, trash receptacles, add a minor trailhead with water	6		

Bicycle and Pedestrian Connectivity	Dot Count		
Crosswalks	12		
Enhanced Sidewalks	8		
Pedestrian Signals	7		
Connections to Trails	11		
Pedestrian Amenities (Trees, Benches, Etc.)	0		

Transit Service	Dot Count		
More Frequent Service	6		
More Routes	11		
Bus shelters and Amenities	3		
Bus or Light Rail/Streetcar	1		

Typical Sections	Dot Count		
Option A	1		
-No ROW needed for roadway			
-ROW needed for stormwater ponds			
-Option for transit in the future			
Option B	3		
-Minor ROW needed for frontage road			
-ROW needed for stormwater ponds			
-Would allow for additional widening			
-Would allow for future transit (4 lanes)			
-Removal of the frontage road would allow for rail			
Option C	13		
-ROW needed for roadway			
-Would allow for additional widening			
-Would allow for future transit (4 lanes)			
-Would allow for future conversion of trail-to-rail and swale-to-trail			

Capital City Cyclists

Committee for a Bikeable Community

Woodville Highway comments and recommendations

Oct 1st 2010

North Section

- For this section of US Hwy 363, which the master plan probably will tend to a 4-lane road, it is advisable to [adhere to the standard of adding bikelanes](#), in spite of the proximity of the St Marks trail. This will also provide cyclist access to the (future) businesses along this road.
- Development of this area is likely, with more crossings of the trail. We recommend that trail users be given the priority, and [intersections be colored and raised](#) (~8 ft on either side of the trail) acting as speedbumps. (e.g. Hannon Mill Rd, Crossway Rd, Ellington Blvd. and business entrances)
- [Intersections are critical and should be well designed for trail users. We recommend trail user priority at intersections.](#) Use ped/bike activated signals. In the bikelanes, install bicycle sensitive loop detectors. The new small traffic island installed at the intersection at Gaile Ave. and Crawfordville Rd is a pretty bad example, as it is too small and doesn't allow 2-way traffic.
- [The bicycle traffic flow for trail users at the Gaile Ave.](#) connection should be improved and optimized for a good connection to the Campbell connector trail to the east.
- The Woodville Highway/Capital Circle SE intersection should be [priority and safe for users of the St Marks trail and the multi-use trail along Cap Circle SE](#). It should be adapted to slow and somewhat unpredictable users, like a family of 4 with 2 small kids on bikes, or wheelchair users. The current right-turn slip lanes are hazardous to cyclists. If less costly alternatives are difficult to realize, an overpass could be considered.
- The Capital Circle intersection should also [provide continuity and safety for bike-lane users](#) on Capital Circle and Woodville Hwy.

- Sandra Wilton
3562 Jim Lee Road
Tallahassee, FL 32301
850-264-2195

Comments:

Widen Tram Rd. and add bike path along it; improve intersection safety at Gaile and Tram; Need sidewalks along entire route of both sides of Paul Russell because of kids walking to middle/high schools and improve sidewalk access around Fairview Middle School. Green up areas around drainage ponds and make into parks/walking/biking trail areas when possible. Need to widen Woodville Hwy, too.

- Mr. Gerald B. Goodman
6531 Yellow Stone Ct.
Columbus, GA 31909
706-761-6958
gbgoodman@theroadumc.org

Comments:

I am excited about this corridor study. I own a three acre plot at 260 Belair Rd. which is directly north of the New Montejo family homes development. I want to see all of the property east of Woodville Hwy rezoned to commercial and/or residential. At present, the properties next to these family homes are zoned M-1. I do not think that this is healthy for the residents. I also hope to develop my property in the future and maybe build and operate an early childhood education center. At present I am looking at a five year for developing this property. Light rail is a great idea for the future of our city.

When you compile your data/summary on Friday, please email it to me so I can provide my input. I will not be able to attend on October 2nd. However, please keep me informed and I will plan to attend meetings in Feb. 2011. Thanks.

- Mr. Leon C. Allen
722 Shannon St.
Tallahassee, FL 32305
850-878-6081 or 850-962-3502

- Roger V. Holdener
"A Trail User"

I was not able to attend the "Charrette" Thursday evening but I do feel that my ideas for this road need to be aired.

First I want to be sure the St. Marks Trail is not removed or compromised by this road widening. It will become even more vital to the community in the coming years and I feel that it will have even more pedestrian and bicycle use once the Capital Cascades and FAMU Way projects are completed. Any and all crossing drives and streets need to be clearly marked. This trail will run closely along the highway making it vital for crossing traffic to be aware of the trail and it's users. Raised and colored sections of the trail with signs and markings would be the best way to keep the trail users safe as the crossing traffic will be forced to drive slowly over the raised sections.

Right now the trail at Gaile Ave is a mess. I wish I had some solution to make it safer. I trust you and the planners at CRTPA are looking into ways to make that crossing safer and easier to use. Please look at it from a trail-users point of view.

The long and dangerous crossing at Capital Circle SE needs very close attention to be sure no cyclist or pedestrian is put in peril while crossing from the trail. The traffic turning west from the south bound lane of Woodville Hwy needs to be stopped while a trail user is trying to cross as does the traffic turning south from the east bound lane of Capital Circle.

I again suggest raised and colored sections to slow traffic down.

I may even go so far as to suggest some sort of trail-user activated signal light for these right turn lanes.

The highway itself will also need to have standard bike lanes for both north and south bound cyclists.

I will be at the "Charette" on Saturday morning.

Thank you.

- Greg Wilson
2027 Chuli Nene
Tallahassee, FL 32301
850-519-1338

The breadth and scope of the opening presentation that you and Jon did for the charette was very good. I believe that it set up an atmosphere of creativity and possibilities for what could be .. along this corridor. It planted the idea that this is more than a roadway project, but rather a catalyst for positive change for the surrounding area.

Woodville Hwy is truly the southern gateway to Tallahassee and the state capital and the look, function, feel and amenities along this corridor should reflect this status.

1. I suggest that an overpass be considered for the CC/Woodville Hwy crossing of the St Marks Trail. Grade separations on the Pinellas Trail are one of the factors in it's success.
2. Trail crossings must also be cautiously designed and permitted and the integrity of the trail protected and preserved as it will be a tremendous amenity and catalyst for small businesses, as well as non-motorized transportation and recreation through the corridor.
3. The cross-section of the roadway should include bike lanes and a sidewalk on the east side of the roadway. The sidewalk should be a minimum of six foot wide and preferably separated from the back of curb by a planting strip wide enough for small street trees or other plantings..
4. Install textured crosswalks at intersections along the corridor to emphasize walking and the presence of pedestrians to motorists.
5. Several small nodes should be created along the corridor that will have benches, water, and covered bike parking structures. These will provide trail users with an area to rest as well as secure parking as they patronize area businesses.
6. Encourage well designed trail connections and/or access points from area business and residential areas to the trail
7. Install covered bus shelters for transit patrons. Include secure bike racks at these structures for uses who choose to park their bike while taking transit.
8. Encourage mixed land uses along the corridor, i.e., retail businesses, restaurants, residential, office, etc.,
9. An attractive entrance or "gateway" should be constructed on Woodville just north of Capital Circle so that visitors as well as area residents know that they entering Tallahassee.
10. Improve the function of the intersection of Woodville/CC for pedestrians and cyclists, Replace the existing right turn yield conditions with ped-operated signals that force right turning vehicles to stop.
11. Implement a signal phase that prevents motorists from turning left while a ped. or cyclist crosses the intersection at Woodville and CC.
12. Reconstruct the bikelane along the SW side of Woodville Hwy from the intersection with San Marcos to the entrance to the St Mark Historic Trail.
13. Ensure a safe and functional design of the crossing of Woodville Hwy at Gaile Ave to link the Campbell Connector to the St Marks Trail.

Thanks for considering these suggestions.

DIFFERENT ASPECTS	FREQUENCY
Bicycle, Pedestrian Study Area Connectivity	*****
Drainage and Utilities	*****
Land Use and Zoning	*****
Parks and Amenities	*****
Roadway and Typical Sections	*****
Trail and Trail Amenities	*****
Transit Service	**

- Anonymous:
 - Drainage and Trails/Parks are the most important to be. Land use, bicycle/pedestrian, and transit should follow naturally from this. Campbell Pond could be a huge asset along with St. Marks Trail.
- Mrs. E. Sweeting
202 Hazelwood Rd.
 - It is an opportunity to be a part of such a well-defined process. Thanks.
- Mr. Jim Olmstead
1008 Shadowlawn Dr.
Tallahassee, FL 32312
850-894-8446
850-570-4463 (cell)
bicycle@greatbicycle.com
 - #1- Roadway and Typical Sections
#2- Bicycle, Pedestrian, Study Area Connectivity
#3- Trail and Trail Amenities
- Mrs. Allena ammons
319 Susie B. Lane
Tallahassee, FL 32305
ahastuff@gmail.com
 - Hope this project does not take forever to complete.
- Mr. Ryan Guffey, AICP
435 N. Macomb St., 2nd Floor
Tallahassee, FL 32301
850-606-1386
GuffeyR@leoncountyfl.gov
 - There have been some 2.1.9 applications in Leon County (and this study area) where neighbors have complained about flooding. Please contact Scott Brockmeier, Development Services Administration, for more information, 606-1300.

- Ms. Samantha Plessinger
850 Capital Walk Dr. 1103
Tallahassee, FL 32303
850-323-0040
Scp06@fsu.edu
- Mr. Darrell Wills
P.O. Box 7614
Tallahassee, FL 32314
850-264-5210
Darrell@teamwills.com
 - The focus and attention should be on Woodville Highway and not misdirection about parks, flyovers, & St. Marks Trails. When we begin to move businesses and the ramifications of having done so we need to be careful. It seems an inordinate amount of time and money is being spent on the trail and access points to the trail. However, as I stated on Thursday that this affects the residents and business owners directly a study should be done to see the desire at the aforementioned people mentioned. It is clear over the past few days that a plan is in place, let's get to the point and discuss this plan. If the road was to be enlarged let's move the trail further over on its current side as opposed to disturbing staples of the community.
- Leon C. Allen
722 Shannon St.
Tallahassee, FL 32305
850-878-6081 or 850-962-3502
- Mrs. Alene Allen
722 Shannon St.
Tallahassee, FL 32305
850-878-6081 or 850-962-3502
- Dr. JB Williams
4213 Woodville Hwy
Tallahassee, FL 32305
850-671-4390
NWFLBBIC@aol.com
 - The focus of the whole process is the roadway. Therefore, that is what should be the major part of the discussion. It is what the tax dollars are appropriated for and ultimately spent on. Most of these other things beyond infrastructure issues for the roadways are really "pie in the sky" issues. I think that is really what our time should be

focused on to make the best use of it. People need to know the immediate plan many will not be in the area for the future plan, considering normal migration.

- Anonymous:
 - Land Use and Zoning include urban farm
 - Roadway and Typical Sections- include all modes- need bike lane
 - Industrial development ok in this area. Can influence urban farm/design of that development to make an attractive corridor. Typical section MUST have on-street bike lanes. Not all bicyclists want to use the trail. Two trail overpasses would be really expensive. Would be better to design intersection to work for bikes/pedestrians.
- Anonymous:
 - Please install solar powered motion lights on the trail.
- Mrs. D.E. Downing
P.O. Box 5571
Tallahassee, FL 32314
850-891-2041
deed1@comcast.net
- Mr. Roger V. Holdener
3085 Gov. Ct. Dr.
Tallahassee, FL 32301
RogerSunbeam66@yahoo.com
 - Bike lanes are required and needed for the entire length of the roadway
 - Keep St. Mark's Trail north extension
 - Improve the trail crossings at cross streets
 - Overpass/bridge @ trail intersections w/ Cap. Cir. And at Woodville Hwy
- Sandra Wilton
3562 Jim Lee Road
Tallahassee, FL 32301
850-264-2195
- Bruce
 - Keep M-1- left alone
- Mr. Jonathan Peterson

- Mr. Hans Van Tol
1215 Buckingham Dr.
Tallahassee, FL
850-765-8050
johanvantol@yahoo.com
 - Provide both family and commuter bicycle amenities
 - Make bike-ped priority cross-sections
- Linda M. Torres
3610 Lakewood Dr. S.
Tallahassee, FL 32305

I would love to see this area developed. This means more access in and out. More alternatives of transportation. It very difficult to use bikes out of Lakewood, and it is difficult to walk without crossing dangerous streets. This area around Gaile Ave. North, Woodville Highway East, Crawfordville Highway West, has potential to be something like library/museum/gallery where people can either ride their bike, walk, use public transportation or drive. I would like to see more green spaces, urban feel buildings.

Group 1 Comments

Uses

- Transportation
- Not Many Main Destination
- Convenient Store at Corner of Gaile
- Access to Coast
- Peggy Drive provides access to Southside DRI as new residential will develop
- Accommodate future development to proposed Home Depot and Residential (Big Box) Target
- Woodville's Growth
- Already deficient need to expand to accommodate

Ideas

- Swings for kids
- Places to play ball (basketball / kickball)
- Open areas
- Gaile Ave. potential for park area
 - Garden area
 - Business park (Bought by City due to flooding)
- Campbell Connector
- Active vs. passive (prefer active)
- Water elements that capture raw water as a Educational Community Element
- Parks connecting existing trails
- Provide Restrooms
- Water Fountains (along trails/ in Parks)
- Over Pass for pedestrians over capital circle
 - Pedestrian bridge
 - Tunnel
- Left turn or south direction access on Woodville
- Better access to Woodville
- Bike Lane continues West at Capital Circle (consistent with existing road design)
- Parking areas for key access areas to trails
 - Specifically this community center(not UFIFIS)
- Better landscaping (use local/native plants)
- Lighting
- Sidewalks
- Drought tolerant plants

- Smaller plants at intersections
- Coordinate with master Gardener program through IFIS
- Trail width (needs to be wide enough)
- Lack of parking at north trail head
- Drive way cuts along trail are unsafe
 - Needs better traffic control
- Traffic calming and signage
- Safety call boxes
- Redesign Gaile intersection to accommodate trail access
- Activated crosswalks/ lighting and sound for all skill level
- Trail users are all levels
 - Walkers
 - Etc.
- Driveway cuts safety issue for disabled

Land Uses

- Mixed use
- 2 story mixed use
- Less industrial
- Decent shopping (daily needs)
- Nice food establishments (Bonefish)
- Create buffer between commercial and residential
 - Fences (design standards)
 - Landscaping (Design Standards)
- Current code enforcement is not sufficient\
 - County code enforced by call basis
 - City code enforced drive around
- Beautification contest
- Adopt a road program
- Recycle bins/trash cans

Drainage

- Plants around collection ponds
 - Regional holding ponds(lake Ella)
 - Lakewood drive is a low area (floods)
 - McKenzie is a low area (floods)
 - Stormwater areas as amenity
-
- No nightclubs in mixed use south of Gaile

- Outgrown fairgrounds
 - Move fairgrounds keep stadium
- Sound mitigation for stadium at fairgrounds
- Gaile is used as a cut thru/too fast
- (a lot of pedestrian traffic)
- Gaile as one way and/or traffic calming

- Ace Hardware along Woodville
- Nice place to eat/family establishment

- Sidewalks on both sides of road
- Retrofit sidewalks /wheelchairs are taken on road
- (on Southside) Senior Center
- Shelters / shaded areas

Transit

- Today transits poor
- Police substation
- Expanding bus services as growth occurs using alternative fuels
- Bus stops should have shelters

- 4-lane Woodville
- Road design

- No Tennessee Street
- Walls on Blair Stone are good
- 35 to 45 mph
- Possible roundabouts
- Possibly not roundabouts

Group 2 Comments

Function

- Diverse uses
- Through traffic

Resources to Maintain

- Trail
- Staple businesses and churches (Meat mart)
- Some industrial

Improvements

- Trail aesthetics / amenities
- Enhance bus stops(shelters)
- Bus pullouts
- Trail amenities at intersections
- Sidewalks along road
- Signal at Gail(left Turn)
- Additional left turn signals
- Widen Woodville Highway
- Sediment Trail
- Emergency Phones and Lights
- Flooding Relief

Woodville Highway

- Curb and gutter
- Four lanes with additional right of way
- Planned infrastructure before development
- Connectors from Woodville Highway to East
- Use utility ROW for new road or other parallel road
- Commercial at CCSW and Woodville
- Commercial along road
- Traffic flow/traffic operations problems
- Buffer trail from industry
- Connectors / trail needed from neighborhoods to trail and schools
- Crosswalk across Woodville Highway
- Trail on Tram Road
- Family friendly park at Campbell Pond
- Are users of the trail residents

- Spend money in projects benefitting residents
- Build it and they will come
- Put road in first, then add infrastructure of trails, etc.
- Widen highway in next few years – make master plan so it can be adjusted
- Four-lane highway, improve trail
- Understand broader/ next work and where growth will occur - network/connectivity
- 4-6 lane – infrastructure is very important
 - Lighting
 - Drainage
- Deal with road – add other things

Group 3 Comments

- Need warehouse facilities
- Needs to be a “feeder” to and from Woodville
- Want it to stay county
- Needs inlets
- Drainage concerns
- Services/light industrial zoning, more on west side
- Maintain commercial along both sides of corridor
- Gateway to city has rec. amenities
- Preserve adequate open space around trail
- Major light industrial access from Capital Circle, not Woodville
- Buffer to light industrial from trail
- Improve buffer at junkyard
- 250 feet of commercial zone along corridor
- Fewer driveway connections, access management – safer for trail
- Shaded areas along trail, like Park at Monroe/Adams
- Tram Road needs widening/it would facilitate East/West movement
- A lot of speed / cut through on Gaile Avenue
- Traffic circle on Tram Road
- Swales for drainage, retention ponds – more smaller rather than large
- Fifty years, rail for transit
- Need more bus pull offs
- Extend transit route South to and along capital circle
- Paul Russell Road needs sidewalk on both sides
- Improve access to trail from adjacent communities
- Trails around Campbell Pond
- Pedestrian Crossing not enough time to cross at Ross Road/Woodville Highway for elderly and children
- New Section of Blair Stone as example of what Woodville Highway should look like, with native trees, landscaped median
- Need to get input from property owners in Southeast region
- No Roundabout at Four Points Park area
- Gateway at Capital Circle and Woodville Highway
- Pedestrian zebra crossing
 - Warning at Capital Circle and Woodville Highway

Station 1 – Bicycle/Pedestrian Connectivity Comments

- Brent Dr. Park and Flagg St. Park – would like improvements
- Like idea of Crawfordville/Paul Russell extension East/West Connector
- Powerline trail should be soft, unpaved in contrast to St. Marks Trail
- Don't like No Left Turns at Shannon, Brent, Greenleaf – cut thru/increased at Brian Dav
 - Accommodate safe u-turns(to Southbound) on Woodville in future.
- Pedestrian access/crossing at Ross Rd. is a substantial problem – pedestrians with disabilities exist there also and accommodations are poor.
- Ross sidewalks - has drainage issues

Station 2 – Parks and Park Amenities Comments

- Water fountain feature like Forsyth Park in Savannah, GA.
- New park areas should focus on the City – acquired properties on Gaile Avenue.
- Amenities should focus on water fountains
- Include larger drainage areas in the potential parks list.
 - Landscaping and vegetation
- Likes the trail through the proposed park.
- Look into how much parking would be available in the proposed park.
- Play fountain would use less water than regular fountain
 - Conserve water
 - Kids love this
- Add something like tennis courts at Campbell Pond Park
 - Something adults can do also
- Keep gas station where it is.
- Use fire-prone landscaping (native- ecosystem specific vegetation)
- Gaile Avenue(i.e. acquired property) and neighborhood parks(i.e. Campbell Pond Park) are more useful to neighborhoods and community that Gaile Ave./Woodville/ Adams park concepts
- Look to see where a sports complex could go
 - Basketball, football, tennis, etc.

- Fairgrounds?
- Gaile Ave./Capital Park area

Station 3 – Trails Comments

- Separate Trail from road
- Road should drive this project
- Add landscaping on overpass
- Motion sensitive lights (Street lights)
 - Don't look beyond designing safe intersections that are safe just because we are proposing a bridge
- Landscaping that doesn't drop too many leaves on the Trail
- Drivers should have a right to access, don't hurt them.
- Landscaping should not obscure signs
- Add lighting and call boxes

Station 4 – Land Use/Zoning Comments

- Likes Flex Tech
- Okay with night clubs in Flex Tech (people can cycle instead of drive)
- Sound barrier needed between residential area and Capital Circle (Shannon)
- Likes change from H.I. to Flex Tech
- Benches in Park at Flagg Street
- Flex Tech is good. Lower intensity in short- term with potential for increase.
- Address Urban form – no parking in front
- Crime reports are split between TPD and LCSO – so each agency thinks there is less crime than there actually is.
- Likes changes to Land Use map
- Likes urban design standards for buildings (building to street)
- Green Buildings
- St. Joe is doing similar retail/residential/ concept (ground floor boutique shops and bistros)(on North side of Capital Circle)
- Keep existing uses – concrete plants, pick and pull, etc.
 - Warehouses – keep continuum of uses due to money.
- No more industrial on east side of highway
- Encourage buffering of Industrial adjacent to residential
- Nothing has happened w/ Enterprise Zone

- Services for Cyclists – e.g. ice cream
- Allow Brew Pubs in M-1 district
- No apartments in Ross Road area
 - Not too high density (currently UR-2)

Station 5 – Drainage/Utilities Comments

- Localize ponds may help with localize funding
- City water/sewer hookup no cost to citizens

Station 6 – Transit Comments

- Service to Publix at Capital Circle/Crawfordville Road. Needs to be added.
- Don't necessarily need a lot more bus routes, but better designed ones; prefer N-S, E-W routes rather than centralized route hub downtown.
- City probably couldn't support light rail system right now, but we should allow room for its later addition within design plans.
- Strut car that extends downtown Crawfordville and Woodville Highway.

Station 7 – Roadway/Typical Section Comments

- Consider on-street bike lane. Consider typical section with closed drainage plus bike lane.
- No median strip
 - Blocking access to existing business
- Limit use of channelized intersections/pork chops. Creates high speed turns and safety issues.
- Speed limit of 35 mph.
- Reduce the median width.
- Maintain 45 mph speed limit, if not increase it
- Maintain historic trail alignment.
- Makes sense to acquire all (Option C) future ROW at once

- More flexibility in future
- 45 – 50 mph
 - Efficient travel from point A to point B
- Limit number of Trail crossings
- Frontage road with on-street bike lanes

Station 8 – Priorities

- Roadway and Typical Sections – median openings
- Drainage and Utilities
- Transit Service
- Access to business
- Access to Churches
- Bike Lanes!!

From: Gregory Wilson [<mailto:gregory1143@yahoo.com>]
Sent: Friday, October 01, 2010 08:55 AM
To: Barr, Richard
Cc: bikeable@yahoogroups.com <bikeable@yahoogroups.com>
Subject: Woodville Hwy Corridor Charette Comments

Richard:

The breadth and scope of the opening presentation that you and Jon did for the charette was very good. I believe that it set up an atmosphere of creativity and possibilities for what could be .. along this corridor. It planted the idea that this is more than a roadway project, but rather a catalyst for positive change for the surrounding area.

Woodville Hwy is truly the southern gateway to Tallahassee and the state capital and the look, function, feel and amenities along this corridor should reflect this status.

1. I suggest that an overpass be considered for the CC/Woodville Hwy crossing of the St Marks Trail. Grade seperatations on the Pinellas Trail are one of the factors in it's success.
2. Trail crossings must also be cautiously designed and permitted and the integrity of the trail protected and preserved as it will be a tremendous amenity and catalyst for small businesses, as well as non-motorized transportation and recreation through the corridor.
3. The crosssection of the roadway should include bike lanes and a sidewalk on the east side of the roadway. The sidewalk should be a minimum of six foot wide and preferably separated from the back of curb by a planting strip wide enough for small street trees or other plantings..
4. Install textured crosswalks at intersections along the corridor to emphasize walking and the presence of pedestrians to motorists.
5. Several small nodes should be created along the corridor that will have benches, water, and covered bike parking structures. These will provide trail users with an area to rest as well as secure parking as they patronize area businesses.
6. Encourage well designed trail connections and/or access points from area business and residential areas to the trail
7. Install covered bus shelters for transit patrons. Include secure bike racks at these structures for uses who choose to park their bike while taking transit.
8. Encourage mixed land uses along the corridor, i.e., retail businesses, restaurants, residential, office, etc.,
9. An attractive entrance or "gateway" should be constructed on Woodville just north of Capital Circle so that visitors as well as area residents know that they entering Tallahassee.
10. Improve the function of the intersection of Woodville/CC for pedestrians and cyclists, Replace the existing right turn yield conditions with ped-operated signals that force right turning vehicles to stop.
11. Implement a signal faze that prevents motorists from turning left while a ped. or cyclist crosses the intersection at Woodville and CC.
12. Reconstruct the bikelane along the SW side of Woodille Hwy from the intersection with San Marcos to the entrance to the St Mark Historic Trail.
13. Ensure a safe and functional design of the crossing of Woodville Hwy at Gaile Ave to link the Campbell Connector to the St Marks Trail.

Thanks for considering these suggestions.

Greg Wilson

2027 Chuli Nene

Tallahassee, FL 32301

850-519-1338

From: Roger V Holdener [\[mailto:rogersunbeam66@yahoo.com\]](mailto:rogersunbeam66@yahoo.com)
Sent: Friday, October 01, 2010 05:14 AM
To: Barr, Richard
Subject: Woodville Hwy, North

Mr. Barr,

I was not able to attend the "Charette" Thursday evening but I do feel that my ideas for this road need to be aired.

First I want to be sure the St. Marks Trail is not removed or compromised by this road widening. It will become even more vital to the community in the coming years and I feel that it will have even more pedestrian and bicycle use once the Capital Cascades and FAMU Way projects are completed. Any and all crossing drives and streets need to be clearly marked. This trail will run closely along the highway making it vital for crossing traffic to be aware of the trail and it's users. Raised and colored sections of the trail with signs and markings would be the best way to keep the trail users safe as the crossing traffic will be forced to drive slowly over the raised sections.

Right now the trail at Gaile Ave is a mess. I wish I had some solution to make it safer. I trust you and the planners at CRTPA are looking into ways to make that crossing safer and easier to use. Please look at it from a trail-users point of view.

The long and dangerous crossing at Capital Circle SE needs very close attention to be sure no cyclist or pedestrian is put in peril while crossing from the trail. The traffic turning west from the south bound lane of Woodville Hwy needs to be stopped while a trail user is trying to cross as does the traffic turning south from the east bound lane of Capital Circle.

I again suggest raised and colored sections to slow traffic down.

I may even go so far as to suggest some sort of trail-user activated signal light for these right turn lanes.

The highway itself will also need to have standard bike lanes for both north and south bound cyclists.

I will be at the "Charette" on Saturday morning.

Thank you.

Roger V. Holdener
"A Trail User"

Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Alternatives Meeting

Monday, February 28, 2011
5:30 p.m. – 7:00 p.m.

Jack McLean, Jr. Community Recreation Center
700 Paul Russell Road
Tallahassee, Florida 32301

- I. Open House/Gathering
- II. Summary Presentation by Project Team
- III. Open House Review Period/Discussion with Project Team
- IV. Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check www.CRTPA.org.

Thank you for your participation!



WOODVILLE HIGHWAY corridor

Providing Mobility. Enhancing Community.

WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR ALTERNATIVES MEETING

CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smith@email.com	CRTPA
GREG ARMSTRONG	234 E 7TH AVE	greg.armstrong@talgov.com	TALLAHASSEE POLICE
(2) Leon Allen + family	722 Shannon St		
TOM COLLINS	P.O. Box 13945 32317	jtonica@usps.com	
CURTIS BAYNES	Po Box 1203	CURTIS@CEBAYNES.COM	
Steve Hodges	TLC PD, 435 Macomb St.	stevan.hodges@talgov.com	TLC PD
(2) Rev. Dr. Renta Dixon	P.O. Box 7161, Tallahassee, FL 32314	Renta7531@aol.com	
CENE ALLEN	P.O. Box 772, Quincy, FL 32351	NEALLEN@CTAS.NET	
Lyn Barr	CRTPA		
Dave Crombie	200 Wetherbine Way West	crombie1482@gmail.com	
BRYANT PAUL	FDOT		
Sheila Williams	4153 Ridge Haven Rd Tall/FL 32305	sheilatwilliams@aol.com	VW Green HOA
Scott Brockmeier	20435 N. MACOMB ST.	ScottBrockmeier@leoncountyfl.gov	Leon County
Lewis, Silas	2829 Municipal Way Tall/FL 32304	lewis50@leoncountyfl.gov	LCSD

STATION 1 – MODAL CONNECTIVITY

- Trails are good! I like the Tram Road Transit route. Any multi-use trails incorporated? i.e. Tom Brown Park-ish?
- Need sidewalks on Tram Rd. and additional sidewalks on Paul Russell Rd. and additional sidewalks as needed to access Fairview Middle School and Rickards High School.
- Crawfordville to Paul Russell connector is a good idea.
- Make everything community friendly.
- Try to do something so cars need to slow and are aware of where bikes are crossing; i.e. raised designations for cars at crossings
- To ensure pedestrian and cyclist safety at minor cross-roads use a raised section for the vehicular traffic.
- The Paul Russell Road extension to St. Marks Trail is great!
- Some sort of designation at all road crossings of trail- raised intersection, rumble strips for cars.
- Please put slight bumps or some other manner of making drivers aware whenever a driveway or side street crosses the St. Marks Trail adjacent to Woodville Hwy.
- Rumble strips/speed bumps at all roads crossing St. Marks Trail (there are LOTS of KIDS using the trail)

STATION 2 – PARKS AND AMENITIES

- I think you have nailed it with utilizing Campbell Pond this way.
- Will the park layout interfere with stormwater drainage?
- I like the proposal for the Campbell Pond Park, especially the picnic facilities and overlooks near the trailhead.
- Like the parks.
- Make sure all facilities are handicapped accessible (e.g. problems with gravel and dirt)- Restrooms, water fountains need to be accessible too.
- Campbell Pond Park is a good idea.
- It would be good to have a trailhead at Campbell Pond
- Campbell Park concept need to be included and a minor trailhead there will be welcomed.
- “Park” at Campbell pond with trailhead and bathroom
- Campbell Park good idea!

STATION 3 – LAND USE AND ZONING

- I agree- long term facilitation of relocating heavy industry is a great idea. Further south down Woodville Hwy may be an option out past the Marpan Recycling Center.
- Not sure about Woodville Gateway District- make sure can maintain my roofing business. Want sewer at 4553 Woodville Hwy.

- Support establishment of small locally owned businesses in area. Make permitting process easy for minority and locally owned businesses.
- Make a one-way-loops at Four Points
- The “one-way-loop” appears to be the best solution for 4 Points.
- Make a 1-way loops at 4-points with bike path thru middle
- The one-way plan makes most sense for fixing the bike park problem at Four Points
- Make a one-way loops at 4 Points with bike path to straighten trail seems best

STATION 4 – ROADWAY AND TRAIL CONCEPTS

- Four Points overpass may be costly, but is by far the best solution to this area concerning 1) immediate control, 2) long term traffic volumes 3) pedestrian trail safety.
- Definitely need more shaded seating/water fountain options along St. Marks Trailway.
- Prefer One-way loops (perhaps w/ one connection lane across the middle for SW-bound traffic?) or 4-pts. Overpass for Tram/Gaile/Woodville/Crawfordville connection area, due to less displacement of existing businesses.
- I prefer 4 Points Overpass- moves traffic easier.
- Love the proposed overpasses concept.
- Make sure all roads are handicapped accessible. Don’t like flyover- concerned about safety for handicapped people.
- Need more street lighting for safety.
- Initial Impression: Overpass is preferable to Rotaries- what’s the cost?
- One-way loops may be least costly but may have traffic congestion. (1) overpass (2) one-way loops (3) rotaries.
- One way loops is best short-term solution. Longer term the overpass may be the only solution and is better than the ROTARIES.
- #2 is a more natural environment
- #2 is more natural and fitting to the area.
- #2 swale!
- Prefer natural look vs. curb and gutter- better for cyclists, because the curb and gutter limits escape for cyclists if auto traffic goes crazy.
- I like swales vs. curbs on Woodville Highway
- Bike lanes needed!
- I liked the pedestrian bridge on Pinellas Trail so may be good if possible

GENERAL COMMENTS

- All 3 roadway designs have merit. The rotary design might be cost prohibitive. The one way loop would provide a landscaping treatment that the community would enjoy. The overpass could provide enough cost savings to allow other improvements.
- Very nice work overall!
- It is important to have safe routes to schools

- I really like the new bike path route through the green way in the middle of the one way roads (Adams and Monroe)
- Remember safe routes to schools are very important and the bridges over Capital Circle and Woodville Hwy provide just that
- I hiked the Florida Trail. This half was so quiet and peaceful but as I got near the highways the road noise made it not so nice. If we really want this an eco-tourism area we need a train? Or trolley? I love bicycling to Wakulla Springs, St. Marks, Woodville, and think it is a GREAT tourist (untapped) treasure. I moved here after my Navy career because of the nature. VERY few areas in the Southeast are so pristine. I looked at dental practices in Melbourne, Jacksonville, and Atlanta but ALL had too many highways. I hope you don't widen Woodville Highway but if you do, keep it as narrow as possible. Gas isn't getting cheaper so we will need alternatives to move cars and widening roads.

CONTACTS TO ADD TO EMAIL/MAILING LIST

MR. RYAN GUFFEY, AICP
435 N. MACOMB ST. 2ND FLOOR
TALLAHASSEE, FL 32301
850-606-1386
GuffeyR@leoncountyfl.gov

REV. DR. RENITE ALLEN DIXON
P.O. BOX 7161
TALLAHASSEE, FL 32314
850-656-1271
Renite7531@aol.com

WENDELL PARKER
4553 WOODVILLE HWY
TALLAHASSEE, FL 32305
850-566-9948
W1R1P1@yahoo.com

MR. DAVID CROMBIE
200 WHETHERBINE WAY WEST
TALLAHASSEE, FL 32301
850-264-7754
crombie1482@gmail.com

MRS. SANDRA WILTON
3562 JIM LEE RD.
TALLAHASSEE, FL 32301
850-264-2195

swilton@pobox.com

MR. TOM COLLINS
P.O. BOX 13945
TALLAHASSEE, FL 32317
850-422-2168
jtomcollins@aol.com

CURTIS BAYNES
P.O. BOX 1203
TALLAHASSEE, FL 32302-1203
850-576-8774
CURTIS@CEBAYNES.COM

ROGER HOLDENER
3085 GOVERNORS COURT DR.
TALLAHASSEE, FL 32301
850-656-6521
ROGERSUNBEAM66@YAHOO.COM

MRS. FRANCES PREVATT
1382 MILLSTREAM RD.
TALLAHASSEE, FL 32312
850-766-0986
FPREVATT@FSU.EDU

JOE BARNETT
3224 HORSESHOE TRAIL
TALLAHASSEE, FL
850-894-6992
jdbarnettgums@hotmail.com

MS. KAREN LOELDEN
1909 HIDDEN VALLEY
TALLAHASSEE, FL 32308
850-273-0279
RememberWhen@supernet.net

MR. BILL EDMONDS
2819 SHAMROCK STREET NORTH
TALLAHASSEE, FL 32309
850-933-7960

WTEdmonds@gmail.com



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 – Modal Connectivity: _____

Station 2 – Parks and Amenities: _____

Station 3 – Land Use and Zoning: _____

Station 4 – Roadway and Trail Concepts: _____

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Ryan Guffey, AICP
(Circle one) Name

435 N Macomb St 2nd floor

Address Tallahassee 32301

City, State, Zip Code 850-606-1386

Phone Number Guffey R (@) leoncountyfl.gov

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by
March 7, 2011.

General Comments

All 3 Roadway Designs have merit.

The rotary design might be cost prohibitive.

The one way loop would provide a landscaping treatment that the community would enjoy.

The overpass could provide enough cost savings to allow other improvements.

FOLD

First-Class
Postage
Required

Kimley-Horn and Associates, Inc.
Attn: Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308

FOLD

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: Make everything community friendly.

Station 2 - Parks and Amenities: Make sure all facilities are handicapped accessible (e.g. problems with gravel, & dirt) - Restrooms, water fountains need to be accessible too

Station 3 - Land Use and Zoning: Support establishment of small locally owned businesses in area. Make permitting process easy for minority & locally owned businesses.

Station 4 - Roadway and Trail Concepts: Make sure all roads are handicapped accessible. Don't like flyover - concerned about safety for handicapped people. Need more street lighting for safety one way loop is best short-term solution. Longer term the overpass may be the only solution and is better than the ROTARIES.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Renita Allen Dixon
(Circle one) Name
Address P.O. Box 7161
City, State, Zip Code Tallahassee, FL 32314
Phone Number 850-656-1271
Email Address Renita7531@aol.com

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: _____

Station 2 - Parks and Amenities: like the parks

Station 3 - Land Use and Zoning: NOT sure about Woodville Gateway District - make sure can maintain my Roofing Business. want sewer at 4553 woodville Hwy.

Station 4 - Roadway and Trail Concepts: Love the Proposed Overpasses concept

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Wendell Parker

(Circle one) Name

4553 - Woodville Hwy

Address

32305

City, State, Zip Code

850 566 9948

Phone Number

WIR1P1@yahoo.com

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by

March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: Trails are good! I like the Tram Road
Transit route, Any multi-use trails incorporated?
I.e. Tom Bown Park-ish?

Station 2 - Parks and Amenities: I think you have nailed it with
utilizing Campbell Pond this way. Will the park
layout interfere with stormwater drainage?

Station 3 - Land Use and Zoning: I agree - long term facilitation of relocating
heavy industry is a great idea. Further south down Woodville Hwy
may be an option. Out past the Marpan Recycling Center

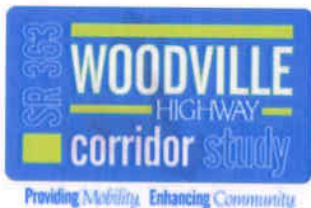
Station 4 - Roadway and Trail Concepts: Four Points overpass may be costly, but
is by far the best solution to this area concerning 1) immediate
control, 2) long term traffic volumes 3) pedestrian trail safety.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. David L. Crombie
(Circle one) Name
200 Weatherbine Way West
Address
Tallahassee, FL 32301
City, State, Zip Code
850-264-7754
Phone Number
crombie1482@gmail.com
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Very nice work overall!

Station 1 - Modal Connectivity: *Need sidewalks on Tram Rd + addtl. sidewalks on Paul Russell Rd. + additional sidewalks as needed to access Fairview Middle School + Rickards High School.*

Station 2 - Parks and Amenities: *I like the proposal for the Campbell Pond Park, especially the picnic facilities + overlooks near the trailhead.*

Station 3 - Land Use and Zoning:

Station 4 - Roadway and Trail Concepts: *Definitely need more shaded seating/water ftrn. options along St. Marks Trailway. Prefer one-way loop (perhaps w/ one connector lane across the middle for SW-bound traffic?) or 4-pts. overpass for Tram/Gaile/Woodville/Crawfordville connection area, due to less displacement of existing businesses.*

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. *Sandra Wilton*

(Circle one) Name

3562 Jim Lee Rd.

Address

Tallahassee, FL 32301

City, State, Zip Code

(850) 264-2195

Phone Number

swilton@pobox.com

Email Address

Please return comments to:

Mr. Richard Barr, AICP

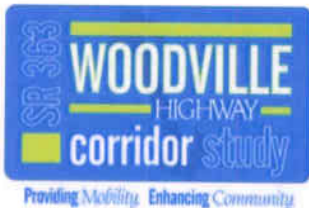
1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: Crawfordville to Paul Russell connector is
a good idea -

Station 2 - Parks and Amenities: _____

Station 3 - Land Use and Zoning: _____

Station 4 - Roadway and Trail Concepts: I prefer 4 Points Overpass -
move traffic easier, @

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Tom Collins

(Circle one) P.O. Box 13945 Name

Address Tallahassee, FL 32317

City, State, Zip Code 850/422-2168

Phone Number tomcollins@aol.com

Email Address

Please return comments to:

Mr. Richard Barr, AICP

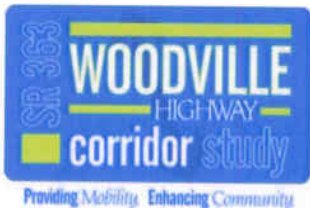
1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: _____

Station 2 - Parks and Amenities: CAMPBELL POND PARK IS A GOOD IDEA.

Station 3 - Land Use and Zoning: _____

Station 4 - Roadway and Trail Concepts: INITIAL IMPRESSION: OVERPASS IS PREFERABLE TO ROTARIES - WHAT'S THE COST? ONE-WAY LOOP MAY BE CHEAPER BUT MAY HAVE TRAFFIC CONGESTION. (1) OVERPASS; (2) ONE-WAY LOOP; (3) ROTARIES

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. CURTIS BAYNES

(Circle one) Name

PO Box 1203

Address

TALLAHASSEE FL 32302-1203

City, State, Zip Code

(850) 576 8774

Phone Number

CURTIS@CBAYNES.COM

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: TO ENSURE PED & CYCLIST SAFETY AT MINOR CROSS-ROADS USE A RAISED SECTION FOR THE VEHICULAR TRAFFIC.
THE PAUL RUSSELL ROAD EXTENSION TO ST. MARKS TRAIL IS GREAT!

Station 2 - Parks and Amenities: CAMPBELL PARK CONCEPT NEED TO BE INCLUDED AND A MINOR TRAIL HEAD THERE WILL BE WELCOMED.

Station 3 - Land Use and Zoning: THE "ONEWAY LOOP" APPEARS TO BE THE BEST SOLUTION FOR 4-POINTS.

Station 4 - Roadway and Trail Concepts: # 2 IS MORE NATURAL AND FITTING TO THE AREA.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. ROGER HOLDENER
(Circle one) Name
3085 GOVERNORS COURT DR.
Address
TALLAHASSEE FL 32301
City, State, Zip Code
656 6521
Phone Number
ROGER.SUNBEAM66@YAHOO.COM
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.

General Comments

I REALLY LIKE THE NEW BIKE PATH ROUTE
THROUGH THE GREENWAY IN THE MIDDLE OF THE
ONE WAY ROADS (ADAMS & MONROE)

REMEMBER SAFE ROUTES TO SCHOOLS ARE VERY
IMPORTANT AND THE BRIDGES OVER CAPITAL
CIRCLE AND WOODVILLE HIGHWAY PROVIDE JUST THAT.

FOLD

RNHOLDER
3085 GOV. CT. DR.
TALLA., FL 32301

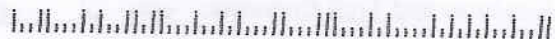
TALLAHASSEE FL 323

04 MAR 2011 PM 2 L



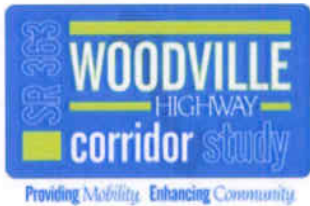
Kimley-Horn and Associates, Inc.
Attn: Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308

32308\$7709



FOLD

Public participation is solicited without regard to race, color, national origin, age, gender,
religion, disability, or family status.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: TRY TO DO SOMETHING SO CARS
NEED TO SLOW & ARE AWARE OF WHERE BIKES
ARE CROSSING; IE. RAISED DESIGNATIONS FOR CARS AT CROSSINGS

Station 2 - Parks and Amenities: IT WOULD BE GOOD TO HAVE
AT TRAIL HEAD AT CAMPBELL POND

Station 3 - Land Use and Zoning: MAKE A ONE-WAY-LOOP AT
FOUR POINTS

Station 4 - Roadway and Trail Concepts: #2 IS A MORE NATURAL
ENVIRONMENT

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. FRANCES PREVATT
(Circle one) Name

1382 MILLSTREAM RD
Address

TALLAHASSEE FL 32312

City, State, Zip Code

850-766-0986

Phone Number

FPREVATT@FSU.EDU

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

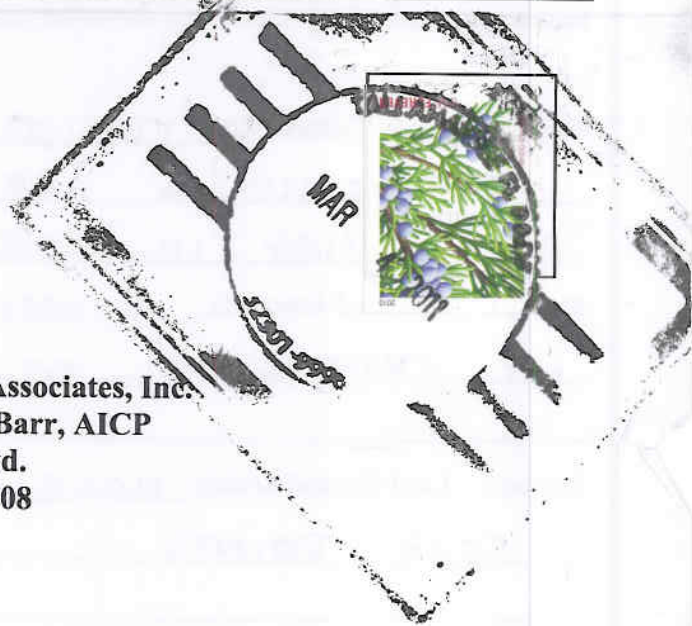
(850) 553-3500

Comments postmarked by
March 7, 2011.

General Comments

ITS IMPORTANT TO HAVE SAFE ROUTES
TO SCHOOLS.

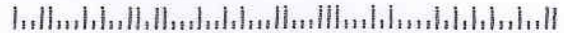
FOLD



Kimley-Horn and Associates, Inc.
Attn: Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308

FOLD

3230887709 C005



Public participation is solicited without regard to race, color, national origin, age, gender,
religion, disability, or family status.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 – Modal Connectivity: Rumble Strips
A Speed bump at all roads crossing St. Marks Trail
(there are LOTS of kids using the Trail)

Station 2 – Parks and Amenities: Campbell Park Good Idea!

Station 3 – Land Use and Zoning: make a one way Loop at 4 Points
with bike path to straighten trail
seems best

Station 4 – Roadway and Trail Concepts: I like swales vs curbs on Woodville Highway
Bike Lanes Needed!!!!
I liked the Pedestrian Bridge on Pinellas Trail so may be good if possible

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Joe Barnett

(Circle one) Name 3224 Horsehoe Trail

Address Tallahassee FL

City, State, Zip Code 8946992

Phone Number jdbarnettgums@hotmail.com

Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.

P.S. I hiked the Florida Trail. This half was so quiet & peaceful but as I got near the highways the road noise made it NOT NO MORE. If we really want this area to be an eco tourism area we need a train? or trolley.... ??

General Comments

I Love bicycling to Wakulla Springs, St Marks, Woodville, and think it is a GREAT tourist (untapped) treasure. I moved here after my Navy career because of the nature. VERY few areas in the Southeast are so pristine. I ~~also~~ looked at dental practices in Melbourne Jacksonville & Atlanta but ALL had too many highways I hope you don't widen Woodville highway but if you do, keep it as narrow as possible. Gas isn't getting cheaper so we will need alternatives to move cars & widening roads

FOLD



Kimley-Horn and Associates, Inc.
Attn: Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308

3230837709 C005



FOLD

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **March 7, 2011**.

Station 1 - Modal Connectivity: Some sort of designation at all road crossings of trail - raised intersections, rumble strips - for cars.

Station 2 - Parks and Amenities: "Park" at Campbell pond w/ trailhead; bathroom

Station 3 - Land Use and Zoning: make a 1-way loop @ 4-points with dike path thru middle

Station 4 - Roadway and Trail Concepts: #2 swail!

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Karen Loewen
(Circle one) Name

1909 Hidden Valley
Address

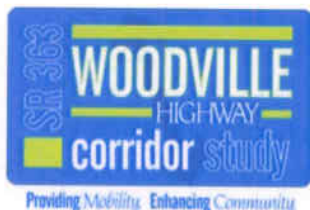
Tallahassee, FL 32308
City, State, Zip Code

(850) 273 0279
Phone Number

RememberWhen@supernet.net
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before March 7, 2011.

Station 1 - Modal Connectivity: PLEASE put slight bumps or some other manner
OF making drivers aware whenever a driveway or side street
crosses the St. Marks Trail adjacent to Woodville Highway.

Station 2 - Parks and Amenities: _____

Station 3 - Land Use and Zoning: THE ONE-WAY plan makes most sense for fixing
the bike lane problem at four points.

Station 4 - Roadway and Trail Concepts: PREFER natural look VS. curb + gutter
better for cyclists, because the curb + gutter limits
escape for cyclists if auto traffic goes crazy.

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Bill Edmonds
(Circle one) Name

2819 Shamrock St. NW
Address

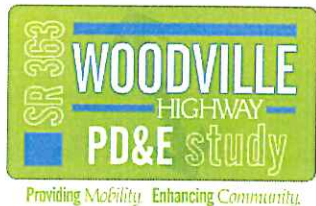
Tallahassee FL 32309
City, State, Zip Code

850-933-7960
Phone Number

W.Edmonds@gmail.com
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by
March 7, 2011.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE
ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 - Capital Circle to Gaile Avenue: I LIKE THE RURAL ALTERNATIVE
BUT THE URBAN IS CHEAPER AND AD
ROAD BUILD STANDARDS INCLUDE BIKE LANES!!!!

Segment 2 - Gaile Avenue to Paul Russell Road: MY ADVISE? KISS

Access Management: _____

General Comments: IF URBAN ALTERNATIVE IS BUILT THE ST. MARKS TRAIL
WILL BE VERY CLOSE TO THE SPEEDING TRAFFIC, THEREFORE ALL

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. ROGER HOLDENER
(Circle one) Name

3085 GOV. ST. DR.

Address

TALLAHASSEE FL 32301

City, State, Zip Code

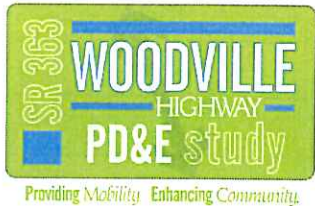
656 6521

Phone Number

ROGER SUNBEAM 66 @YAHOO.COM

Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500 - Office
(850) 309-0055 - Fax
Comments postmarked by
April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY

CAPITAL CIRCLE TO GAILE AVENUE

ALIGNMENT ALTERNATIVES MEETING

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 - Capital Circle to Gaile Avenue:

IS THE LIGHTNING PROBLEM
GOING TO BE ADRESSED WOODVILLE HIGHWAY IS
DARK

Segment 2 - Gaile Avenue to Paul Russell Road:

Access Management:

General Comments:

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one)

Name

Address

City, State, Zip Code

Phone Number

Email Address

Bernie Sanford

2749 BARPSWOOD LANE

TALLAHASSEE, FL 32305

850-421-9501

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

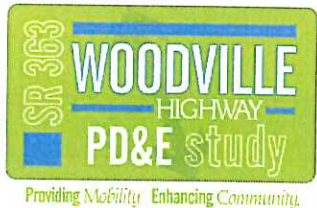
Email: Richard.Barr@kimley-horn.com

(850) 553-3500 - Office

(850) 309-0055 - Fax

Comments postmarked by

April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE
ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 - Capital Circle to Gaile Avenue:

I prefer the Urban Plan - least expensive and least impact on property owners

Segment 2 - Gaile Avenue to Paul Russell Road:

I prefer the Loop

Access Management:

General Comments:

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one)

Name

Address

City, State, Zip Code

Phone Number

Email Address

Tom Collins

P.O. Box 13945

Tallahassee FL 32317

850/422-2168

jtomcollins@aol.com

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

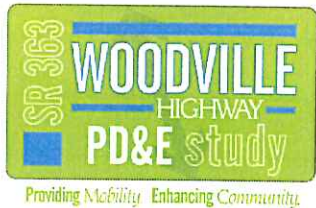
Email: Richard.Barr@kimley-horn.com

(850) 553-3500 - Office

(850) 309-0055 - Fax

Comments postmarked by

April 19, 2012 will be included as part of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE
ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 – Capital Circle to Gaile Avenue: It seems the Urban Section may
work best. Not necessarily because its' cheaper, but
there are overall fewer impacts.

Segment 2 – Gaile Avenue to Paul Russell Road: I would think the signalized
intersections on the loop alternative would function
best.

Access Management: No two way left turn - median openings
with turn lanes only.

General Comments: _____

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one) Name

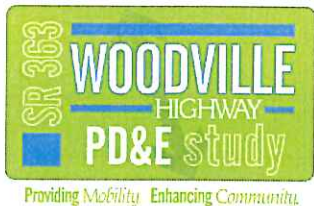
Address

City, State, Zip Code

Phone Number

Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500 - Office
(850) 309-0055 - Fax
Comments postmarked by
April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE

ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM – 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 – Capital Circle to Gaile Avenue: bikelanes should remain part of the plan. Crossings of the St Markes trail should be minimized. Possible speedbumps incorporated.

Segment 2 – Gaile Avenue to Paul Russell Road: loop concept seems to neglect bike/pedestrian access, e.g. connection of Campbell trail to St Markes trail

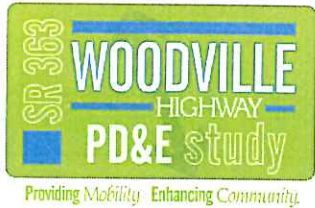
Access Management: Include pedestrian crossings in the plan

General Comments: _____

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Johan van Tol
(Circle one) Name
1215 Buckingham Dr
Address
Tallahassee, FL 32308
City, State, Zip Code
850 765 8050
Phone Number
johanvantol@yahoo.com
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500 - Office
(850) 309-0055 - Fax
Comments postmarked by
April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE
ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 - Capital Circle to Gaile Avenue: PREFER 4 LANE URBAN ALT
EXIT OUT OF REVELS MEATS SHOULD ALLOW NORTH AND SOUTH
TRAVEL DUE TO LAND MARK AND THE IMPORTANCE OF HIS BUSINESS

Segment 2 - Gaile Avenue to Paul Russell Road: TO SOUTH SIDE, NO NEED FOR
BIKE LANE

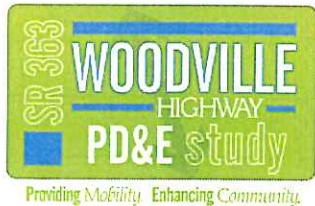
Access Management: _____

General Comments: _____

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. Gary m Brown
(Circle one) Name
2465 THORNTON RD
Address
TALL FL 32308
City, State, Zip Code
877-2226
Phone Number
gary a browns refrigeration.com
Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500 - Office
(850) 309-0055 - Fax
Comments postmarked by
April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY

CAPITAL CIRCLE TO GAILE AVENUE

ALIGNMENT ALTERNATIVES MEETING

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER

700 PAUL RUSSELL ROAD

TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 - Capital Circle to Gaile Avenue: Segment 1 Up down option

Segment 2 - Gaile Avenue to Paul Russell Road: Tram + Gaile option

Access Management: the Enter section on tram
on both end Bi directional

General Comments: I don't like the fact that I
can't get to Rodge Rd from Gaile

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms.

(Circle one) Name

Address

City, State, Zip Code

Phone Number

Email Address

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

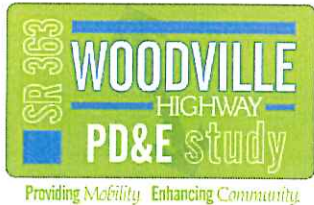
Email: Richard.Barr@kimley-horn.com

(850) 553-3500 - Office

(850) 309-0055 - Fax

Comments postmarked by

April 19, 2012 will be included as part
of the summary for this meeting.



COMMENT FORM

WOODVILLE HIGHWAY PD&E STUDY
CAPITAL CIRCLE TO GAILE AVENUE

ALIGNMENT ALTERNATIVES MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301

APRIL 12, 2012 - 5:30 PM – 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr (contact information shown below). Comments should be postmarked on or before **April 19, 2012**.

Segment 1 – Capital Circle to Gaile Avenue: _____

Segment 2 – Gaile Avenue to Paul Russell Road: _____

Access Management: _____

General Comments: *If County or City willing to spend 30m on this they can pick the cheapest option and widen Adam to Magnolia DRo*

(PLEASE PRINT CLEARLY)

Mr./Mrs./Ms. _____

(Circle one) Name

Address _____

City, State, Zip Code _____

Phone Number _____

Email Address _____

Please return comments to:

Mr. Richard Barr, AICP

1725 Hermitage Blvd.

Tallahassee, FL 32308

Email: Richard.Barr@kimley-horn.com

(850) 553-3500 - Office

(850) 309-0055 - Fax

Comments postmarked by

April 19, 2012 will be included as part
of the summary for this meeting.

