

September 13, 2021



## AGENDA ITEM 9 C

### **COMMITTEE ACTIONS (CITIZEN'S MULTIMODAL ADVISORY COMMITTEE & TECHNICAL ADVISORY COMMITTEE)**

TYPE OF ITEM: CRTPA Information

#### **STATEMENT OF ISSUE**

This item provides information on the activities of the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC) to the Capital Region Transportation Planning Agency (CRTPA).

**TAC and CMAC:** The committees each met on September 7, 2021, and took action on the following:

- **June 1, 2021 Committee Meeting Minutes**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
  
- **Unified Planning Work Program (UPWP Amendment)**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
  
- **Fiscal Year (FY) 2023 – FY 2027 Roadway Project Priority List Update**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
  
- **Thomasville Road Multi-Use Path Feasibility Study**
  - **TAC Action:** Information item only; however, the following comments by the committee members were provided at the meeting:
    - Coordinate with Live Oak Plantation residents regarding the path location.
    - Coordinate with the Florida Department of Transportation relating to the use of the right of way along Interstate 10.
    - Coordinate with Leon County Schools and the City of Tallahassee on the use of the utility easement crossing Gilchrist Elementary School.
    - Suggested reaching out to the businesses on the north side of Timberlane Road as it relates to the sidewalk and crosswalk in front of Gilchrist Elementary School.

- **CMAC Action:** Information item only; however, the following comments by the committee members were provided at the meeting:
  - Treat Trescott Drive with signage and sharrows instead of a path.
  - Suggest the Alleyway/Post Road behind businesses on Thomasville Road east as an option.
  - Concerns about the capacity that McCord Park's paved path can withstand.
  - The pursuit of a sidewalk on the west side of Thomasville Road.
  - Speed and safety concerns on the Thomasville Road corridor and the construction of a physical barrier between the path and traffic.
  - Bury power lines on Thomasville Road.
  - Driveway and intersection safety for trail users.
  - In favor of removing bike lanes since Thomasville Road is a main connection with few options that are safe and provide connectivity.
  - Are there issues with the placement of a path on top of the covered ditch (Trescott Ditch option).
  - Concerns regarding the number of driveways and its impact on choosing the east side or west side.
  - Contact with Live Oak Plantation Road residents.
  - Maintenance Costs

Additionally, the following comments from citizen comments at the CMAC meeting were provided:

- Tom O'Steen, resident of Trescott Drive – Foresees user type conflict along McCord Park existing path and Trescott Ditch and believes path through McCord Park is not feasible at its current width for accommodating higher traffic/use. Has concerns about crossing Thomasville road at Woodgate Way. Crossing the road at Woodgate Way eliminates opportunities for connecting to the Goose Pond Trail. Voiced support for analysis of the Alleyway/Post Road option associated with Segment 1.
- Jonette Sawyer, resident of Winthrop Way – Emphasized that there would be significant safety issues in McCord Park related to conflict between different user types. Visibility is limited due to the winding nature of the path and vegetation. Supports the effort for park connectivity, however, McCord Park is the only park within the Midtown area that will be traversed by the route, and this will impact the essence of McCord Park. Voiced support for analysis of the Alleyway/Post Road option associated with Segment 1.
- Kim Shafer, resident of Leewood Drive – Concerned about the addition of a multi-use path on Thomasville Road will encourage cyclists to mow down pedestrians. Voiced support for emphasizing park and trail connectivity. Pointed out lack of emphasis on where exactly the path is connecting to in Midtown and Market District. Supports more bike friendly areas but wants to make sure that pedestrians are protected as well.