

1. Why are residents who live along Thomasville Road denied commitment from CRTPA staff for a walk-through to review plans for the path?

As was stated during our Q&A session on meeting with the Rose Hollow Homeowners Association on May 5 as well as the three Q&A sessions held in April and May, there are currently no specific plans to be reviewed for the project. We are in the first phase of the public involvement stage of the feasibility study for the trail. The feasibility study has included gathering data related to Thomasville Road such as right-of-way availability, tree data, and other information that might affect the potential location of a trail along the roadway. As you saw during our presentation to the Rose Hollow Homeowners Association, we have not made any recommendations at this point as to the final route of the trail. Once we have compiled and reviewed the comments we have received so far, we will use those comments along with the other roadway-related data we have collected to develop a recommended route for the trail. This recommendation will be presented in a manner similar manner to the first phase with notification to the homeowners associations for individual meetings as well as, hopefully, in-person public meetings.

All that being said, we would be happy to meet with you on-site at any time as we have done with property owners on similar projects. We have not had any had any in-person meetings during development of this project due to COVID-19. All of our various meetings (stakeholder, open-forum and homeowners associations) have been held virtually.

2. Who is behind this project—elected officials, “planning” staff, organized cyclists?

The CRTPA has taken the initial lead in the development of the project. The Thomasville Road Trail was originally identified in the Leon County Greenways Master Plan in 2015. The project was included in the CRTPA’s Bicycle/Pedestrian Master Plan adopted in June 2020. Should the project proceed to additional phases, it will likely be a joint effort between the CRTPA and the Blueprint Intergovernmental Agency (BPIA) since it is a priority project for both agencies.

3. For whom is the “multi-use” trail on a major thoroughfare like Thomasville Road a priority and why is it favored over other community needs (e.g., safe sidewalks on the south and west sides of our area)?

The Thomasville Road Trail has been identified as a priority project by both the CRTPA as well as the BPIA and is one of several multi-use trail and sidewalk projects under development throughout the community. Other projects include a multi-use path along Orange Avenue between Monroe Street and Capital Circle SW and along Springhill Road from Orange Avenue to Capital Circle SW. A multiuse trail will be constructed along Capital Circle SW from Orange Avenue to Springhill Road as part of the expansion of that roadway beginning in March of next year. The City of Tallahassee recently completed construction of a new sidewalk along Blountstown Road from US 90 to Tharpe

Street. Leon County has scheduled construction of a sidewalk along St. Augustine Road from Winchester Lane to Paul Russell Road.

As you can see, there is a significant amount of activity related to adding trails and sidewalks throughout the community.

4. Why were citizens along Thomasville Road not consulted or notified about the plans until now?

We began outreach to the homeowners associations along Thomasville Road in mid-November. Since that time, we have held virtual meetings with four of the twelve homeowners associations we contacted. In addition, we have conducted three Q&A sessions as well as meetings with some individual property owners and stakeholders along the corridor. Three HOAs contacted the our office with questions regarding the multi-use path but not seek individual meetings (Rabbit Hill, Penny Lane, and Rachel Lane/Constitution Place).

Specifically, as it relates to Rose Hollow, Attachment I shows email correspondence dated November 17, 2020 between Jack Kostrzewa, CRTPA Assistant Director, and Patricia Martin, who our records indicated was the President of the Rose Hollow Homeowner's Association at that time. In the email, Mr. Kostrzewa outlines the project and provides as general timeline of the anticipated public involvement. He also offers to meet with the association prior to our larger public meetings that were anticipated to be held in the Spring. Ms. Martin states she has passed on the information to your Board and that the group will be back in touch. That was our last correspondence from Rose Hollow until April 18 when Commissioner Matlow forwarded me your email regarding the project and, as you know, we subsequently held a virtual meeting with you all on May 5.

5. How much money has already been spent on the proposed trail along Thomasville Road and what was its source?

To date, the CRTPA has spent approximately \$173,000 on the Thomasville Road Feasibility Study. The source of the funding is the federal funds we receive from the Federal Highway Administration (FHWA).

6. How many citizens has the CRTPA surveyed and what are the results of that survey?

The survey component for this project is in the form of the Project Virtual Room on our website which was open for input from April 27 to May 25. We are working to compile the results of the comments received during this first public comment period. I have attached the comments we have received to date via email and Facebook in Attachment II.

7. What percentage of Tallahassee/Leon County residents regularly bike on Thomasville Road for purposes other than recreational? For recreation?

Unfortunately, we do not have that specific information related to Thomasville Road.

8. What evidence does the “planning association” (CRTPA) have that such a trail is needed?

The direction to move forward with the Feasibility Study was based on the priorities of the CRTPA which rely on the information gathered in the development of the Tallahassee/Leon County Bicycle/Pedestrian Master Plan, the 2045 Regional Mobility Plan (RMP) as well as other local agency plans.

9. How much will the trail cost Tallahassee/Leon County, thus, our citizenry?

We have yet to develop cost estimates since we have not established a recommended route. Generally, urban multi-use trails can cost \$500,000 to \$750,000 per mile depending on a number of factors including topography, width and amenities. These costs are based on previous projects and may not reflect the recent increases we have seen in construction materials. A preliminary cost will be developed along with the recommended route and included as part of the information presented to the public.

10. Is a multi-use trail in an affluent part of town the best use of scarce public funds when pedestrian access on the south and west parts of town are critically needed?

Ultimately that will be a decision made by the CRTPA Board and possibly other elected officials if the project moves forward. As you saw in my response to Question #3, there is a significant amount of work on similar type projects currently under way in other parts of the community.

11. How does the trail affect residents along the way, particularly those who must enter and exit their development via Thomasville Road (that is, no other access in or out)?

In general, there should not be a significant difference in the ingress and egress on current subdivisions along Thomasville Road. As we stated during the meeting, we believe the trail can be constructed within the existing right-of-way. Using Rose Hollow as an example, you currently drive

over a 4-5-foot sidewalk when you enter/exit Thomasville Road. If the trail were to be built on that side, it would add about 7 feet or so of paved area to cross. There are numerous examples of multi-use path crossings on Blair Stone Road and Capital Circle SE that have not had any issues related to safety.

12. Who/what will be allowed to use the path?

The trail will be open to the general public just like any other public amenity. Generally, only non-motorized vehicles are allowed on multi-use paths. There are some exceptions for electric scooters and electric bicycles depending on the circumstances.

13. Will users go both ways on one path (e.g., bicycles, scooters, skateboards, e-bikes, pedestrians)?

Users will go in both directions on the path. That is the reason we look to build the path 12' wide to ensure there is sufficient space for bi-directional use.

14. How safe will the path be for residents, cyclists and drivers of vehicles that must cross the path to go anywhere?

The path would be designed based on the latest safety standards for non-motorized facilities. We have not seen any safety issues associated with similar multi-use paths in the area.

15. What will happen to our beautiful old trees along the way?

As we discussed in our meetings, we enlisted the City of Tallahassee's Urban Forester to provide an assessment of the trees along the corridor. Our overall goal is to not impact any trees if possible. We believe we can avoid all the significant trees, especially the older oaks, along the corridor by narrowing up the trail in certain places to avoid any impact. This would ultimately be determined in the design phase of the project if it moves forward.

16. On which side of Thomasville Road—east or west—will the path be located?

This will be determined based on the data we have gathered as well as the public input we have received to date as I mentioned previously. At some point the trail will need to cross Thomasville Road since our beginning point is on the east side of the road at Betton Road and the ending point is in the Market District on the west side. The path will not be on both sides of Thomasville Road for its entire length.

17. How did CRTPA gauge the need for a multi-use path on Thomasville Road between Betton and the Market District?

As mentioned previously, the decision to begin the Feasibility Study was based on existing plans and priorities of the CRTPA as well as other local agencies.

18. Who proposed the idea?

To my knowledge, no specific person proposed the idea of the trail. The project was identified several years ago as part of the Leon County Greenways Master Plan and subsequently included in our and BPIA's various plans.

19. Who will yield to whom on a bi-directional path that is designated for cyclists, scooters, skate-boarders, walkers and joggers?

There is no requirement that any of the users you list yield to one another.

20. Who has the right-of-way at designated driveways and entrances?

Typically, vehicles are required to yield to users on a sidewalk or multi-use path. During the design of the Coastal Trail along US 98, each trail crossing that carried a significant amount of vehicular traffic was reviewed to determine if a stop sign should be placed on the trail or the roadway/driveway to improve safety. Should this project move forward into design, I would expect the same type of review.

21. Will there be signage along the path warning walkers and bikers of right-of-way?

Any potential signage along the path would be identified as part of the design phase.

22. Will motorized bicycles or electric scooters be allowed on this path?

I have reached out to the Tallahassee Police Department for a complete answer to this question and will provide a follow-up response when I receive one.

23. How much of an increase in usage does a multi-use path create for pedestrians and cyclists?

It is difficult to estimate the increase of usage on a particular multi-use path due to the varying circumstances along the path (i.e. housing density, attractions along the path, access to other amenities, etc.). Since this path would be in a fairly dense urban environment, we would expect a more significant increase than we would along a facility such as the new Coastal Trail along US 98 in Wakulla County.

24. What is the membership of the Citizen Multimodal Advisory Committee? Are non-cyclists on the committee? Please provide their names and residential areas?

Please see the list of CMAC members below. Mr. Hans Von Tol is a member of the Capital City Cyclists group and a cycling commuter. I don't believe the majority of members are avid cyclists. I do not have up-to-date addresses for all the members so I can't tell you the neighborhood in which they reside. We strive to have the makeup of the CMAC represent different geographic areas, professions and interests of our four-county planning area.

*Mary Kay Falconer, Chair
Terry Basham
Melissa Corbett
Chad Hanson
Marcus Thompkins*

*Wanda Cater, Vice Chair
Dan Beaty
Neil Fleckenstein
Rodger Holdener
Johan von Tol*

25. What in the current Comprehensive Plan fails to support the Bicycle and Pedestrian Master Plan?

I'm not aware of anything in the current Comprehensive Plan that fails to support the Bicycle/Pedestrian Master Plan. I believe the proposed amendment under consideration simply adopts the BPMP by reference to ensure consistency between the plans. It is common planning practice to ensure all local agency plans, whether they be for the CRTPA, City of Tallahassee or Leon County are consistent with one another.

26. Must each phase of the project be approved by the CRTPA before moving to the next phase?

Yes. Subsequent phases of the project would be approved by the CRTPA though the annual Transportation Improvement Plan (TIP) process. The TIP serves as the five-year plan for federal and state funded transportation projects in the four-county area. You can review the current TIP by clicking [here](#).

27. What is the safety plan for pedestrians, bicycles (motorized and pedal), golf carts, three-wheelers, joggers, children, senior citizens?

There is no specific safety plan being created for this project. Sidewalks and multi-use paths are designated as non-motorized facilities and therefore, the same rules that apply for sidewalks apply for paths. All of the above except golf carts are allowed on the multi-use path.

28. What plans have been made for ingress and egress driveways along the way, particularly for neighborhoods with only one access to the wider world (via Thomasville Road)?

Again, we are still in the feasibility study of the project and have not gotten to level of detail where we analyze each individual roadway and driveway crossing. If the project moves forward into design, that review will be done on each location along the recommended route.

29. How will drivers safely turn off Thomasville Road into their neighborhoods when they must come to a full stop to wait for a break in traffic on the path? Currently it requires vigilance to avoid rear-end collision when they must only slow down to make the turn.

I don't believe the addition of a trail would change how drivers safely negotiate turning off Thomasville Road now. As with any roadway as busy as Thomasville Road, all users, whether they be motorists, cyclists or pedestrians, need to adhere to the relative rules and traffic laws to ensure everyone can safely traverse the corridor.

30. Will you narrow Thomasville Road to accommodate the path/trail and buffer?

We have not looked at the narrowing of any travel lanes along Thomasville Road to accommodate the path. Since the marked bicycle lanes do not run the entire length of Thomasville Road (ending abruptly at Waverly Road) and do not meet current standards, we have looked at the possibility of removing the bike lane to provide a larger buffer between the travel lanes and the path. At this point, we have not made a decision to include the removal as part of the final recommendation.

31. Has the 45-mile speed limit on Thomasville Road been re-considered by the CRTPA and by FDOT?

We did not conduct a review of the current speed limit as part of the feasibility study. I'm not aware of review of the current speed limit along Thomasville Road since it was increased several years ago.

32. What will you do about Oven Park's "wall" that is situated very close to the sidewalk?

We have identified the wall as a significant issue during the feasibility study. Should the recommended route go by Oven Park, a specific treatment would have to be developed in the design phase should the project move forward.

33. How do Betton Hill residents view the plan to run the trail through McCord Park?

The trail would follow the existing trail in McCord Park based on our conversations with the City of Tallahassee's Parks and Recreation Department. We held a meeting with the Betton Hills Neighborhood Association on February 15, 2021 and have another one scheduled for June 21. I cannot ascertain their views on the path related to McCord Park but it was discussed at the February 15 meeting.

34. What entity is going to monitor and control use of the multi-use path?

No single entity monitors or controls the use of the path. Thomasville Road is a FDOT roadway and the path will be within their right-of-way.

35. What are the planned phases for installing the multi-use path?

Should the project move forward, there would be a design phase followed by a construction phase. Design is currently funded in FY 2022, which begins in July. The project has not yet been approved to move into the design phase. Construction is not funded.

36. Where and when does each phase start and stop?

The project limits for the Thomasville Road portion are from Betton Road to Metropolitan Road. More than likely, the segment of the trail along Thomasville Road would be constructed in one phase. We are also studying options to extend the path west of Thomasville Road into the Market District via Timberlane Road.

37. How much money has been spent planning for this project?

As stated in the response to Question #5, \$173,000.

38. How do the improvements to Betton Road tie into the multi-use path and other elements of the Tallahassee-Leon County Bicycle and Pedestrian Master Plan?

The Betton Road improvements were developed prior to the development of the BPMP. From a pedestrian perspective, the Betton Road improvements are designed to improve the safety by providing a landscaped buffer between the travel lanes and the sidewalk.

39. Is there truth to the rumors that Betton Road's traffic lanes will be narrowed from twelve feet to ten feet wide and that four traffic-slowing islands will be installed.

The Betton Road improvements is a City of Tallahassee project, not the CRTPA. I passed your question along to the Underground Utilities and Public Infrastructure Department (UUPI) and received the following response:

The Betton Road Traffic & Pedestrian Enhancement Project will result in 10-foot wide travel lanes. The center lane is being narrowed from the current 13-14-foot-wide width to a width of 12 feet. Yes, four median islands are planned to be constructed with the project. The existing median island at the pedestrian crossing just east of Trescott Drive is being reconstructed.

40. Is there any truth to the rumor that bike lanes will be installed in the space captured from narrowing those lanes of traffic? Do Betton Hills residents and other Tallahassee citizens know and approve of these concepts?

Again, from the UUPI Department:

Bike lanes will not be installed with the Enhancement Project. The repurposed space is being used to add a landscape area buffered space between the travel lanes and the sidewalk. City staff has had and is continuing on-going communication with the Betton Hills Neighborhood Association on the Enhancement Project. City Staff has also conducted Public Meetings to discuss the project details.

The Betton Road Traffic & Pedestrian Enhancement Project has been received with positive response and appreciation.

41. What data have been collected from residents in good faith efforts at outreach?

Attachment II contains an overview of the outreach and the comments received as of June 3. We are still compiling the results of the Virtual Meeting and should have them ready in the next couple of weeks.

Attachment 1

From: [Kostrzewa, Jack](#)
To: [Slay, Greg](#)
Subject: Fw: Thomasville Road Multi-Use Path
Date: Wednesday, June 2, 2021 3:33:49 PM

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Sent: Tuesday, November 17, 2020 12:39 PM
To: Patricia Martin <pmartin@fsu.edu>
Subject: Re: Thomasville Road Multi-Use Path

Patricia,

I was hoping to meet by the end of the year, but that is completely up to you.

So the trail would be up to 12 feet wide, similar to the St. Marks Trail south of the Trailhead, because at the Trailhead, it is 20 feet wide. However, we do not know which side of the road the trail will go on, that's one of the questions that we need to have answered.

Jack Kostrzewa
CRTPA Assistant Director
850 891 8625

From: Patricia Martin <pmartin@fsu.edu>
Sent: Tuesday, November 17, 2020 12:32 PM
To: Kostrzewa, Jack <John.Kostrzewa@talgov.com>
Subject: Re: Thomasville Road Multi-Use Path

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Hi Jack,

I've sent a copy of your email to our Board. We'll be in touch. We have a LOT going on right now. Is meeting with you urgent? If not, a later time would be preferable.

Thanks,
Pat Martin for Rose Hollow Homeowners' Association.

My question: the 12 foot multi-use trail . . is it sort of like St. Marks . . in that cars can cross it?

Otherwise, we'll be unable to get out of our development (behind Oven Park).

Patricia Yancey Martin
Daisy Parker Flory Emerita Professor of Sociology
Florida State University
Tallahassee FL 32306

From: Kostrzewa, Jack <John.Kostrzewa@talgov.com>

Sent: Tuesday, November 17, 2020 10:37 AM

Subject: Thomasville Road Multi-Use Path

Good Morning!!

My name is Jack Kostrzewa, and I am the Assistant Director of the Capital Region Transportation Planning Agency (CRTPA). One of my roles with the CRTPA is managing transportation projects in the Capital Region (Gadsden County, Jefferson County, Leon County and Wakulla County).

Currently, I am managing the Thomasville Road Multi-Use Path which begins at Betton Road and terminates at Metropolitan Boulevard. This project began with a Feasibility Study (currently underway) which is divided into several components including a Technical Analysis (Phase I) to determine the existing conditions along the corridor. We are nearing completion of Phase I and moving into Phase II of the project which initiates the Public Engagement component.

It is important for us to discuss the project not only with the public but with neighborhoods along the corridor. What we want to do is meet with the neighborhood associations for input and then have a larger public meeting in the Spring of 2021. However, any meeting with you and your neighborhood association (or a core group of HOA officers), at this time, will more than likely be a virtual meeting which means that we can meet at any time that is available for you.

I have attached some information regarding the project, and this contains links to our Facebook page, the CRTPA website, and a QR code for the Thomasville Road Multi-Use Path project page on our website, which can also be accessed using the following link:

<http://crtpa.org/thomasville-road-multi-use-path/>

Additionally, CRTPA staff is working from home so I am relying on email for communications.

If you want to contact me to set up a meeting, please email me at:

Jack.Kostrzewa@talgov.com

Please consider a meeting with us so we can discuss this project with you.

Thanks in advance for your time and consideration.

Jack Kostrzewa

CRTPA Assistant Director

Attachment II

Thomasville Road Stakeholders List

<i>Stakeholders</i>	<i>Date</i>
Tallahassee Nurseries	2/1/2021
School of Arts and Sciences	3/1/2021
Seminole Montessori	
Betton Hills School	1/28/2021
Blueprint & Planning	2/23/2021
City Real Estate	3/2/2021, 3/12/2021, 3/29/2021
Underground Utilities	2/23/2021
FDOT	11/16/2020
Leon County Schools	6/2/2021
City Parks and Recreation/Public Works	2/23/2021

MEETINGS CONDUCTED:

<i>Neighborhood Associations</i>	<i>Presentation Date</i>
Waverly Hills HOA	1/7/2021, 7-8pm
Betton Hills HOA	2/15/2021, 7-8 pm
Lafayette Park NA, Inc.	4/19/2021, 7-8 pm
Rose Hollow HOA	5/5/2021, 7-9 pm

NEIGHBORHOODS CONTACTED:

<i>Neighborhood Associations</i>	<i>Contact</i>	<i>Date of Contact</i>	
		<i>First Contact</i>	<i>Second Contact</i>
Betton Hills NA	Mike Brezin	11/17/2020	12/14/2020
	Mario Taylor	11/17/2020	12/14/2020
Glendale NA	Kenneth Lux	11/17/2020	12/14/2020
Durward NA	Marnie George	11/17/2020	12/14/2020
Waverly Hills NA	Dennis Burns	11/17/2020	12/14/2020
	Paula Bryant	11/17/2020	12/14/2020
Rabbit Hill HOA	Joan West	No Longer living at address	
Savannah Trace HOA	John Plescow	11/17/2020	12/14/2020
	Charlie Peters	11/17/2020	12/14/2020
	Mary Marr	11/17/2020	12/14/2020
	Craig Howard	11/17/2020	12/14/2020
Penny Lane HOA:	Ken Kato	Approx. 11/30/2020	Approx 12/15/2020
Preakness Pointe HOA	Steve Conner	11/17/2020	12/14/2020
Rachel Lane & Constitution Place HOA	James Wadsworth JR	11/17/2020	12/14/2020
	Gail Watson	11/17/2020	12/14/2020
Leewood Hills NA	Kim Shafer	11/17/2020	12/14/2020
Rose Hollow HOA	Patricia Martin	11/17/2020	12/14/2020
Woodlands of Tallahassee HOA:	Will Shepherd	Approx. 11/30/2020	Approx 12/15/2020

Thomasville Road Public Meeting List

Meeting	Date	Format/Location	How was this advertised?	Number of participants
Virtual Room	April 27th through May 25th	Website	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	<i>Waiting on data</i>
Live Q&A #1	Thursday, April 29th	Microsoft Teams	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	5
Live Q&A #2	Monday, May 3rd	Microsoft Teams	Newsletter sent out to CRTPA mailing list, facebook page, and meeting information posted on CRTPA.org	9
Live Q&A #3	Monday, May 24th	Microsoft Teams	Postcards, facebook page, and meeting information posted on CRTPA.org	28

Advertisements	Total Sent	Sent Date	Any returns?	Other Information
Thomasville Road Newsletter #1	Email - 339	4/2/2021	3	139 individuals opened the email, 981 total opens
	Mailouts - 108	4/6/2021	1	Sent to neighborhoods surrounding Live Oak Plantation Road, Timberlane School Road, and Timberlane Road
Thomasville Road Postcards	236	5/7/2021	0	Sent to all residents within a 300-foot buffer around Thomasville Road from Betton Road to Metropolitan Boulevard. Data/Software Used: ArcGIS 10.8 and Leon County Tax Parcel Data Shapefile.



Thomasville Road Multi-Use Path Feasibility Study – Comments Received

Comments as of 6/3/2021

Comment	Source	Positive	Negative	Question	Recommendation
1 This is a ridiculous waste of taxpayer funds! It appeases a small percentage of the population. Tallahassee roads are too crowded already with the huge influx of people moving here and the already increased traffic from Georgia. What needs to be done is spend those tax dollars on improving our existing roadways and creating safer roads through driver education. Especially younger drivers who drive recklessly and ALL drivers who seem to have forgotten what a blinker is. Common courtesy on the road is sorely lacking and not taught to new drivers. Perhaps it should be a refresher course for ALL drivers. Also...cutting into frontage property of businesses and homes along Thomasville road will be dangerous and bad for business in general. It also allows easier access to private properties and we will see an increase in crime.	Facebook		X		
2 Please have mile markers and maps on all trails including the St. Mark's trail from Cascades. Because we do not have signs, very few people know that you can bike on a dedicated bike trail from downtown to the coast. This is a tremendous missed opportunity for bike tourism for which we could be a destination, but again, not one knows about our trails. Thank you.	Email				X
3 Would love to be involved in making a Thomasville corridor happen as it would be nice to ride and buy groceries.... rather than car.	Email	X			
4 I just read the Thomasville MUP study and I would like to highlight one of the greatest opportunities in the upper portion of this project in my mind -- connecting Gilchrist Elementary School safely for bicycles to the neighborhoods south of I-10. This will be amazing, so I hope to see Timberlane School Road with a safe path under I-10, along with improvements for the connections south to Waverly Hills neighborhood as well as east across Thomasville/Capital Circle areas and the Woodland/Eastgate neighborhoods. Anything that can be done to connect these neighborhoods more safely to the school would be great, especially since they are not that far by distance, especially for the students south that would not have to cross any major roads. https://tlcgis.maps.arcgis.com/apps/webappviewer/index.html?id=a4318ef303da42c2a1fcdafa31d1d29e	Email	X			X
5 I support both projects to create multi-use paths along Thomasville Rd. And Highway 90 E to Monticello. Additionally, I would like to see the speed limit on Thomasville Rd dropped to 35 from its current limit of 45mph. Most cars travel at a much higher rate of speed, making it dangerous, at times, to cross Thomasville Rd via bike or walking. This reduced speed limit is especially critical from Betton Rd to Hermitage where this is a high concentration of residential homes on both sides.	Email	X			X
6 I have been lamenting to everyone who will listen as to the difficulty of finding safe areas that are nearby to ride my bike. Before the pandemic, I (mostly) cycled at a gym... but now the idea of returning to this discipline is unpleasant...The danger I felt when I began riding is what originally led me to cycle (classes) indoors at the gym...I would LOVE to be able to ride my bike OUTSIDE SAFELY...ride it from my house to the multi-use area not fearing I will be hit by a car or attacked if I am solo and have a flat tire. I simply couldn't believe it when I received your postcard in my mailbox...how can I help get this project up and running? Please contact me either by text, phone call, or email. I have no experience with Zoom...but imagine I could get up to speed if needed..or perhaps attend meeting(s) in person...but maybe this is putting cart before horse? What do you all need help with? Please let me know.	Email	X			X
7 You want to consider new multi-use trails, bike path extensions, and widening projects when my lower income neighborhood can't even get a sidewalk on Victory Garden Dr (between Park Av and Apalachee Pkwy)? This section of Victory Garden Dr has been in the top 3 on the sidewalk priority list for years and years, yet there is never enough money for the city to build one. But oh, looky here, there's money to fund studies, new paths, extensions, and widen existing sidewalks for the more well to do people who can afford to live in Betton and Midtown, Market district and east side neighborhoods! I say Absolutely NOT! Not while me and my neighbors can't even walk or bike on Victory Garden Dr to get to the businesses near us, or to the bus stop, without risking life and limb...cars speed down this narrow "cut-through" road lined with homes and ditches, but who cares, no sidewalk for us! It's not that I don't want those other citizens to enjoy their bike rides and recreational walks. It's a matter of my low income neighbors' need to more safely access local businesses and bus stops, over higher income people's desire for leisure and recreation. So again, no FREAKING way do I want one cent of my and my neighbors taxes spent on paths and extensions and widening projects in midtown, Betton, Market district and East Mahan, and other high income areas. Put Our Safety Needs Before leisure lifestyle wants.	Email		X		
8 I just had a couple of questions about this, as someone who lives off of Piedmont. 1—I assume it does not include any plans to do anything to Piedmont? 2—Will the trees along that side of Thomasville be preserved? There are fewer live oaks on that side than the other, but still a few. They're definitely part of the scenic beauty that's left on Thomasville. 3—Will your plan include planting any understory shade trees? (I realize for simple space and traffic reasons, this may not be possible, but it's another element of perhaps making that side of Thomasville Road a little nicer.) 4—Do you anticipate putting in any of those pedestrian crossing blinking lights (for lack of the technical term) because of the multi-use path? (For example, Waverly Pond is a fairly busy little exit onto Thomasville and a little fraught at times—and likely, I assume, to be one of the scenic destinations along your route.)	Email			X	
9 I remember when the St. Marks trail was first a gun. People hated the idea, people even erected fences across the path of the bike trail around with Jill. And now I think if you took away that trail people from Woodville and Saint Marks would be the ones crying the loudest. Once trails are installed in areas, families, children' Of all ages, shapes and sizes walk, ride & bike. I've already seen the signs put up along Lakeshore Drive that are Opposed to the trail. I think they're worried about crime and about homeless encampment. However, we seen very little of this on the St Marks Trail Mgr. and the other trails around town. I think we can expect to see more people using the trails and enjoying our beautiful, beautiful area.	Email	X			
10 thanks! i retired but biked 20 yrs to work on Thomasville. I hope bike lanes can be kept but multi-use may get more users. WAY too many peds and bikers getting killed by DANGEROUS drivers. They need to be held accountable #1. thanks.	Email	X			
11 MESSAGE TO COMMISSIONER MATLOW: Hello, Jeremy. I'm writing to you as a constituent today. I have read the newsletter and documents linked in the email received by Rose Hollow regarding the plan. There is no detail as to the specific proposed route of the path. I gather that those details will be in the Virtual Project Room that opens on the 27th of April. My concern is that the Virtual Project Room opens on the 27th (a work day) and the comments are being taken on the 29th (another work day) and the 4th (another work day) with a total window of one week. I do not know how my homeowner's association in Rose Hollow can have enough opportunity to digest the detailed plans, meet to have a full discussion with our Board, and formulate considered comments in such a short time. As a concept, I think this is a great idea, but the devil is always in the details. I am not a NIMBY, but Rose Hollow has absorbed a lot of hits to our traffic pattern. Those include the expansion of the Thomasville Road Baptist Church, the expansion of the School of Arts and Sciences, and the growth of the Dorothy B. Oven "Elf Night" into a month-long event locking us in on weekends from Thanksgiving until New Years. Rose Hollow's singular access to the sixty-one homes of our community is from Brockton Road onto Thomasville Road. I hope you will use your good stewardship to make sure everyone affected has adequate time to consider and comment on the plan so that everyone feels heard. I appreciate your consideration.	Email		X		
12 Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email				X
13 I stayed on for a little while after the other participants shared their concerns. I understand what they are conveying. I'm glad they are participating!! I slow down at that Oven Park/Rose Hollow section coming south. If the path needs to go to the west side, I think Woodgate Way is a good intersection to cross but maybe other riders are thinking Hermitage if Goose Pond becomes an alternative route. I guess the visibility for all directions of traffic is best at Hermitage but Woodgate Way is a T intersection--one less direction of traffic to contend with. I feel safer at Woodgate Way. There are options but I wish it was less complicated!	Email				X

Comment	Source	Positive	Negative	Question	Recommendation	
<p>1) The Thomasville Road multi-use path will be an essential multi-modal connector for two Blueprint place making projects that have multi-modal transportation featured, Midtown and Market Square.</p> <p>2) The current infrastructure along Thomasville Road for cyclists and walkers is unsafe. Based on what I have been told so far, meeting ADA standards meets multi-modal safety standards for Thomasville Road. That is hard to believe considering the close proximity between the road and the narrow sidewalk and the posted authorized traffic speeds (45mph with most exceeding that). Thomasville Road is old infrastructure and Blairstone Road is new infrastructure--big multi-modal differences between these 2 roads. I realize the old is FDOT. I think additional opinions from planning and traffic engineers on safety for motorized, cycling and pedestrian transportation on Thomasville Road would be helpful. The risks introduced by distracted driving and cell phone use should also be brought into the equation in assessing safety. I see motorists looking at their cell phones in their laps and held close to their dashboards.</p> <p>3) In addition to #2, a traffic accident/speed analysis and comparison between several major roadways in Tallahassee/Leon County might shed some valuable insights into what is safer.</p> <p>4) The Thomasville Road multi-use path will help connect many neighborhoods, parks and schools. At this time, there are very limited internal (away from Thomasville Road) road connections between these 3 types of land uses--all which attract a large amount of traffic. Getting to another neighborhood next door often requires travel on Meridian, Thomasville Road, or Centerville. None of these roads are safe on bikes or walking for these short commutes.</p> <p>5) Crossing Thomasville Road at intersections is unsettling and I have seen several close calls between motorists and pedestrians. There are some intersections that are better than others but the worst, in my opinion, are at Betton and Armistead. Those are the 2 intersections that I use more frequently. The 6-8 lane crossings in the commercial zones are also not comfortable--have to watch for traffic turning even with the pedestrian lights. Time to cross is usually sufficient but if those signals are not working properly, one can forget a cross. A multiuse path should address some of these concerns, particularly where safety is a major concern with better lighting and signaling.</p>						
<p>6) At this point, design is an unknown. Flexibility in design could address a variety of issues or concerns if the public understood more about the options. Does the path need to be at least 8' wide for the entire length of Thomasville Road? Does the path need to be all concrete? Can the path be moved further from the road? Can a physical barrier or series of low guard rails that don't interfere with visibility be used to add special protection in some sections that are closer to the road and have traffic that moves at higher speeds? What about shade? Can colorful shade sails be placed in some sections that have no tree cover without impacting visibility? Is there a way to make hills easier to climb? Etc.</p> <p>7) At this point, the phase that will extend the path from Metropolitan Blvd north has several unknowns. I use to ride down Live Oak Plantation Road and turn right to go under the I-10 overpass to Timberlane Road. It was then a climb up to Computer Tutors on the other side of Timberlane to Maclay Road using Utility easements. It was a mess. It seems to me that residents in that area would welcome another route for cyclists and pedestrians that is off their roads and minimizes the changes in elevation.</p> <p>8) There are some sections of Thomasville Road that could accommodate a special "byway" or alternative to the main path closer to the road. McCord park has an off-road path that runs parallel to Thomasville Road that might work for some riders and walkers. It is tree covered and runs past azalea and camelia beds. There has already been some CRTPA attention to the "nature path" along the drainage ditch from Betton Road to McCord Park. Oven Park is another location that might be appropriate for a byway that provides an option for walkers and cyclists to move away from the road. These are all on the east side but there might be opportunities for byways on the west side--not as many.</p> <p>9) Any attempt to reduce "on-road" reliance for cyclists and walkers on high speed and heavy traffic roads should be taken seriously. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers. The major goals in this multi-use path project should be to make multimodal safer and more enjoyable. Moving on the multi-use path should become a desirable option. It might not be the choice for a lot of trips for all seasons, but it should be safe, comfortable, doable and appeal to more than experienced/strong cyclists and walkers</p>	Email				X	
15	As someone who actively looks for safe opportunities to walk and bike and to incorporate them in both my exercise and just getting about town, I highly endorse this project!	Email	X			
16	Want a trail for bikes and pedestrians joining the north area of town to midtown. Preferably not on the road.	Email	X			
17	I am new to learning about the Thomasville Road multi-use path plans and I am in full support of it. I am a frequent cyclist, but I never cycle on this stretch of road because it is far too dangerous. However, my family would be able to commute by bike to work, school and activities if this project happens. I have searched the website and read the newsletter and have not seen anything about a projected timeline. After the the 2nd phase of the virtual room ends, what is the next step? What is a realistic timeframe that this project may actually be completed? Thanks for all your work on this project and I am looking forward to hearing about the progress and hopefully biking on it before long.	Email	X			X
18	Which side of the road is the path being proposed on? Our neighborhood would like to go on record in opposition to this due to our street being a private street, our brick wall, and our gate being impacted by this. The city has not been a good neighbor to us and has cost us a lot of time and money by creating drainage issues when subdividing properties around us. What is the best way for us to go on record against this path being near Penny Lane?	Email			X	
19	I love the idea of the multi-use path. I have several questions. From what was provided to me, I can't tell if this will be accomplished using the existing footprint of impervious surface. Will it? If not, where will the additional land come from? Will it require eminent domain? Will it require taking down trees? If so, how many and which ones? Additionally, I would like to know if there will be a dedicated lane for a trackless people mover? I had heard that the City was considering such a scheme in lieu of the far more expensive option of building light rail on a track. Can you comment? Finally, can you tell me what stage the planning is in, what public meetings are planned to discuss this, what opportunities for public input there might be, and when we might expect to see a final set of plans and a projected date to begin construction? Thanks for your help in figuring this out. Any documents that you can send to me will also be helpful. I am the president of the Lafayette Park Neighborhood Association, Inc. which abuts Midtown. Our members use this corridor extensively. I would like to be able to make a presentation to them at our next monthly meeting. Or better yet: Is there any chance that you, or someone who works with you, could give our members a short (15-20 minute) presentation on what is being planned. Our next meeting is at 7pm on Zoom on Monday, April 19th. I look forward to hearing from you.	Email	X		X	
20	Thank you for your presentation regarding the Thomasville Road Multi-Use Path to the Betton Hills neighborhood association. I plan to attend upcoming meetings and question-and-answer sessions. In the meantime, however, I wanted to share a couple of thoughts. First, I wholeheartedly endorse the idea of the pathway on the box culvert from Betton Road to Post Road. Please also consider creating an access point to the path using the city right-of-way which I understand exists as an extension of Post Road from Thomasville Road to Trescott (between my neighbors' houses at 2084 and 2100 Trescott Drive). Second, I wonder if the path could somehow be connected to the Goose Pond Trail near its Potts Road access point northward to Hermitage? That is certainly a circuitous route north, but perhaps could be considered a "spur." I can bicycle from my house to Dorothy Oven Park by wending my way through McCord Park, up to and through Woodgate, around Noble Drive to the Potts Road trailhead, but it's all on neighborhood streets. My only time on Thomasville Road is the short stretch from Hermitage to Oven Park. Thank you for your work. I am looking forward to the development of this Multi-Use path!	Email	X			
21	Will there be a Teams link posted for us to use to get into the Q&A session today? I did not see one on the website. The CRTPA page with the info for the Thomasville Road multi-use path study was posted on the Betton Hills FB page and the CCC FB page. I think it was also added to the CCC website. I hope you get some participation for the session today and on Monday. I was able to navigate the virtual room this morning on my PC and thought the presentations were helpful. Additional input and a question. I was informed late yesterday that the city engineers working on the drainage ditch that runs along Trescott Road told a resident on Trescott that there will never be a multi-use path along that ditch. The route will be Trescott Road to McCord park. Is this the case? Even though it is disappointing to know that city engineers have decided that there will not be an attempt to introduce multi-purposes for the culvert and reinforcement of the ditch infrastructure, I am not surprised. I think there are several variations for a path along the ditch or part of the ditch that could be an attractive "byway" to serve bicyclists as well as pedestrians. I view it as an alternative but wish it had not been taken off the table at this point.	Email				X
22	I'm all for it!	Website	X			
23	I think this is an excellent project that will be utilized by many residents in the area.	Website	X			
24	I think this is an excellent idea and welcomed for those who have families who want to use Thomasville road in a safe manner.	Website	X			
25	I fully support making the Thomasville Road corridor a safe connector route between Midtown Tallahassee and the Market Shopping District.	Website	X			

Comment	Source	Positive	Negative	Question	Recommendation	
26	Rose Hollow is a residential subdivision of primarily fifty-plus-year-old residents few of whom I have ever seen on a bicycle, but many of whom have mobility issues. The sixty-one homes in Rose Hollow have only one way to access the neighborhood, which is to exit Brockton Way onto Thomasville Road. Given the zoning changes that have allowed major expansions of Thomasville Road Baptist Church and the School of Arts and Sciences despite our strong objections, the hazards to our residents, especially during the time between Thanksgiving and New Year's, when Dorothy B. Oven Park has its light show in full swing, raises serious safety concerns. How enticing it will be to add hundreds of new cyclists and pedestrians to those who access this event currently by car. Rose Hollow residents are already hostages in our homes for every weekend during that time. Given the additional challenges of the daily impact of seven-day-per-week events at the church and growing drop-off, pick-up, and event traffic congestion at SAS, I cannot understand why the entrance from Brockton Way onto Thomasville Road was not identified as an intersection with safety concerns that will need to be addressed, and I hope it will be added to the list before design begins.	Website		X		
27	Please consider the west side of the road for this path! The current "path" is hilarious and hazardous. There are also fewer dangerous driveways. We ride bikes on this path regularly to get to the future Market District park and Maclay Gardens all of the time from our neighborhood, Leewood Hills.	Website	X			
28	This project is very exciting. I look forward to following along as it progresses.	Website	X			
29	This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
30	I am a commuting cyclist n Tallahassee since 1968 - and also a founder of a nonprofit specifically designed to provide full-time service and information to people who can not afford to drive - I have spent the last 12 years of my life specifically focused on supporting people ashamed to speak up - ashamed to have to ride to get places. In designing this project you will hear from many people who choose to utilize the Thomasville Road corridor to get where they are going. I myself choose this route - the bike lane on thomasville - to get where I need to go. I choose the bike lane when I need to get somewhere fast and I use the bike lane and the sidewalk when i am trying to get somewhere with my wife and our 9 year old daughter. But I am not writing to represent myself. I am writing to represent the people Bicycle House serves - they are proud, but they just want to get to work and they want to stay focused on building or rebuilding their lives. Please, if you want to interact with people who actually NEED a multi-use path - come to Bicycle House. Several of the people who come to us for service work as dish washers along NE Capital Circle. A couple work in the Market Square area. None of them want to be named. But they are washing your dishes at the fancy restaurants when you go their to eat. I feel that mature efforts at design takes painstaking effort to connect with users. Please look us up and stick your head in the door. Jacob Fortunus, if you are reading this, you volunteered here a long time ago and I appreciate your effort.. We need you now sir! We need you to represent for us so this design truly reflects the people who will be using it - not just the people/users who have the time to let themselves be heard. Nothing personal against those people - I am certainly one of them... Ha ha! and finally, a multiuse path along a corridor like thomasville road is a failure if it doesn't have a bike lane. Far too many people walk and jog recreationally for anyone on a bike who is trying to get to their dishwashing job on time to dodge. People trying to get places don't want to ride int he bike lane all the time. But they do need to be able to use the bike lane to polite skirt around people waking and jogging for recreation. thanks.	Website	X			X
31	I think the Thomasville Rd. project should not proceed because: 1. The foot and bike traffic does not warrant it. 2. Because of very high traffic volume on Thomasville Rd., many intersections without traffic lights and an ignorance of/failure to comply with right of way rules by drivers, user safety is a serious concern. 3.Noise and fumes produced by said traffic make user experience and health concerns poor. 4.Having foot and bike traffic sharing the same path is a safety concern. 5. Equitability is not a concern as there are no areas with a concentration of poor, elderly or transportation less people along this route. If the decision is made to go ahead with this project, I think renovating the existing sidewalk on the east side of Thomasville Rd. is the preferred solution.	Email		X		X
32	I live on Penny Lane. I am against the city putting a pathway on the west side of Thomasville .It would be a very expensive to redesign our entrance. I am also worried about safety for our neighborhood leaving Penny Lane and getting back in crossing a extra lane of traffic. Seems like a complete waste of our tax payer money.	Email		X		
33	I understand there is a future plan for a multi path way along Thomasville Rd. We live in Rabbit Hills and are Interested in this project and the effect it might have on our neighborhood. Could you please tell where I could find more information on this plan.	Email		X		
34	Your job is tough, I realize. But so is democracy . . and I applaud you for trying to keep us informed. I am informing all HOAs and neighborhoods between Betton and Metropolitan of what is occurring . . or planned to occur. Perhaps you can clarify something for me: Is the reconstruction of Betton Hills going to produce a bike path? I suspect yes. Else why narrow the lanes by two feet each? I'll be contacting the engineer and project managers about this. Also I have to say that the letter from the City engineer elides the critical news about narrowing the lanes. . . and insert islands. Please let me know, if you know, who will answer my questions.	Email		X		
35	Hello--If there is a walk with residents along Thomasville Road scheduled, I'd like to be invited! At this point, I see the path going along the east side from Betton Road To Woodgate or Hermitage and then crossing over to the west side up to I-10. The challenges with Rose Hollow and Oven Park and the Baptist Church are not worth addressing--in my opinion. The enhancements that will be provided by the path with the right design and safety features will be a model that more along Thomasville road will wish they had been receptive to.	Email				X
36	This is an important project, as cyclists have very few alternatives in this corridor. It is a main work-home route. It has some challenges with hills, but e-bikes could help getting people to commute by bikes. I've used the bike-lanes north of Winthrop as an almost fearless rider, but it is iffy. Motorized vehicles are very frequently driving partly in the bikelane, and speeds are high.	Website	X			
37	I would like to see this project built as a way for me to connect my home with the roads I use by bike for recreation and utility in the North East part of Tallahassee. I have occasionally ridden on Thomasville Rd, and there are sections covered by the proposed project where it is clearly not safe to do so. I commute by bike most days and do a lot of recreational riding in the area, so I am aware of what the city has done to improve infrastructure for bicycles since I moved here in 1994. This trail would be an important step forward for the city.	Website	X			
38	We live on Mitchell Avenue across form the southern end of Winthrop Park and enjoy the Park-to-Park Trail that connects Winthrop to McCord. I was happy to hear that at least one of this project's possible alignments would improve this segment. The initial path that connects these two parks (near Winthrop) requires us to walk down the alley across from the intersection of Mitchell and Betton, dodge potholes and immense amounts of trash and then enter into the wooded trail near the dumpster. It's unsafe and unsightly and I beg you to include this portion on your plan. There is a large drainage ditch that could be covered and become part of this wonderful amenity, while keeping the trail away from the traffic on Thomasville (and in the shade!). Please go with this option!	Website	X			
39	My comments are focused especially on safety and cost effectiveness. I favor a multi-use bike path or a buffered bicycle lane. In all likelihood a hybrid of these alternatives is probably going to emerge, and that's OK. * It appears that as you move northbound on Thomasville Rd. from the Benton Rd intersection, there are more automobile-transient businesses on the east side of Thomasville Rd., so locating the bikeway on the west side would be far safer since it would avoid more of these high traffic crossings. * The topography on the west side of Thomasville Road is generally more accommodating inasmuch as there are fewer steep embankment drop-offs to accommodate. Alterations to extreme or severe topographic features most likely involve the accommodation of a number of safety constraints (especially along a bikeway) and, accordingly, higher development cost outlays. Staying on the west side of Thomasville Rd could possibly avoid some of those costs and be a more financially feasible option. * Inasmuch as a significant amount of the overhead utility service is located on the west side of Thomasville Road, the logical pedestrian/bike pathway would seem to be beneath the overhead utility easement. In most cases, this would eliminate the need to remove as many trees verses a location on the east side. This, too, could represent a measure of cost savings. * A bikeway on the west side of Thomasville Road would accommodate an easier and far safer transition to westbound transitions to either Live Oak Plantation Rd or Piedmont Rd. From its intersection with Hermitage Rd., northbound Thomasville Rd becomes considerably wider and more hazardous to cross - in fact, there are no existing crossings. The bikeway north of Hermitage Rd needs to be on the west side of the Thomasville Rd. right-of-way for safety reasons. * Finally, many users of the bikeway would find that during the heat of the day - after 1:00pm - a bikeway located on the east side of Thomasville Road would, for the most part, be exposed to the afternoon sun, whereas, if it were located on the west side it would be mostly shaded, which would make for a far more pleasant experience.	Website	X			X
40	Really excited about the potential of this multi-use path... so many people (seniors, children, etc.) live in the adjacent/nearby neighborhoods and I believe they'd utilize it very heavily. Kudos for making it a high priority on the BikePed Master Plan. Looking forward to seeing details as they are developed.	Website	X			

Comment	Source	Positive	Negative	Question	Recommendation
41	Rose Hollow Letter to Mayor Dailey - See Attachment	Email		X	