



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
1	1/23/2022	Kelly Beacher	Like all other cyclists in Tallahassee, I'm advocating for the Thomasville Road Multi-use Path project. I've lost 3 family members in Tallahassee, Florida who were killed by motorists while they road bikes or motorcycles, all in 3 separate incidences over 10 years! The cycling community is ever growing and ensuring safe passage for these vulnerable road users is imperative. This will be a very beneficial addition to Tallahassee and its bikable community.	Email	X				
2	1/20/2022	Jane Fletcher	Letter in support of Thomasville Road Multi-Use Path from Capital City Cyclists *See Attachment A	Email	X				
3	1/19/2022	Doug Bell	Letter in support of Thomasville Road Multi-Use Path from Tallahassee Mountain Bike Association *See Attachment B	Email	X				
4	1/13/2022	Jonette Sawyer	Thank you for the rapid reply, Jack. Do you have the link for people to engage at the meeting via email, virtual and speaking at the meeting? Thank you.	Email					X
5	1/13/2022	Jonette Sawyer	Could you please provide me with the URL's for the Thomasville Road multi-use Path Feasibility Report	Website					
6	12/2/2021	Jan Bennitt	Thank you for locating what I thought I saw. I was about to go on a hunting trip. I appreciate that because it would make a substantial difference if they were going that fast on the path. It seems it would be more likely that one would come around a corner or over a hill without optimal reaction time for motorists crossing the path. Then, there is enforcement. I'm just trying to muddle through things you think through all the time.	Email					X
7	12/8/2021	Ann Bidlingmaier	Thanks for keeping me in the loop. I loved today's Zing! "Path-illogical."	Email					
8	12/8/2021	Ann Bidlingmaier	Thank you for reviewing this. I just don't think it is practical or feasible.	Email				X	
9	12/8/2021	Ann Bidlingmaier	This may be feasible, but I highly doubt it, 44 stops for bikers would be a real pain.	Email					
10	12/8/2021	Ann Bidlingmaier	Let's face it. It's just not feasible. Why waste the money when we need sidewalks on Lakeshore, Live Oak Plantation, Glenview, parts of Monroe, and lots of the streets on the South Side.	Email					
11	12/8/2021	Randie Denker	Jeff's ideas are intriguing! I would like to hear some feedback. I am still unclear about what the path would look like, how wide it would be, and where exactly it would be placed. I was biking on the sidewalk the other day between Betton Road and Armistead Road. It occurred to me that if the current sidewalk (and all or part of the curbside grass next to it) were converted into a smooth asphalt (or other smooth surface) path, that would create a pretty nice bike path without having to take down a single tree! It also occurred to me that if part of the roadside grassy area and a small sliver from the currently paved roadway were then dug up, there would be enough room to plant trees between the roadway and the bike path. In most places this is not only possible, but there is room on the other side of the sidewalk for additional tree planting. With trees on both sides of the new bike path, it would create a visually beautiful shady canopy for people and bikers to enjoy. It would also filter the air from car fumes, and it would help the City offset the carbon that will generated to pave the bike path and then some! Can you please comment on the feasibility?	Email					X
12	11/22/2021	Randie Denker	This is helpful. I have one quick follow-up question. Since the answer to my question is that you don't know how many trees will be removed (or irremediably impacted) at this time, can you tell me the number of trees where the City has concerns that large impacts (possibly even removal) could happen. With the understanding that design modifications to the bike trail may be possible to save these trees, I would like to know the number of trees "of concern." I bike on Thomasville Road a lot and safety improvements would be great there. But quite candidly, just fixing the currently-existing sidewalks and replacing them with a smooth seamless asphalt path would go a long way towards improving safety without changing the current footprint and impacting trees. Or, in a more enlightened world, bikes would get one lane and cars the others. Sigh.	Email					X
13	11/22/2021	Randie Denker	I have reviewed your report on trees along the proposed Thomasville bike route. Is this merely an inventory of trees along the proposed routes or are these listed trees expected to be removed if the path is built? I was not clear. Can you please clarify? If this is merely a list of trees that exist, can you tell me what % of these trees would be removed or severely impacted by the proposed multi-use path?	Email					
14	12/8/2021	Jeff Vandermeer	I'm still reviewing the tree stuff—thanks for that. One question I had—and it could be a very stupid question, so forgive me if so... given the steep embankment along that last bit of McCord Park with the oaks right up against it... would this be an opportunity to do something really cool and put a walkway on "stilts" *behind* that line of oaks? Like the kind of boardwalk you'd see over swamp in a nature park? This would give folks using the walkway a panoramic view down into McCord, and seems like potentially less engineering work to preserve those trees. The side of the boardwalk facing the park could even engage with Tallahassee's public art projects by having a mural painted on it for those using the park to enjoy, depending on the materials used. Again, this may be stupid. Re the path—if this in the Democrat is right, I think it's smart to divide up some of the functionality by use of the other side starting at Waverly. Re the path going by the Timberlane Ravine Park—I assume it's on the side opposite the park? The path there will likely increase foot traffic/biking in the ravine park, which is a pretty pristine bit of North Florida. I'd love to see about donating signage to use in the park to draw attention to the unique features so increased traffic may also mean increased awareness of native wildlife and plants in the ravine. (I know that's someone else in the city I need to contact.)	Email					X
15	12/6/2021	Michael Alfano	From a personal stand-point, I hope this trail moves forward, as I would use it regularly.	StoryMap	X				
16	12/3/2021	Mary Kay Falconer	Commissioner Minor sent an email about the posting of the draft Feasibility Report for the Multi-use Path on Thomasville Road. Some of us have started to review it. It's quite a masterpiece! On page 82, there is a paragraph about the users of multi-use paths. I would like to make sure I understand the law and your sources. I looked at some relevant Florida statutes but would like to know specifically where there is a statutory restriction regarding bicycle electric assist on multi-use paths. I'm also not sure if the city has an ordinance that addresses use on multiuse paths so I copied Julie. Marcia owns an e-bike and is very familiar with types of e-bikes so she is copied as well. I look forward to learning more. Thank you.	Email					X
17	1/3/2022	Eric Draper	I encourage committee approval of the proposed Thomasville Road Multi-use Path. I have read the alternatives analysis and fully support the preferred alternatives. Tallahassee lacks a safe north-south bicycle-pedestrian corridor. The existing on-grade bike lanes are dangerous due to distracted drivers and speeding. The proposed path will provide opportunities for more people to walk, run, stroll children, and bicycle. Without this path, people will be forced to use motor vehicles, adding more cars to Thomasville Road. This multi-use path is a good solution.	Email	X				
18	12/2/2021	Jan Bennitt	If I read it correctly, I think the report said that, while e-scooters would use the path, e-bikes would not. Since the bike lanes are being removed and that space incorporated into the path, what is the expectation for e-bikes? Would they be on the roadway with vehicle traffic, or would they be on the path but not allowed to use the electric assist feature while on the path? Would that be the expectation on every multi-use path? I would imagine it would have to be consistent in order to avoid confusion. I'm also interested in knowing how far (how many feet?) is considered the necessary sight line from the stop bar for cars at the driveways and roadways. One will need an unobstructed view for a great enough distance to see a scooter or bike traveling at 20 mph from both directions. Currently, there are places on both the east and west sides on the recommended route, where one must pull well beyond the stop bar to see those fast-moving modes of transport. Particularly with a "meandering" design, drivers would have to be able to anticipate what is coming around curves. Thank you for your thoughts.	Email					X
19	12/29/2021	Marcia Meale	Firstly thank you for all your hard work mapping, planning and doing illustrations of the proposed Thomasville corridor. Secondly, I'd like to express my concern that the description of the existing sidewalks and bike lanes do not fully reveal the current dangers from a pedestrian or a cyclist viewpoint. Please consider the following factors. 1. The sidewalk along Thomasville road is too narrow. Take for example the intrusion of bus benches in a couple of places and the steep drop off along the section adjacent to McCord park. In general it is too narrow to pass another pedestrian or cyclist or for a couple to walk side by side with a baby carriage. 2. Sidewalks and bike lanes end abruptly Leaving the cyclist to merge with traffic or ride up on the sidewalk and pedestrians to walk wherever they can. 3. There are no bike lanes from about Waverly through to Monroe street on Thomasville road. Which I'm sure you mapped. 4. The current state of sidewalks near Waverly are deplorable. Covered in debris, overgrown. Again thank you for all your hard work on the project.	Email					X
20	12/2/2021	Jo Messer	Petition opposing McCord Park Option by the Tallahassee Parks and Recreation Advisory Board sent to CRTPA from Ashley Edwards *See Attachment C	Email					
21	12/1/2021	Meg Bates	Letter in support of Thomasville Road Multi-Use Path "Input About Thomasville Multi-Use Path - Waverly Hills Resident" *See Attachment D	Email	X				
22	11/29/2021	Elizabeth Heuler	I believe in developing this path safely. All communities need transportation access that is pro environment.	Email	X				
23	11/27/2021	Lori Guido	Peacefield Place Petition in Opposition to the Thomasville Road Multi-Use Path *See Attachment E	Email				X	
24	11/27/2021	Lori Guido	Carriage Road Petition in Opposition to the Thomasville Road Multi-Use Path *See Attachment F	Email				X	
25	11/19/2021	Lois Franklin	I am a resident of Rose Hollow and feel you will probably approve of the multiuse path up Thomasville Road.. I have misgivings about the safety of the users of this path, the car traffic on Thomasville Road, or raceway as it is known locally. The pictures that were presented at the Nov.4 meeting were very pretty, but did not present the path well. If I was voting I would vote no. And I just saw where you are planning another path along Hwy 90. Bicycles, pedestrians, and heavy traffic do not belong in the same area..	Email				X	
26	11/17/2021	Beau Scott	Good morning gentlemen. I have been meaning to ask the CRTPA a series of questions regarding the option for routing the Midtown-Market District Multi-Modal Trail through Guyte-McCord Park. For this option, has a National Environmental Policy Act (NEPA) analysis been conducted to determine the Environmental Assessment (EA) on the impacts the trail option will have on Guyte-McCord Park? Whether this trail option will result in a Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI) on Guyte-McCord Park? Furthermore, has a plant and wildlife survey been conducted on Guyte-McCord Park, to determine if this City facility is a habitat to any known Nationally and State protected species? Any known protected flora and fauna been observed or recorded residing within the park or within proximity to the park? Has the Florida Fish and Wildlife Conservation Commission been notified of this Midtown-Market District Multi-Modal Trail through Guyte-McCord Park and has this State agency conducted their own plant and wildlife survey? Thank you, gentlemen, for your time. I look forward to hearing from you in the future.	Email					X
27	11/17/2021	Beth Dolan, Tom O'Steen, Jonette Sawyer, Beau Scott and Patsy Scott	Petition opposing McCord Park Option *See Attachment G	Email		X			
28	11/14/2021	W. Pat Brown	To whom it may concern, I am opposed to any trail coming through Betton Hills. I certainly don't feel we are a private neighborhood and of course should remain open to the public. But I also feel that "encouraging" people to come into it is not fair to the folks who have made the effort to move here. There are already many people who enjoy our neighborhood who live in other areas as it is. It has grown crowded enough without a multi-use trail running through our neighborhood. Please prevent this from happening to maintain the integrity of our neighborhood. Thank you	Email			X		
29	11/11/2021	Teresa Goodson	I am a homeowner in Waverly Hills and am strongly opposed to the creation of this path. First, there are major safety concerns every place the path would cross a road or drive way. If the path would cross the intersection of Waverly Hills and Thomasville Road the safety risks are enormous. Second, there would be a removal of our tree canopy which is irreplaceable. Third, there is scant need for such a path beside a major heavily trafficked roadway. It is not pleasant to spend time on Thomasville Road. Our government resources need to be better used.	Email				X	
30	11/11/2021	Virginia Culpepper	Jack, After attending a couple of informational meetings, I feel it necessary to express to you that the present plan to put the crossover path at Woodgate Way is the most dangerous place on Thomasville Road. I live between the lights of WW & Heritage. Everyday I see cars run the yellow lights. When a driver is going north from the nursery, he has no vision of the impending path ahead as it is on the downside of the hill. Most cars don't see me pulling out of my street on Carriage Road. I experienced a terrible accident when someone ran the caution light. Workmen comment on the dangerous situation all the time. I hope you will give thoughtful consideration to the safety issue regarding the present placement of the crossover and change its location to where driver & user vision is optimum.	Email					X
31	11/10/2021	Randie Denker	Of the alternatives presented on the first segment from Betton to Armistead, I personally like Option #4. It is off-road, scenic and seems safest for cyclists and pedestrians. Given that the bike traffic will not be heavy the vast majority of the time, I do not see this alternative interfering with the Betton Hill's neighborhood usage and enjoyment of McCord Park. I often ride my bike through McCord Park and I have never had any safety issues with pedestrians, children, nor pets. Re: the segment from Armistead to Woodgate, I like the alternate yellow option that weaves through Betton Hills. However, I remain dismayed to see that almost all of the trees along Thomasville Road are listed as being un-surveyed and un-assessed. The few that have been noted are listed as being in good condition, except for one (or maybe 2, as it is hard to tell from the drawing.) At the risk of repetition, how can you ask people to choose their preferred routes when we still do not know what trees will be removed, how many, and how extensive the removal will be? I personally cannot choose the east or west side of Thomasville Road without this knowledge and everyone with whom I have spoken agrees with me 100% on this point. I know that you have previously stated that having this information in advance is not typical, but without it, we are being asked to evaluate something where our selection criteria are severely limited. It is like being asked to choose a spouse but you can't find out what he or she looks like until after the marriage. Re: the final 2 segments, I have the same concerns and therefore, I am unable to weigh in on a favorite option. I know that I am not alone in my concerns and hope that this information will be made available to the public prior to a final choice being made. Thank you, as always, for keeping me in the loop. This project is something that I really like conceptually, but I am having a difficult time understanding what sacrifices and trade-offs will have to be made to construct it. Without that information, it is impossible to either support or oppose it.	Email					X
32	11/9/2021	Alexandra Copeland	Thank you for the information. This is all helpful. The Copeland family is supportive of this project and hopes very much to see it moving forward in 2022.	Email	X				
33	11/9/2021	Amanda Reeves	This is a fantastic plan. As a mother with 2 young children I am excited the idea of having a safe way to enjoy our city without being run down by cars. Currently there is no safe way for me to walk or bike ride to nearby parks. This plan would allow us to do that and so much more. My husband works close to our house and this would allow him to bike to work. In a growing city with residents and students this seems like such a needed project. I hope it happens.	StoryMap	X				
34	11/9/2021	Jeff McClain	Statement of Support to Commissioners Matlow, Williams-Cox, Maddox, Richardson, Dozier, and Minor. *See Attachment H	Email	X				
35	11/9/2021	Ryan Reeves	I think this is a well thought out and overall great project. Projects like this are exactly what Tallahassee needs and makes it a great city to live.	StoryMap	X				
36	11/7/2021	Gail Holman	I attended the public hearing last month and listened to all the views about the Pathway and read related materials. After giving it much thought, I wish to register with your office my opposition to the project. It sounds in theory like a wonderful idea, but living off Thomasville Road, I have grave concerns for the safety of those who might use the Pathway as well as the drivers of vehicles. Thank you very much for the opportunity to share my comments.	Email				X	



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37	11/6/2021	Callie Dehaven	I do not support the Thomasville Road Multi Use path project. There are good bike paths, sidewalks and roadways currently. Thomasville Road is a beautiful existing roadway and gateway to Tallahassee. How in the world can it be said Thomasville Road is a gap in pedestrian and bicycle network? There are existing bike paths and sidewalks. Do not make rules and spend taxpayer money for the exception and for the sake of spending federal money. Please do not make changes to Thomasville Road.	StoryMap				X	
38	11/6/2021	Callie Dehaven	I do not support the Thomasville Road Multi Use path project. There are good bike paths, sidewalks and roadways currently. Thomasville Road is a beautiful existing roadway and gateway to Tallahassee. How in the world can it be said Thomasville Road is a gap in pedestrian and bicycle network? There are existing bike paths and sidewalks. Do not make rules and spend taxpayer money for the exception and for the sake of spending federal money. Please do not make changes to Thomasville Road.	Email					
39	11/5/2021	Paula Bryant	My husband and I are all for it!	StoryMap	X				
40	11/5/2021	Ruth Anne Glisson	Please vote NO on the Thomasville Road Multiuse Path Project. I live on Peacefield Place which is one of the roads that directly exits onto Thomasville Road. We have lived on this street for 30+ years and have seen first hand the amount of traffic that uses this road daily. Thomasville Road is the ONLY way that we can exit our neighborhood. It is already difficult and dangerous to leave our neighborhood because of the busy traffic. Adding this multi use path would only add to the hazardous conditions that exist as residents attempt to exit their streets.	Website				X	
41	11/4/2021	Barbara Busharis	I support this path. It is a necessary improvement for people who bike, walk, and/or run in the Thomasville Road corridor.	StoryMap	X				
42	11/4/2021	Capital City Cyclists	*The Capital City Cyclists provided a statement of their response to the project* - *See Attachment I "FW Capital City Cyclists position statement with respect to the Thomasville Rd multi-use trail" & "CCC Thomasville Path - Club Poiston Statement Draft"	Email	X				
43	11/4/2021	Cecelia Smith	I oppose this pathway. Drivers traveling lawfully in excess of 45 mph cannot safely negotiate a separate lane of e-traffic that is unbound by FDOT and Florida Highway and Vehicle Safety laws. Years of laudable in-fill along Thomasville Road have created cuts for residents in cars to access a busy state road. Allowing an additional, unregulated pathway of e-traffic would be unsafe for drivers, pedestrians, and persons using e-bikes and scooters. The City of Tallahassee may be subject to increased liability. This is not an appropriate location for such a pathway.	Website				X	
44	11/4/2021	Sheryl Rosen	Thank you for the comprehensive maps and narrative information on the Kimley-Horn website. This project will bring exactly the kind of walkability and connectivity that is needed to improve safety of drivers, cyclists, and pedestrians while encouraging fitness, hopefully reducing traffic congestion, and allowing easier access between Midtown and Market Square. What I'm about to suggest might be in the plan already, but if not, my only request is that CRTPA ensure signage and possibly flashing lights or other warning mechanisms be installed at the Woodgate Way crossing. For example, such signage and flashing lights are available for mid-block crossings on Franklin Blvd. near Cascades Park. Thank you for your hard work on this project. It is evident a lot of thought has gone into it.	StoryMap	X				
45	11/3/2021	Eric Draper	Thomasville Road from Killearn to midtown is not safe for bicycle use. Traffic volumes and speeds on Thomasville Road justify a separated bicycle facility such as the proposed multi-use path, which has the ability to improve safety and address current and future needs not only for cyclists, but also for pedestrians, joggers, strollers, etc. I encourage support for the CRPTA continuing with this project beyond the current feasibility study phase. A good design of the multi-use path will make Thomasville Road safer, not only for cyclists, but for all users. This solution is necessary for our community to make it possible for people to choose safe, environmentally responsible and healthy forms of transportation	Website	X				
46	11/2/2021	Carter Hay	I'm completely in favor of this. The plans seem to have anticipated the possible complications and dealt with those effectively. This will absolutely contribute to a thriving interior core for Tallahassee.	StoryMap	X				
47	11/1/2021	Dan Manausa	I think it is a great project. Connecting our trails is an incredibly good thing.	StoryMap	X				
48	11/1/2021	Kyle Shaw	I work on Hermitage Blvd and utilize Thomasville Road in the mornings to run and walk. I would greatly appreciate a dedicated trail that provides more separation from traffic.	StoryMap	X				
49	11/1/2021	Marie Hayes	I live on Elliott Drive in Betton Hills subdivision. Along with many other walkers, I frequently walk my neighborhood and make my way through McCord Park. I love to catch sight of wood ducks when they are visiting the pond in McCord Park. I often see elderly strollers, parents with strollers, children with their parents, couples, friends walking together and dog walkers in the park. It is a very nice experience to see so many people walking and interacting. As much as I am in favor of biking and having less cars on the road, I can not imagine bike riders or scooters on the walking path in McCord Park. I would feel less safe and I think everyone who uses the park would say the same. I am very much against adding more biking or scooters on the walking path. I hate to see the character of the park change as so many people enjoy it the way it is.	Email			X		
50	10/28/2021	Donna Cay	I have rented a house in the Glendale neighborhood for 3 years. I strongly oppose the Thomasville Road Multi-Use Path. Once upon a time, everyone thought that building Capital Circle and having a truck route circumvent the city was a good idea. Now look at it.	Website				X	
51	10/27/2021	Fred Springer	Good evening. I was glad to see the details in today's Democrat, because I'd been seeing other comments about the Thomasville Road multi-use trail. I knew something was afoot, but not exactly what. Let me say I'd 100% support something like the trail. I am 60 years old, and live in Killearn Estates, about 10 miles from downtown. In January 2020, I got a new bike, determined to get more exercise and enjoy the advantages of year-round riding in TLH. I was not a particularly avid biker. In college, I'd been hit by a car while riding (on Route 1 in College Park, MD). After 30 years, I'd bought a used road bike, in an effort to get back into the proverbial saddle. That bike is ill-suited for commuting. I used to keep that at the office. It was nice to brag to visitors that I could ride from my office through Cascades Park and all the way to St. Marks. But, in general, downtown is not bike-friendly. When Covid hit, an advantage was more time for riding, and less auto traffic overall. How lucky I was to have a brand new commuter bike! I speak from the past 20 months experience of many rides from north of town south (to work downtown, and to midtown for my dentist, my barber, and a nonprofit office that I support). Rule #1 is stay off of Thomasville Road proper, at all costs. Yes, it has a 3' bike lane (better than old county roads in NE Leon County), but with three lanes of traffic going ~60 mph while distracted by technology, that simply is not safe for riding. I got my new bike with sidewalk riding specifically in mind. I always ride on the sidewalk on the east side of Thomasville Road. That is better than riding in the roadway, but it could be greatly improved. So, I encourage you to keep thinking about ways to accomplish this. I know from other cities that having separate trails for pedestrians and bikes is too cost prohibitive. I urge careful interpretation of the comment quoted in today's paper, "you put a dog and bicycles and pedestrians on the same path then you're asking for an accident." I'd say the odds of an accident are much greater on a 3' or 4' sidewalk than they would be on a 12' trail. Plus, if it's true that "accidents will happen," I think those involved are much better off when a car is not part of it. I walk on the Miccosukee Greenway trail, and on the Forest Meadows trails, and know that walkers and bikers can peacefully co-exist. I know, in your public roles, you can't please everybody. I also know that opponents often tend to be the most vocal. Fortunately, I assume that many others think this project may have some merit, or it would not have gotten this far. Please know that I appreciate your efforts to get this right and to make our community better!	Email	X				
52	10/27/2021	Jim Gallagher	I am a Betton resident (former Waverly) strongly in favor of this project. "Safety concerns" seem to be a red herring as I am not aware of any safety problems on our existing multi use projects. What I am aware of is the increase in the "livability" factor these projects bring to affected areas. Continuing the development and encouragement of roads in our community is not increasing the quality of life in Tallahassee. I welcome a safe alternative to car travel anywhere in our community! Thank you for your efforts.	Email	X				
53	10/27/2021	Leigh Nester	Our family was excited to hear about this project. We live near the area and would love to take advantage of the paths. We are long overdue for the ability to safely and enjoyably bike on and around Thomasville Road.	StoryMap	X				
54	10/26/2021	Leon Van Dommelen	I think the idea needs more thought. While I can fully understand that those very unfortunate people needing to bicycle along Thomasville Road would like to feel safer, the plan as presented may make things worse rather than better. In my native Netherlands, bikes were a primary transport for many people, not just kids, and bikes were everywhere. But bikes were put on separate bike paths, along with mopeds, i.e. transportation with **similar speeds, mass, and dimensions.** We did not also dump pedestrians, along with leashed and unleashed dogs, skateboarders, etcetera, on the same path. I believe that pedestrians should be put on a separate path from bikes, preferably at the other side of the road so that, for example, a dog shooting away does not hit a bicycle, or a bicycle losing control does not hit an elderly pedestrian. Note also that an occasional road crossing, (at a traffic light, please), means relatively less inconvenience for a pedestrian than a bike. Skateboards and similar should simply be forbidden. Thomasville road is "not" a play area. It is an "ugly", "dangerous", "extremely busy", "high-speed", main car traffic artery with very few redeeming features. You would want to keep the insane away from such a road, and only the insane would consider it a recreation area. I am guessing the idea of creating a recreational path, rather than improving the safety of unlucky pedestrians and bicycles who for various reasons have to use the road, may be due to the fact that the apparently considerable cost comes from federal money, so what? But federal money *is* our money, and while we should surely spend as much of it as we can get, that does not mean we should waste it instead of putting it to good use. And I cannot think of a worse idea than creating a recreational path along the indicated stretch of Thomasville Road.	Email				X	
55	10/26/2021	Mark Chandler	I just read the article in today's paper. I think a nice wide multimodal path (separated from car traffic) would be terrific. I know people can be resistant to change, but I appreciate you doing the work to creating viable alternatives to getting around by car. Just wanted to let it be known that there are a lot of us who are in favor of this project.	Email	X				
56	10/26/2021	Nancy Hough	I was unclear (couldn't remember if I did or did not hear) last night: Will there be a public comment period during the design stage of this project?	Email					X
57	10/26/2021	Pete Kerwin	I just read the excellent Tallahassee Democrat article on the Thomasville Road Multi-Use Path - I'm a big fan and support this project 100%. Thank you all for everything you are doing!	Website	X				
58	10/26/2021	Tim Perry	I wanted to write to voice my strong support for the Thomasville Road Multi-Use Path. Specifically, I prefer the following: - Betton to Armistead - Thomasville Road East - Armistead to Woodgate - Thomasville Road East - Woodgate to Metropolitan - Thomasville Road West - Market District Connection - Any Option I live in Woodgate and work between Woodgate and Metropolitan. My children attend School of Arts and Sciences (SAS). I wanted to offer a few observations from my experience. First, I think that these trails will get a lot of use. These corridors already get a good amount of people walking, jogging and biking for recreation and transportation. These trails will increase opportunities for both while increasing safety. I know it is an amenity that I will use and I support trail expansion generally (even if a different option than my preferred options is selected). Second, there are quite a few children from Betton, Woodgate and Waverly that commute to SAS by walking or biking. These trails will improve the safety of that commute. I would love to see some additional flashing lights installed adjacent to the school entrances as part of the trail improvements to help slow traffic in the vicinity of the school during school hours. In the morning, people regularly are traveling in excess of 45-50mph in front of the school during school dropoff. Third, the vehicle traveling speed in both directions between South Ride and Live Oak Plantation is excessive. I am hopeful that the addition of this trail might reduce the roadway width between the curbs and slow the traffic in this area. This would improve safety for pedestrians, cyclists and cars. In addition, a speed limit reduction should also be considered from 45 to 40 or 35 mph. I would note that Blairstone Extension has a similar road design but is only posted at 35 mph. There are frequent accidents at Woodgate and Hermitage because the speed limit is excessive. During afternoon hours when traffic is headed north vehicles can't see if traffic is backed up or stopped at Woodgate and Hermitage resulting in rear end collisions because of excessive speed and limited visibility at the top of the hill near Tallahassee Nurseries. Please let me know if you have any questions regarding these comments. Thanks!	Email	X				
59	10/21/2021	BHNA	Email from Dianne Williams-Cox following her meeting with Betton Hills Representatives. *See Attachment J "Meeting with Betton Hills Reps"	Email					X
60	10/21/2021	Mary Kay Falconer	To Commissioner Williams-Cox: Please let me add my appreciation for your interest in our concerns and for allowing us some time for an exchange about them in person. It was a pleasure to meet with you. As a follow-up to your comment about expecting CRTPA staff to cover motorist crash data, a link to the recording of the meeting on 9/13 is below. At 2:10:18 into the meeting, you mention the importance of having the crash data at different locations along the Thomasville corridor (one example being entrance to Tallahassee Nurseries). At 2:40:50 during the meeting, you get a response from Kate Widness with Kimley Horn to supply that motorist crash information. I think that information will add a lot to our understanding of the current challenges with safety along that corridor.	Email					X
61	10/21/2021		To Commissioner Williams-Cox: Thank you very much for taking the time to meet with Mary Kay, Donna, and I on Tuesday! I very much appreciate that you took the time to visit McCord Park and from that visit quickly grasped the special nature of that park. You are 100% correct that it is not set up to handle a major corridor multiuse path going through it on the existing paved path. As we mentioned in the meeting, the BHNA supports the multiuse path. We feel there are good alternatives to the proposed route through McCord Park. What dismays us most is that we don't feel project staff are doing a good job of educating/informing the public of design solutions that could address citizen concerns. Rather, they kick the can of the citizen's issue down to the design stage. This is not a good resolution from the citizen's perspective. You had a very good idea to have staff come up with a series of renderings to address the common "design" problems they've heard from citizens. I hope they will do that and, in doing so, it will clear up much of the misinformation that going around about the project.	Email		X			
62	10/20/2021	Lawrence Gonzalez	Thank you for this update. We would like to invite you to meet with our Thomasville Trace Homeowners Association at 5:00 PM on November 1st. We have a gazebo in our private park which you will see immediately when you turn onto Greenbrier Lane which is opposite South Ride on the east site of Thomasville Road. Please confirm if you can meet with us at that time.	Email					X
63	10/19/2021	Frank Price	I strongly support the development of the Thomasville Multi-Use Path. It would be a great amenity for the community and be highly visible to visitors arriving from North of town.	StoryMap	X				
64	10/19/2021	Jeff Vandermeer	I can't attend, but for me the proof of honest commitment is how the project mitigates damage afterwards by planting pines and oaks and native plants while curtailing herbicide use. Because this project inflicts violence on the landscape no matter how it is done. I would appreciate if project managers would create very specific goals in this regard.	Email					X
65	10/19/2021	Joanna Southerland	Suzanne, Greg and Greg, and Jack. This is the website I was talking about. It was great to meet all of you and I will help in anyway I can - just say the word. This gives a good visual as well as ways to get trails - you may know already. THANKS, Joanna. https://urldefense.com/v3/_https://cityratings.peopleforbikes.org/cities/tallahassee-fl_!!N4_s6dRKiShDnglNkQyF7bGUcCsuYxbqifslPfiWb7v163ou-YJ5WYrUeQt-8XRZrvbHweg-KSKSHUJlq4g\$. This is the lead website... https://urldefense.com/v3/_https://www.peopleforbikes.org/_!!N4_s6dRKiShDnglNkQyF7bGUcCsuYxbqifslPfiWb7v163ou-YJ5WYrUeQt-8XRZrvbHweg-KSKSHOCDJRQ\$	Website					X



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
66	10/19/2021	Mary Kay Falconer	One of the items on the agenda for the CRTPA retreat tomorrow is multi-use trail safety. I looked through the information compiled by Kimley Horn for that item. I think the information collected for the comparison of multi-use paths/trails is helpful but it has some limitations. I share a few points below. 1. The comparison includes counts for motorized traffic but not pedestrian or bike traffic. Of course, we don't have that information for Thomasville Road either but more statistical comparisons would have been possible with it. The pedestrian/bike counts might not be available for any of these paths/trails. 2. All of the paths/trails are described as being "along" the major road corridor but more information on their exact locations (distances from the road and widths) as well as design would have been valuable to include. Maybe they are all asphalt paths with 10-12 feet widths. 3. This comparison does not tell us if the paths/trails (multi-modal infrastructure) improved safety for motorists as well as pedestrians and bikers. This determination would have required data from time periods before the paths/trails were constructed. If the Thomasville Road multi-use path project continues, we might want to make sure we collect data that will be needed to compare before/after infrastructure changes. Another item on the agenda is FDOT -Alison Stettner. Her views on motorist speed and safety as well as the success of multi-use paths will be interesting. I will try to attend the retreat in person. I don't think public testimony will be open at this meeting-not sure. I know space in the meeting room is limited. Thank you and hope the meeting goes well tomorrow.	Email					X
67	10/19/2021	Meg Bates	I have been a resident of Waverly Hills for over thirty years. Over the years I have worked to help keep Waverly Hills the wonderful neighborhood that it is. One of the key issues has been to work to maintain Thomasville Road as a welcoming thoroughfare to and from the downtown/midtown area up to I-10. This has often been a challenge as development to the north has increasingly made it more of an expressway for those going to areas north. I am a walker and bike rider, my husband a jogger and my son would often go to Waverly and McCord Parks to play when he was growing up. Over the years there have been a number of changes that have impacted the use of this corridor. Some these changes include, increased traffic and speed on Thomasville Road, more walkers, joggers, and bicyclists, the development of midtown area with shops, etc. to name a few. What has also occurred is that the sidewalks/pathways on Thomasville Road have become inadequate and unsafe for those using it. The Multi-Use Path that is being considered for Thomasville Road would be a fabulous enhancement to this thoroughfare. In reality, the current sidewalks/pathways are already multi-use, they are just insufficient and not safe. I have been a part of some of the public meetings on this issue and have reviewed the feasibility study and various concepts being considered. I realize that there have been no final decisions about the route, design, etc. at this point. I appreciate the CRPTA's commitment to getting public input on this issue. I strongly urge the CRPTA to continue to move forward with this project from the feasibility study to the design phase. While there are important issues to be addressed at the various segments, one of the key issues will be how to get through the I-10 area. I have looked at some of the proposals and hope this continues to get more attention. It is a critical piece of this project. As a part of the Multi-Use Path project, it is critical that the CRPTA address the west side of Thomasville Road directly north and south of Waverly Road. The current status of these "sidewalks/pathways" is beyond unacceptable. In many areas they are not usable and/or dangerous. I have prepared and attached a brief report, with pictures, about the current unacceptable condition of the "sidewalk/pathway" on the west side of Thomasville Road - north and south of Waverly Hills and the dangerous situation for entering into Waverly Hills. It is critical for Waverly Hills residents to be able to safely go along Thomasville Road in both directions and especially to get to the traffic light at Armistead/Gardenia. It is my hope that these issues will be addressed as a part of the Thomasville Road Multi-Use Path from Midtown to the Market District. However, as my report and the pictures show, the current situation is something that needs to be addressed regardless of the resolution of the Multi-Use Path. If you have any questions or need additional information, please do not hesitate to contact me. - *See Attachment K "Waverly Hill and Thomasville Road West Side Problems"	Email	X				
68	10/19/2021	Michael Ramage	Mr. K, I will be unable to attend that evening. Please keep this email on info list. I still believe this project is not needed and will cost far more than its use by a small % of Leon's population can ever justify. Using \$ to repair and upgrade existing residential streets (which can lintogether as a "path") makes better sense.	Email					X
69	10/19/2021	Randie Denker	I still maintain that it is impossible to intelligently choose the best route until there is an inventory of trees that will be removed under each proposed scenario. I have previously asked you what the tree destruction will be for each proposed route and you told me that you didn't have that information and would not have it until AFTER a route was chosen. I was surprised and disheartened to hear that because it seemed akin to buying a home without knowing how many rooms were in it until after you moved in. This is essential information and it should be provided before, not after, a route is chosen. After our conversation, I wrote to some Commissioners and asked them if this information could be made available to the public before a route was chosen. Rick Minor responded to me and said that he would look into it. My concerns about this lack of information remain. I am wondering if anything can be done to gather this information before a decision is made. Given the controversial nature of this project and the number of people who have weighed in about tree destruction, I think the public deserves some answers. As an avid cyclist, I am strongly in favor of construction of inter-connected and safe cycling options, but as an environmentalist, I am not willing to destroy an unacceptable numbers of mature trees in order to gain those cycling options. Right now, the public simply does not have the information that it needs to intelligently weigh in on the proposed options.	Email					X
70	10/18/2021	Allison Orange	We live in Bobbin Brook, near the Market District and are very interested in walking and biking safely through Tallahassee. We believe this project would aid in this endeavor and believe it has been extensively well thought out. The materials explaining everything are easy to follow and understand. My husband is blind and many of our friends are blind as well and pedestrian-only households. In addition, my brother cycles extensively, and despite following all the rules of the road, has been hit by a car. We are 100% behind this project.	Website	X				
71	10/18/2021	Mary Wolfgang	I like the idea of multi-use paths. I have used the sidewalk that was recently built on Timberlane Road and enjoyed it. When I think of the paths on Centerville Road and Blairstone Road, I can't remember anyone using them. Do we have commitment from citizens that they will plan to use the new paths?	StoryMap					X
72	10/18/2021	N/A	I live about 1mile off of Thomasville Rd. and I would love to have the opportunity to bike safely either north or south to the major shopping/restaurant centers. Currently, this can only be considered unsafe at the very best.	StoryMap	X				
73	10/18/2021	Patricia Culbertson	Patricia Culbertson provided a letter in opposition on October 18, 2021* See Attachment L "Multi use path"	Email				X	
74	10/18/2021	Sid Bigham	To Whom it May Concern: Please consider this letter a request for electronic copies of the following documents pursuant to Section 119.07, Fla. Stat: We are requesting copies of all plans and schematics for the Thomasville Rd. Multi-Use Project, whether preliminary, draft, alternative, proposed, conceptual or final form. In the event the CRTPA and/or City chooses not to disclose any of these public records, we request that you, pursuant to Section 119.07(1)(f), Fla. Stat., "state in writing and with particularity" any conclusion by the you that any public record described herein or any portion thereof is exempt from the disclosure requirements of Chapter 119, Fla. Stat. The statement shall include the exemption, which you "contend is applicable to the record, including the statutory citation to an exemption created or afforded by statute." If portions of a document are exempt from disclosure, Section 119.07(1)(d), Fla. Stat., requires that you "shall redact that portion of the record to which an exemption has been asserted and validly applies, and ... shall produce the remainder of such record..." Please do not hesitate to contact us if you have any questions. Thank you for your attention to this matter.	Email					X
75	10/17/2021	Marilyn Marshall	*Marilyn Marshall attached an image of comments she made on an image in email that she wanted shared at a CRTPA meeting* - *See Attachment M "Re CRTPA meeting"	Email				X	
76	10/17/2021	Suzanne Haines	Email from Suzanne Haines to Greg Slay *See Attachment N	Email			X		
77	10/15/2021	Ettore Aldrovandi	It's a great idea, we need more of these!	StoryMap	X				
78	10/14/2021	Alexandra Copeland	I am very much in support of this project. We live on Sandhurst Drive. Because Piedmont Park neighborhood was not contacted earlier, I feel I am late to the game. We use Thomasville Road almost daily for walking, and for biking 30 miles a week and know that this project would increase both safety and pleasure. I have concerns about the possibility of using Potts Road as part of the route. Veering away from Thomasville to Potts would add significant distance. This would make an attractive recreational route but not provide the enhancement to "Thomasville Road" for true travel purposes into town in the morning, or accessing Midtown for commerce. Thanks.	StoryMap	X				
79	10/14/2021	Bill Clark	As a resident of the Betton Hills neighborhood, I am against Using McCord Park as a segment of the Midtown to Market two-direction Multi-Use Path. It will funnel faster-moving cyclists, electric scooters and skateboarders through a passive, neighborhood park. McCord Park is used by families playing with their children, walkers of all ages, (I am 79), residents socializing along the path, dog walkers, leisure cyclists, etc. A multi-use two-direction trail is not compatible with a passive park and would change the park as we know it, creating safety issues and destroying the current quiet nature of this urban oasis.	Email		X			
80	10/13/2021	Bill Nichols	Thank-you for your quick response to my inquiry and your offer to present at our HOA meeting. In reviewing the website materials, the "Preferred Option" is the Eastside of Thomasville Road between Armistead and Woodgate. The Asbury Hill entrance is located on the Westside. Does the Eastside remain the "Preferred Option" for segment 2? Also, the Storybook has a comment for segment 2 as follows: In addition to a 10 to 12-foot multi-use path on the west side of the corridor, sidewalk enhancements between Waverly Drive and Woodgate Way has also been proposed by members of the public to allow residents from Waverly Hill, Asbury Hill, and Penny Lane access to the path via the Woodgate Way crosswalk. This opportunity is being further explored by the project team. Has there been any further developments on this proposal? I will inquire the HOA to find out if a presentation at the meeting is desirable.	Email					X
81	10/13/2021	Bill Nichols	Great, that west side Thomasville Road sidewalk really needs some major improvement and would be a nice gateway to the path at Woodgate Way for the west side neighborhoods!	Email	X				
82	10/13/2021	David Pascoe	Love idea. Good for tallahassee	StoryMap	X				
83	10/13/2021	Jana McConaughay	We are very strongly in favor of the proposed multi-use path. We are in favor of the route which would incorporate the existing path in McCord Park. We live in Waverly Hills but often use that park for walks and biking now.	StoryMap	X				
84	10/13/2021	Kathy Combs	Great plan. Traffic is too fast in this area. Need a light at Waverly Rd to break speed down.	StoryMap	X				
85	10/13/2021	Mary Kay Falconer	OK. Thanks Jack. Very hard to believe that FDOT has a major corridor that does not have sufficient ROW for sidewalks on both sides	Email					X
86	10/13/2021	Paige Farmer	Would be happy to see it	StoryMap	X				
87	10/13/2021	Patricia Martin	When we talked a few weeks back (2 or 3), you promised me that there would be a multi-neighborhood meeting outdoors in Oven Park. I asked you about it and you said there would be 'in person' meetings until mid-November. Today at the Parks & Rec Board, Jack said all public meetings end on November 4. And he did NOT mention the Oven Park multi-neighborhood meeting. Jack, as the head of the CRTPA group, I ask you: Please keep your promise to hold that meeting and, please, will you come and talk to us and listen to us. Today, we once again were given 'different' answers to a simple question: Will the path be concrete or asphalt? Jack said that was not determined. A week or so ago at the Waverly Pond pop-up meeting, Suzanne Lax said unequivocally that it will be asphalt "because DOT does not 'do' cement." Really, Jack. You cannot imagine how disheartening it is to TRY to find out what is what . . . and to continuously be given the run-around. This is not right; nor is it fair. We have worked SO hard to learn, to make our views known; and clearly, your team has NO INTEREST in us. Jack said today that he had a meeting LAST NIGHT with the "bike enthusiasts" and blah blah. Really? And has he or you or Suzanne or the other Greg had any meetings with "walking/jogging enthusiasts"? I suspect not. And there are many of us (and many of us are enthused bikers as well . . . but somehow we are never informed about these meetings). Please keep your promise re. Oven Park. And please lead it. I have lived in Tallahassee since 1962 and have never been more disheartened by how our local government is behaving. (By the way, Jack is very chummy with the Betton Hill folks but did not acknowledge me or Bob Guido and he knows us both.)	Email					X
88	10/13/2021	Stephen Birtman	Multi-Use path is a great idea and should be supported...	StoryMap	X				
89	10/12/2021	Bill Nichols	I am the current President of the Rosemont Subdivision HOA, the Asbury Hill entrance off of Thomasville Road. I was recently notified about the Multi-Use Path proposed along Thomasville Road. I plan to inform our HOA neighbors about this proposed path at our next HOA meeting scheduled for November 14 and am requesting that my contact information be included on any future notifications or updates for stakeholders.	Email					X
90	10/12/2021	Cathy Alfano	We are in support of the use of McCord ditch for the multiuse trail. We feel that this is public park property and should be available for the general public, rather than just for the use of folks who live nearby. Perhaps the existing trail within McCord Park could be widened to accommodate concerns about sharing the trail with cyclists.	StoryMap	X				
91	10/12/2021	Clark Moore	I am all for the Thomasville Road Multi-Use Path	StoryMap	X				
92	10/12/2021	Gayatri Melkote	I completely support the Thomasville Road Multi-Use Path. It is past overdue.	StoryMap	X				
93	10/12/2021	Mary Kay Falconer	During the workgroup meeting yesterday, I asked for clarification about ROW available south of Waverly Hills entrance. You responded that there was not sufficient ROW. Was the inadequate ROW for a multi-use path (10-12 feet in width), a 5ft wide sidewalk, and repair of the narrow path that is currently there? In other words, is the current muddy path running along Thomasville Road between Waverly Hills entrance and Armistead Road on private property? Could you clarify ROW that challenge for us?	Email					X
94	10/11/2021	N/A	To run a large public path down Trescott Road seems strange to me. We lived in this neighborhood for 12 years and loved the quiet, neighborly feel of these small streets and lots. Also, one block over, there is plenty of room on Thomasville Road without taking space from these small lots and close neighbors. Why would you do this to so many homeowners?	StoryMap			X		



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
95	10/11/2021	Walter Tschinkel	My comments are limited to the section from Betton Rd. to Armistead Rd. I think that siting the path along Trescott would be a poor choice. Clearly, the east side of Thomasville Rd. would be the least controversial, and maybe the easiest to construct. The rendering looks attractive, and of course that path already has a lot of traffic. Siting the path on McCord Ditch would create a very pleasant pathway, but as best I can tell when I walked this route, it would destroy most of the Betton Hills Nature Center and Park2Park path. That would be a shame, because the Park2Park Path is a pleasant walk among trees. If the Multi-Use path could be sited to the west of the Park2Park path, that could be a good solution, although I don't know if there is enough space for this. With regard to the section that would use the McCord Park path, I think that would be OK. It's already paved and would only need a bit of widening. McCord Park is, after all, a city park, and should benefit all Tallahasseeans, not just residents of Betton Hills.	StoryMap	X				
96	10/10/2021	Jodi Wilkof	Hope you've had a great weekend. Jonette Sawyer called because she is concerned that friends of hers who live in neighborhoods along Thomasville Road did not get the postcards from CRTPA. Can you confirm who those postcards were sent to? i.e., all residents of all neighborhoods along Thomasville, residents within 1000 feet of Thomasville, etc.?	Email					X
97	10/8/2021	Jeri Winkleblack	Thank you so much for taking the time to meet with us last night. We really appreciate all of your efforts, and especially taking your evening hours to meet! Please let us know if there's anything we can do to help with the efforts. Most of us are fully in favor, and want to help.	Email		X			
98	10/8/2021	Mary Kay Falconer	Thank you for the extra public engagement effort that is going into the Thomasville Road Multi-use Path project this month. Do you think there is a need for access (on the CRTPA website) to a few slides (4-5) that provide an overview of multi-modal transportation? Based on my recent experience with neighbors and community groups interested in the multi-use paths, an informed understanding of the goals and benefits of this paradigm shift in transportation is missing. Because this project has a high level of interest in the community, this is a great opportunity to share relevant information about multi-modal infrastructure with our community. Does CRTPA or Kimley Horn already have a set of slides that would be appropriate to post? Maybe Blueprint? In addition, a few weeks ago, I contacted some local officials in central Florida about their experiences with multi-use path or trail development in urban areas. Advances in these developments were located in the East Central Florida Regional Planning Council region, more specifically West Orange County and Winter Garden. The Winter Garden city manager shared several reports, some of which I had already seen. The economic benefits of trails were addressed in these reports (links to a couple of these reports are below). He also had the materials in the dropbox (link in email below) compiled for reference. The consultant that has been working with Winter Garden on past projects is Ian Lockwood with Toole Design. His contact information is included in the dropbox. Maybe both of you know this consultant and projects he has worked on. I also thought the list of multi-modal projects in Leon county/Tallahassee compiled by Julie Christensen and her staff was very useful. My neighbors have asked where current projects are located and this document provides that information. The link to that is also below. Multi-modal Projects in Tallahassee/Leon County https://talgov.com/uploads/Public/Documents/place/ba21-01.pdf Florida Trails--(Includes Economic Impacts) https://headwaterseconomics.org/wp-content/uploads/Trail_Study_1-orange-county-trails.pdf http://www.opportunityflorida.com/pdf/Jim%20Wood%20-%20Trails%20and%20Economic%20Impact%20-%20Rural%20Summit.pdf I apologize for suggesting we add a task to an already heavy workload at CRTPA but this is an opportunity to educate and bring our community forward. As chair of the CMAC, I'm available to help produce a set of slides but I am hoping there is already a set available! I copied 2 CRTPA commissioners on this email.	Email					X
99	10/8/2021	Mary Kay Falconer	The Storymap presentation on the Thomasville Road Multi-use Path looks like it will be helpful. In the renderings, would it be possible to include examples of plantings or physical barriers between the road and the path? This addition is probably best addressed in the design phase but I have had requests from residents to include barriers. The speed of motorized vehicles is a big concern and I thought it would be helpful to get some feedback on attractive and effective barriers at this time. Some residents will be looking for them. Just a suggestion. I will bring it up in public engagement opportunities.	Email					X
100	10/7/2021	Jonette Sawyer	If OK with you and for purposes of clarity and further discussion lets take the "Loop" off the table and refer to the path avoiding the businesses as the "Post Road" option? Is identified Option 2 dependent on the answer to question 6? Why is the Trescott Drive option on the Public engagement postcard when it is no longer an option and the "Post Road" option not included if still being studied? When do you expect to know if the "Post Road Option" can be added? When I talked with Greg Burke at the Pop-Up Meeting at Waverly Pond on October 4 he told a group of us that the recommendations for alternatives would be determined in early November. I asked how this could be since the public engagement was continuing through mid-November? He then said it would be sometime in November. I have since learned that public engagement is now ending in October and the final recommendations are being made in December. Is this correct?	Email					X
101	10/7/2021	Kasia Bugaj	As someone who bikes with their children weekly (but not in Tallahassee because it seems unsafe), I very much look forward to the possibility of this path. The McCord Ditch segment seems like a wonderful option (no cars, minimal tree removal) and the current path there--while surrounded by beautiful trees--is a little bit creepy. I think widening it and providing lights and people using it would actually increase the safety of that segment. As for McCord park (which my family uses often), I do not see the multi-use path traffic destroying the nature of the park. Not to mention that it is a short segment that might be cutting through. I think this is a lovely idea!	StoryMap	X				
102	10/7/2021	Richard Drew	I support the BHNA recommendations to use Thomasville Rd and NOT run the new pathway through McCord Park.	StoryMap		X			
103	10/6/2021	Ashley Kalifeh	Love the idea of increased trails, but please do not do it through McCord park or my neighbors' streets! There's plenty of opportunity behind the businesses on Thomasville. McCord is a sanctuary that my kids love to enjoy and walk around (toddlers, so they're slow). I'd hate to lose that peaceful park due to increased traffic from bikers, etc. That would really spoil the opportunity, especially for little ones, to walk around and explore. I also enjoy seeing my neighbors on peaceful walks with their families and dogs, or watching the birds. Please keep McCord the way it is!	StoryMap		X			
104	10/6/2021	Eliza Hawkins	I am sending out a BHNA email blast regarding the public engagement. 1. Since Betton Hills NA did a statement and submitted it to the CRTP, is that sufficient to register the neighborhood's sentiment? Are you counting it as representing the sentiment of most of the 1100 homes in this neighborhood or should we recommend to people they should still show up and comment? (I will recommend that anyone in disagreement with the Betton Hills statement submit a separate comment) 2. Regarding the StoryMap on the MUP with a public comment form at the end: Is this where I should refer people that want to make general comments on line? Rather than attend an in person meeting or a virtual meeting? 3. How long will the MUP storyMap comment form be open for input? 4. It looks like scheduled meetings go through the end of October. Is the end of October the cut off for public engagement? 5. Will there be another public engagement opportunity once final routes are determined? 6. When will the final route be selected? January or just sometime in the spring? Thanks much! If its easier to call and rattle off answers feel free to do that.	Email					X
105	10/4/2021	Jonette Sawyer	Hi Jack, > Thank you for the information about the current proposed options for the Betton Road to Armistead Segment of the MUP. > I have questions about two options that are being considered that would avoid the bulk of the McCord Ditch as well as McCord Park: > 1. The "Loop": > Is this option not feasible because you cannot utilize the "asphalt access road/alley" running behind the businesses because it is private property that ends at the chainlink fence bordering the current McCord Drainage Ditch? > 2. Post Road/McCord Ditch/Betton Road: > a) How does this option differ from "the loop"? Does this option enter Post Road off of Thomasville, run along the perimeter of the nature park paralleling the access road along the McCord Ditch (City Property) to Betton Road? Does it run north through the Park still? > b) Given that the new underground stormwater culvert is covered by a swale with drainage is there a path alongside it (city property) between the swale and "asphalt access road/alley" that you are studying to use as the path to Betton Road? Does the absence of the City's box culvert section (to Post Road) mean that the MUP can only go along Thomasville Road from Betton to Post Road? > c) How wide is this path and is the city agreeable to the use of this property for a MUP? > d) Is running the Thomasville Road MUP in front of the businesses between Betton and Post Road still an option? > Thank you for your assistance.	Email					X
106	10/3/2021	Frances Toulon	I am opposed to the multi use bike path. I feel that it will be a hardship and dangerous situation for the many residents along Thomasville Rd.	Website				X	
107	10/3/2021	Patricia Martin	What is a pop up meeting? What will happen there? Why are they being done if they are not full-blown explanation and Q and A sessions like the one held in McCord Park.	Website					X
108	10/3/2021	Patricia Martin	Please explain to me (and my friends and neighbors) what a POP meeting consists of. Is it like the event in McCord Park . . . where you all present and folks can ask questions and comment? Thank you! I'd appreciate knowing what to tell others..	Email					X
109	10/3/2021		Hello Jack-- Thank you for the opportunity to review the documentation that has been compiled up to this point on the Thomasville Multi-use Path. I found it very helpful. In my preparation for the CMAC meeting on 9/7, I developed several questions that I wanted to share with you. There might be additional questions during the meeting. I might share these with elected officials. 1. My understanding is that CRTPA will receive information on the Thomasville Road multi-use path at the 9/13 meeting and will not be voting on this project. Is this correct? 2. Is there more information on the current safety record for motorists as well as bike/pedestrians on Thomasville Road? I know you compiled bike/ped crash data for your report in the Spring and included maps to identify their locations but I have been told that there have been motorized accidents at several intersections on Thomasville Road that might need to be highlighted as background for this project. Efforts to avoid the intersections near I-10 could be supported with this information. 3. More information on the current condition of the sidewalk (east side) and deteriorated asphalt (west side) of Thomasville Road would be helpful. Some of the opposition to a new multi-use path being circulated are conditions that exist now with even more hazards confronting walkers, cyclists and motorists. In my opinion, there is no multi-modal transportation on Thomasville Road. Pedestrians and cyclists are at very high risk with the current very severe limitations in the current infrastructure. 4. On the 2 alternatives for the Betton Road-Armistead that are currently under consideration, how much more research and development do you think is needed for option 2? I see a need for learning more about the stormwater ditch project that will install the culvert as well as a better understanding of the strengths/limitations using the parking areas owned by the businesses on the east side of Thomasville Road. BHNA recommended that CRTPA take a serious look at the development of a loop around the back of those businesses. 5. What is "Gore areas?" page 13 6. Has FDOT weighed in on any of the information compiled? If yes, have they suggested alternatives? For example, the possibility of constructing a 6' wide sidewalk on the west side of Thomasville Road? 7. With the removal of bike lanes, will cyclists still have the option of riding on the road during very low traffic volume times--early weekend mornings? 8. Has anyone suggested the burying of power lines along Thomasville Road and then constructing the path on top of that infrastructure? I know this was discussed in the Midtown transportation plan and extending that up Thomasville Road to Betton and then further north seems like an excellent plan moving forward. Would federal infrastructure funding make that more affordable for our community? I support serious consideration of this option. Thanks so much for working on this challenging project. I would like to see this project move forward for the community.	Email	X				
110	10/2/2021	Allison Orange	The Thomasville Road Multi-Use Path Feasibility Study was incredibly thorough and easy to understand. The over-arching plan to make Tallahassee safe for both pedestrians and cyclists is laudable and will be very desirable for residents and visitors alike.	StoryMap	X				
111	10/2/2021	Merle Barrett	I oppose the multi use path. I enter my neighborhood on Brockton Way. We already have to navigate traffic from Thomasville Road Baptist Church, Dorothy Oven Park and the School for Arts and Sciences just to turn out of and into our neighborhood. In addition there are businesses on Oven Park Drive whose employees park at TRBC adding foot traffic crossing our "Cuts" Adding additional foot, bike traffic along this area is very dangerous.	StoryMap				X	
112	10/2/2021	Patricia Flowers	I understand there is still planning to be done and decisions to be made but would like to express my enthusiasm for this project. I am a frequent neighborhood walker along Thomasville Road, McCord Park, Hermitage Blvd and other areas. I am also a bicyclist and would love to have space to ride near my home (I currently have to drive to the St. Mark's Trail). I am speaking as an active older adult and see this as a positive addition to our community. I hope it moves forward.	StoryMap	X				
113	10/1/2021	Ann Bidlingmaier	It seems the feasibility study SHOULD include a tree count to see if the project is, indeed, feasible, Which it's not. The refinement in data you mentioned seems to be lacking. Has anyone who has done a bike trip looked at this plan with the 44 cuts? I have done nine trips, and I will say, again, that this plan is not safe. All the best.	Email				X	



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
114	10/1/2021	Leigha Ward	I think this is a great idea and a step in the right direction for Tallahassee's elitist area, but I think there is so much more to do first (or at least simultaneously) to make this 'worth it'. Our park system is a joke. Where is Tallahassee's investment in our children's parks, dog parks, outdoor entertainment areas? We are decades behind other cities in this regard. Are there plans to develop our public parks (or lack of)? Are there plans to make this city a more kid-friendly place to raise a family? Or are we just randomly widening a sidewalk in one small section of the town?	StoryMap	X				
115	9/30/2021	Courtney Schoen	Great information, and we are very much in support of the project going forward!	StoryMap	X				
116	9/30/2021	Lori Guido	I do have a follow up. For the Major Project Evaluation Criteria related to (a)low income area, (b)citizens aged 65+, and (c) high percentage of households without vehicles. Question 1 - were the same census blocks used for these 3 criteria? Question 2- please provide census blocks used for each of the three criteria Thank you. I am just trying to get a good understanding of the process.	Email					X
117	9/30/2021	Randie Denker	Do you have a rough idea of which route preserves the most large trees without having a formal study done? If so, can you share that with me? Thanks!	Email					X
118	9/29/2021	Daniel Bramblett	We are a family that lives car-lite and currently do not own a car. We love going out to that part of town and really enjoy going to places in the Market District and others along Thomasville road like Tallahassee Nurseries. We do most of our commuting by bicycle or pedal assisted e-cargo bike. In the current moment Thomasville road is completely hostile to pedestrians and those who use bicycles. Even with the proposal of the multi-use path, the speed limits and wide lanes allow for reckless driving and frequent crashes in the area. A piece of this project should also be about lowering the speed limits and adding aesthetically pleasing traffic calming to the area proposed for the path. This path should also be a part of getting people out of cars in a safe and fun way. We need to get people out of cars for the environment, and projects like this must keep that in mind. Other parts should include increased density and transit along Thomasville Rd and into the following Market Square areas where the planned park and current businesses are. Traffic is absolutely ridiculous and it should be obvious with examples like Atlanta that adding lanes only makes the problem worse and introduces more problems. Rush hour only gets worse when we add more lanes and do not offer genuine and safe transportation alternatives. We need be smarter, more efficient and more environmentally conscious about the types of transportation we demand. Build it and they will come.	StoryMap	X				
119	9/29/2021	Deb Burr	I fully support this project and hope it is approved. My preferred alternatives include the Betton/Trescott Ditch since it will not require trees to be cut and accesses an existing public park. As a frequent cyclist who lives in this corridor, improvements made to the west side of Thomasville is sorely needed!	StoryMap	X				
120	9/29/2021	Joseph Barnett	Improving the path safety on 2 sides of the road for walkers, etc. will be a major benefit to the residents and users of this corridor.	Website	X				
121	9/29/2021	Randie Denker	I bike commuted 20 years Thomasville Road. Both times hit were sidewalk crossings...bike lanes with rumble straps and slow speeds best. But multi use good uf on main roads with much better designed crossings...	Email					X
122	9/29/2021	Randie Denker	Good morning, is there an accurate count of how many trees will be removed for each alternative route? Also, if there is, is there a list of the species and size of each tree that will be removed? Thanks for your help.	Email					X
123	9/29/2021	Skip Cook/Live Oak Plantation HOA/Millstream HOA	The problem for me (and the neighborhood association I am president of) is that it is difficult to advocate for a route until we have that information. It's like putting the cart before the horse. How can those of us who cherish our trees weigh in intelligently without that information? Is it possible to have that info before a route is chosen?	Email				X	
124	9/28/2021	Skip Cook	Please make our negative response to your board. This is not a good project and never should have gotten this far. Common sense should have been injected early in the review process. There simply isn't enough right of way along Thomasville Road to do anything but sidewalks. I know the biking community is vocal and desires to have bike access throughout Tallahassee roadway system...and I support that. However, Thomasville Road is, and has been, a major thorough fare, designed for vehicular traffic. It should stay that way.	Email					
125	9/28/2021	Virginia Culpepper	Can we just go on the record as formally opposing the project?	Email					X
126	9/27/2021	Mary Kay Falconer	Appreciate the information. Exactly what is a pop up event? And what time does it take place at Waverly pond on October 4? Thanks	Email					X
127	9/25/2021	Brian Harlow	Thank you so much for all of the work that you and your staff have invested in the Thomasville Road multi-use path. We know that you are continuing that work and we appreciate that. At this time, it would be very helpful to know the status of two path options that are in the segment between Betton Road and Armistead Road. These options are listed below: 1. This option was included by CRTPA staff in its alternatives at the last CRTPA meeting. It runs along or in the stormwater infrastructure that will be under construction in 2022 with part of the path continuing on the current path in McCord Park. 2. This option was mentioned during the CRTPA meeting. It is the loop option that I recommended and Betton Hills residents are interested in pursuing. This option would loop behind the businesses and use Post Road to bring the path to the Thomasville Road corridor. It would avoid the high trip generation entries and exits along that section of Thomasville Road and eliminate the need for the new multi-use path to run through McCord Park. Are both of these options considered feasible? If not, are you still investigating their feasibility? What has or is guiding you in your determination of whether they are feasible? Will both of these options be presented during the virtual public engagement sessions that are scheduled in October? Will you be seeking more information and input from residents that can impact their feasibility? Your responses to these questions will be important in our efforts to get to a solution on that segment of the multi-use path.	Website	X				X
128	9/22/2021	Jo Laurie Penrose	Hello there, I just wanted to send this message in support of the Thomasville road multi use path. I believe it will be a great and necessary addition so that cyclists and ad pedestrians have a great path to travel without fear of motor vehicles. I drive down Thomasville road to work every day and also enjoy cycling and I would love to have additional options for transport through the city and to it's many parks. Keep up the good work.	Email					X
129	9/20/2021	Debbie Miller	Good morning: Martin Hurst Road off Live Oak Plantation Road was mentioned as a connector to the Market District. This isn't feasible, in my opinion, because I-10 cuts off the road. I drove down the piece off Live Oak Plantation Road. It's a narrow street that doesn't look like it would be friendly to a trail. Timberlane School Road would be more appropriate, but the grade would make it a hike instead of a walk.	Email					X
130	9/20/2021	Debbie Miller	The Betton Brook HOA is concerned about the proposed bike path on Thomasville Road regarding our new landscaping project which will be contained within existing perimeters. Our specific concern is the width of this proposed path and whether it will infringe on our existing property and if there will be changes to the current easements. Different widths of the shared path have been stated. In order for us to proceed with landscaping, we need confirmation from your organization on any right of way constraints that may affect our entrance. The landscaping project is quite costly and we need to know of any proposed changes to our property as we move forward with our plans. Thank you and we look forward to hearing from you as soon as possible.	Email	X				
131	9/15/2021	Penelope Dehler	I just got to watch the CRTPA in full and, as an advocate for this project, look forward to the next step with public engagement. The final public speaker, Brett Engerman (who I do not know personally) echoes my entire sentiment regarding the project. I really hope the Commissioners will have an opportunity to become educated about the current use in this corridor from the various user groups and neighborhoods. I also hope they find the time to walk or ride beyond McCord Park and up Thomasville (up the east, down the west) to gain a full appreciation of the limits and hazards of the current route/infrastructure. One of the Commissioners during the discussion asked about examples of other multi-use trails through suburban areas that are close to busy roads, and use a variety of connections with safety issues. I know you may already be knowledgeable, but want to offer the Cross Seminole Trail north of Orlando as a possible example. There is nothing more busy, with as many driveways as this that I have had experience with, which also connects and travels through existing parks used by all sorts of users. https://www.seminolecountyfl.gov/departments-services/leisure-services/greenways-natural-lands/trails/cross-seminole-trail.shtml	Email		X			
132	9/14/2021	Lori Guido	Gentlemen, We are opposed to the proposed use of McCord Park in the CRTPA planning of the Thomasville Road regional multi-use trail. We have lived on Armistead Road for 25 years and walk the path twice daily, at least. We have enjoyed seeing increased, multigenerational use increase dramatically since the installation of sidewalks on Armistead Road. That made it possible for people to safely walk through the park and around the entire block. This has helped to create a healthier population within the Betton Hills neighborhood, as well as others who drive to the park. We are fortunate that our house is within the Thomasville Road, Armistead, Trescott, and Cline block of the park, so we are well positioned to see how many walkers and runners of all ages, as well as young families with strollers and small children on bikes, going all the way around. Since we also go on the path through the park daily, we have become friendly with other regulars, if only to wave and say hello, and notice how the path facilitates old fashioned neighborhood connectivity for a large swath of Betton Hills. We love to see little ones in strollers, toddlers just learning to walk and explore, young adults exercising and canoeing, elderly people who are frail, who push themselves to get there, even if only to sit on a bench and walk gingerly and slowly the length of the path. We have one 90 year old who uses two walking sticks. He has survived several heart events; walking to the park from his home, and around it, has kept him alive all these years. Everyone knows him and his succession of wonderful dogs he has had. He is called the Dog Whisperer. There is a lunch crowd of people who drive in regularly to eat their lunch and walk the path. Our son is a cyclist, and we understand the positives of these kinds of multi-use trails, but cycles, rollerblades, electric scooters, etc., are totally incompatible with the natural order of the McCord Park path. We already have them occasionally. Even as recently as last week, and with regularity, adult cyclists come out of nowhere and fly by at incredible speeds, without a word of warning, much less an apology. One step to the left could spell disaster for anyone, especially a dog, child, or older person, and even to the cyclist. It makes no sense, and shows no respect, but they do it far too often. Thank you for reading this, and considering carefully before supporting this aspect of the CRTPA multi-use trail. It will change the character of a historic Tallahassee neighborhood and one of the park system's jewels.	Email					
133	9/14/2021	Mary Kay Falconer	I am sending this to the two Commissioners who seemed truly engaged in the citizen's input as well as Greg and Jack of CRTPA. Let me preface what is to follow by saying that in my opinion there should be no multi-use path along either side of Thomasville Road because of the traffic/safety issues well documented by Dr. Tom Haney. Understanding that the CRTPA Board may decide to disregard those very real traffic issues and move forward with the project, please reflect on the opinions expressed during the September 13th meeting: Residents of Rabbit Hill (east side of TR), Preakness Point(east), and Peacefield Place(east) objected to the project The owners of Tallahassee Nursery(east)objected to the project Residents of Waverly Hills (west) supported the project A resident of Waverly Hills (west)specifically requested connection from McCord Park to Waverly A resident of Savannah Trace (west) was very supportive of the project There were multiple requests for improvements to the west side 'sidewalk' In light of these comments from citizens who were concerned enough to engage in the project and the fact that the feasibility study has not concluded, CRTPA should seriously consider placing the east to west crossing at Armistead rather than Woodgate Way. One reason listed by the Project Team in support of an east side path is "The east side is ADA compliant which wouldn't require as much earthwork and rebuilding as the west side of Thomasville Road". Shouldn't ADA compliance be in place on the west side? Isn't this an opportunity to achieve compliance for the west side? Like Woodgate, the Armistead intersection does not have free flow right turn lanes. Also, installation of the crossing on the south side of the intersection would create no conflicts with right hand turns heading north on Thomasville Road from Armistead. The east to west crossing placement should be reconsidered in light of the public input at the September 13th meeting.	Website					X
134	9/14/2021	Virginia Culpepper	Do you have any guidance on how or if some of the residents in Betton Hills should work on the "loop" path that we mentioned yesterday? I thought you might have worked out a format or a citizen workgroup for our involvement during the public engagement phase. Any thoughts on this?	Email					X
135	9/13/2021	Barbara Levins	Yesterday I attended the meeting regarding the proposed Thomasville Road multi-use path at City Hall. I have lived on Carriage Road for over 47 years. It is located on the west side of Thomasville Road between the stoplights at Woodgate and Hermitage Blvd. My husband and I are both bikers and walkers. My children grew up riding their bikes to Winthrop Park and around the neighborhood. In those days traffic was much less and conditions were safer. I went to the meeting with an open mind. However as I listened to the presentation, it was evident that what was lacking was an awareness that Thomasville Road is NOT the kind of corridor that it was even ten years ago. The volume of traffic has increased so much that it has become problematic for the residents of our street to exit onto Thomasville Road going either direction. To turn north generally we must wait until both lights are red in order to cross over both south bound lanes and hope that no one from Woodgate has entered into the passing lane as they are turning from their entry to go north. Otherwise, we must wait in the median until we can proceed. To go south toward town, we often have to depend on the courtesy of oncoming drivers to let us in when possible. All of our exits are done with great care under the best of circumstances. Rush hours in the mornings, at noon and late afternoons along with activities downtown, football and basketball games, etc. when traffic is bumper to bumper resembles traffic in any big city. Sometimes it occurs in off hours with no clear explanation. As was explained at the meeting, there are 44 cuts into Thomasville Road from each side. You can do the math as to how that would impact increased foot and bike traffic with incoming and outgoing vehicles. It was of particular interest to me when it was proposed that the multi-use path cross over Thomasville Road at Woodgate Way. Since there was no visual sketch of that, in my mind I could only see a disaster in the making. As referenced in Dr. Tom Haney's letter and by more than one speaker, the area between Tallahassee Nurseries and Hermitage Blvd. averages an incredible amount of accidents. I even saw a fender bender on my way home from the meeting. It occurred just before the stop light at Woodgate. I kept shaking my heading as I turned onto my street at the insanity of this project. My husband and I have continued to enjoy our walks in our neighborhood, but we no longer bike along Thomasville Road. The conditions are simply not safe. Instead we choose to enjoy the wonderful trails at St. Marks and the Miccosukee Greenway. Both are safe, wide and in beautiful surroundings where we are reminded how fortunate we are to live here. It is my hope that a sensible approach will be taken to the real need that would be of greatest benefit to those who live in the Thomasville Road area. Currently the sidewalks, particularly on the west side of Thomasville Road, are in a state of terrible disrepair. The latter is mostly the remains of the forty year old asphalt trail, full of cracks and pot holes and covered with encroaching grass and weeds. The best use of some of the allotted money would be to upgrade the existing sidewalks and allow them to continue with passive use as has been the tradition.	Website				X	
136	9/13/2021	Bill Clark	I do not support the project on Thomasville Rd through downtown, etc. I do do fell it is safe.	Email	X				
137	9/13/2021	Constance Bersok	I would like to say I am in favor of Midtown to Market St. Multi Modal facility. Since you are considering on how to accomplish this, I would like to make a few suggestions. As you have noted in your feasibility study, there are concerns about 4 major intersections at Armistead Rd, Woodgate Way, Hermitage Blvd, and Metropolitan Blvd. By directing the path over to west side of Thomasville Road from Betton to Live Oak Plantation Rd. You will alleviate some of those intersection concerns. It will also divert the extra traffic created by this facility from McCord Park. You have also noted that the present sidewalks and paved path on the west side are not ADA compliant and have crumbling asphalt in places. By traveling on the west side you avoid at least the major intersection at Woodgate Way. If the route continues and turns down Live Oak Plantation Rd to Timberlane School Rd and the over to Timberlane Rd you will also avoid the I-10 & Thomasville Rd intersection. It would seem to be more economic to repair the existing west side than having to build a complete ADA compliant route on the east side. Over all, I am completely against using any part of Trescott Road, from the paved road to the ditch to facilitate multi modal travel.	Website	X				
137	9/13/2021	Constance Bersok	Thank you for considering routes that are not adjacent to a busy 4 (plus) lane roadway. The Trescott ditch option, in particular, would be much safer to all users in that location, relative to the high traffic volume and associated increased heat, noise, and air pollution along Thomasville Road. Please also consider labeling the routes along Thomasville and other busy roads as "urban sidewalks", rather than paths or trails, which imply a more passive setting.	Website	X				



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

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Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
138	9/13/2021	Donna Legare	Input for CRTPA on McCord Park Option for Thomasville Road Multimodal Trail I have given input by signing the petition against the McCord Park option for the multimodal trail and as part of the Betton Hills Neighborhood Association's position statement by the Board of Directors, of which I am one. However, I would like to include some of my personal reasons for not wanting the trail to go through the center of McCord Park. I have lived in Betton Hills for about 30 years. In that time, I have volunteered countless hours in the park, planting native trees, removing an endless stream of invasive plants, maintaining our previous plantings, removing trash from the pond, managing the bluebird houses and wood duck nest box. I am not alone in this effort. There is a core group that volunteers year-round and one large effort by many each year at Arbor Day. Our goal is in keeping with the desires of the people who donated the land for the park. We are managing the park as a greenspace for wildlife and for the residents of Tallahassee to enjoy in a passive manner. We have worked in conjunction with various City of Tallahassee employees to accomplish our goals. I am also a regular walker who passes through the park at least daily and a bicycle rider who also uses the paved trail less regularly. I am always amazed at how many people use this trail, even at unusual hours. There are dog walkers, old people with canes, many parents with strollers, little kids on bikes and scooters, stumbling toddlers, fast walkers for exercise (that's me), runners and slow joggers, considerate bicycle riders moving along carefully. This quiet little park should not have a multimodal trail passing through its heart. Anyone can visit the park as it is now by bicycle. I ride from my house on Ellicott through the park and down Trescott to Winthrop Park. Our children did this on their own regularly. I support the option to place the multimodal trail along Thomasville Road, which runs along the western border of the park. Anyone who wants to visit the park from the trail can just dip down into the park from the Thomasville Road trail. Thank you for giving me the opportunity for input.	Email		X			
139	9/13/2021	Dylan Smith	I think this multi-use trail is such a great idea. Thank you for making Tallahassee such a pedestrian and bike friendly city. I would suggest that crossing Thomasville rd only be done once and be accomplished via a pedestrian bridge (perhaps added on to the existing I10 crossover?) rather than multiple street level crossings that would likely be an increased danger for the users of the trail.	Website	X				
140	9/13/2021	Elizabeth and Bernard Daley	We do NOT support multimodal trail options on or beside Betton Hills streets or through McCord Park.	Email			X		
141	9/13/2021	Fred and Anna Roberson	FRED ROBERSON AND ANNA ROBERSON, ARMISTEAD ROAD, ARE BOTH VERY MUCH OPPOSED TO THE Multi-use trail through McCord Park TWO PERSONS STRONGLY OPPOSED!	Email			X		
142	9/13/2021	Jan Bennitt	The CRTPA meeting today was very informative. I learned a lot from our commissioners and neighbors who spoke, but I still have questions. Maybe one of you can answer them. Commissioner Dozier mentioned not wanting to throw away the money that has already gone into studying the Thomasville Road Project. Whose money has gone into it? If the CRTPA, which is basically the DOT is studying this, isn't it their money? Or are they doing all of the studying even for the parts that are not DOT, but are tied to Blueprint through the Bicycle and Pedestrian Master Plan and the Greenways Plan? If so, is Blueprint paying for some or all of the study? Next question: Thomasville Road is the only state road in the plan, if I understand it. I know I heard Greg Slay say that there is no alternate for the part of the route that is now on Thomasville Road. Am I correctly understanding that if they don't use Thomasville Road, there is NO DOT funding available because DOT can only fund state roads. Am I understanding that correctly? Next, several commissioners spoke about planning for the future and I immediately thought of what will happen when the Welaunee connections (which I have opposed for twenty years) dump into Killlearn and from Killlearn dump out onto southbound Thomasville Road. What is that going to do to the Thomasville Road traffic numbers. Any data we collect today, it seems to me, will be outdated as soon as that happens. Thoughts?	Email					X
143	9/13/2021	Jo Laurie Penrose	Please add my name to the public engagement notification list. Thanks.	Email					X
144	9/13/2021	Joanna Southerland	I was given this flier. I am posting knowing I will be open to a barrage of whatever. There is no name associated with this. There are good points but there are also points which are untrue. I do ride, I do walk, I use McCord Park. I don't live in the neighborhood as it is a city park, I feel free to use with my family. I have ridden trails here and all over the U.S. Cyclists don't want to die anymore than anyone else. And Squirrels? Really? Trails are very good for economic development. Somehow, for many years a whole variety of people have managed to use the St. Marks Trail with all of its stops and respect each other and even more during lockdown. It does happen.	Facebook	X				
145	9/13/2021	John and Jane Aurell	We have owned our home on Live Oak Plantation Road for over 20 years. We have reviewed the potential routes for the bike path. Respectfully, the whole thing is so poorly thought out and dangerous as to be humorous, except for the fact that some people seem to want to force it in spite of the obvious reasons to reject it. To do this is like trying to fit a square peg in a round hole. It just does not work. Bike paths can be nice, but only where they are safe and sensible- not forced, nonsensical and dangerous to both bikers and drivers. Please rethink and do not do this. Thank you for considering my comments.	Website				X	
146	9/13/2021	Kristin Brown	I would appreciate a walking path between Winthrop Park and Thomasville Rd, running north/south between Armistead or Betton to Whole Foods plaza and midtown around 3rd/4th/5th Avenues or Calhoun. The path needs to be set east of Thomasville Rd, so that walkers are further from traffic. There is a sidewalk east side of Thomasville Rd, but it is too close to traffic. There is a road along Winthrop Park, but it does not connect to Whole Foods or midtown. Thank you. Dr. Brown	Website					X
147	9/13/2021	Michael Ramage	I respectfully suggest to all the expense of this project is not worth its benefit. It's a "nice to have" idea but is not a "need to have" project. Just say "No"!	Website				X	
148	9/13/2021	Ross and Kris Ellington	The BHNA Board provided to the project planners a position statement that included: "The BHNA does not support trail options on or beside Betton Hills streets or through McCord Park." The Board arrived at this position after hearing from some members during information sessions open to BHNA members. This statement may or may not reflect a majority perspective of members. There is no way to be certain since no vote or poll of members has been conducted. We know and believe: The Thomasville Road multi-use path is a much-needed enhancement to the community. The project team has been very thorough in describing viable options for the path. For Segment 1, many business and residential access points between Betton and Post Road and the steep drop off and healthy live oaks by McCord Park make the option along Thomasville Road unfeasible. For Segment 1, between Betton and Armistead Roads, the path should follow the Trescott ditch on the west side where the current Betton Nature Center Trail (aka Park2Park Trail) is located. From there, it should follow the existing paved path through McCord Park. McCord Park is a passive community park. This simply means there are no sports facilities. The recommended option for segment 1 uses less than two thirds of the paved path. This path is already used by community members, not just Betton Hills residents, including bicyclists. A larger community good will be served by using Trescott ditch and McCord Park for segment 1. Thank you for taking our perspective into consideration.	Email	X				
149	9/13/2021	Suzanne Haines	I attended the CRTPA meeting this afternoon, in-person. I greatly appreciated your observations and comments about McCord Park, as well as other comments you made during the meeting. I also appreciate your taking the time to actually go to McCord Park to gain an understanding of what makes it so special. Your description of it as "small and intimate" is very accurate. I was especially pleased when you asked about removing the park as an option for the path, and strongly support that outcome. Although I did not speak at the meeting, I strongly agree with the comments made regarding safety and those made by my friends and neighbors regarding McCord Park. I would also like to express my concerns about the path going along the ditch and into McCord Park. I live at 2126 Trescott Drive, and have for the last 49 years. My concern about running the path along the ditch is that, contrary to assertions that have been made, I believe that the increased traffic in that area will lead to more crime, litter, and noise. Further, a comment made by Mr. Kostrzewa at one of the meetings with the BHNA board, seemed to indicate that we would be subjected to bright lights in our backyards 24/7, which will be pretty disruptive to our existence and that of wildlife. As far as crime is concerned, my neighbor, Dan Markel, was murdered by two people who used the ditch to access his backyard to case his house prior to returning to murder him. They also spent some time at or near McCord Park where, I was told by a juror from their trial, they managed to shoot a hole in the floorboard of their car. Although the box culvert will not extend to my house, it will make it easier to access the backyards of neighbors on my side of the street, which concerns me. I am very concerned, too, about wildlife habitat and the effects paving this path along the ditch will have on an already strained ecosystem. Many of us enjoy seeing the bunnies, birds, and other wildlife that inhabit that area, the park, and our yards. I am further concerned about the effects on the gopher tortoises that are protected under both Federal and Florida law. I am also very concerned about the effects on drainage. That ditch was not there when my parents and I moved into this house in 1972. It was subsequently put in to alleviate flooding on Mitchell Avenue. The City subsequently looked at closing Cline Street because of flooding there and along part of Trescott. After a walk-through with the neighbors, the City decided to leave Cline open and buy the houses that had been, or might be, affected by flooding. Several people who did not want to move sold their houses to the City, fearing that if their houses did flood, they would have no recourse. The owners of one of the houses on Trescott chose not to sell and, to my knowledge, it has never flooded. Another was torn down and, several years later, the lot was advertised as "built to suit," and several years after that, was sold, and a large house now stands on it. Additionally, at least two of my neighbors have recently spent upwards of \$10,000 each, to alleviate drainage issues on their lots. Anytime you pave over an area that absorbs water, the water has to run somewhere else to be absorbed. This neighborhood has enough existing drainage issues that we really don't need to create any more. With regard to McCord Park, I thought your question about golf carts was very astute. That had not occurred to me. While most of the comments today focused on bicycles and pedestrians, I've heard in previous discussions, that the path is also intended for motorized scooters, hoverboards, bicycles, skateboards, and roller blades. I am very concerned that we have a lot of rude people on bikes, scooters, and hoverboards, utilizing Trescott. We also have rude runners. The Sunday night before last, around 9:30 I was walking my dog when a late-teens or early-20's guy on a hoverboard came from across the street, got on the sidewalk at the corner of Cline and Trescott, and proceeded to ride the hoverboard on the sidewalk. My dog and I were forced to move onto the street to prevent being run over by the hoverboard. Several weeks ago, I witnessed a little girl, probably eight or 10 years old, on a scooter, riding as fast as she could down the sidewalk on Armistead toward a woman who was walking on the sidewalk. The woman had to step off the sidewalk, into the grass, to allow the scooter to go past. The little girl never slowed down. Since Betton has been closed I have seen people in their personal vehicles driving into the park where they have to either turn around to come back out, or back out. I have personally been run off the sidewalk on Trescott by people on bicycles, and run off the path in the park by runners who were coming toward me, three abreast, and saw no reason to yield right-of-way to anyone else. Over the past few months, there have been ATV's riding around in the holding ponds behind the ditch. Paving a path through the park will not modify bad behavior, and increasing the traffic through there will only exacerbate the problems that already exist, especially, if there is no enforcement. Therefore, I strongly oppose removing the prohibition of motorized conveyances in the park, especially since it is already not being observed or enforced. My final concern is about legal issues. One of the BHNA Board members mentioned in the first meeting with the CRTPA folks, that he thought that the property for the park was donated by the Winthrops, contingent upon there being no motorized conveyances allowed in the park. If this is correct, would a violation of that contingency cause the property to "revert" to the Winthrop's heirs? And, on a less theoretical level, there are children and older people who walk along the ditch and through the park. Sooner or later, a child or older person, will be injured by a person blasting through on their bike, scooter, or hoverboard, and there will be lawsuits. Additionally, until the last few years, there was very little maintenance in the park. I'm now trying to get a portion of the fence at the back of my yard that was damaged during Hurricane Michael, repaired. The state (DOT) said it isn't their fence and they believe it's the City's. The City is looking into whose fence it is. If there's no maintenance of the path along the ditch and through the park, that will also encourage injuries. In short, I believe that if this path is to be constructed, Thomasville Road, where a lot of the needed infrastructure already exists, is the only sensible place for it. I would support dropping the speed limit from 45 mph to 35 mph, as it used to be. However, with no regular traffic enforcement on Thomasville Road, it really doesn't matter what the posted speed limit is, it will continue to be ignored. Thank you for considering my comments and concerns.	Email			X		
150	9/12/2021	James and Linda Mabry	Dear Commissioner Minor: Thank you for meeting with Betton Hills residents on Sept 11. Unfortunately, we were unable to attend the meeting. We wish to express our disapproval of the option to route the multi-use trail through McCord Park, and our significant reservations about the project as a whole. Our family lives on Oakdale Street, at the extreme Northern edge of Betton Hills, and would not be directly impacted by construction of the path. However we do walk through McCord Park frequently, and have participated in Betton Hills Neighborhood Association projects to care for the park, including planting trees, removal of invasive plants, and debris pick-up. The park, in our own observations, is heavily used by residents. Morning joggers and walker meet there, children play there, dog-walkers walk there, small groups picnic there, and birds gather there on the pond. The park is an oasis of green and quiet adjacent to busy roads. I have attached a photo from last winter of woodstorks at McCord pond. Increasing through traffic in the park would radically disrupt current usage. Moreover, we question the utility of the proposed Thomasville Road multiuse path. The proposed route is from nowhere to nowhere, will replace some green space with pavement, disrupts the yards of many current residents, and will be interrupted by numerous side streets with heavy commuter traffic, thereby putting trail users at risk of vehicular accidents. (Not to mention the problem at I-10!) We are in favor of planning for bike paths or paths for other recreational use in neighborhoods under development. However, when attempts are made to retro-fit such a path into established neighborhoods, more harm than good may be the result. A more reasonable and practicable project, it seems to us, would be upgrading the sidewalks along Thomasville Road. Thank you for your consideration.	Email			X		



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
151	9/11/2021	BHNA	County and City Commissioners, The Thomasville Rd Multi-Use Path is on the upcoming September 13th agenda of the Capital Regional Transportation Planning Agency (CRTPA). Although there is no decision on a final route, it appears that route options under consideration would bring the trail off Thomasville Road and through parts of Betton Hills, specifically through McCord Park. Overall we consider this project essential for moving our neighborhood and entire community forward on multi-modal transportation infrastructure. Although we are supportive of this project in general and view it as an opportunity to upgrade multi-modal transportation infrastructure to improve safety and increase capacity for pedestrians, bicycles and other alternative modes of transportation, we share the concern expressed by a number of our residents regarding the impact of increased wheel traffic on McCord Park. Accordingly, the Betton Hills Neighborhood Association (BHNA) approved the following August 15th position statement regarding the Multi-use Path: 1. The BHNA Board supports upgrading multi-modal transportation infrastructure in the Thomasville Road corridor to improve safety and increase capacity for pedestrians, bicycles and other alternative modes of transportation. 2. The BHNA does not support trail options on or beside Betton Hills streets or through McCord Park. 3. The BHNA recommends that the CRTPA staff investigate trail options between Betton Road and Ashford Club Apartments that are behind the businesses along the east side of Thomasville Road to reduce safety issues associated with that trail segment. Many of our residents are interested in participating in the public engagement phase of this project and we expect them to take an active roll in expressing their positions. We look forward to having an opportunity to provide input as the planning phase of this project is finalized. Please consider the BHNA position statement as the Multi-Use Path route is finalized. Thank you for all you do for the Tallahassee community.	Email		X			
152	9/11/2021	Marcella Polanski	I am writing to you out of my concern for the Thomasville Rd Trail Multi-use Path. I believe that this multi-use path would profoundly impact the connectivity of Tallahassee for multimodal transportation and recreation users alike. I am apprehensive that the voices of loud and wealthier citizens will end this project that I believe is crucial to Tallahassee becoming a more equitable city to transverse. This path will make walking and bicycling safer for citizens and is aligned with Tallahassee's goal of becoming a Gold Level Bicycle Friendly Community. I do not see the "44 cuts" along the path as an issue since the people leaving those driveways already have to check along the sidewalk for pedestrian traffic. People need to be more aware that there are other ways to get around besides driving a car. Please consider the benefits this path will have on generations to come.	Email	X				
153	9/11/2021	Mary Kay Falconer	Hello. Thanks so much for attending and participating at the meeting today. I think Commissioner Minor enjoyed it--saw him taking notes and really paying attention. Good for all of us. I noticed that the materials for the CRTPA meeting included a list of issues raised during the CMAC meeting and summaries of the testimony. I was happy to see that. I was wondering about Chad's comments addressing trip generation along Thomasville Road. I'm not sure I caught all of it but do you remember his comments? I thought they might be appropriate for the list of issues addressed. Thanks again for being there today.	Email					X
154	9/10/2021	Jeri Winkleblack	I am resident of Waverly Hills, adjacent to the proposed trail. I am very much in favor of this project, and am thrilled that the city is doing so much to educate the community about the project. I am also on the Waverly Hills neighborhood board. While we are not taking an official stand, we had a presentation from City officials about the Multi-Use Trail earlier this year, and all of those in attendance are very much in favor of this important project. Please know that MANY of the silent majority are in favor of this project!	Website	X				
155	9/10/2021	Jesslyn Krouskroup	Dear commissioners and CRTPA staff, As a 35-year resident of Betton Hills (Marion Ave), I am strongly opposed to the proposed multi-use trail through McCord Park. I walk and birdwatch in the park several times each week. The proposed changes will spoil the peaceful nature of the park currently enjoyed by many residents. Please abandon this proposal. Thank you for your consideration.	Email			X		
156	9/10/2021	Mary Margaret Niezgod	As a mother to a 2-year-old residing in Waverly Hills, my family is very excited about this path as something Tallahassee desperately needs. Our area is currently not bike or walking-friendly, and every young family I've spoken to is in favor of this project. I'm happy to show my support in any way that I can.	Website	X				
157	9/10/2021	Michelle Eubanks	Your name was given in regard to the above referenced project. While opposition abounds from local residents, I am in favor of it as long as it is properly vetted with proper security/safety standards adhered to. This project can serve to enhance our community, promote healthy activities and yes, increase property values. Information is key and I need more in order to speak properly and support this project. The flyers circulating now are misleading and basically want to kill the project. I hear there are different proposals but the neighborhood residents are keying in on McCord Park and promoting it would "change the park as we know it". From my limited knowledge, there are a couple of proposals. One will bypass the park completely. The other would use the extreme western edge of the park parallel to Thomasville Rd. Either one sounds feasible and in my opinion, would NOT jeopardize the park's integrity. That part of the park is hardly used based upon my observations when I walk the area. Tallahassee is growing. The multi-use pathway is a project that again, will promote growth in a positive manner. There is a meeting tomorrow at McCord Park that I cannot attend. Based upon the last meeting held there, it will be a venting session for residents opposed to this project and one where proponents will not be listened to or heard. I want this project if it is what I envision it to be. Please forward information to me with the options and any ideas that would help me in my endeavor. Thank you.	Email	X				
158	9/9/2021	Elizabeth Ellis	I'm in support of the multi-use path. It seems like a great idea!	Website	X				
159	9/9/2021	Kathleen Pafford	I support the Thomasville road multi-use path because it will provide a better, safer connection to the places I'd like to go.	Website	X				
160	9/9/2021	Linda Cox	Thank you for acknowledging receipt of my email and adding me to your email list. However, I had hoped you might provide some response to my concerns, perhaps I wasn't clear in what information I was seeking. 1. What is the purpose or goal of this project, given that this will be a pathway that doesn't connect to another on either end, in an area where sidewalks and bike lanes already exist? 2. How has the public been informed about this project? Are there plans to further engage and seek input from the public at large and specifically those in the Northeast? 3. Has there been any involvement by Risk Management or any other group to address the safety risk posed to pedestrians, riders and drivers? How do you justify a project that clearly violates AASTO standards for a Bikeway Design? 4. Has the project been evaluated by COT Stormwater staff regarding the increase to impervious area and what treatment will they require? 5. What will be done regarding the removal of trees in terms of mitigation as related to the Comp Plan? 6. How will construction be accomplished without further impacting traffic on Thomasville Rd? 7. What is the total estimated cost for this project, including environmental mitigation, purchasing additional ROW, and construction? 8. What is the specific funding source? Thank you again.	Email					X
161	9/9/2021	Matt McHaffie	I received the following attachment. Matt McHaffie is supportive of the trail and would like to know more info. Julie mentioned you wanted me to pass along his info.	Email	X				
162	9/9/2021	Patricia Martin	Thanks for sending the information about Seventh Avenue to Betton Hills area. Very interesting. Now I am writing regarding an EXCEL sheet I have seen once recently .. but cannot find it (nor can Carol Peck recall where she saw it). Here is what is on it. It showed the total amount of money spent in this current FY (or the last one, I do not recall which) on CRTPA staff. And it listed the contributions of DOT and of Blueprint to the planning phase we are presently in .. it showed something like 150K from DOT and 650K from Blueprint: Just for the Thomasville Road segment (BH to Metropolitan). I would greatly appreciate your sending this page to me. . We are interested in the financial aspects of the Thomasville Road project. and finding USEFUL information about finances on your site is nearly impossible. I was just at one site. . with "financial 2020-2021 in the title" and when I went to that link, nothing was there. Thanks very much, Jack. I know we ask a great deal but this issue is critically important to those of us whose very lives may be at risk.	Email					X
163	9/9/2021	Tom O'Steen	Questions for McCord Park meeting on Saturday 9/11 *See Attachment O	Email					X
164	9/9/2021	Trey Goldman	I live in Midtown and am in McCord Park quite a bit. I'm am very supportive of this project but would like a little information. Please give me a call to discuss. Thanks	Email	X				
165	9/9/2021		And yes, 100% in support of any Greenway or trail systems in this town so let me know what we can do to help also we have a construction company that can help with offsetting the costs/involvement to help relieve some of the city requirements or funding issues if there are any. Thx	Email	X				
166	9/8/2021	Edith Elizabeth Pollitz	I am writing concerning the multi-use trail project under consideration for the east side of Thomasville Road. I live on a corner lot on Thomasville Road in one of the many subdivisions lining that thoroughfare. This means that, in addition to the concerns of other residents along the proposed path, I will be directly affected by the apparently hoped-for increase in traffic and modes of transportation traversing this path. Everyone I have talked with about this proposal is extremely concerned about the traffic. Thomasville Road is an very heavily traveled road, and it is very difficult to get in and out of the neighborhood due to car traffic for subdivisions with no light (we are a one-street subdivision with no alternative method of getting out of the neighborhood). Our cut-through to turn into the neighborhood did not quite meet our subdivision street right, so one going south has to get at a parallel angle in the median, then turn back to the left to get into our street. The current sidewalk already has enough traffic on it, walkers, runners, and cyclists, that it increases the treacherous situation. Honestly, many of the cyclists who come by me on the sidewalk (none of them use the bike lane, and I am aware you say that's why the sidewalk needs to be given over to them). They also barrel toward anyone walking. I'm not young, and I take my dog for a walk every day. We routinely have to move far into the grass for folks on bikes who will not give way or slow down. On top of that, a large number of them are rude and make very clear that the pathway is "theirs." Increasing bike traffic on that strip, encouraging more exotic bikes, such as racing bikes, and also adding potential other modes of transportation such as Segways, skateboards (which seem to usually involve people trying to do 360-degree flips and missing), motorized scooters, and various types of motorized bicycles, will make it impossible for me to be able to take my dog for walks at all since there is no other outlet. As it is now, I get some surly looks from cyclists and even had one threaten to kill my dog for walking along the sidewalk. I know some multi-use trails allow horses, and I'm trying not to imagine the further complications that would cause if it is a possibility now or in the future. I guess I would also question golf carts? I work, and I go to work while it's still dark each morning. Although I NEVER see any school children along my route into town (one of the hopes of the gentleman who provided information about the proposal to our neighborhood), there are plenty of early morning walkers and runners, as well as a bike now and then. It's hard to see them now. I think there will be very tragic results if bike (and enhanced bike) traffic increases along that path, making getting in and out even more impossible than it is now and no doubt eventually causing some bad accidents. I have looked at websites relating to ones that are in place to educate myself. What alarmed me, in particular, is there seem to be issues with people throwing trash on adjoining property, vandalizing such property, and adding graffiti. Also, there is increased noise from large groups congregating, issues with people coming a long way needing to relieve themselves (and NO, I do not want a public restroom adjoining my property), and the constant noise from the motorized vehicles that may be coming through. If these things happen, I would be forced to send the bill for clean-up to the city.	Email				X	
167	9/8/2021	Linda Cox	I have just been made aware of the CRTPA proposed project to construct a multi-use, bi-directional pathway along Thomasville Rd. It is my understanding that you are the lead COT staff member for this project. If that is not the case, please forward my email to the appropriate person. As a senior who resides off Thomasville Road and walks this section on a DAILY basis, I'm writing to express my strong opposition and great concern for your safety should this project come to fruition. Let me begin with questioning why there are no public information signs along the area to make people like me aware of the project. It does seem that those who actually traverse this area frequently would be your target market. It was only through a conversation with a friend that I became aware of this project, which has apparently been in the works for a long time. Being a retired COT employee, I know the City can and routinely does a much better job of public outreach and seeking citizen input. This lack of notice almost feels as if this a covert behind the scenes special interest project. Lack of notice aside, this project carries with it much risk to people like me who walk on the sidewalks along this area. First of all, most of us are older and therefore have not only slowed reaction times, but also poor hearing. It is difficult enough to stay safe with drivers who run traffic lights and fail to yield to pedestrians in cross walks, not to mention the current bikers who choose to use the sidewalks rather than the existing bike lanes and come up from behind, with no warning, and again fail to yield the right of way to pedestrians. I can't imagine trying to navigate a shared use path with bi-directional bikers, e-scooters and the cars who are trying to cross a 10-12 foot path, with diminished visibility because of hills, curves and trees. This is even more frightening when your own report states that there will be no enforcement of any "rules of the road." Which brings me to my next question, has Risk Management reviewed this prospective project? It would seem to me that I'll have a very good case to bring to Morgan and Morgan, when I'm injured on a pathway that violates AASTO Standards for Bikeway Design. With 44 individual points of entrance and egress, it is not a question of whether someone will be injured, but rather when, how many, and how seriously. Doesn't Tallahassee already have enough pedestrian fatalities without creating greater risk? In addition to personal safety concerns, I also question the costs and economic value of this project. As you are aware, this project would require additional right of way that the City does not have. It would necessitate the removal of many trees in direct opposition to the goals of the comp plan to preserve our natural resources. It will also require relocating utilities at what I can only assume would be a high cost, since that has been the excuse for not transitioning to underground utilities. Let us not forget, that you will also be increasing the impervious surface area along a roadway that is already the source of polluted stormwater runoff, by its very nature. As a result, additional treatment will be required, which will in turn result in the need for more right of way to construct treatment ponds. Finally, the very idea of construction along an already overburdened roadway, that is currently being further taxed due to the Betton Road construction and associated detour, is ridiculous! Given the numerous and grave safety concerns, the pragmatic difficulties with construction, negative environmental impacts and the associated costs to taxpayers, how can you even consider such a project that would potentially benefit such a few, especially when those of us who actually use the existing sidewalks daily don't want it? There are so many more pressing infrastructure needs in our community, especially in areas other than the Northeast. What will it take to put the brakes on this? I implore you to recommend that CRTPA take a step back and reevaluate this proposed project. If a bikeway is the goal, finding a location with more open space, fewer cuts, and less traffic would certainly be a better solution. If the goal is to provide safer walking path for the many of us who do walk this area, fix the sidewalks on both sides of the road, install pedestrian crosswalks similar to those that exist in Midtown and enforce the legal right of way for pedestrians. Please don't expend precious resources to create a traffic, safety and environmental debacle. I sincerely appreciate your reconsideration of this matter.	Email					X
168	9/8/2021	Lori Guido	Two questions from our neighborhood: Would the path permit horseback riders? Would motorized bikes or scooters be allowed?	Email					X
169	9/7/2021	Joanna Southerland	Sandhurst Dr. I live in area. I am in strong support of this path. We need it. We need connector routes and we need a safe road to walk or ride on. As of today - it is completely unsafe. Thanks	Website					X



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
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Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
170	9/7/2021	Kimberly Shafer	I live at LEEWOOD DR. I was hoping to offer a different suggestion, rather than a multi-use path along Thomasville Road, Make the most of the green ways (Goose Pond Trail, McCord Park drainage ditch/path from Betton Road all the way to Trescott Drive/to Centerville Road and then connect to the Goose Pond Trail and Blairstone multi-use path. Goose pond trail hits Hermitage Blvd and use Loanblaug behind Home Depot to Metropolitan. Also extend the Goose pond trail along the drainage easement that ends at Thomasville Road. The Drainage Ditch at Betton Rd. is already under development and extending the covering the ditch would remove a danger and create usable safe paths. Much like the transformation of Franklin Blvd. to Cascades Park.	Website					X
171	9/7/2021	Matthew and Sarah Wilson	I wanted to express my support for the Thomasville Rd Multi-Use Path that's being considered. Over the last several years, Tallahassee has become a leader in forward thinking on the impact of cycling for the health and recreation of its residents along with the understanding that investments in cycling paths, trails, awareness and education have put it on the map as a leader in the southeast. The investments by COT and Leon County at the local parks have been noticed and appreciated by locals and adventure seeking tourists alike. Visit Tallahassee has helped tremendously in this regard. As the manager of Great Bicycle Shop, I saw a huge influx of new families interested and making an investment in cycling since the pandemic began last year. Getting more folks outside is always a good thing! The Midtown to I10 corridor is unfortunately a relatively unsafe, but important route for cycling for both recreation and commuting. Blueprint and CRTPA has identified way-finding as an important use of sales tax revenue, and creating routes, along with better signage and safety features is critical in that regard. I hope you will use your always thoughtful influence to push this project forward. The entire cycling community is behind you.	Email	X				
172	9/6/2021	Randie Denker	I am not clear on how much land needs to be taken to complete this project. Is the intent to convert part of the existing roadway and all of the current sidewalks on both sides to create a multi-use lane? Or, will the existing car lanes remain intact and additional land will be taken by eminent domain to create a new wider multi-use lane? Can you answer the question as to where the land for the Multi-use lane will come from? And also, what will be done to compensate for any trees lost? Will there be shading over any portions of the multi-use lane? That would, in my opinion, make it much more user-friendly and inviting visually, not to mention compensating somewhat for the additional carbon footprint of the project. Thank you.	Email					
173	9/6/2021	Randie Denker	YES, This is very helpful. Thank you. I have just a few more questions: 1) When the project is completed, will there be just one big multi-use path (sorry that I called it a lane) on one side of the road or will there still be two pedestrian paths, one on each side? If the latter, how wide will each path be? If there will be just one multi-use path, how wide will it be? 2) Will it be an asphalt path or concrete? 3) Will the footprint of the roadway change to accommodate the new multi-use path? 4) Will the multi-use path be separated from the road or merely adjacent? (My own personal preference would be to have it separated and landscaped.) Thanks for your prompt response. I didn't expect you to be working on Labor Day. That shows real dedication.	Email					X
174	9/6/2021	Skip Cook	Jack, no recommendations section?	Email					X
175	9/6/2021	Tom O'Steen	I would like to speak at cmac tomorrow.	Website					X
176	9/3/2021	Deb Burr	Statement of Support *See Attachment P	Email	X				
177	9/3/2021	Leewood Hills HOA	Capital Regional Transportation Planning Agency Board Members Citizens Multimodal Advisory Committee Members and Technical Advisory Committee Members Thank you for the opportunity to provide comments on the Thomasville Road Multi-use Path Feasibility Study. We have been residents in the Leewood Hills neighborhood since 2002 and walk, run and bike regularly along this corridor and throughout Tallahassee. In general, we support this project and think that the feasibility provides some good options that are safe for pedestrians and cyclists. There are some specific aspects of the preferred options we would like considered and incorporated into the project design moving forward. Also, we invite any Committee Member or CRTPA employee to come ride bikes with us along this corridor to experience firsthand pros/cons of some of the options presented. I have included on pages 3-5 "Cyclist Heat Maps" showing the current routes often taken along the corridor for consideration. Betton Road to Armistead The Trescott Ditch alignment option is the safest and preferred route. The improved path could mimic the character of Goose Pond segments (Potts/Hermitage) that connect to other features/paths in Tallahassee. Furthermore, cyclists and runner already use McCord Park as a through-trail, and the Trescott Ditch would provide an alternative for users for at least half the distance in the park. This would alleviate some of the through-traffic in McCord for at least half of the length of the park. Armistead to Metropolitan We strongly oppose the elimination of bike lanes, particularly southbound between Woodgate and Waverly Roads. As a cyclist, we do not typically use the bike lane to travel north on Thomasville Road up to the Tallahassee Nurseries driveway since it is uphill (we use the existing sidewalk or cut across from Winthrop Way to through the Waverly neighborhood). Generally slow bike speeds where the vehicle speed limit is high is considered unsafe. However, when traveling southbound/downhill from Woodgate, the bike lane is always used until turning left on Winthrop Way. A bike lane from Woodgate to Waverly must be kept intact as downhill speeds upwards to 30 mph will be a major safety issue on an east-side multi-use path from Woodgate to Armistead. It would likely not be used by most cyclists traveling southbound and they would remain in a narrowed lane with traffic if the bike lane is removed. Since there the multi-use path is planned for the east side, there is no ROW need on the west side and the bike lane should be able to remain. Related to this section, we urge you to upgrade the currently unmaintained asphalt path on the west side of Thomasville Road to standard cement sidewalk. The current path is not only non-ADA compliant; it is a liability due to its unmaintained and uneven surface. Providing a standard sidewalk transitioning from the multi-use path at Woodgate Road south to Waverly would provide residents who live on the west side of Thomasville Road an option that wouldn't require crossing Thomasville Rd. (likely at un-signalized locations). Woodgate Way to Metropolitan - We agree with and support the alignment option occurring on the west side of Thomasville Road. Market District Connection - The option presented in Figure 16 is preferred as it avoids having to cross the dangerous Live Oak/ Thomasville Road intersection. It also follows the route cyclists currently take so it is more likely to be used (see heat map below). Timberlane School Road - The preferred route in figure 20 utilizing the utility easement is nice. We generally ride bikes on the sidewalk from right after I-10 around and up Timberlane Road on the steep sidewalk to Gilcrest Elementary. This utility easement will add a nice enhancement to the route. In summary: Betton Road to Armistead Road - SUPPORT - 2. Trescott Ditch McCord Park Armistead Road to Metropolitan Boulevard - OPPOSE - Removing bike lanes (both sides) KEEP SOUTHBOUND BIKE LANE BETWEEN WOODGATE AND WAVERLY, SUPPORT - Crossover east side to west side at Woodgate Way, SUPPORT - Armistead Road to Woodgate Way - east side of the road, SUPPORT - Woodgate Way to Metropolitan Boulevard - west side of the road, ADD - Standard sidewalk to replace old crumbling asphalt path on west side from Waverly to Woodgate. Market District Connection - South of Interstate 10 - SUPPORT - 1. Live Oak Plantation Road North of Interstate 10 - SUPPORT - Timberlane School Road to Timberlane Road - SUPPORT - Timberlane Road (Timberlane School Road to Maclay Road) - REQUEST that the installation of a standard sidewalk on west side of Thomasville Road from Woodgate to Waverly be completed to avoid west-side residents from crossing Thomasville at un-signalized locations, reduce liability by providing a safe level surface for all, and to provide an alternative for walkers on the west side alleviating congestion on the east side multi-use path. Thank you for your consideration,	Email	X				
178	9/2/2021	Han Winogron	I wanted to write in to share my strong support for the Thomasville rd multiuse path. In my experience advocating for and then seeing multiuse paths built in both Boulder Colorado and Asheville North Carolina these paths are well used and offer a great net benefit to the community. Parents with children in strollers, the elderly, people on bicycles, bicycle commuters, runners, walkers, handicapped folks, and anyone wanting to leave their house and not be confined to a vehicle benefit from the addition of this public space. It creates a more vibrant, connected, and healthy community with more opportunities for both recreation and transportation. Multiuse paths are also attractive to businesses and their employees when considering new locations. It is important when designing the path to prioritize the safety of vulnerable users over the convenience of motor vehicle traffic. Creating a safe and useful path can be severely compromised if motor vehicle traffic is not carefully controlled where it comes in contact with the path. Thank you	Website	X				
179	9/1/2021	Patricia Martin	Your failure to respond to my emails are disturbing. Usually, when a citizen contacts a public servant whose own email says, "Let me know if you need help," and nothing happens? That is not a good sign about our democracy. Thus, please know that I shall ask someone else for help. In the meantime, you may want to reflect on your lack of responsiveness to "us public" who, Greg says, only shows up when the bull-dozers do.	Email					X
180	8/31/2021	Jim Wadsworth	This project is a big waste of the taxpayers' money. It would be better used to add sidewalks and street improvements to the areas of Tallahassee that have less access to government projects, such as the Frenchtown and Bond areas. And around the Universities. Not in yuppie Midtown. These projects will consume millions of dollars with little benefit to the whole general population.	Email				X	
181	8/31/2021	Patricia Martin	I have a request. Can you print this for me in color (my printer does not do color)? I'll be glad to come to City Hall to pick it up. It would be very helpful to me, my neighbors, and my friends in other neighborhoods to see the entire document that the CRTPA Board will review on September 13. I would very much appreciate your doing this. Thank you	Email					X
182	8/27/2021	Lori Guido	Please provide me with the following information: The Tallahassee Leon County Bicycle Master Plan includes 2 documents, the Evaluation Criteria and the Major Project Scoring. I am requesting the data behind the scoring for the Thomasville Road project. That project is ranked #1 by total score and I hope to understand the back up documents that resulted in the specific score of each criteria related to Thomasville Road.	Email					X
183	8/10/2021	Danielle and Chris Slaton	We wanted to express our support for the Thomasville Rd Multi-Use Path that's being considered. Over the last several years, Tallahassee has become a leader in forward thinking on the impact of cycling for the health and recreation of its residents along with the understanding that investments in cycling paths, trails, awareness, and education have put it on the map as a leader in the southeast. The investments by COT and Leon County at the local parks have been noticed and appreciated by locals and adventure seeking tourists alike. Visit Tallahassee has helped tremendously in this regard. As local cycling enthusiasts, we've seen a huge influx of new families interested and making an investment in cycling since the pandemic began last year. Getting more folks outside is always a good thing! The Midtown to I-10 corridor is unfortunately a relatively unsafe, but important route for cycling for both recreation and commuting. Blueprint and CRTPA have identified way-finding as an important use of sales tax revenue, and creating routes, along with better signage and safety features is critical in that regard. We hope you will use your always thoughtful influence to push this project forward. The entire cycling community is behind you.	Email	X				
184	8/6/2021	Scott Ford	There is already a side walk for pedestrians and bike riders along thomasville rd. You will be negatively impacting McCord park and the housing that backs up to thomasville rd. Who wants this proposal. ??? Betton hills neighborhood will NOT benefit from this proposal as well as costing the city too much money for an unwanted and unneeded proposal !!	Website			X		
185	8/5/2021	Mary Kay Falconer	Is September 13 definite as the date for the next CRTPA meeting? It is not posted on the CRTPA website, so need to confirm. You mentioned in your email. It would be helpful to get an update on other path options that don't rely on the nature trail or the asphalt path through McCord Park. I was wondering if you have had time to compile the information needed to determine if anything is viable behind Circle K and along Post Road out to Thomasville Road. Rumors circulating at this point due to second and third hand transfer of information among neighbors suggest that nothing is viable. Do you have any clarification to share?	Email					X
186	8/5/2021	Tom O'Steen	Email correspondence between Tom O'Steen (Moore Bass) and Amelia Bryant regarding box culvert project.	Email					X
187	8/5/2021	Tom O'Steen	Email coordination with Artie White at Tallahassee-Leon County Planning Department	Email					X
188	8/4/2021	Eliza Hawkins	I was asked by a resident the following: Who will make final decisions on the trail? Is that the CRTPA or does CRTPA make a recommendation to the City Commission? How will the final approval be given on the various routes and the project as a whole? Thanks!	Email					X
189	8/3/2021	Suzanne Haines	I very much appreciate you and your colleagues taking time out of your Saturday to meet with us and face the opposition to the Trescott Drive option in person. As a Trescott Drive resident, I am very pleased and relieved to hear that this option is off the table. As I stated in my earlier voicemail to you and again at the meeting, I am still very concerned about putting the path behind the ditch for many of the same reasons expressed with regard to the Trescott Drive option, and the even greater disruption to the wildlife and eco system that would occur back there, relative to the Trescott Drive option. As I and others stated at the meeting, it seems that the optimal place for the path is on Thomasville Road, where the infrastructure to support it already largely exists, particularly since the goal seems to be to ultimately route it to Thomasville Road, anyway. Again, thank you for giving up your Saturday to meet with us and listen to our concerns, and for being responsive to them in this way.	Email		X			
190	7/30/2021	Lori Guido	Following up regarding the Thomasville Road Multi-use Trail. You inquired about the President of the Peacefield Place HOA. It took me a few days to verify my conclusion that our HOA is no longer in existence. I have created a handout for everyone on the street (with exception of one rental house) and directed them to the website. Hopefully it will generate some interest and feedback. I will be in touch after gathering neighborhood input.	Email					X
191	7/26/2021	Beau Scott	Disregard my last email. After thinking about it, raising the travel lane to become level with the sidewalk is a terrible idea. In retrospect, it would create a difficult situation for property owners along Trescott Drive pulling in and out their driveways onto a single lane road, with marginal room for error. My idea sounded good on paper but in application it is not feasible.	Email					X
192	7/25/2021	Beau Scott	Hello CRTPA. One planner to another, I have a thought about an alternative option for Option 3 of the Multimodal Trail on Trescott Drive. Rather than using the right of way on the east side of Trescott Drive. Have you considered asking the City of Tallahassee if they're willing to close Trescott Drive to a one-lane/ one-way facility? You could keep the east lane (Northbound) open for resident traffic and convert the west lane (Southbound) into the Multi-modal Trail. Basically all that would need to happen, is to raise the west lane up 6"-6.5" to become level and flush with the existing sidewalk and pour in asphalt. If you wanted to, you rip up the existing concrete sidewalk and make it all a 14" wide asphalt Multi-modal Trail. Honestly, turning left onto Betton Road from Trescott Drive is foolish, and turning right onto Betton Road from Trescott Drive is a time consuming chore once Betton Road backs up.	Email					X



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
193	7/24/2021	Mary Kay Falconer	Thanks so much for attending the meeting in Betton Hills this morning. Your presence and answers to resident questions helped address some concerns and helped educate people about transportation planning. I will be continuing to work with a couple of residents on other options for the path from Betton Road to McCord Park. I will encourage them to share their ideas with you. I think my comments below reflect a lot of what you heard today. I have lived in this neighborhood for 18 years. I know the mix of views that exist. This is not the first time we have had to chart a course that has a bumpy beginning! Thanks again for being responsive and reaching out.	Email					X
194	7/24/2021	Todd and Jolynda Chenicek	We received the flyer about the meeting tomorrow. However, we will not be able to attend the meeting - we'll be in Gainesville moving our sons out of their college apartment. We wanted to share our thoughts on the Multi-use trail proposed on Trescott Drive. We live at 2003 Trescott Drive. Of the 3 proposals, we think the unpaved path along the back of Trescott sounds like the most feasible and least intrusive. In fact, the Trescott proposal seems to be the least attractive, due to the loss of property to owners, having to move/bury utility and telephone lines. Also, there is already a sidewalk on one side of Trescott. Adding in a walkway on the other side just doesn't seem to make sense. As Trescott residents, we wanted to share our thoughts with the association. If there is anything else you need or any further action that might be taken, please feel free to reach out to us.	Email	X				
195	7/22/2021	Mary Kay Falconer on behalf of citizens in BHNA	Citizen Input on Thomasville Road Multi-Use Path *See Attachment Q	Email			X		
196	7/15/2021	Beau Scott	I am an APA member urban planner, a cyclist, and a resident of Betton Hills. My mother is also a resident of Betton Hills and she lives on the east side of Trescott Drive, where her real property (and frankly my inheritance), are at risk due your agency's proposed Option #3 for the Thomasville Road Multi-Use Path. I need to understand what ROW along Trescott Drive you are referring to in your video? https://www.youtube.com/watch?v=i5NbUXV1MU As a resident of Betton Hills, I can attest Trescott Drive is one of the neighborhood's busiest traffic corridors. Trescott Drive is already equipped with an existing sidewalk, which pedestrians and joggers ignore in favor of walking and running on Trescott Drive at motorists' peril. Trescott Drive is already enduring pedestrian traffic problems in violation of Section 316.130 (3) and (19). As external jogging groups are coming from Fleet Feet into our peaceful residential neighborhood and jogging on Trescott Drive three times a week. Bicycles and cyclist are already allowed to use the sidewalk, and the roadway pursuant to Section 316.2065, F.S. Cyclists are already allowed under Florida law to use the sidewalk and roadway interchangeably. So, I do not understand what multi-modal users would be served under the consideration of Option 3, Trescott Drive. Residents of Betton Hills are divided on this project. The video meeting should have included Betton Hills residents who are opposed to Option 3, so that both sides could be heard and validated. Instead of only one-sided position.	Email				X	
197	7/15/2021	Beau Scott	I am a resident of Betton Hills, as is my mother. A resident of Trescott Drive. Why is your agency proposing to place the Trescott Drive Midtown to Market Street trail along the east side of Trescott Drive, through my mother's property? Taking her land, her property, air, mineral rights, her right to exclude? Is the Capital Regional Transportation Planning Agency prepared to implement and apply eminent domain to all affected property owners? Pursuant to the just compensation clause of the 5th Amendment of the U.S Constitution? Is the CRTPA prepared to kill her two beautiful 70 year old Southern Magnolia Trees to install this trail? Furthermore, why is your agency proposing to install the trail on Trescott Drive when joggers are repeated jogging in the middle of Trescott Drive? Trust me I have recorded evidence of joggers in the road, email record of contacting the City Commissioners and TPD. Why was my mother and not included in the video meeting? Or any resident in opposition to proposed project. Only residents in favor of the Trescott Drive trail were in the video meeting.	Email					X
198	7/15/2021	Beau Scott	Why cannot the CRTPA just replace the existing sidewalk in either Option 1 (Thomasville Road) or 3 (Trescott) with the multi-modal trail? Certainly, would be cheaper and faster to replace the existing sidewalk in either option with a 10-12' multi-use trail.	Email					X
199	7/14/2021	Patricia Martin	Questions sent to Greg Slay *See Attachment R	Email					X
200	6/26/2021	Bob and Lori Guido	We have recently become aware of the project concerning a possible bike path along Thomasville Road. As residents of Peacefield Place we are very interested in this project. As far as we can tell no one from our street is on your list of impacted neighborhoods that have been notified previously. Going forward we would like to be added to your list of contacts:	Email					X
201	6/24/2021	Mari-Jo Lewis-Wilkinson	Good afternoon. I wanted to thank you for the informative meeting Monday evening and especially the artist's rendering of what the path could look like on Trescott. As I have mentioned, I am in favor of the path on the east side of Trescott — YES in my front yard! — and think my neighbors might also respond favorably if they saw this rendering and were informed of the likelihood of increased property values and the possibility of underground utilities along the path's route. Thank you again. I look forward to the next phase.	Email	X				
202	6/21/2021	Mary Kay Falconer	Does any information in the virtual room for the Thomasville Road multi-use path display the ROW along Thomasville Road (east and west sides)? Just wondering how much variation there is and where the most ROW is located and the smallest amount of ROW is located. Thanks.	Email					X
203	6/17/2021	Paula Cook	Skip has been forwarding me the discussions on the Thomasville Rd. project and my non-engineering recommendation is to look strongly at expanding and upgrading the asphalt bike path on the west side of Thomasville Road. Obviously there would need to be some grade improvements in the low areas but I would think the right of way issues would be far less than doing the project on both sides of the road. I used to run the asphalt path until it fell into disrepair, and I am a huge fan of sidewalks.	Email	X				
204	6/16/2021	Skip Cook	I took a closer look at the "10-12 foot wide Multi Use Path" proposed for Thomasville Road from Betton Rd to Market Square. I put on my engineer glasses when I drove from Live Oak Plantation to Betton and returned. I always told the young engineers that I supervised "Go to the job site and kick the dirt." My closer observations today indicated that there are several obstacles to the project, in my opinion, that pose real, and serious, issues. 1. Lack of right-of-way along Thomasville Road on both sides of the road. There just isn't room for a 10-12' wide path on either side of the road. R.O.W. would have to be acquired and that will be horrendously expensive and time consuming. How would you like several feet of your front yard and fence to be taken for a multi use path? In my opinion, this challenge alone should be enough to take the project off the table. 2. Major tree removal, after ROW acquisition. Nothing else needs to be said about tree removal problems for any project. 3. Major utility relocation for overhead electric lines. Even if the City were to put the electric lines underground, I doubt that the Electric Department would approve of routine pedestrian and bicycle traffic over their duct bank. At the very least water, sewer, and natural gas line relocation may be required depending on the depth of cut necessary for construction of the Multi Use Path. 4. Stormwater concerns. Project will add more impervious surface. That additional runoff will have to be treated in accordance with City standards thus requiring additional ROW for pond(s). I have no idea what kind of project analysis or feasibility study that your group is going to perform. The 4 points above should disqualify the project for further consideration. At the very least, they should be considered for the financial impact that this project will have on the City's, or FDOT's budgets. These comments are not offered to discourage but should add real world consideration to a project that doesn't appear to be well thought out. A less obtrusive 5-6 foot Multi Use Path on both sides of Thomasville Road has a much better chance of actually coming to fruition.	Email					X
205	6/15/2021	Chris Judd	I would like to express my support for the Thomasville rd bike path	Email	X				
206	6/15/2021	Pat Maurer	To whom it may concern: as a local resident and cycling advocate, I add my enthusiastic support for the multi-use path on Thomasville Road. Cycling has proven positive effects on both physical and economic well-being. It's also a sustainable transportation option that contributes to livability and place-making. We need to invest in—and actively promote the use of these facilities.	Email	X				
207	6/14/2021	Bill Edmonds	This project would benefit many and enhance Tallahassee's transportation options. Please give it careful review &EUR" a worthy investment. Thank you.	Email	X				
208	6/14/2021	Han Winogron	I am writing to voice my support for the Thomasville rd multi-use path. I live in the Foxcroft Neighborhood and this road is desperately in need of a protected path. Speeds are high, traffic is fast, and there aren't any alternative routes.	Email	X				
209	6/14/2021	Hans van Tol	The project of a multi-use path along Thomasville Rd is of crucial importance for multimodal transportation. In Tallahassee, connecting the extensive neighborhoods in the Killbuck area to downtown Tallahassee. At the moment the demand for bicycles and e-bikes is so high that bike shops are out of stock, and carbon neutral transportation is an important component in the fight against global warming. Also, many of the neighborhoods along this corridor have Thomasville Rd as the only entrance/exit point. A multi-use path will allow them another option to go somewhere without having to take the car. As a cyclist myself I sometimes use the bikelanes that are present north of Waverly, but I would hesitate to use them on a daily basis, because of the volume and speed of traffic, and because motorized vehicles often tailgate and drive party in the bikelanes. Cyclists currently avoid Thomasville Rd because of safety concerns. Please keep this project high on your priority list.	Email	X				
210	6/14/2021	Helena Safron	As a long time resident of Tallahassee, I support the continued building of walking and biking infrastructure in Tallahassee and would urge the CRTPA to prioritize these developments throughout the city especially in important directional thoroughways like Thomasville Road. Thanks so much for your consideration.	Email	X				
211	6/14/2021	Nancy O'Farrell	As a resident of the Foxcroft neighborhood, I strongly support this idea. Thomasville Road is a dangerous setting for cyclists and motorists alike. This is way overdue.	Email	X				
212	6/14/2021	Skip Cook	I will be forwarding you an email from a concerned resident of the Rose Hill s/D located on the east side of Thomasville Road just north of the Baptist Church. She is adamantly opposed to the project. After further review of your email, and my review of plans for the Multi Use Project to be located at Alligator Point in Franklin County, I would strongly recommend that another option be considered. In lieu of a 10-12' wide path on one side of the road, a 5-6' path on both sides of the road to be implemented. Right of Way would be much less of an issue, if an issue at all. Adequate space would be provided for both walkers and bike riders. It should be noted that when gyms closed last year due to COVID, a friend and I began walking on Thomasville Road from Betton Hills to Metropolitan Boulevard. We put in approximately 350 miles along this 3 mile stretch of roadway in your project. My experience indicates that there were some bike riders but the overwhelming majority of users were walking. I believe that this trend continues today and will in the future. I didn't understand fully the bikers comments about crossing Live Oak Plantation Road stated in your email. Live Oak Plantation Road is much easier to cross than Thomasville Road. From my observations, it appears that bicycle riders don't like to stop at any intersection and are the most flagrant disobeyers of traffic signs. The final design should be focused on who is, and who will be, using the project.	Email					X
213	6/14/2021	Skip Cook	Email Correspondance between Charles (Skip) Cook and Jack Kostrzewa about Pat Martin Letter in opposition to project - *See Attachment S	Email				X	
214	6/14/2021	Tom Miller	I write to speak in favor of the multi use bike path along the Thomasville corridor. This road carried an insane amount of vehicle traffic which makes the corridor not safe for cyclists and marginal for pedestrians. Please make this multi use path a priority.	Email	X				
215	6/13/2021	Deb Burr	Hello, I would like to receive updates and meeting notifications regarding the subject project. No one in our neighborhood, Leewood Hills, has been contacted. Our neighborhood has an active facebook page. I have signed up for notifications previously but never received anything. We use this corridor regularly as cyclists and runners and I serve as a board member of the Tallahassee Mountain Bike Association. Thanks.	Email					X
216	6/10/2021	Emerald McQuire	This project is one of the most ridiculous ideas ever!! It will allow easier access to criminals into our businesses and neighborhoods, will cause congestion and dangerous situations along the Thomasville Road corridor, appeases a very small part of the population, not to mention, who is going to ride a bike from Maclay to midtown in our oppressively hot, humid weather? Or during stormy days, which we have a good deal of during hurricane season?!! I think someone is getting filthy rich off this insane idea, and it is all about the money!!	Facebook				X	
217	6/10/2021	Matthew Schnippert	Please support the CRTPA's Bicycle and Pedestrian Master Plan. I'm especially in support of the Thomasville Road Multi-Use Path. As someone who drives that road often, I've seen numerous accidents or near-accidents involving cyclists and pedestrians who lack the necessary infrastructure to safely travel along Thomasville Road - a vital artery that is key to getting from Midtown to Northeast Tallahassee.	Email	X				
218	6/10/2021	Nancy Wright	I love the idea of this multi use pass on Thomasville Road. I live off of Leewood right where the path would be and we will use this as a family thank you	Email	X				
219	6/10/2021	Nathanael Gay	When I heard about the proposal for the midtown to market multi-use path I was very excited. I live in downtown Tallahassee but work just north of I-10. I would love to ride my bike to work but Thomasville Road is a heinous road to bike on. There is no bike lane for a while coming from downtown. In test riding the route I have been yelled at by vehicles, not to mention the speed that vehicles travel at on Thomasville. The sidewalk is too small to safely accommodate pedestrians and bikes. In short it is a nightmare that I abandoned. Now when I want to bike towards I-10 I rely on a disconnected path through neighborhoods. There is still no way that feels exactly safe to get north of I-10. The proposal seems wonderful, and I hope to see it come to pass.	Email	X				
220	6/10/2021	Perrin Rogers Rachel	Okay. Thanks for clarification. Is there an email address we can send comments to? Our neighborhood is on a private street and many neighbors would like to comment. Doing this project on our side of the road would necessitate removal (and rebuilding) of our brick wall and iron gate. My home was built over 90 years ago. We want Tallahassee to have great paths but need more information about how this would be done when it's privately owned property and there aren't any easements that allow for it.	Facebook					X
221	6/10/2021	Skip Cook	People always want to be aware of what's going on in the future. You need to answer the Question: "Do we really have anything to share?" I can only offer my opinion in that it appears to me that you don't have anything to share. I will readily admit that I am suspicious of government projects like this one-where there are no details-with the exception of 10-12 feet wide, multi use (pedestrians and bikes). In City and County meetings attended over the past 50 years of my engineering career, I have heard the following statement proffered way to many times.. "We have met with all of the stakeholders and homeowner's associations and gotten their feedback on this project and they are in support." When in reality, there was nothing concrete presented, only nebulous concepts. Bottom Line Regarding a meeting with our HOA: We have HOA meetings about twice a year and you could certainly be on the agenda. Our meetings are normally held on a Saturday or Sunday, very casual, alcohol will be present, and Roberts Rules of Order are not followed. We try to put our "guest speaker/presenter" on the agenda first in order not to waste their time listening to the "issues" with our road, park, landscaping, etc." By copy of this email to our President and Secretary/Treasurer, I am requesting that they maintain contact with you for a future meeting date to see if works with your schedule. I will share with you some of my personal thoughts on the multi-use path as you have presented it to us: There are 2 exiting sidewalks, one on either side of Thomasville Road and a bike path that is part of the actual roadway. This existing infrastructure begs the question "Why do we need a multi use path?" I'm not a bike rider, but it appears to me that the existing bike path is unsafe at best. I wouldn't want to ride a bike with cars whizzing by on my left shoulder. Don't know why the west "sidewalk" (if you can call it that) was constructed with asphalt rather than concrete like east side of roadway. City government, or FDOT went cheap? Why not focus efforts (\$) on making the west sidewalk more user friendly instead of the Multi Use Path project? One of the real concerns is the roadway intersection of Live Oak Plantation and Thomasville Road. Turning left from LOP onto Thomasville Road is a thrill ride during high traffic hours. I have seen (experienced) 3 cars, side by side in the median in a space designed for one car. This is obviously caused by impatient drivers. However, with the rear of their vehicles protruding out into south bound lanes and blocking the views of drivers trying to turn left onto LOP it is a real traffic hazard that needs to be addressed. It will certainly impact future design of your Multi Use Project. Their is a simple fix to this issue: make LOP right turn only onto Thomasville Road. This same design was used on Ox Bottom Road & Thomasville Road.	Email					X
222	6/9/2021	Bree Van Oss	I'm writing today in support of the Capital Region Transportation Planning Agency's (CRTPA's) Tallahassee-Leon County Bicycle and Pedestrian Master Plan. Specifically, I want to voice my support of the Thomasville Road multi-use path. As a homeowner in the Betton Woods neighborhood (Noble Drive), I am very interested in the proposed plan. My wife, two young son's and I are avid cyclists and we very much enjoy riding our bikes to Whole Foods to pick up a small number of items or share a snack. At this time, Whole Foods is the only location we visit by bike, in large part because we can access it safely, without traversing any major roads or intersections. When the Thomasville Road multi-use path is completed, I expect that we will use it to access Trader Joe's and the Market Street area shops. We look forward to the improved access from our neighborhood to the Thomasville Road and I-10 corridor and also look forward to the other infrastructure projects that are planned for this area. In addition to my personal use, I strongly support increasing access via new and improved infrastructure to the prosperous and growing north side for all Tallahassee residents, not just those that can afford to travel by car. Tallahassee's economy will benefit when folks are have multiple transportation options to move around the city either for work or for their own personal needs. I sincerely hope that this project is not shut down or delayed by a vocal and affluent minority who's opposition is likely the result of elitist thinking and unfounded fears. Tallahassee is a great city and I am proud to call this place home. I want every resident to feel that way, not just the privileged few. Thank you for your continued effort!	Email	X				



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
223	6/9/2021	N/A	I recently learned about a new multi-use path being planned for the Thomasville Road corridor. This path is super interesting to me because my 12 yo has started riding to Redbug from our house off of Woodgate Way. I'm optimistic that this new path will make it safer to traverse the Thomasville Road - I-10 area, which is often congested and risky on bike. After reading the public comments, it seems that a small (but vocal and affluent) neighborhood (Rose Hollow) on the proposed route is attempting to stop or delay the project. If you care about this project and would like to see it completed, please consider providing that feedback to the good folks at TalGov. There are several ways to share your thoughts and I've included a few links below. In addition to my personal interests, I believe we need to continue the push to make Tallahassee safe to move around by bike. Not everyone can afford a car and can imagine how hard it must be to decide whether to take a job in a location that is not safe to bike to if that's your primary mode of transportation. The project is being planned by the City of Tallahassee Capital Regional Transportation Planning Agency (CRTPA) and some details can be found at the links below. http://crtpa.org/thomasville-road-multi-use-path/ http://go.boarddocs.com/fla/talgov/Board.nsf/goto?open&id=C35TKL77C304 https://www2.leoncountyfl.gov/bccemail/ https://www.talgov.com/Main/email.aspx?emailto=ccaides https://blueprintia.org/contact/#wpcf7-f2116-p10907-01	Facebook	X				
224	6/9/2021	N/A	The speed limit (now 45mph) was 35 mph until 2013, when the Transportation secretary was ticketed for speeding. He then raised the speed limit. Is returning the speed limit to 35 mph on the agenda? Thanks for the reply. The path will be a much greater success if adjacent traffic is calmed. There's no justification for maintaining Prasad's corrupt self-serving change.	Facebook	X				
225	6/9/2021	Robin Johnston	Good evening, I wish to provide an endorsement for the planned multi-use path along Thomasville Road. As a parent of a child who cycles along Thomasville Road, I worry about his safety when crossing major intersections. I hope that we can find the resources to continue to study this possibility and present reasonable design alternatives. Thank you for your attention and your consideration.	Email	X				
226	6/7/2021	Jeff VanderMeer	Thanks for this. Unfortunately, I had pretty intense work up through right about now that made it impossible to attend/provide input. I've looked over all of the documentation now I'm trying to figure out how this isn't a pretty intense engineering project. There are slopes or small hills to the right of the current sidewalk. It sure seems like to expand you'd need to have some fairly major earthworks going on and you'd be cutting down a lot of trees, no matter how you go about it. Further, do you have the data on which trees your arborist deemed not to be in fair or good condition? In other words—how many trees? The drainage improvement at McCord is actually wood duck habitat and turtle habitat. I don't know they're going to destroy all that anyway, or what, but seems like diverting the path there would seal its fate. Further, will the details of the actual plan for construction and landscaping—the precise details—be available to the city and county commissions when they vote on this in the fall? Finally, did you conduct a survey of need for this project? I.e., do you have an estimate of how many more people will use this corridor based on data? If much of this is answered in a link below and I missed it, apologies. Thanks! I'm sorry I didn't realize it was DOT. Yes, snakes are important, too	Email					X
227	6/7/2021	Tricia Culbertson	Thank you for the opportunity to make comments on the proposed addition of a pathway on Thomasville Road. I and my neighbors are not opposed to multi-use pathways and greenways. We are supportive of these initiatives, however we are, for the following reasons, concerned by the proposed location of the multi-use pathway. For three years I have lived in Rose Hollow. I walk an average of 2 miles a day, generally between the hours of 7:30 am to 7:00 pm. In this time I have never seen a cyclist on the stretch of road between Hermitage and I-10, nor have I ever seen anyone pushing a baby or child in a stroller. A few people (maybe 5 or 6) from adjacent neighborhoods walk this section perhaps once a week in early spring or late Fall, though none routinely. Thomasville Road is used only when necessary to access other recreation areas. Walking this section of Thomasville Road is not safe or pleasant. For about 5 hours each weekday, traffic is both fast and non-stop. The noise from traffic makes it impossible to listen to music or to be heard if talking. Additionally, the fumes from vehicles are unpleasant and hazardous to one's health. No parent would subject a child to these conditions. Heat radiating off the road adds to the limited use for recreational purposes for at least half of the year. It is worth noting that with the exception of the SAS charter school, no locations along this stretch of the road have bike racks. Only one bike is ever present in the school's rack, and it is that of an adult. A police officer is necessary to direct traffic both before and after school. And again, no well-meaning parent would allow a child to ride on this stretch of road. Weekend traffic is not much different. The Saturday traffic load is a little more widely dispersed unless there is a major event in town, such as Springtime Tallahassee, the Winter Festival, the Arts in the Park, football games, graduations, concerts, etc., when it is constant. Sunday morning traffic is so bad that three police officers are needed to direct ingress and egress to a church parking lot and my neighborhood. Please note that Thomasville Road is the major North/South artery for all of Tallahassee, Leon County and the cities to our south. The road is hilly and curvy and many of the intersections are dangerous. Numbers of accidents and road configuration and elevation issues are noted in the project study documents. This road is the main artery for ambulances coming from northern Tallahassee and surrounding counties. A fire station sits directly across from the school and very near the entrance to one of the largest churches in our city. While I have not reviewed many of the documents related to the project, I have concerns about the process and some "conclusions" that have been made, such as: - the project was not advertised in the local paper or otherwise made known in an appropriate manner to areas affected by the project, - complete details of the cost and impact of the project are not easily accessible or in language useful to the general public, - the "stakeholders" identified in the developmental phases do not include representatives from the affected neighborhoods or other varying interest groups or individuals, - identified routes appear to represent those proposed by one segment of the potential users of the pathway, - the potential users and those who would benefit from the pathway represent only a small segment of the population of Tallahassee/Leon county, - the evaluation criteria appear to assume that persons of low income and those 65+ will benefit from the pathway, - the evaluation criteria assume that households in the adjacent neighborhoods are predominantly without vehicles (cars), and - other evaluation criteria appear to be skewed toward a predetermined conclusion. Thank you again for this opportunity. I regret not being more fully informed and hope the process can be revised to include notification and inclusion of all persons interested in and ultimately affected by this decision.	Email				X	
228	6/2/2021	Rose Hollow NA	Rose Hollow Letter to Mayor Dailey - *See Attachment T	Email				X	
229	5/25/2021	Hans van Tol	I have some worries with respect to the safety of the considered facility, and I think it is necessary to have a safety analysis done of the suggested multi-use path. Quoting from a design standard document of the NCDOT: When properly located, multi-use pathways can be a safer type of facility for novice and child bicyclists because they do not have to share the path with motor vehicles. To be safe and enjoyable, multi-use pathways must be designed according to well-established design standards. These design standards include adequate width for two-directional use by both cyclists and pedestrians, provision of good sight distance, avoidance of steep grades and tight curves that force bicyclists to make awkward movements, and minimal cross-flow by motor vehicles." (see https://connect.ncdot.gov/projects/BikePed/Documents/Shared%20Use%20Pathways.pdf) While the feasibility study does take into account the feasibility of a wide-enough path for 2-way bike/ped movements, there does not seem to be any analysis of either grades or the amount of motor-vehicle cross-flow along the corridor. It seems to me that at least a preliminary safety analysis needs to be done in the feasibility study. We should make sure that the facility will be safe for its users.	Website					X
230	5/25/2021	Mary Kay Falconer	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
231	5/25/2021	Patricia Martin	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
232	5/25/2021	Peter Rassolov	I think there needs to be a clear objective for the project, and it needs to be clearly stated. For example: "Provide a walking and cycling path connecting Midtown to the Market District, that a typical Interested but Concerned cyclist would find comfortable and safe, and that subjects its users to minimum delay and out of direction travel.	Website					X
233	5/25/2021	Ralph Zimmerman	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
234	5/24/2021	Heather Encinosa	We live on Mitchell Avenue across from 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				
235	5/24/2021	N/A	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				
236	5/22/2021	Jeffrey Lord	I'm an avid cyclist and I would love to commute safely by bike along this corridor. Thank you for your time and work towards this project and I hope that this gets approval and funding!	Website	X				
237	5/20/2021	Rick Minor	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				
238	5/19/2021	John Santangini	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				
239	5/19/2021	William Donnellan	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	
240	5/18/2021	Caryl Donnellan	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 an extra lane of traffic. Seems like a complete waste of our tax payer money. Please add my name and address for information on the Thomasville Rd pathway.	Email				X	
241	5/18/2021	Hans van Tol	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				
242	5/17/2021	Emily Robinson	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 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				
243	5/17/2021	N/A	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? What is the best way for us to submit public comment?	Text Message				X	



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
244	5/14/2021	Robyn McGuire Downie	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				
245	5/12/2021	Jim Clark	This project is very exciting. I look forward to following along as it progresses.	Website	X				
246	5/11/2021	Emerald McQuire	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	
247	5/10/2021	Cari Roth	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				
248	5/3/2021	John Mogg	I think this is an excellent project that will be utilized by many residents in the area.	Website	X				
249	5/3/2021	Kay Allen	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				
250	5/3/2021	Leighanne Boone	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
251	5/3/2021	Mary Kay Falconer	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
252	5/3/2021	Mary Kay Falconer	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. 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. 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. 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. 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.6) At this point, design 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. 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. 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. 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	Email					X
253	5/3/2021	N/A	I'm all for it!	Website	X				
254	5/2/2021	Martha Cunningham	I fully support making the Thomasville Road corridor a safe connector route between Midtown Tallahassee and the Market Shopping District.	Website	X				
255	4/30/2021	Marcia Meale	Want a trail for bikes and pedestrians joining the north area of town to midtown. Preferably not on the road.	Email	X				
256	4/29/2021	Deb Burr	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				
257	4/29/2021	Jane Mann	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				
258	4/29/2021	Joanna Southerland	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				
259	4/29/2021	Mary Kay Falconer	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					
260	4/29/2021	Mary Kay Falconer	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
261	4/28/2021	Scot Benton	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 Fortunias, 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 certainlyi 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 waling and jogging for recreation. thanks.	Website	X				
262	4/27/2021	Alex Anderson	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				
263	4/27/2021	Jan Bennitt	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
264	4/19/2021	Jan Bennitt	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	
265	4/19/2021	Mari-Jo Lewis-Wilkinson	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



Thomasville Road Multi-Use Path Feasibility Study - Comments Received

Comments as of 1/23/2022
Comments have been included as received and have not been edited for clarity.

Number	Date	Person	Comment	Source	Support of the Project	Support of the Project but in Opposition to the McCord Park Alternative	Opposition of the Project because of the McCord Park Alternative	Opposition of the Project	General Inquiry or Question
266	4/12/2021	Kat Mears	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	
267	4/5/2021	Joseph Barnett	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				
268	4/3/2021	Randie Denker	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
269	1/25/2021	Jeff VanderMeer	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
270	1/15/2021	John Sullivan	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				