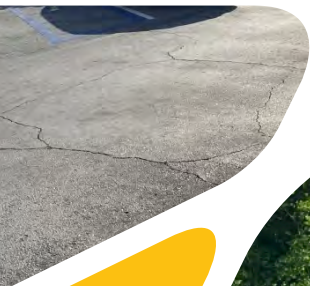




# US 90 Multi-Use Trail Feasibility Study

Capital Region Transportation Planning Agency  
May 2022





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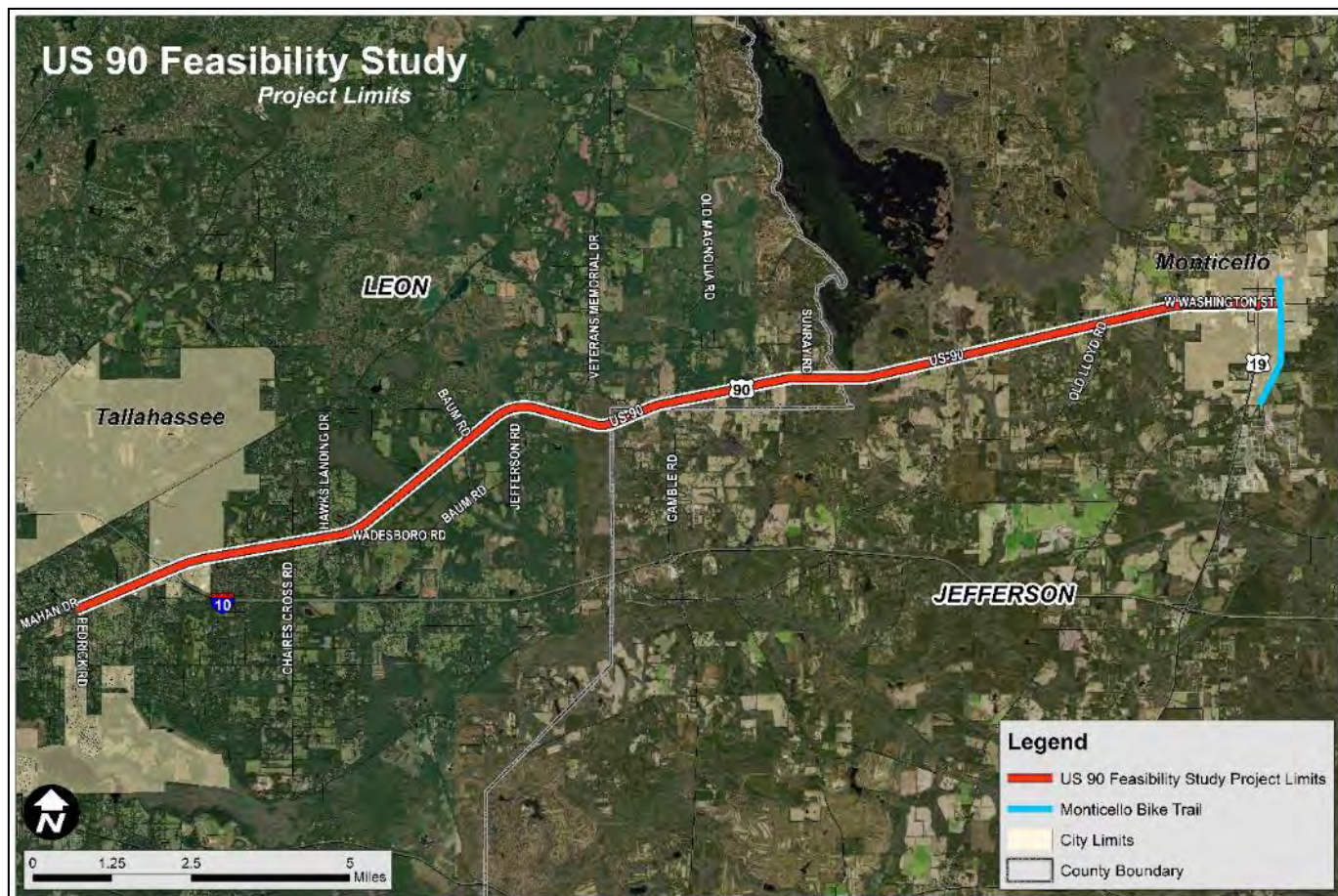
## Introduction

The US 90 (Mahan Drive) corridor connects Tallahassee to Monticello and is recognized as a scenic rural corridor. Over the years, the use of this corridor by bicyclists has become increasingly popular. This feasibility study determined the practicality of constructing a multi-use trail between Pedrick Road in Leon County and the existing Monticello Bike Trail in downtown Monticello. Leon County and Jefferson County have existing trails and multimodal facilities making the connection between these two municipalities both significant and logical. This trail is identified by both the Florida Department of Environmental Protection (FDEP) in their Land Trail Priorities and by the Florida Department of Transportation (FDOT) as a high-priority paved trail corridor in its Shared-Use Nonmotorized (SUN) Trail network. This trail will contribute to the expanding regional trail network in the capital region by adding a total of approximately 21 miles. **Figure 1** shows the project study limits.



*US 90 in Jefferson County*

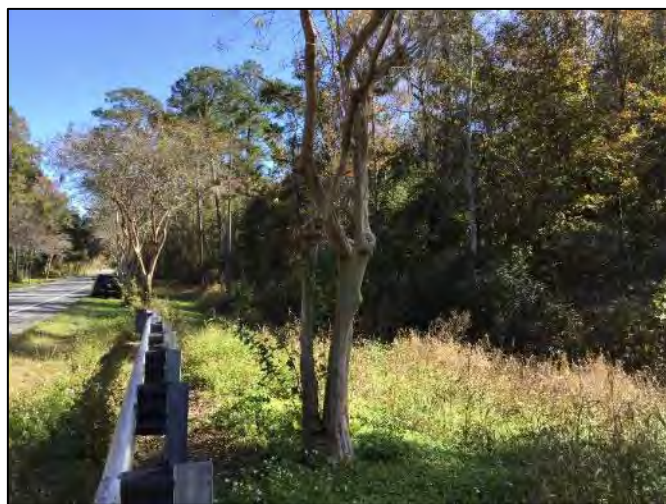
**Figure 1.** Project Limits





## Primary Objectives

This study was developed to evaluate the feasibility of constructing a paved multi-use trail up to 12 feet wide within Florida Department of Transportation (FDOT) right-of-way along US 90 between Pedrick Road in Leon County and the Monticello Bike Trail in Jefferson County. It examined existing conditions to determine potential trail routes for connecting Tallahassee to Monticello via the US 90 corridor to create multimodal opportunities for non-motorized users. As noted previously, the trail is included in both the Florida Department of Environmental Protection (FDEP) in their Land Trail Priorities and by the Florida Department of Transportation (FDOT) as a high-priority paved trail corridor in its SUN Trail network. A trail along US 90 would provide a critical connection to the SUN Trails Regional Trail Network between existing and planned facilities in both local municipalities. The objectives of this study are shown in **Figure 2**. Additionally, a map showing the Land Trail Priorities identified by FDEP is shown in **Figure 3**, and a map of FDOT's SUNTrails program is shown in **Figure 4** to show the importance of this project to the state-wide trail network.



*US 90 roadside in Jefferson County*

As noted previously, the trail is included in both the Florida Department of Environmental Protection (FDEP) in their Land Trail Priorities and by the Florida Department of Transportation (FDOT) as a high-priority paved trail corridor in its SUN Trail network. A trail along US 90 would provide a critical connection to the SUN Trails Regional Trail Network between existing and planned facilities in both local municipalities. The objectives of this study are shown in **Figure 2**. Additionally, a map showing the Land Trail Priorities identified by FDEP is shown in **Figure 3**, and a map of FDOT's SUNTrails program is shown in **Figure 4** to show the importance of this project to the state-wide trail network.

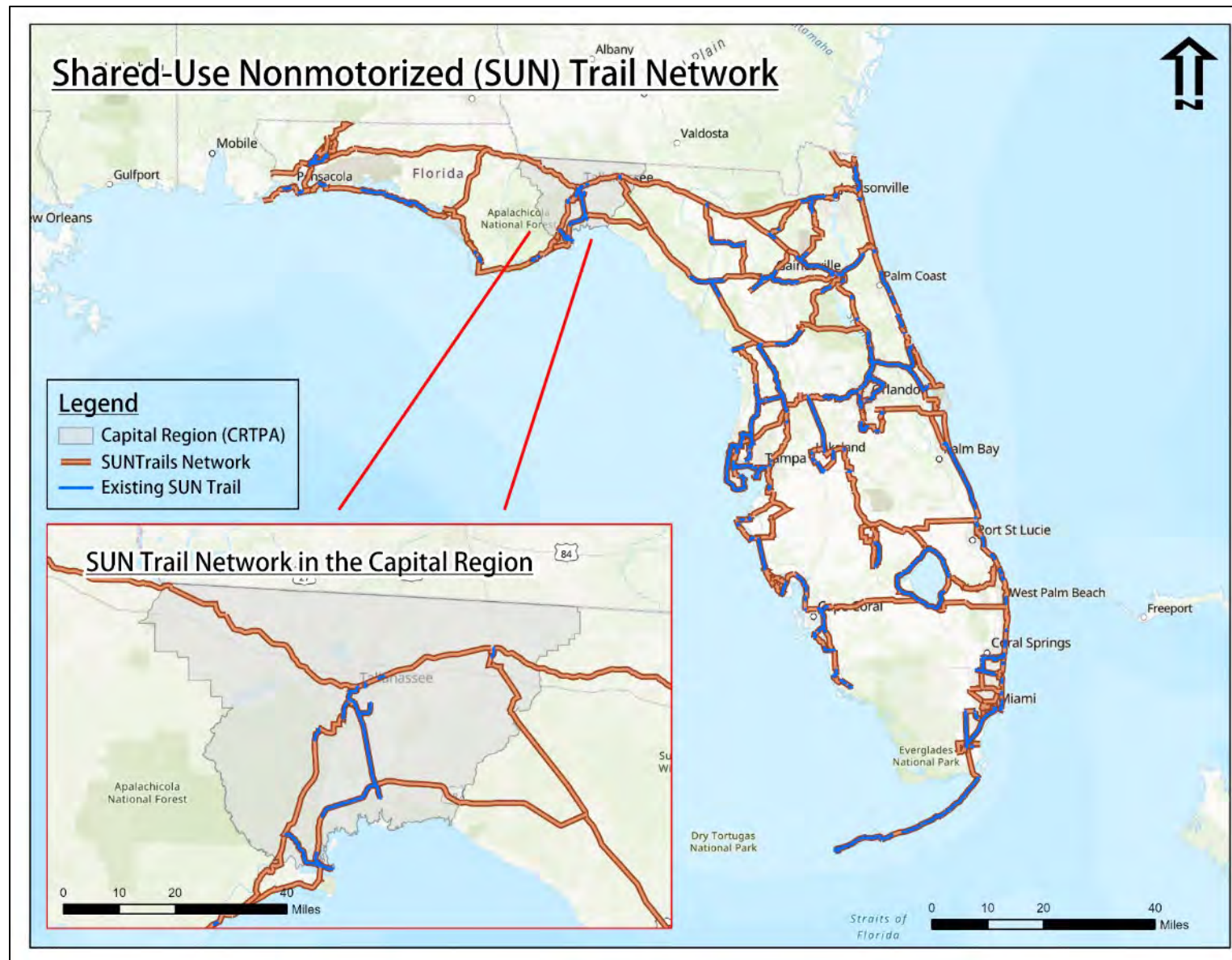
**Figure 2.** Project Goals







**Figure 3.** FDOT SUNTrails Network – Statewide Map (FDOT, 2021)





## Project Approach

In order to determine the feasibility of a multi-use trail along US 90, existing conditions were reviewed through both field review and desktop analysis, including geographic information systems (GIS) and field verification. Both the north and south side of the corridor were evaluated. In an effort to make detailed observations along the 21-mile-long study corridor, US 90 was broken into several segments.

The segments are shown in **Figure 5** and are as follows:

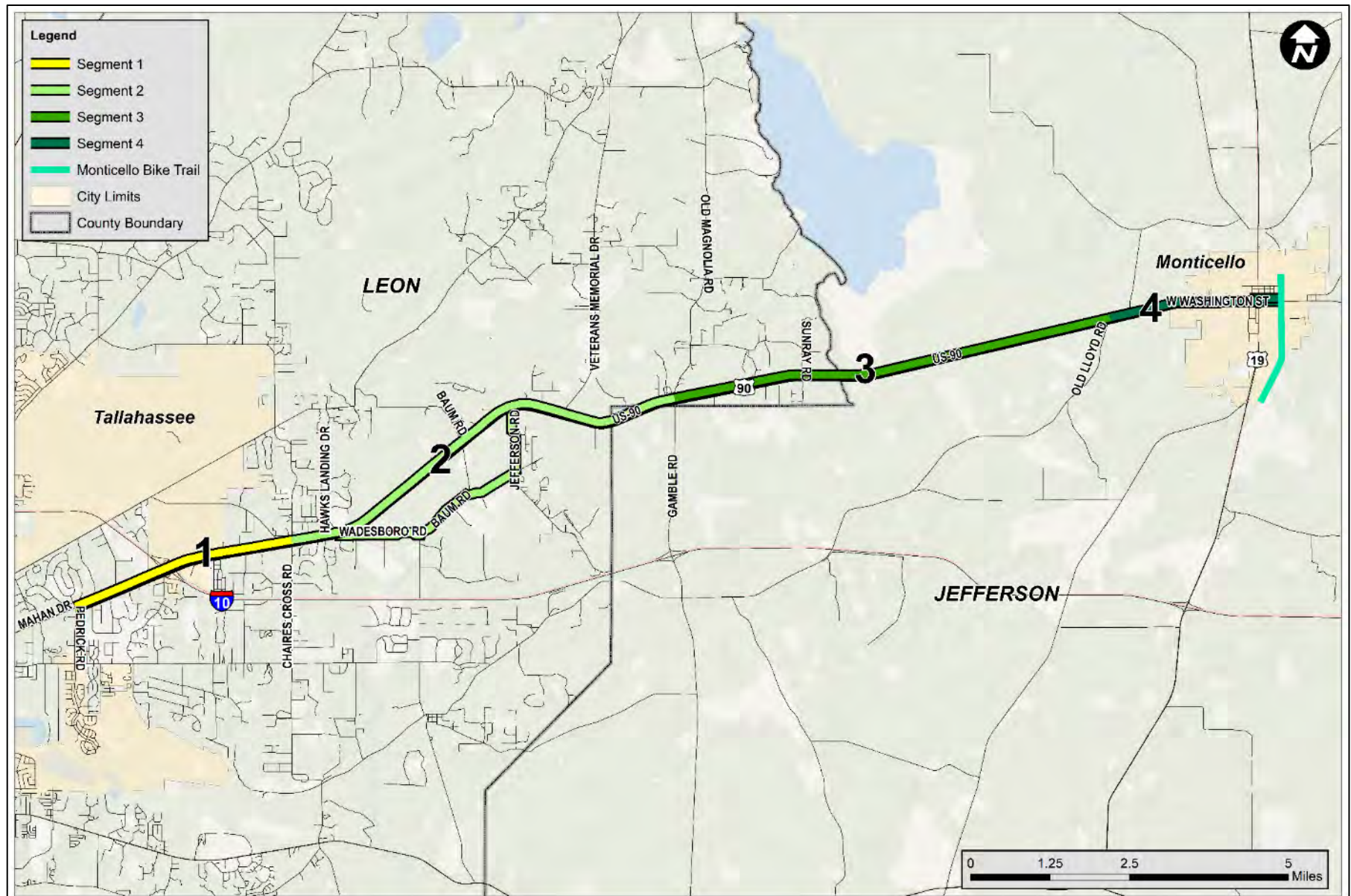
- Segment 1: Pedrick Road to Chaires Cross Road
- Segment 2: Chaires Cross Road to Old Magnolia Road
- Segment 3: Old Magnolia Road to Old Lloyd Road
- Segment 4: Old Lloyd Road to Monticello Bike Trail

Relevant data was collected and analyzed to determine challenges, opportunities, and potential solutions to trail construction. Stakeholder engagement was then conducted with business owners and local representatives to gauge interest and identify possible routes for trail alignment. Public involvement efforts occurred after initial data collection to allow the surrounding communities and general public an opportunity to share their opinions and give feedback on the proposed routes. Additional recommendations and trail design standards were also developed to provide further guidance.



*US 90 in Jefferson County*

**Figure 4. US 90 Feasibility Study Project Area Segments**





## Existing Conditions

In identifying feasible routes for a multi-use trail along US 90, the following existing spatial data was collected and reviewed:

**Table 1.** Data Sources

<i>Data</i>	<i>Source</i>	<i>Year</i>
<b>Average Annual Daily Traffic (AADT), Number of Lanes, Lane Widths, Speed Limit, Functional Classification, Existing Multimodal Facilities, Bridge Locations</b>	<i>Florida Department of Transportation (FDOT)</i>	2019
<b>Signal Four Analytics Crash Data</b>	<i>University of Florida GeoPlan Center</i>	2015-20
<b>Preliminary Right-of-Way</b>	<i>Florida Department of Transportation (FDOT), Leon County Property Appraiser, Jefferson County Property Appraiser</i>	Various
<b>Cultural Structures, Bridges, Cemeteries</b>	<i>State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL)</i>	2019
<b>Land Use</b>	<i>Florida Geographic Data Library (FGDL)</i>	2020
<b>FEMA Flood Zones</b>	<i>Federal Emergency Management Agency (FEMA) via FGDL</i>	2019
<b>Wetlands</b>	<i>National Wetlands Inventory (NWI)</i>	2019-20
<b>Species Data</b>	<i>Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS)</i>	Various
<b>Elevation and Grade Data</b>	<i>Florida Department of Environmental Protection (FDEP)</i>	2011

## Transportation and Roadway Characteristics

The majority of the US 90 study corridor is a rural, two-lane highway with posted speeds ranging from 25 miles per hour to 55 miles per hour, and 5-to-7-foot paved shoulders. There are several intersections along the corridor, all having some level of stop control (signage); however, no signalized intersections exist east of Chaires Cross Road in Leon County. To promote safety, crosswalks consistent with nationally and state accepted standards will be needed where the trail crosses T-intersections and cross-intersections if ultimately constructed. The functional classification, posted speed limit, roadway characteristics, multimodal facilities, and Average Annual Daily Traffic (AADT) of each segment associated with this study were analyzed and are shown in **Table 2**. The Map ID below corresponds to the segments identified in **Figure 5**.

**Table 2.** Transportation and Roadway Characteristics for US 90 between Tallahassee and Monticello

Segment	Map ID	Functional Classification	Speed Limit	Roadway Characteristics	Multimodal Facilities	AADT*
<b>Pedrick Road to Chaires Cross Road</b>	<b>1</b>	Principal Arterial	Begins at 45 mph; increases to 55 mph west of Apex Drive	<ul style="list-style-type: none"> <li>Transitions from four-lane bidirectional to two-lane bidirectional</li> <li>I-10 Interchange</li> <li>12-foot travel lanes</li> <li>5-to-6-foot paved shoulder east of I-10</li> <li>Landscaped median with left-turn lane at key locations west of I-10</li> </ul>	<ul style="list-style-type: none"> <li>7-foot designated bicycle lanes on both sides until entrance at Summit East</li> <li>5-6-foot sidewalks on both sides until entrance at Summit East</li> </ul>	13,000 - 21,000
<b>Chaires Cross Road to Old Magnolia Road/Gamble Road</b>	<b>2</b>	Principal Arterial – Interstate Rural	55 mph	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> <li>12-foot travel lanes</li> <li>5-to-6-foot paved shoulder</li> </ul>	None	4,400 - 5,300
<b>Old Magnolia Road/Gamble Road to Old Lloyd Road</b>	<b>3</b>	Principal Arterial – Interstate Rural	55 mph	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> <li>12-foot travel lanes</li> <li>5-foot paved shoulder</li> </ul>	None	3,700 - 4,400
<b>Old Lloyd Road to Monticello Bike Trail</b>	<b>4</b>	Principal Arterial – Interstate Rural	55 mph; drops to 45 mph at Pine Needle Trail; drops to 35 mph west of Felix Street; drops to 25 mph east of Mahan Drive	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> <li>12-foot lanes</li> <li>5-to-7-foot paved shoulder, with on-street parking beginning east of Mahan Drive</li> </ul>	Transitions from no facilities to a 5-foot sidewalk on south side starting at Crooked Creek Lane, 5-to-7-foot sidewalk on north side beginning at Mahan Drive	4,700
*Source: FDOT, Florida Traffic Online (2019) <a href="https://tdaappsprod.dot.state.fl.us/fto/">https://tdaappsprod.dot.state.fl.us/fto/</a>						



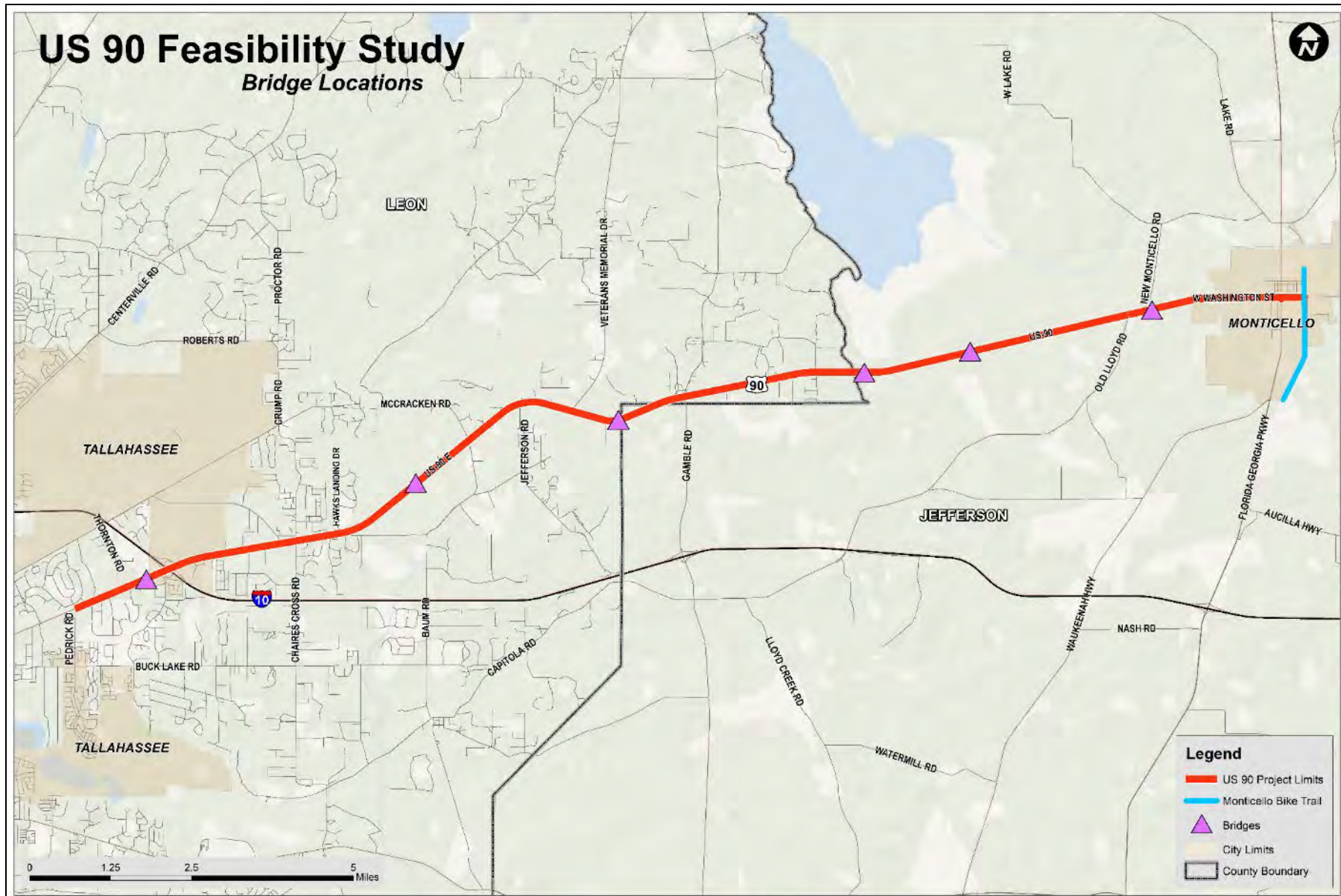
Additional roads adjacent to US 90 were also evaluated for accommodating a trail, which would offer an alternate route for the multi-use trail between Tallahassee and Monticello. These roads include Wadesboro Road, Baum Road, and Jefferson Road, as shown as Segment 2 in **Figure 5**. All these roads are located south of the US 90 corridor in Leon County. This opportunity will be described further in the **Routes Analysis** section. **Table 3** describes the transportation and roadway characteristics related to these alternate roads.

**Table 3.** Transportation and Roadway Characteristics for Alternate Roads

<i>Segment</i>	<i>Classification</i>	<i>Speed Limit</i>	<i>Roadway Characteristics</i>	<i>Multimodal Amenities</i>	<i>AADT*</i>
<b>Wadesboro Road</b> (From US 90 to Baum Road)	Minor Collector	30 mph	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> <li>Residential</li> </ul>	None	N/A
<b>Baum Road</b> (From Wadesboro Road to Wadesboro Road)	Minor Collector	55 mph	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> </ul>	None	700
<b>Wadesboro Road</b> (From Baum Road to Jefferson Road)	Minor Collector	Not posted	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> <li>Residential</li> </ul>	None	N/A
<b>Jefferson Road</b> (From Wadesboro Road to US 90)	Minor Collector	45 mph	<ul style="list-style-type: none"> <li>Two-lane bidirectional</li> </ul>	None	N/A
*Source: FDOT, Florida Traffic Online (2019) <a href="https://tdaappsprod.dot.state.fl.us/fto/">https://tdaappsprod.dot.state.fl.us/fto/</a>					

Bridge locations were also determined through site reconnaissance and GIS data maintained by the Florida Department of Transportation (FDOT). There are six bridges along the corridor within the project study area where lakes, streams, or wetlands intersect with the roadway. Bridge locations are shown in **Figure 6**. In addition to bridges, smaller culverts are located along the project study area and these will be addressed in the future design phase of this project.

Figure 6. Bridge Locations (FDOT, 2019)





## Right-of-Way

The availability of right-of-way (R/W) was measured along each segment using data provided by the Florida Department of Transportation (FDOT) from the I-10 Interchange to the Monticello Bike Trail on the west side of Monticello. Data was not provided for the segment from Pedrick Road to the I-10 Interchange, from east of Mahan Drive (City of Monticello) to the Monticello Bike Trail in Monticello, or for the alternate roads, prompting the project team to use property appraiser data for right-of-way approximations as needed. Based on this data, it was determined that right-of-way availability fluctuates greatly along US 90 within the project limits. Right-of-way estimates for each segment are detailed in **Table 4**, and for alternate roads in **Table 5**.

**Table 4.** Available Right-of-Way on US 90 Between Tallahassee and Monticello

<i>Segment</i>	<i>Total Approximate R/W*</i>
<b>Pedrick Road to Chaires Cross Road</b>	120 – 225 feet
<b>Chaires Cross Road to Old Magnolia Road/Gamble Road</b>	65 – 200 feet
<b>Old Magnolia Road/Gamble Road to Old Lloyd Road</b>	125 – 205 feet
<b>Old Lloyd Road to Monticello Bike Trail</b>	60 - 200 feet
<i>*Source: FDOT, Leon County Property Appraiser</i>	

**Table 5.** Available Right-of-Way on Alternate Roads

<i>Segment</i>	<i>Total Approximate R/W*</i>
<b>Wadesboro Road</b> (From US 90 to Baum Road)	56 – 70 ft.
<b>Baum Road</b> (From Wadesboro Road to Wadesboro Road)	80 ft.
<b>Wadesboro Road</b> (From Baum Road to Jefferson Road)	64 - 78 ft.
<b>Jefferson Road</b> (From Wadesboro Road to US 90)	60 – 67 ft.
<i>*Source: FDOT, Leon County Property Appraiser</i>	



**Right-of-way along US 90, east of Chaires Cross Road**

Available right-of-way on each side of the corridor varies. Both sides of the corridor are generally characterized by sufficient right-of-way to accommodate a 12-foot multi-use trail with appropriate buffers to adequately separate trail users from traffic. However, some specific areas are characterized by limited right-of-way, which is further constrained by obstacles located within that right-of-way, such as crepe myrtles. In addition to these constrained areas, the project team also identified three significant locations of note, which will require further analysis and are described in more detail in a later section of this report. These areas are shown in **Figure 7** and explained in **Table 6**. No significant barriers to trail construction related to right-of-way availability were observed during field

verification outside of these constrained areas and locations of note. These areas were largely avoided when proposing and evaluating different routes.

There are also several residential driveways located along both sides of the corridor. Each of the evaluated routes coincide with these driveways, and appropriate design guidelines should be followed to limit conflict between trail users and motorists, as well as preserve the established use of the driveway for property owners. These design opportunities include painted crosswalks, stop bars for motorists, and specific and unique signage to direct trail users appropriately.

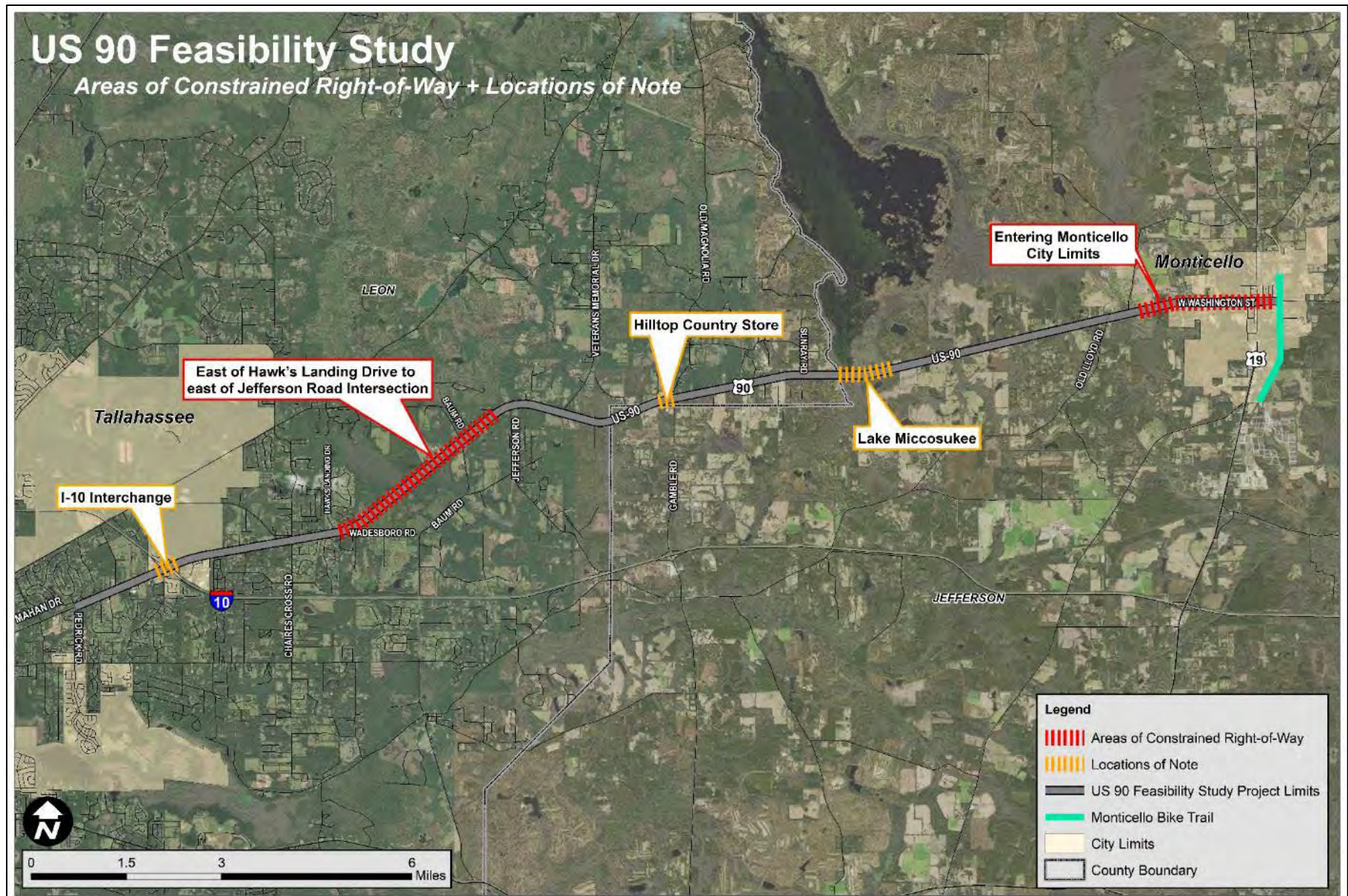
Additionally, utility poles are located within right-of-way along both sides of the corridor. These utility poles were mapped for Leon County, but data for Jefferson County was not available during desktop analysis. These utility poles will likely be relocated or avoided altogether depending on right-of-way availability in each specific location.

**Table 6.** Areas of Constrained Right-of-Way and Locations of Note

<i>Areas of Constrained Right-of-Way</i>		
	<i>Constraints</i>	<i>Location along Corridor</i>
<b>US 90 from Hawk's Landing Drive to east of Jefferson Road Intersection</b>	Constrained right-of-way	North
<b>Entering Monticello City Limits</b>	Constrained right-of-way	Both
<i>Locations of Note</i>		
	<i>Constraints</i>	<i>Location along Corridor</i>
<b>I-10 Interchange</b>	Concerns of conflict between trail users and motorists due to on and off ramps and high speeds.	Both
<b>Hilltop Country Store</b>	Safety concerns due to parking lot and large trucks making deliveries	South
<b>Lake Miccosukee</b>	Potential for conflict between user types due to fishing pier and bridge on the north side of the corridor, presence of wetlands	North



**Figure 7. Areas of Constrained Right-of-Way**





## Crashes

To understand previous and existing pedestrian and bicycles crash conditions along the corridor, Signal Four Analytics Crash data was obtained from 2015 to 2020 for the project from Pedrick Road to the Monticello Bike Trail. Signal Four Analytics data is maintained by the University of Florida GeoPlan Center, which includes crash records from several reporting agencies, including Leon County Sheriff's Office, Florida Highway Patrol, and Monticello Police Department. It is important to note that this data is unverified, and reflects an aggregation of several different data types, so while relatively accurate, some crashes may have been misreported. This data indicated that during the period evaluated, six (6) crashes involving pedestrians and two (2) crashes involving a bicyclist occurred along the project study area. The majority of crashes occurred within Leon County, with one reported on the eastern limits in Monticello, near the Monticello Bike Trail. **Table 7** below includes more details on each crash. The crash locations are also shown in **Figure 8**.

**Table 7.** Bicycle and Pedestrian Crashes along project study area, 2015-2020 (Signal Four Analytics)

<i>Crash Type</i>	<i>Date</i>	<i>Location</i>	<i>Fatality?</i>
Pedestrian	1/5/2015	Mahan Drive (US 90)	No
Pedestrian	7/14/2015	Mahan Drive (US 90)	No
Bicycle	3/28/2017	US 90 & near Wadesboro Road	<b>Yes</b>
Pedestrian	11/10/2019	Mahan Drive (US 90)	No
Pedestrian	12/7/2019	E. Washington Street (US 90)	No
Bicycle	2/23/2020	Mahan Drive (US 90) & Thornton Road	No
Pedestrian	4/6/2020	US 90 & Wadesboro Road	<b>Yes</b>
Pedestrian	5/6/2020	Mahan Drive (US 90)	No

During the Study's development, comments were received from members of the public expressing safety concerns related to the US 90/Baum Road intersection. Based upon these comments, a brief analysis of the intersection was conducted at this location using Signal Four Analytics. This analysis identified that there was a total of 14 crashes near this location from 2016 – 2021, none of which included incapacitating injuries or fatalities. The CRTPA has reached out to the FDOT to request that the location be reviewed for potential safety improvements

## Land Use

The project study area passes through suburban outskirts of Tallahassee, rural areas, communities associated with both Leon County and Jefferson County, and the downtown area of Monticello. Several land uses exist along the project study area including:

- Agricultural
- Industrial
- Institutional
- Public/Semipublic
- Recreation
- Residential
- Retail/Office
- Vacant Residential
- Vacant Nonresidential



However, despite this variety of land uses, the majority of parcels located adjacent to US 90 are rural in nature, and include agricultural, residential, and vacant residential. Within the city limits of both Tallahassee and Monticello, retail/office, institutional, and public/semipublic parcels become more prevalent. An existing land use map is shown in **Figure 9**.

### **Grade and Elevation**

The study area is characterized by rolling hills associated with the Red Hills Region, which covers parts of Leon and Jefferson counties as well as other surrounding counties. Elevation on the corridor ranges from approximately 220 feet at its highest point and to approximately 70 feet at its lowest point (Florida Department of Environmental Protection, 2011). Major drop offs into forested lowlands were identified in some locations, as well as sizable ascents. These features are typically not conducive to construction of a multi-use trail. However, the uniqueness of the elevation and the opportunities for scenic vistas could enhance the user experience through appropriate design features. These features will be evaluated in the design phase to ensure that trail design maintains these natural features while providing ADA compliance and opportunities for less-fit, less-skilled cyclists. If this project should move into design, this phase will also incorporate elements at key intersections by minimizing ascents and descents, and ensuring that ADA requirements are met. Specific design opportunities will depend on the route selected if the project proceeds to future phases.

### **Environmental Conditions**

While many areas within the project limits are flanked on both sides by wetlands, trees, and natural areas, land immediately adjacent to the corridor has largely been altered for residential development or agricultural uses. Drainage swales are located throughout the study area. Property easements, conservation lands, and lakes are located adjacent to US 90, including Lake Miccosukee. Letchworth-Love Mounds State Park is also located just east of the corridor on Sunray Road East.

### **Flood Zones and Wetlands**

The corridor and all associated alternate roads are located within Flood Zones A, AE, and X. The flood zones can be described as follows:

Flood Zone A – 1% annual chance of flooding without base flood elevations established

Flood Zone AE – 1% annual chance of flooding with base flood elevations established

Flood Zone X - .2% annual chance of flooding

These flood zones are not expected to be adversely impacted by any of the routes outlined in this study. In instances where flood zones are associated with existing wetlands, design modifications or routes such as constructing a boardwalk for the trail would likely be proposed to minimize impacts from construction and future use. Flood zones are shown in **Figure 10**.

National Wetlands Inventory (NWI) data maintained by the United States Fish and Wildlife Service (USFWS) was used to identify wetlands in the project area. Because the project study area is 21 miles in length, several wetlands traverse the corridor. Each of the routes will require that the project's design limit wetland impacts and foster continuity of the trail. A wetland evaluation will be conducted during the environmental phase of this project to determine specific requirements to mitigate wetlands impacts and project permitting. Wetlands are shown in **Figure 11**.

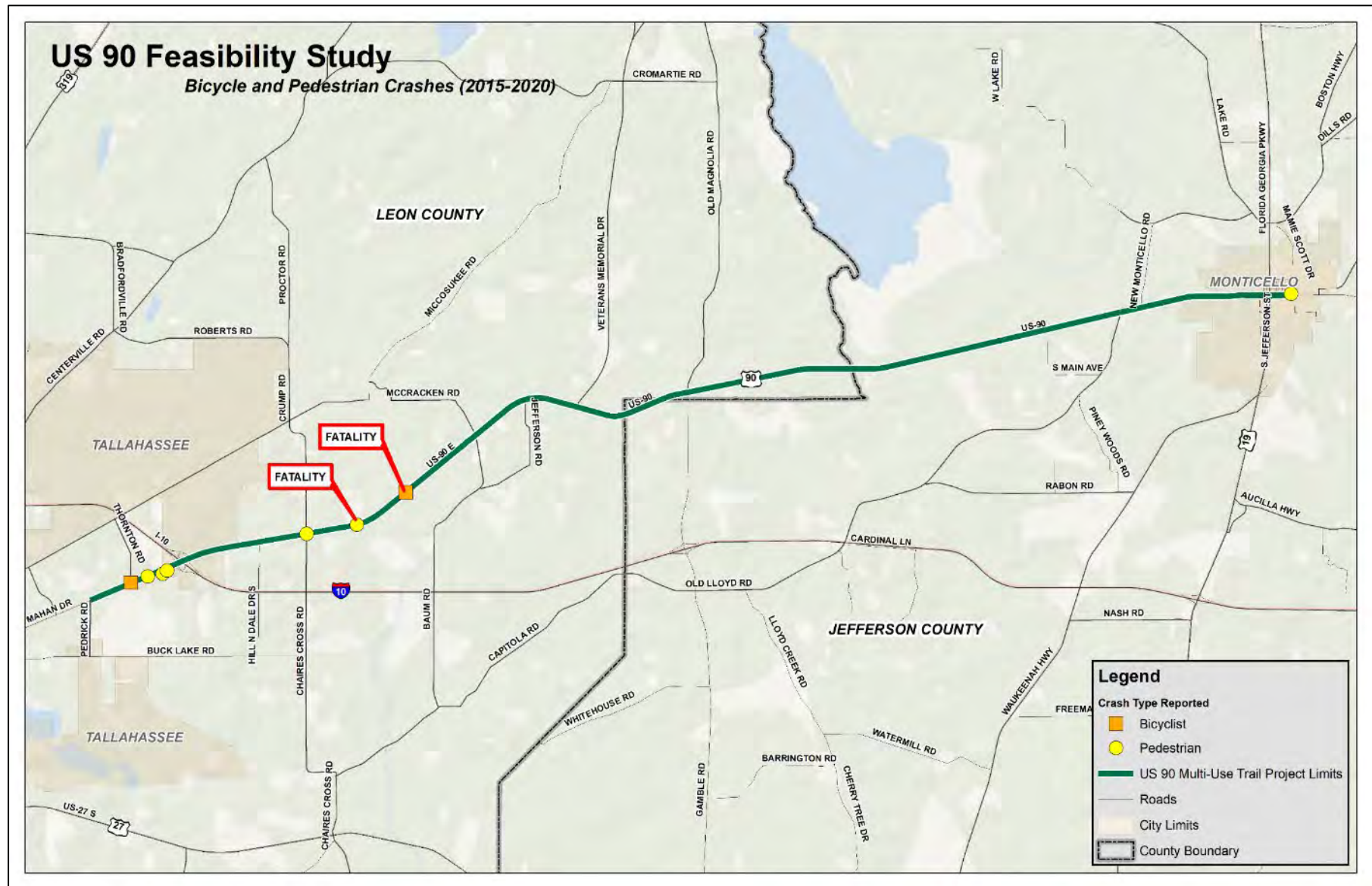
### **Species**

Along the corridor, GIS data maintained by the Florida Fish and Wildlife Conservation Commission (FWC) indicated that no species of interest have been documented within the vicinity surrounding the corridor. However, this preliminary analysis indicated that the corridor is located partially within wood stork core

foraging areas and red-cockaded woodpecker consultation areas. One (1) wading bird rookery was also documented within 1,200 feet of the corridor; however, the rookery was determined to be inactive as of 1999. No eagles' nests are located along the corridor or within wooded areas adjacent to it according to the FWC Eagles Nest Locator Mapping Tool. No critical habitat for federally listed species was identified. Additional analysis will be necessary to identify the potential impact to species in the area based on the chosen route. This information is shown in **Figure 12**.



**Figure 8.** Bicycle and Pedestrian Crashes 2015-2020 (Signal Four Analytics)





**Figure 9. Existing Land Use**

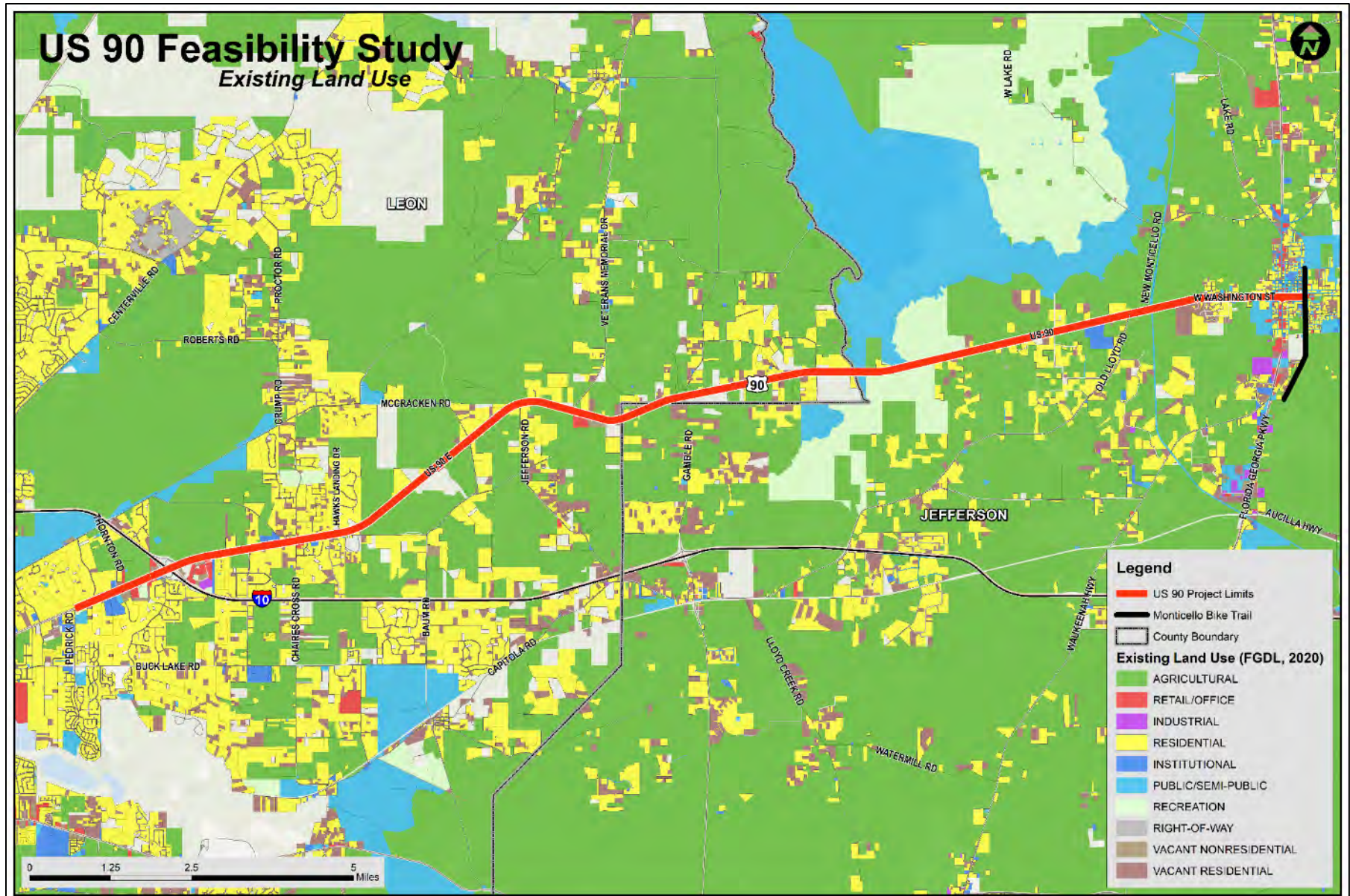




Figure 10. Flood Zones

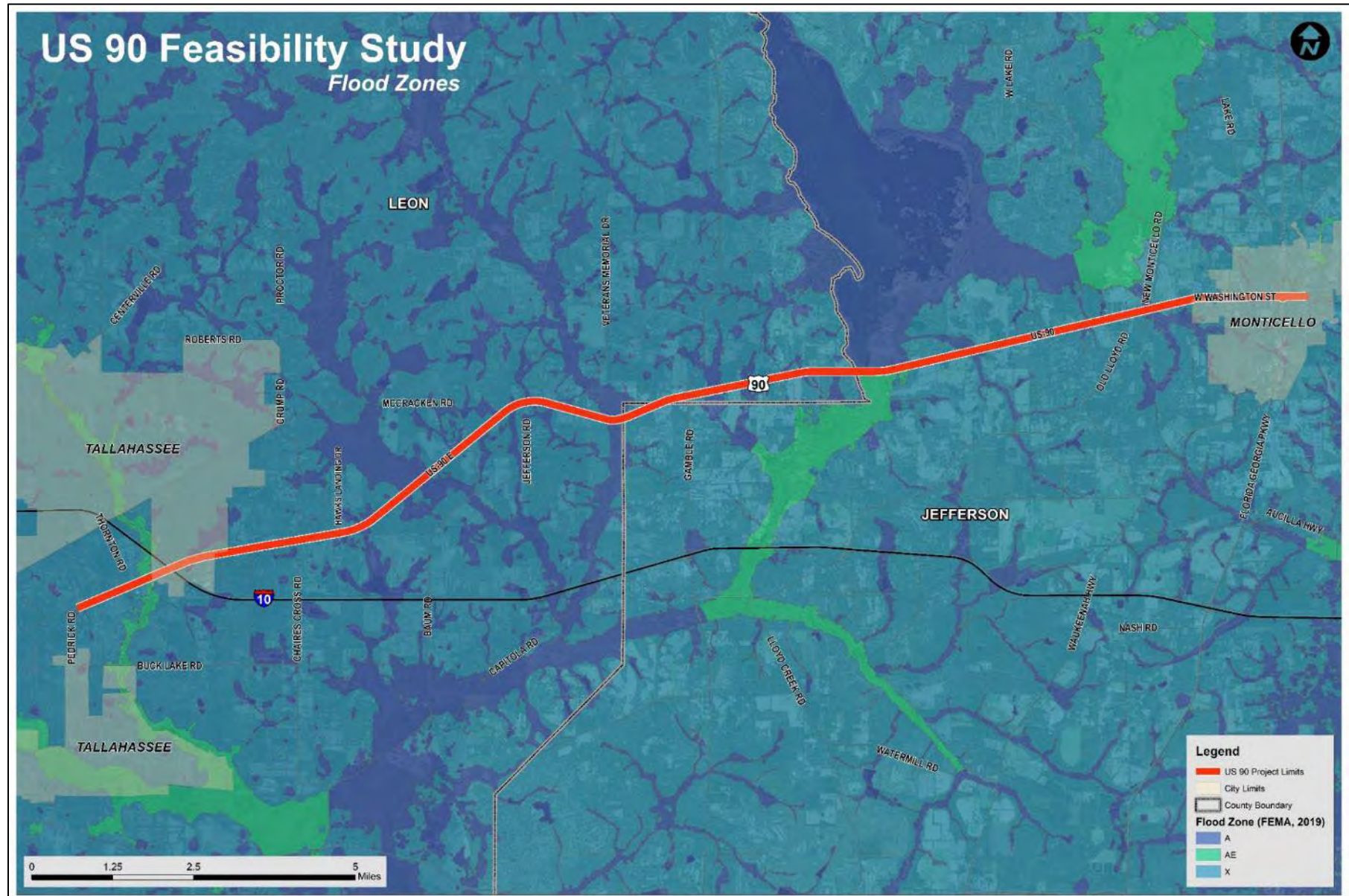




Figure 11. Wetlands

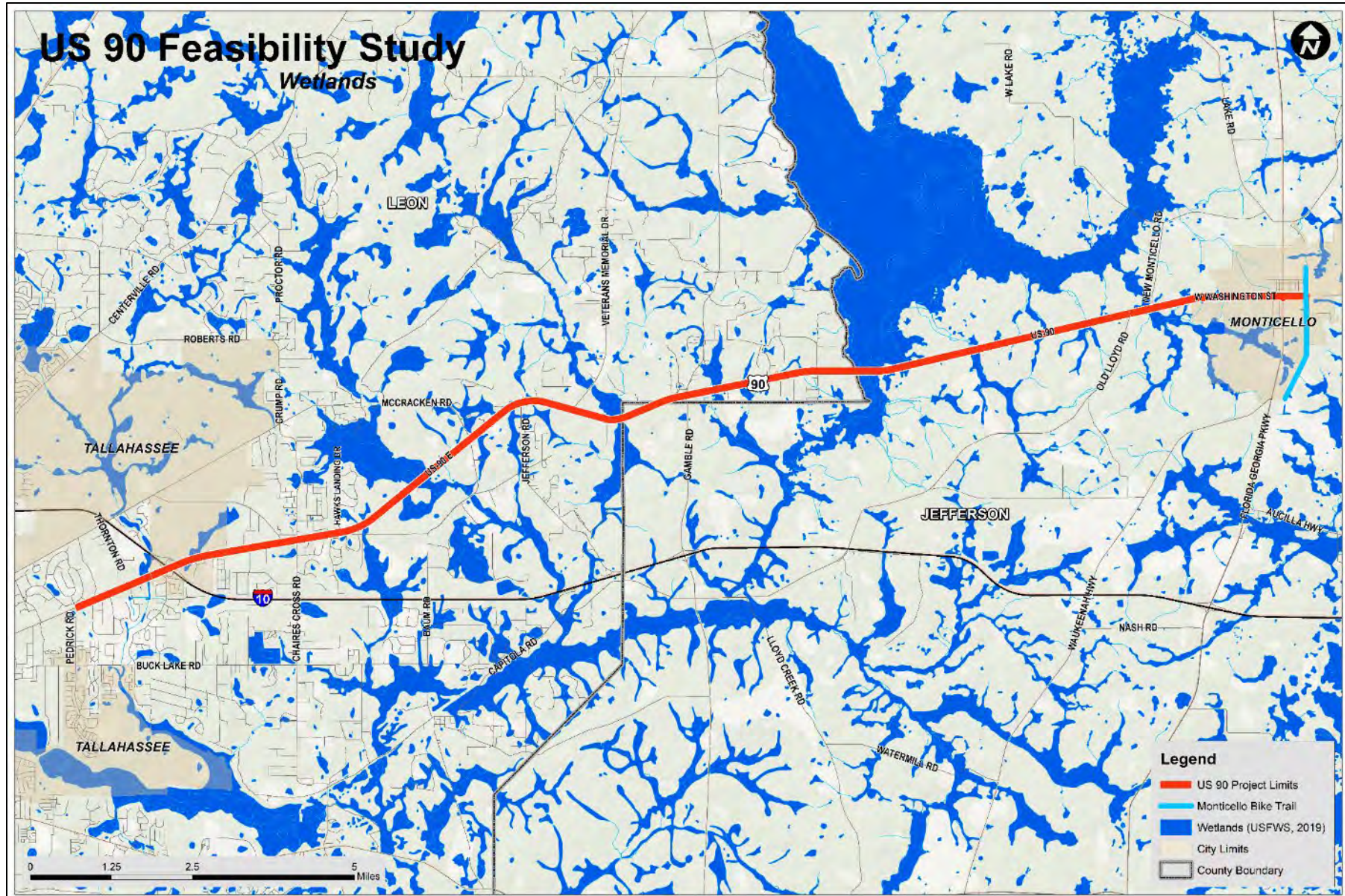
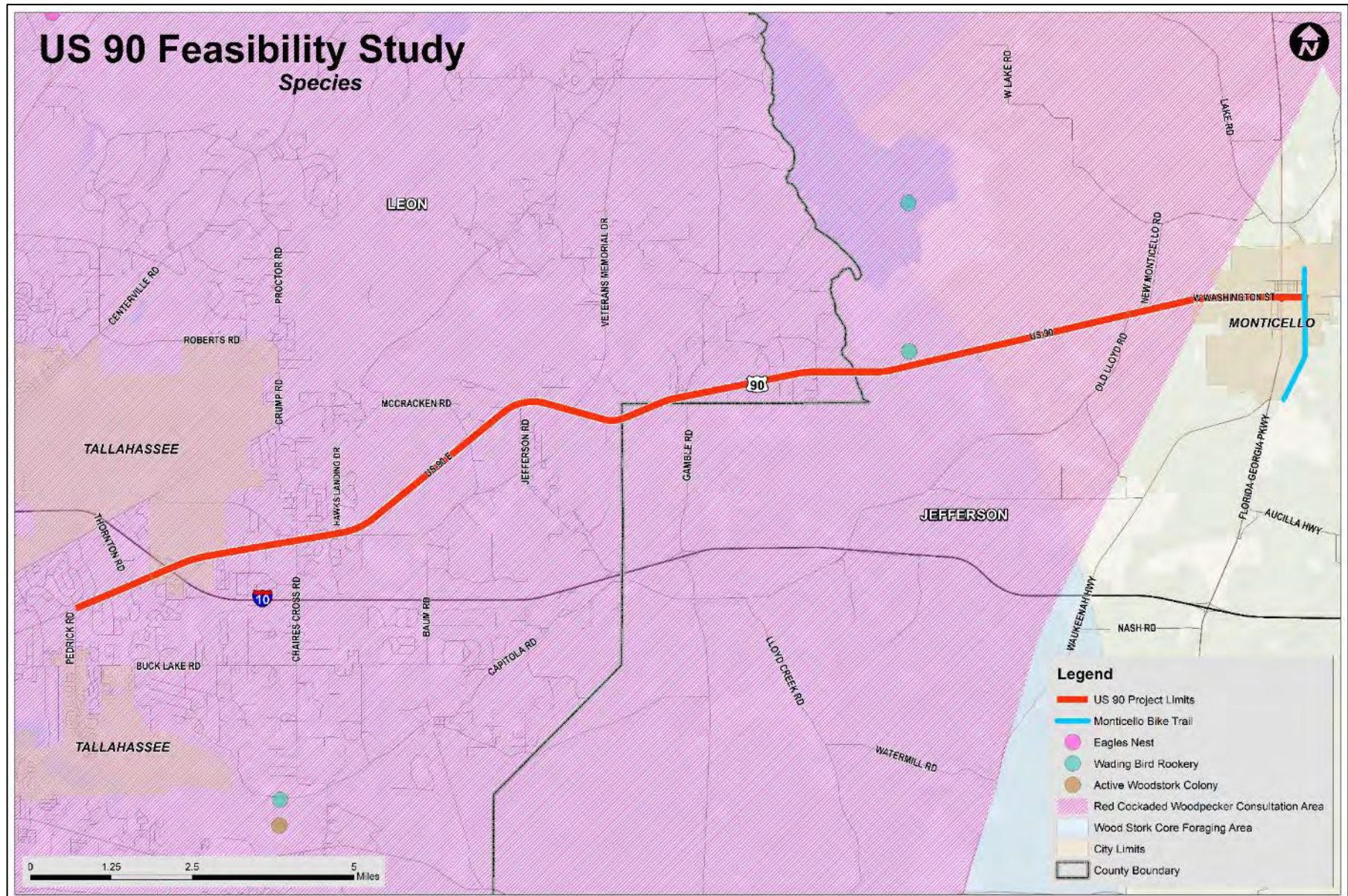




Figure 12. Species Map





## Historic and Cultural Resources

Available State Historic Preservation Office (SHPO) data was mapped to locate any known historic or culturally significant resources near the corridor. Several historic resource groups and structures were identified between Pedrick Road and the Jefferson County Courthouse in downtown Monticello. **Table 8** shows all resources, structures, and districts that are eligible for National Register of Historic Places (NRHP) listing. Other structures and resource groups that have been identified by SHPO but have not yet been evaluated or are not eligible for listing are also located along the corridor, including property associated with the Welaunee Plantation near the I-10 Interchange. These sites are not listed in **Table 8**, but are shown in **Figure 13**. A Cultural Resource Assessment Survey (CRAS) will be completed during the environmental phase of this project to determine impacts to existing and potential SHPO resources and establish an Area of Potential Effects (APE).

**Table 8.** NRHP-Eligible Sites Along US 90

Site Number	Site Name	Type	County
LE04935	Billingsley Farm	Historical District	Leon
JE01479	Sattler-Boyd House	Structure	Jefferson
JE00586	Pasco House	Structure	Jefferson
JE00504	Mills House	Structure	Jefferson
JE00508	Finlayson-Kelly House	Structure	Jefferson
JE00498	Monticello High School	Structure	Jefferson
JE00395	Saint Margaret's Catholic Church	Structure	Jefferson
JE00129	Monticello Opera House	Structure	Jefferson
JE00560	Monticello Historic District	Historical District	Jefferson
JE00461	Jefferson County Courthouse	Structure	Jefferson
Source: State Historic Preservation Office (SHPO) via Florida Geographic Data Library (FGDL), 2019			

In addition to these sites identified by SHPO, crepe myrtles on US 90 in the study area have taken on historic and cultural significance. Some of these trees and other species of plants and shrubs were

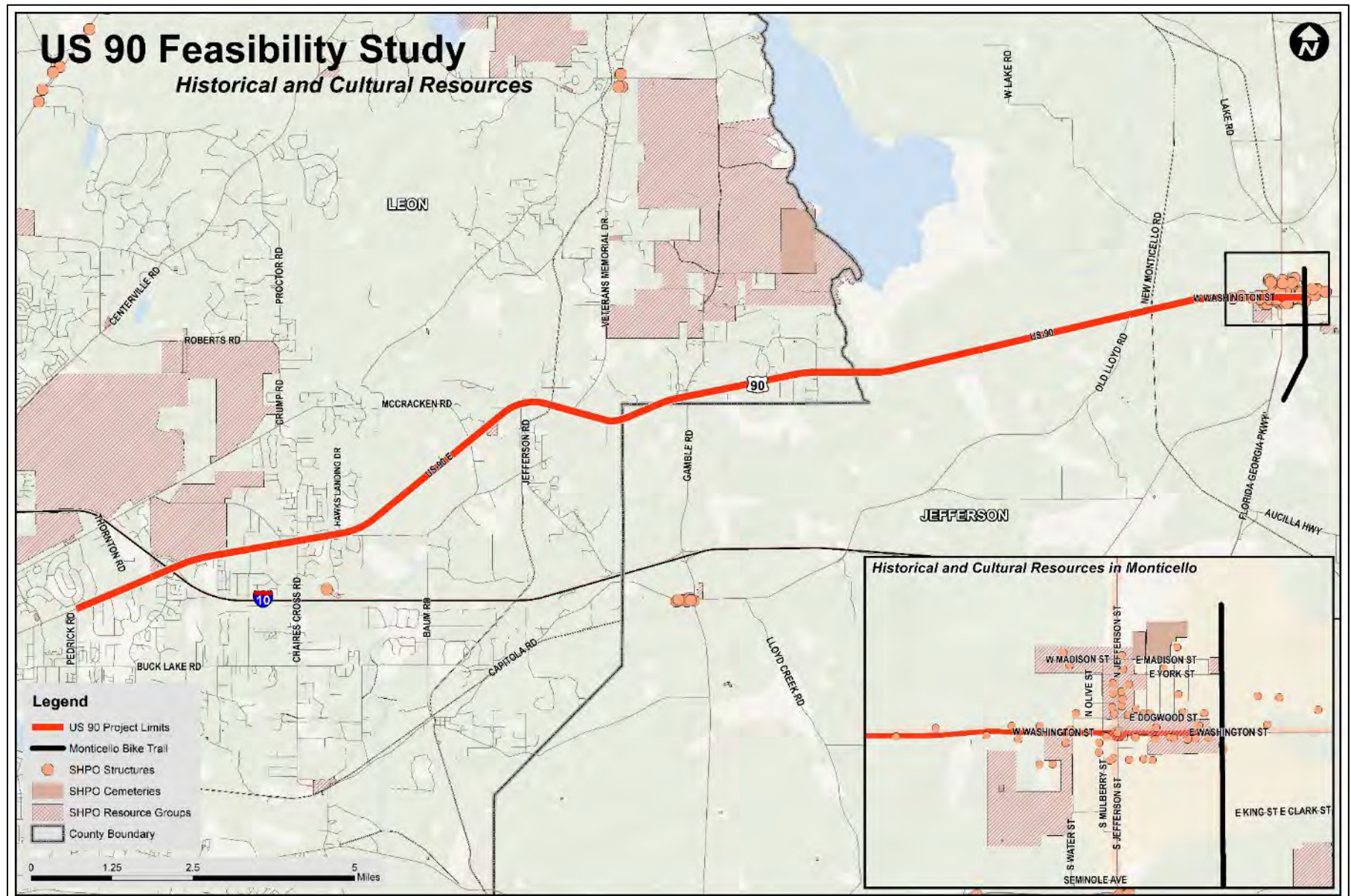


*Crepe myrtles along US 90*

originally donated by local businessman and horticulturist Fred Mahan in the early 1930s. Additional crepe myrtles were planted in recent years between Tallahassee and Monticello, and while lacking historical significance, are equally valued by the public. Through coordination with the Tallahassee-Leon County Planning Department, and preliminary review of Jefferson County's Land Development Code regarding tree protection and native vegetation, it was determined that these crepe myrtles do not have any specific protections outlined by municipal, county, or state agencies. This is likely due to their location within established Florida Department of Transportation (FDOT) right-of-way. According to District Landscape employees for FDOT District 3, FDOT also has not outlined specific protections or regulations, but has demonstrated a commitment to preservation and conservation of the crepe myrtles through landscaping contracts and intentionally avoiding impacts when making repairs or additions to the corridor. This correspondence is included in the **Appendix**. All recommendations made in this report reflect these special considerations and will avoid impacts to the crepe myrtles as feasible.



Figure 13. Historical and Cultural Resources





## Connectivity

An existing trail network throughout the Capital Region creates opportunities for long-distance trips to other destinations in the region. Along US 90, this route allows connections to several destinations including Pedrick Pond, Lake Miccosukee, Letchworth-Love Mounds Archaeological State Park, public libraries in both Leon and Jefferson County, and numerous businesses and restaurants. Notable to the regional network, this segment of US 90 provides connectivity to the JR Alford Greenway in Tallahassee via bicycle lanes on Pedrick Road, which then allows a connection for cyclists to access Lafayette Heritage Trails and Tom Brown Park, and continue along the Goose Pond Trail and other on-road facilities as far as Cascades Park and the Capital Cascades Trail. This ultimately connects to the St. Marks Trail, which provides connections to the Coastal Trail, and other connections associated with the Capital City to the Sea Trails.

In Monticello, this segment of trail would connect to the existing Monticello Bike Trail, which includes a segment south of the existing trail that is in Project Development and Environment (PD&E) Study phase for extension to Jefferson County Middle/High School on US 19 south of town. Furthermore, as trail systems in the region are further extended, this segment of US 90 will provide connectivity between Jefferson County and trail systems in Leon and Wakulla County. By fall of 2022, the region will have more than 60 miles of planned multi-use trails within and connecting Leon County, Jefferson County, and Wakulla County. Regional trails and their current status are shown in **Figure 14**.

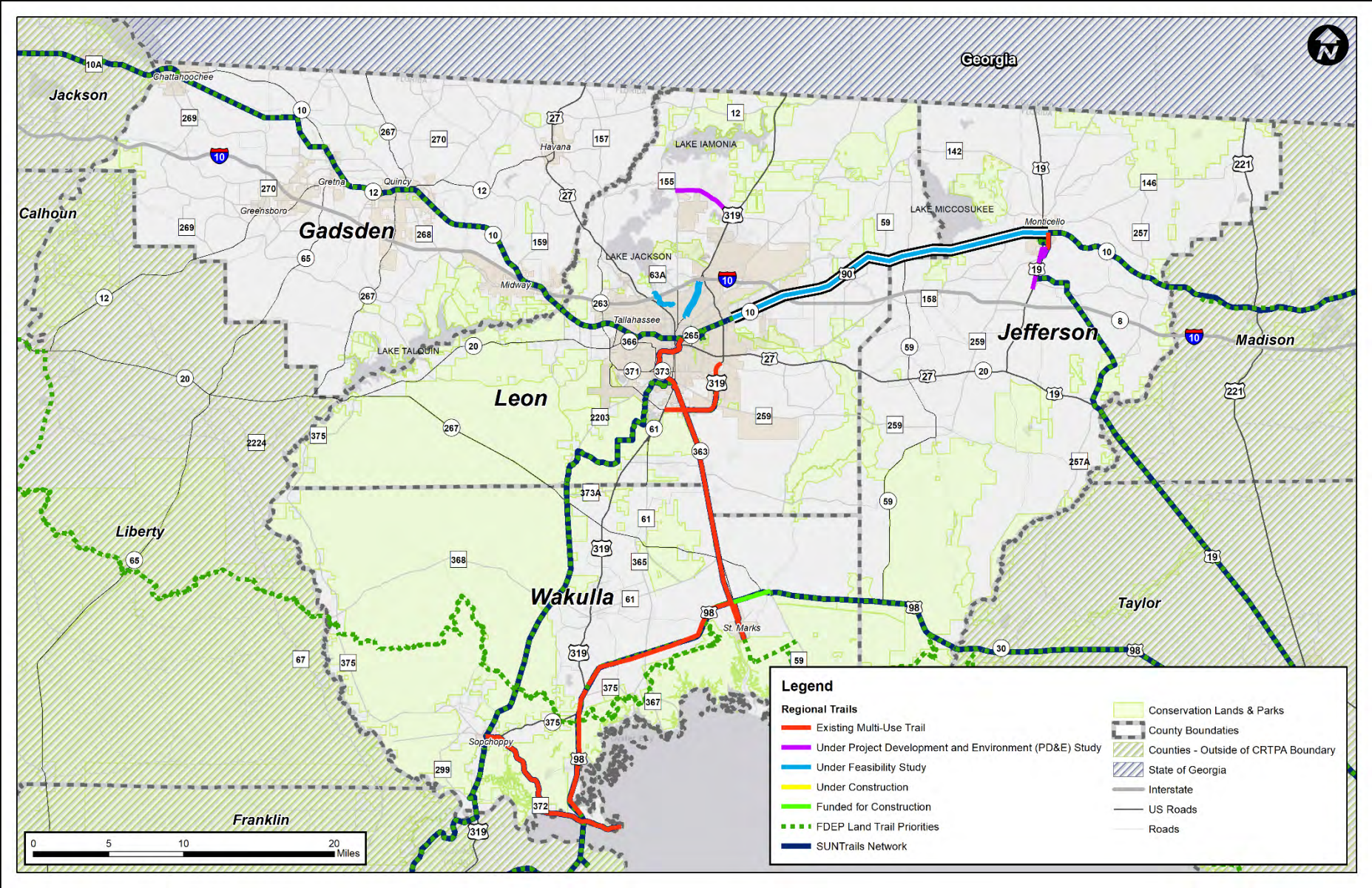


*St. Marks Trail in Tallahassee, Florida*





Figure 14. Regional Trails





## Specific Locations of Note

Through the existing conditions analysis, several locations were identified as needing additional evaluation. These locations were characterized by constrained right-of-way, safety concerns for trail users, private property, and businesses nearby or within the existing right-of-way. If this project moves forward, additional analysis should be conducted, and design solutions developed to address some of these locations to accommodate a multi-use trail. **Table 9** lists these locations of note and includes the areas of constrained right-of-way identified previously in **Table 6**. This section will cover the major locations of note that are characterized by more than constrained right-of-way and will require additional design consideration, including the I-10 Interchange, Lake Miccosukee, and Hilltop Country Store.

**Table 9.** Locations of Note

<i>Constrained Area</i>	<i>Constraints</i>	<i>Location along Corridor</i>	<i>Discussed in this section?</i>
<b>I-10 Interchange</b>	Concerns of conflict between trail users and motorists due to on and off ramps and high speeds.	Both	<b>X</b>
<b>US 90 from Hawk's Landing Drive to east of Jefferson Road Intersection</b>	Constrained right-of-way	North	
<b>Hilltop Country Store</b>	Safety concerns due to parking lot and large trucks making deliveries	South	<b>X</b>
<b>Lake Miccosukee</b>	Potential for conflict between user types due to fishing pier and bridge on the north side of the corridor, presence of wetlands	North	<b>X</b>
<b>Entering Monticello City Limits</b>	Constrained right-of-way	Both	

## I-10 Interchange

The I-10 Interchange intersects with US 90 in Leon County northeast of Walden Road, and is characterized by eight on and off ramps and an overpass as shown in **Figure 15**. Currently, the on and off ramps are not stop controlled and motorists merge on and off of the interstate at high speeds. The high number of on and off ramps and the uncontrolled high speeds of motorists present a significant safety challenge in providing a trail on US 90 in this area.

Coordination with FDOT has been ongoing to discuss possible design options to reduce the number of on/off ramps and accommodate a multimodal facility. Preliminary discussions identified some options that would be further explored with FDOT and the Federal Highway Administration (FHWA) in subsequent phases of this project. Additionally, during the course of this study it was announced that an Amazon fulfillment center will be constructed on the northwest quadrant of this interchange, north of US 90. This major development will likely impact traffic volumes and use of this existing interchange, which will influence the placement of this trail and opportunities for reconfiguring the interchange. Further analysis will be required to determine the feasibility of a trail in this area.

Despite this development, options for trail-specific infrastructure regarding the interchange are presented below. Due to the number of crossings needed, there are limited options for trail-specific infrastructure such as bridges, tunnels, or other structures, and costs were not analyzed further. However, two options exist to address the I-10 Interchange and accommodate a trail, which may ultimately be impacted by the new Amazon fulfillment center. If this is the case, other route options should be explored, such as directing the trail to Miccosukee Road via alternative low-volume roadways such as Miles Johnson Road to avoid the I-10 interchange and other Amazon related traffic altogether. It is recommended that in the event of an Interchange Modification, this option among others is further evaluated.

The options identified during this Feasibility Study are as follows:

### Option 1: Construct crossings and facilities per the FDOT Design Manual

According to the FDOT Design Manual, interstates and interstate ramps are considered limited-access facilities and at-grade crossings and crosswalks are permitted at ramp terminals and signalized crosswalks (224.1.1 *Shared Use Trail Within Department Limited Access Right of Way*). For this option, the trail will need to be constructed on the southern side and includes the addition of signalized crosswalks at two on ramps and two off ramps. These crossings should be as close to the start of the ramp as possible, high-visibility, and include appropriate signage (as shown in the example photo to the left). This would include signage at the crosswalk and preceding it to give drivers advanced notice of the crosswalk. Trail users would be expected to stop before proceeding through the crosswalk. There are limited opportunities for crosswalk enhancements due to the purposes of the on and off ramps for merging onto and off of a highway. Under the interstate overpass that crosses over US 90, the trail will be constructed on the existing paved shoulder and will be separated from traffic by a physical barrier. The addition of specific signage per MUTCD recommendations and standards will be required. This option is shown in **Figure 16**.



*Off-ramp crosswalk example in Jacksonville, FL*

### Option 2: Interchange Reconfiguration

This option calls for the removal of both the US 90 east and US 90 west loop off ramps as well as the eastbound on-ramp on the south side of the corridor. All other on and off ramps will remain but will be modified to include turn lanes and signalized intersections to slow traffic and prevent uncontrolled merging onto US 90. This reconfiguration will allow traffic to be accommodated. This option eliminates one of the four crossings associated with trail construction on the south side of the corridor and provides stop control that will slow and stop traffic and allow trail users to cross the ramps safely. This option is shown in **Figure 17**.



*I-10 Overpass on US 90 (Leon County)*



Figure 15. I-10 Interchange

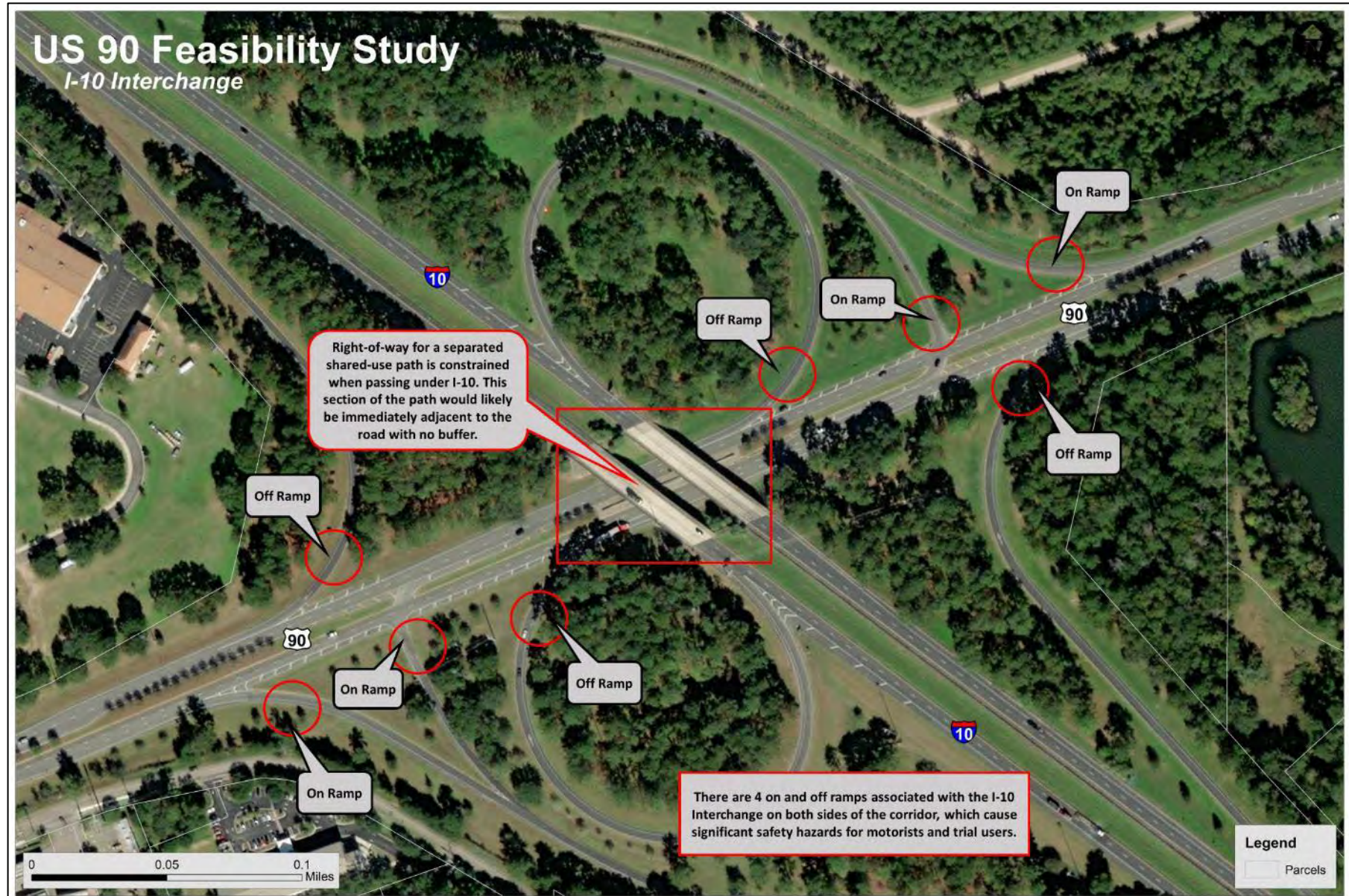
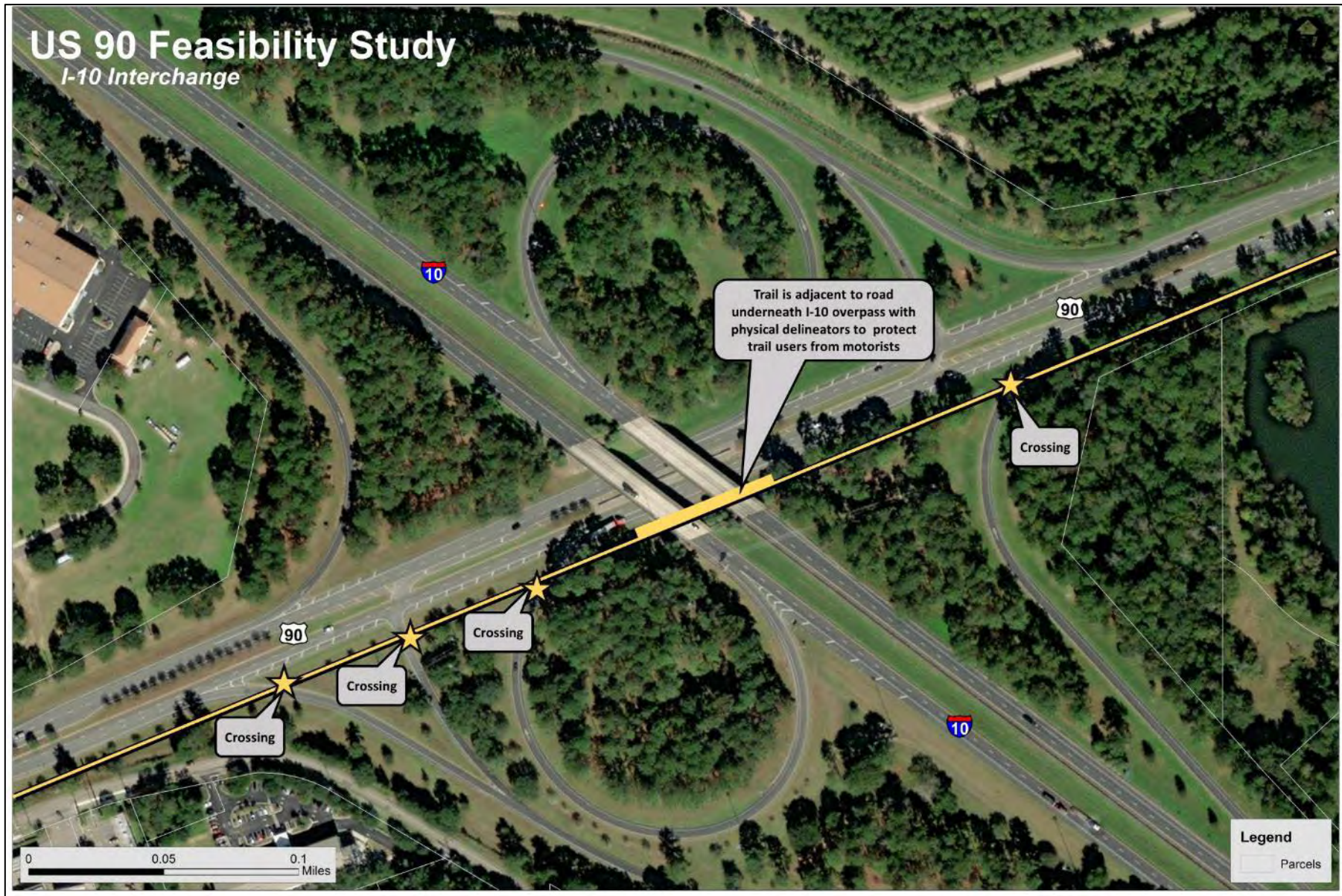


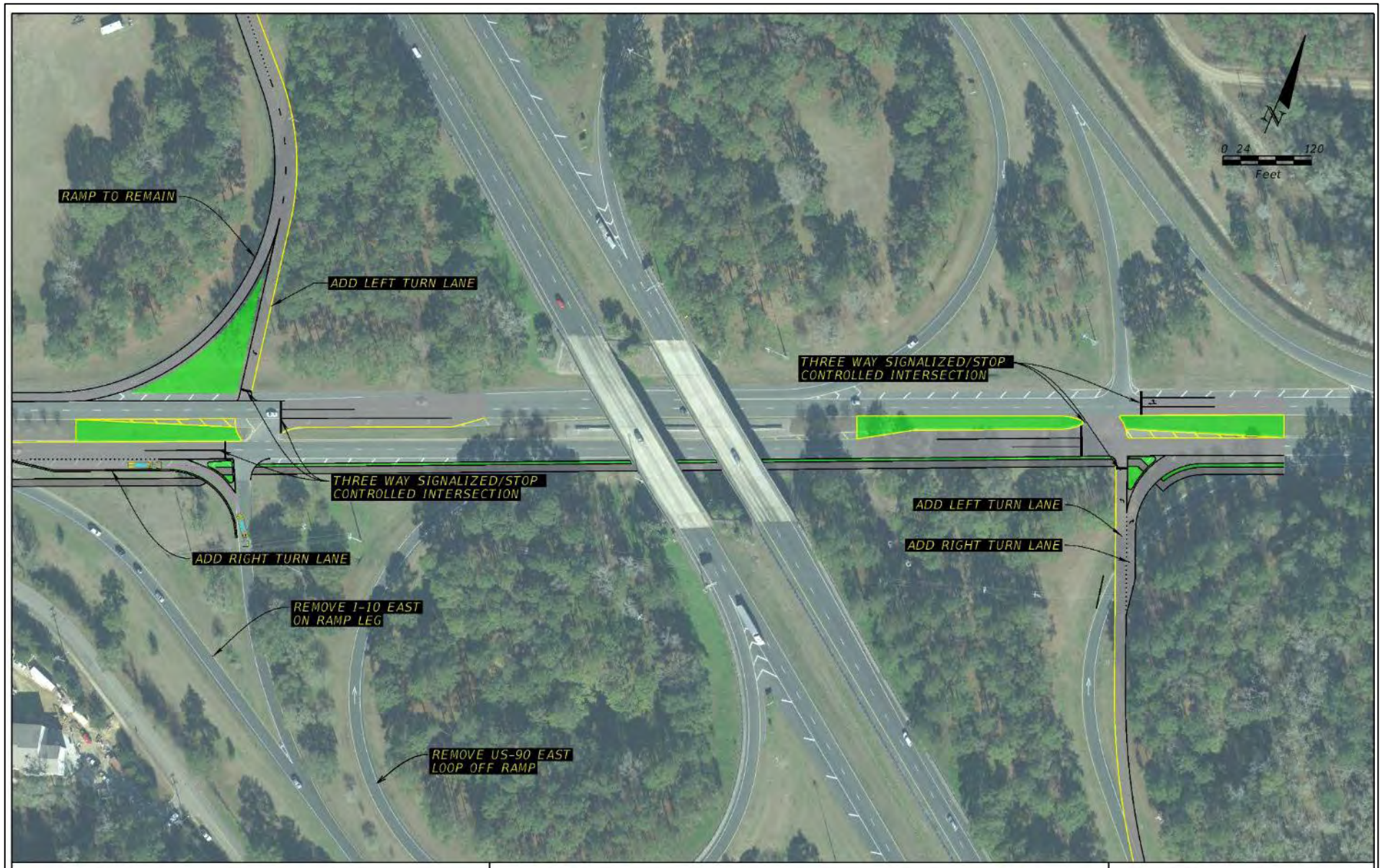


Figure 16. I-10 Interchange: Option 1





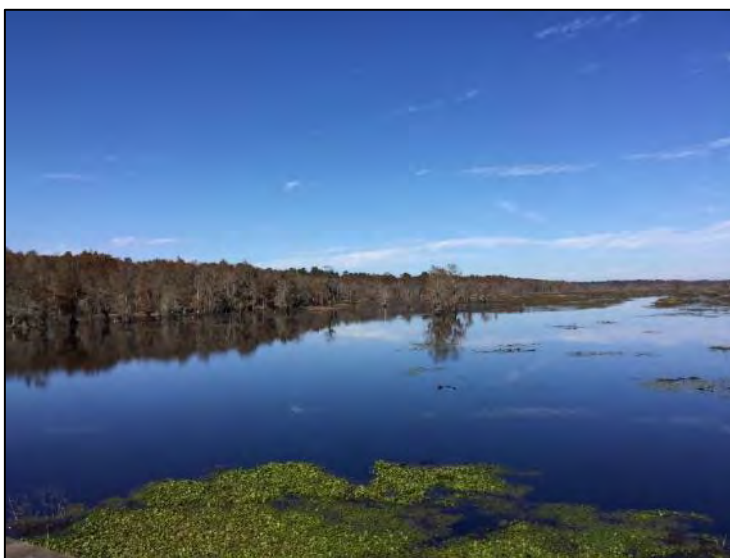
**Figure 17. I-10 Interchange: Option 2**





## Lake Miccosukee

Lake Miccosukee is located just east of the Leon County line in Jefferson County. Where it intersects with US 90, there is an existing public-use boardwalk on the north side. However, wetlands and limited shoulder space on the bridge limit opportunities for construction and a boardwalk is recommended to accommodate the 10-foot multi-use trail. This will help reduce impacts to the existing wetlands. It will also allow trail users to be completely separated from high-speed traffic crossing the bridge. For this reason, routes are recommended to be constructed on the south side of the corridor. Boardwalk location is shown in **Figure 18**.



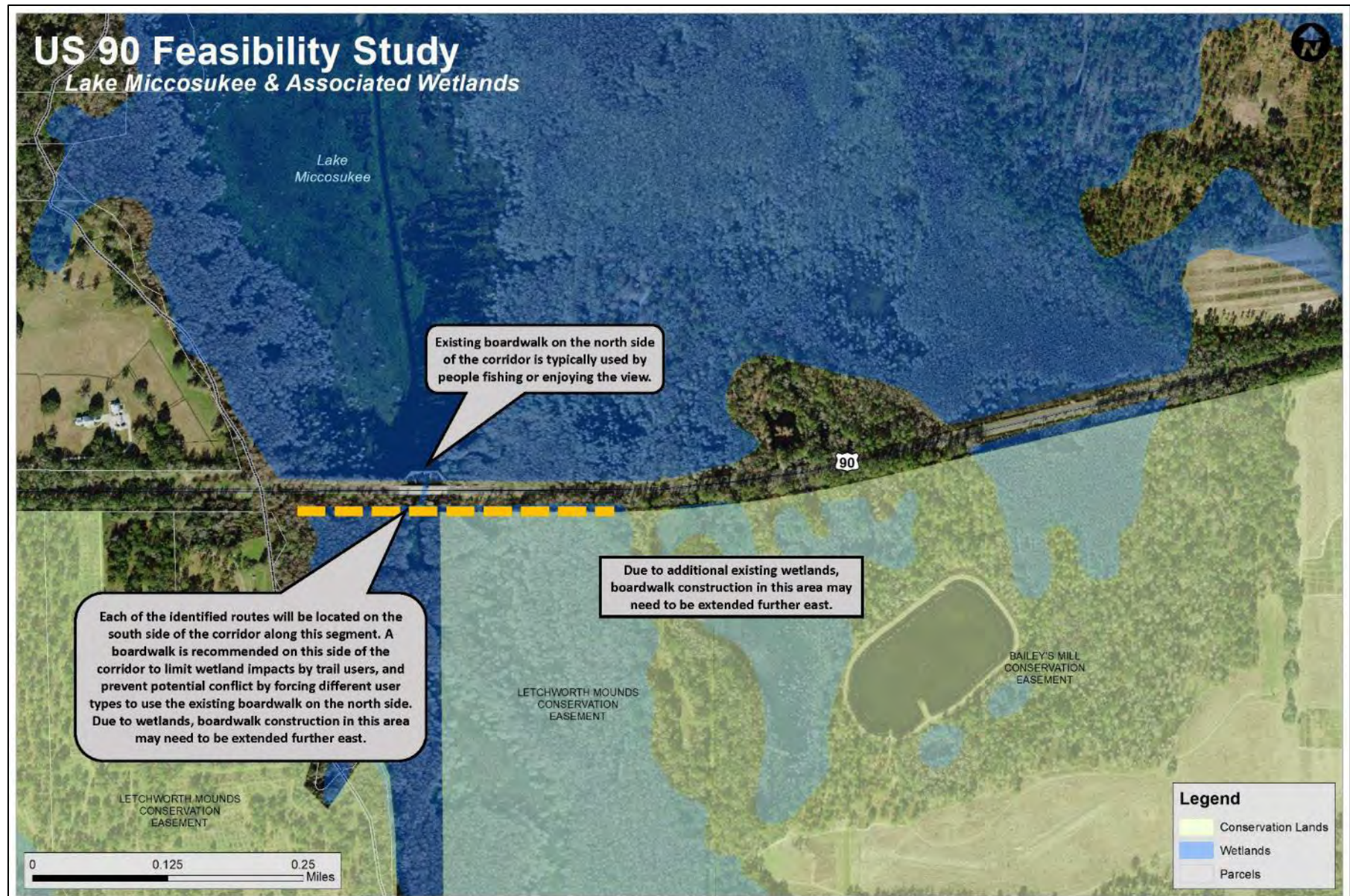
*Lake Miccosukee*



*Examples of boardwalks along the Ochlockonee Bay Bike Trail in Wakulla County, Florida*



Figure 18. Lake Miccosukee





## Hilltop Country Store

Hilltop Country Store is located on the south side of US 90 west of Old Magnolia Road/Gamble Road in Leon County. Two of three routes identified follow the south side of US 90 adjacent to the store. Currently, the store commonly receives shipments from large semitrucks within FDOT-owned right-of-way



*Hilltop Country Store*

with customers entering and exiting at high speeds into the gravel parking area from US 90. The parking area does not have any access management or stop control. Although potential reconfiguration of the parking and loading areas at this location were developed during the Study, ultimately concerns remained about the safety of trail placement at this location. While the Study does not make specific recommendations, strong consideration should be given to placement of the potential trail at another location in order to ensure trail user safety and business access.



*Hilltop Country Store Parking Area on US 90*



## Outreach and Engagement

As part of this Feasibility Study, the project team conducted outreach and engagement with stakeholders and the public.

### Stakeholder Engagement

This project kicked off at the beginning 2020, which included limited stakeholder engagement in conjunction with the existing conditions assessment. This initial stakeholder engagement was coordinated with the owners of Hilltop Country Store, the Jefferson County Board of County Commissioners, the Leon County Board of County Commissioners, the Florida Department of Environmental Protection's Office of Greenways and Trails, the Florida Department of Transportation, and the City of Monticello. As the project progressed into the public engagement phase, this stakeholder engagement was expanded to include neighborhood and homeowner's associations. These stakeholders provided valuable feedback that allowed the project team to understand ongoing projects in the area and determine perceptions surrounding the project. These meetings were conducted both in-person and virtually. The stakeholder engagement is summarized in **Table 10** below. While several other stakeholders were contacted, no response or comment was received, and they are omitted from the list below.

**Table 10.** Stakeholder Engagement

Stakeholder	Date of Interaction	Type of Interaction
Agency and Government Partners		
Leon County Commissioners from District 4 & 5	2/27/2020	In-Person
Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails	3/20/2020	Virtual
Jefferson County Board of County Commissioners	9/17/2020	Virtual
City of Monticello	10/2/2020	Virtual
Jefferson County	10/2/2020	Virtual
Florida Department of Transportation (FDOT)	3/24/2021	Virtual
Local Businesses		
Hilltop Country Store	6/19/2020, 9/2/2020, 4/28/2021	In-Person Meeting
Dixie Paving		
Neighborhood Associations		
Buck Lake Alliance	1/19/2021	Email
Lafayette Oaks	2/11/2021	Virtual
The Vineyards	3/7/2021	Virtual

### Public Engagement

In addition to stakeholder outreach, there were several opportunities for public engagement. These opportunities were offered in two rounds; the first round in Spring of 2021, and the second in Spring of 2022. The time period between conducting the first and second round of public engagement was a function of ongoing concerns about the COVID-19 pandemic and subsequent variants. Engagement opportunities reflected these concerns, and a variety of formats were offered to allow members of the public options for engagement based on their level of comfort. These options included virtual meeting

room tools, virtual live-question-and-answer sessions, in-person pop-up events held outdoors, and standard open house formats. This approach allowed for broader participation. Each of the options offered is detailed below.

- **Virtual Meeting Room** – This offered the public an opportunity to explore a virtual meeting room that included background information and information collected up to that point. This format included PDFs, interactive videos, and links to relevant websites. There were also opportunities to comment and contact the project team.
- **StoryMap** – This opportunity offered the public a more engaging way to interact with the project materials through interactive maps and graphics. This provided all relevant project background information, and presented the evaluated routes to the public. The StoryMap offered opportunities to comment and contact the project team.
- **Live Question and Answer Sessions** – These sessions allowed the public to access a virtual meeting with the project team and ask questions or provide input regarding the project. Live question and answer sessions typically had no time limit, and the project team answered questions and took comments until all participants were completed with their input.
- **Pop-Up Event** – The pop-up event was intended to be informal and allow people with some interest and little knowledge on the project to interact with the project team. This event was held at Rev Café in Monticello during an annual bicycling event to solicit public feedback and allow for an in-person opportunity.
- **Open Houses** – The final open houses were intended to present the evaluated routes for each of the identified segments and allowed an additional in-person opportunity for the public to interact with the project team and give feedback. Two open houses were conducted; one in Jefferson County, and one in Leon County.

**Table 11** lists all the public engagement opportunities offered throughout the completion of the Feasibility Study. This table also details number of participants at each event, and is listed in chronological order.

**Table 11.** Public Engagement Opportunities

<u>Event</u>	<u>Date of Event</u>	<u>Number of Participants</u>
<b>Virtual Meeting Room</b>	April 6 through May 7, 2021	175 visitors*
<b>Live Question and Answer Session #1</b>	April 8, 2021	5
<b>Live Question and Answer Session #2</b>	April 12, 2021	5
<b>Pop-Up Event</b>	March 6, 2021	3
<b>StoryMap</b>	December 8, 2021 to Current	482**
<b>Live Question and Answer Session #3</b>	January 13, 2022	8
<b>Live Question and Answer Session #4</b>	February 1, 2022	8
<b>Open House #1: Jefferson County</b>	February 22, 2022	16
<b>Open House #2: Leon County</b>	March 1, 2022	29
*Based on "Individual Visitors" to website from data analytics associated with website **Based on view count in association with StoryMap provided by ESRI ArcGIS Online as of March 4, 2022.		



## Contact Methods

This project was advertised through a variety of methods throughout the Feasibility Study. These methods included postcards, social media posts, emails from the CRTPA, and newspaper articles. Postcards were sent out to advertise both rounds of public engagement in the Spring of 2021 and the Spring of 2022. The CRTPA mailouts were originally sent to property owners of all parcels within 250 feet of the US 90 corridor on both sides, between Pedrick Road and the Monticello Bike Trail. Following CRTPA board direction for another feasibility study project underway, the distribution buffer was expanded to 1,000 feet, and included full neighborhoods as appropriate. This significantly broadened the mailout area. In addition to the postcard mailouts, emails were sent to each neighborhood association identified along the corridor. **Table 12** provides additional details about postcard mailouts.

**Table 12.** Postcards

Type	Total Sent	Date	Purpose	How was contact information obtained?
Postcard 1	253	March 2021	To advertise upcoming public engagement opportunities and provide options for contacting the project team and leaving comments.	Leon County Property Appraiser and Jefferson County Property Appraiser data
Postcard 2	1,450	January 2022		

## Key Takeaways

Throughout the engagement process, several themes emerged. These themes ranged from support to opposition, and included specific concerns or recommendations. These general themes can be summarized as follows

- **Support for the project** – Many stakeholders and members of the public were supportive of this project due to its ability to provide safe multimodal connectivity between Tallahassee and Monticello.
- **Opposition to the project** – Some stakeholders and members of the public were opposed to the project, due to a variety of reasons. These reasons included concerns for safety, private property and acquisition, and environmental risks they perceived to be part of this project. Several concerned residents along US 90 in both Leon and Jefferson counties voiced opposition to the trail due to concerns about trail users trespassing on their property or livestock security, and many residents voiced opposition due to concerns about the trail altering their way of life in the more rural areas surrounding the project.
- **General Concerns & Recommendations** – General comments provided by the public and stakeholders included a desire for a more in-depth consideration of some issues (including protection of crepe myrtles, protection of private property, and concerns related to protection of the environment).

For a more comprehensive review of the comments and information received, see the **Appendix** for the comments log, which includes all correspondence received by the project team throughout the Feasibility Study.

Subsequent to the most recent public engagement conducted in January, February, and March 2022, the routes were refined. This refinement was a result of the stakeholder input received during this round of public involvement and also included the availability of updated right-of-way information provided by the Florida Department of Transportation.

## Route Analysis

Throughout the existing conditions assessment and stakeholder and public engagement, several routes were evaluated for the location of the multi-use trail. This section will briefly outline each of the evaluated routes that will move forward for consideration, in addition to other routing considerations, if this Feasibility Study is adopted by the CRTPA board. Initially, the Study identified four (4) potential routes. Based upon public input received associated with the last round of public involvement efforts (January, February, and March 2022), the routes were refined to reflect citizen input as well as updated right-of-way information provided by the FDOT. The below provides a refined analysis of the identified routes.

Each route is unique; however, due to right-of-way availability, they all largely utilize the south side of the corridor at some point. A preferred route will not be selected as part of this Feasibility Study. However, should the project move forward into a Project Development and Environment (PD&E) Phase, all route options will be further assessed utilizing more refined data, and a final route will be selected. The following routes were developed using available information on existing conditions, site reconnaissance, stakeholder and public engagement, and current design standards.



*US 90 near Black Creek, southwest of Baum Road Intersection*



## Route 1

For route 1, the multi-use trail alignment will begin on the south side of US 90 at Pedrick Road and continue to just west of the Jefferson County line near Still Creek Road. Right-of-way availability on the south side, while somewhat limited east of Wadesboro Road, is sufficient for accommodating a trail and adequate buffer separating trail users from vehicular traffic on US 90. Near Still Creek Road, the trail will cross to the north side of the corridor to avoid any conflict with the Hilltop Country Store, which is located on the south side of the corridor. The trail will then return to the south side of the corridor at Old Magnolia Road/Gamble Road. From there, the trail remains on the south side of the corridor into Monticello. Summary statistics are shown below in **Table 13**. The route and crossings are shown in **Figure 19**.

This route option includes a limited number of crossings, allowing trail users to safely use the trail without concern for oncoming traffic while crossing a high-speed corridor. This option also avoids areas of constrained right-of-way on the north side of the corridor east of Hawk's Landing Drive. However, this route does still conflict with the I-10 Interchange, Lake Miccosukee, and when entering the western city limits of Monticello.

**Table 13.** Route 1 Summary Statistics

Route 1 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90*	2 (Near Still Creek Road, Old Magnolia Road/Gamble Road)
Locations of Note to be Addressed	3 (I-10 Interchange, Lake Miccosukee, Entering Monticello)
*Crossing locations are preliminary and will be further analyzed through sight distance studies in subsequent project phases.	



*US 90 near Valley View Road (Jefferson County)*





## Route 2

For route 2, the multi-use trail route would begin on the south side of US 90 at Pedrick Road and continue through eastern Leon County into Jefferson County. The route remains on the south side of the corridor for its entirety, and does not require trail users to cross the US 90 corridor at any point. Summary statistics are shown below in **Table 14**. The route and crossings are shown in **Figure 20**.

This route eliminates any need to cross the US 90 corridor, and keeps trail users on one side of the corridor consistently for the entirety of the route. This can limit any potential for conflict between motorists and trail users. This route also avoids areas of constrained right-of-way on the north side of the corridor east of Hawk's Landing Drive. However, this route does still conflict with the I-10 Interchange, Hilltop Country Store, Lake Miccosukee, and when entering the western city limits of Monticello.

**Table 14.** Route 2 Summary Statistics

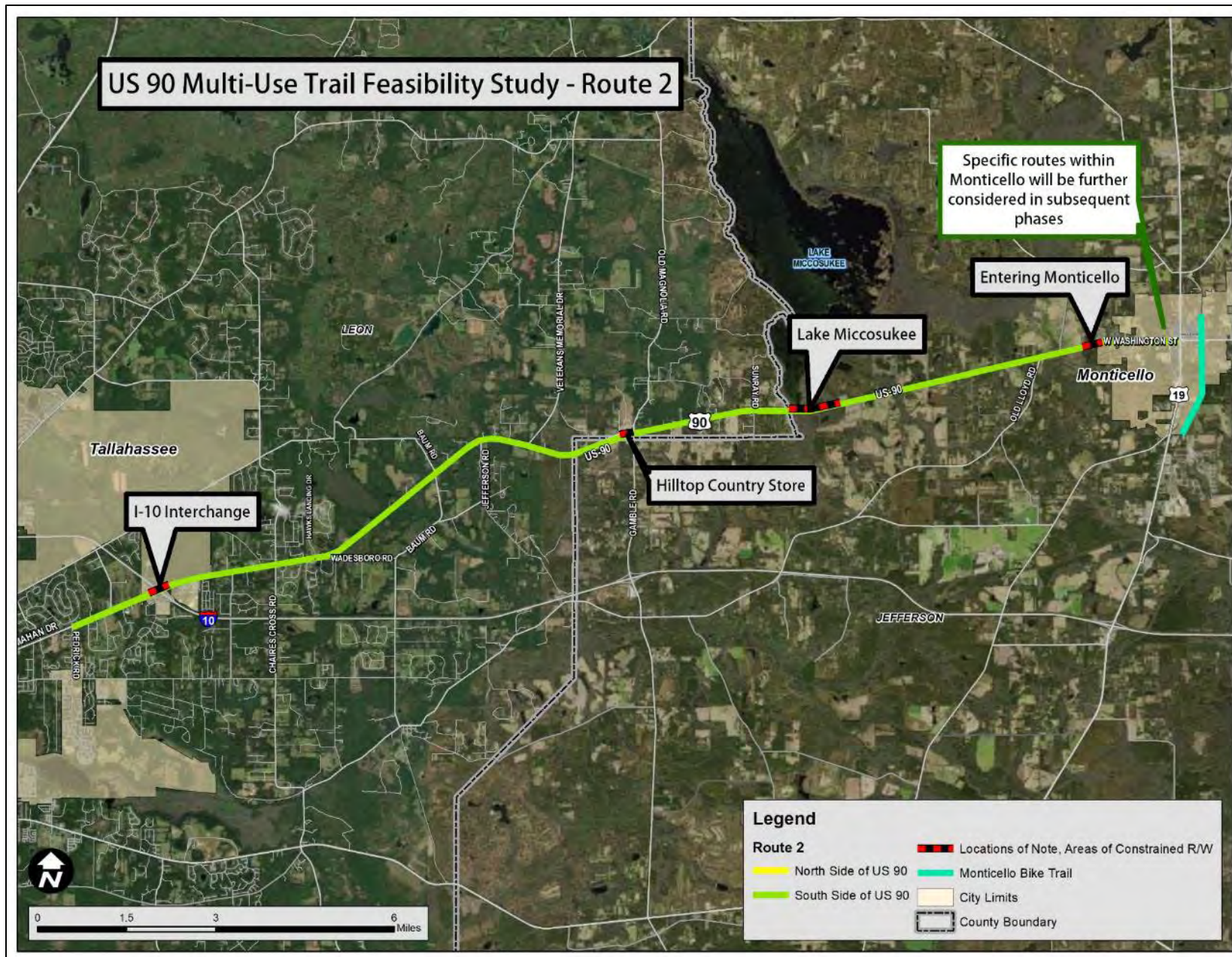
Route 2 Summary Statistics	
Side of Corridor	South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)
*Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.	



*US 90 near Still Creek Road (Leon County)*



**Figure 20. Route 2 Alignment**





### Route 3

For route 3, the multi-use trail route would begin on the south side of US 90 at Pedrick Road and continue to Wadesboro Road. At Wadesboro Road, as both other routes stay on south side of US 90 here, this route will continue on Wadesboro Road, Baum Road, and Jefferson Road to take users off of US 90 to utilize lower speed roads. Along these corridors, the trail would likely become on-street facilities such as a bicycle lane or sharrows due to limited right-of-way availability. At Jefferson Road, the trail returns to US 90 and remains on the south side of the corridor into Monticello. Summary statistics are shown below in **Table 15**. The route and crossings are shown in **Figure 21**.

This route provides an opportunity to take the trail off of US 90 for approximately 4 miles, providing a more scenic and less traveled option for trail users. Throughout the engagement phase, members of the public indicated that many recreational cyclists are using these roads as opposed to US 90. While this is likely because of lack of safe facilities on US 90, many cyclists prefer to take the scenic route. It is important to note that along the majority of these corridors, on-street facilities would need to be pursued due to lack of available right-of-way and lower speeds and volumes. Additional analysis of these corridors should be pursued in subsequent phases.

**Table 15.** Route 3 Summary Statistics

Route 3 Summary Statistics	
Side of Corridor	North and South
Number of Crossings on US 90	None
Locations of Note to Address	4 (I-10 Interchange, Hilltop Country Store, Lake Miccosukee, Entering Monticello)
<i>*Crossing locations are estimated and will be further analyzed through sight distance studies in subsequent project phases.</i>	

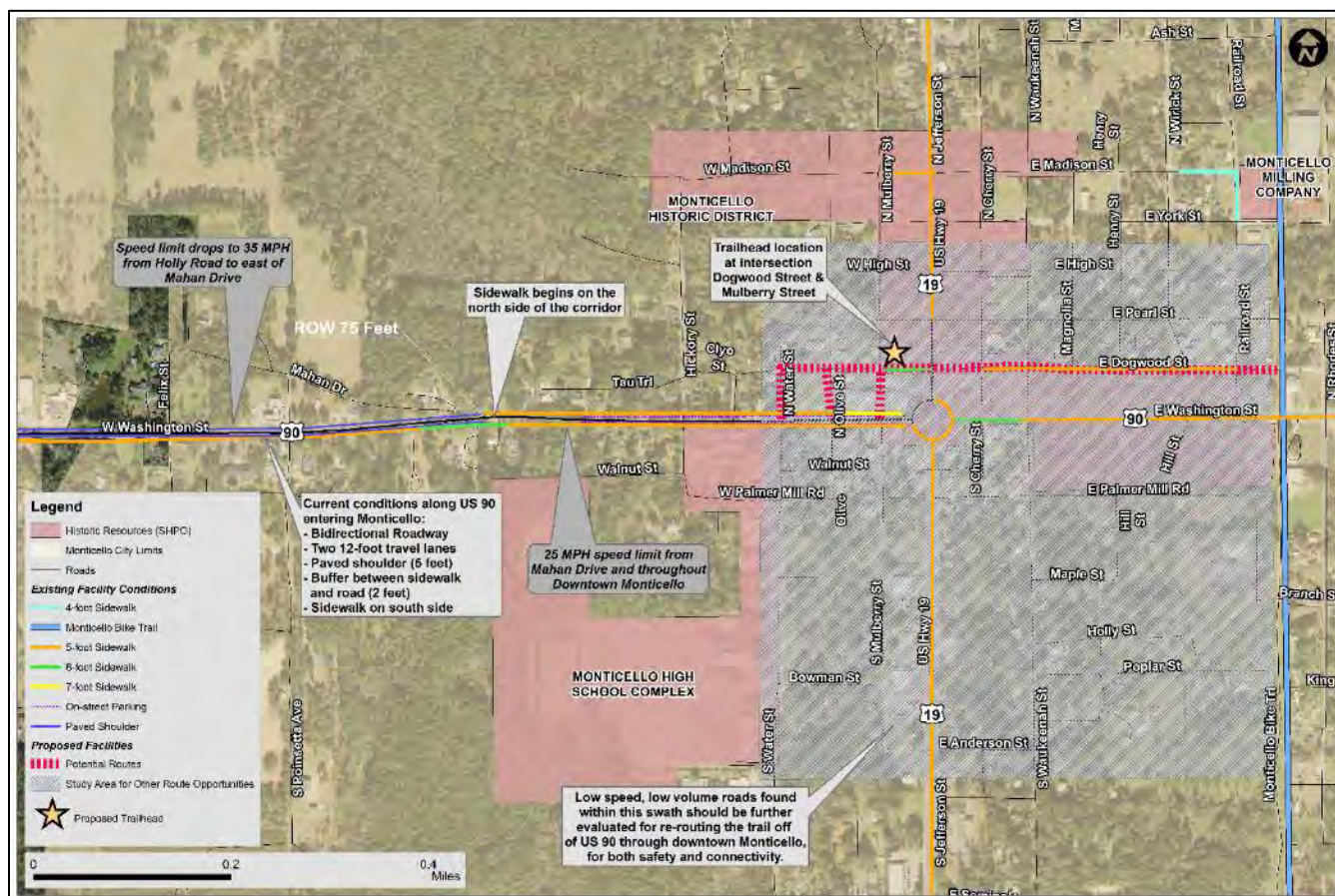


**Wadesboro Road (Leon County)**









## Design Recommendations

Trail design standards provide guidance on facilities and signage, which improve user experience and safety. The project area is approximately 21 miles in length, which is relatively long when considering the variety of user types and skill levels that may use the trail. The following design standards should be implemented in conjunction with the preferred route to improve overall experience, safety, and navigability of the trail.

### Trail Width and Separation

As noted throughout this report, the recommended facility for the majority of the trail is a 10 to 12-foot multi-use trail. This is the industry recommended standard, and is noted in the FDOT Design Manual. Where right-of-way is constrained, the trail may be reduced by 1 foot as needed to a minimum width of 8 feet for short sections. Any width below this would be considered a wide sidewalk, and therefore, would not support a high volume of different user types. Where a trail of at least 8 feet is not possible, creative design solutions should be pursued, such as reducing the width of the existing paved shoulder or travel lanes on the roadway to accommodate 8 feet or greater, or constructing a separate on-street bicycle facility. Such an option would only be recommended in Monticello city limits, due to decreasing travel speeds. Along US 90 where speeds are 55 miles per hour plus, a separated and wide facility will be necessary. A separated facility should be prioritized despite the potential for higher maintenance costs.

Considering the high-speed nature of the corridor, it is important that a buffer exists to separate the multi-use trail from the corridor. Typically, on roadways with speeds over 50 mph, the trail should be at least 5 feet from the shoulder to address safety and comfort of trail users (FDOT Design Manual, 2020). Due to the number of locations of note identified, this may not be achievable in all areas. Other options for separating the trail include physical barriers such as a separation wall or plastic delineators.

### Meandering Design

Where appropriate and right-of-way permits, a meandering design should be pursued. A meandering design will allow the trail to avoid any obstructions within the right-of-way, such as large trees or aging structures. This design technique also improves the overall aesthetic and experience for trail users, and can aid bicyclists in attempting to slow down as they approach intersections or elevation change. Meandering design should be incorporated along the corridor where right-of-way permits.

### Locations of Note

All areas identified in the Locations of Note section of this Feasibility Study report should be addressed on a case-by-case basis to provide the safest recommendations for a multi-use trail. Each location will require specific and creative design techniques to address any issues. At the time of report publication (Spring 2022), areas near and along the project limits are rapidly developing and changing, which will require additional analysis as this project moves forward into subsequent phases. As this project moves forward, these Locations of Note will require further and specific evaluation.

### Crepe Myrtles

As noted previously, crepe myrtles along the corridor are both historic and beloved by local communities. In order to preserve these resources, creative design and construction techniques should be employed to construct the trail while simultaneously avoiding any impacts to the trees. Maintaining the trees will also preserve the overall aesthetic of the trail and provide shade.

### Trail Amenities

Throughout the engagement phase of this project, stakeholders and members of the public were interested in trail amenities, signage, parking, and future trailheads. They also had concerns about litter



and maintenance of the trail upon construction. These issues are not typically addressed during a feasibility study or existing conditions analysis, but as this project moves forward, these concerns will be evaluated, and recommendations will be made.

## Next Steps

Pursuant to the approval of the Feasibility Study by the C RTPA board, this project will move forward to the Project Development and Environment (PD&E) phase. A PD&E is an environmental and engineering process developed by the Florida Department of Transportation (FDOT) to determine social, economic, natural, and potential physical environmental impacts associated with a proposed transportation improvement project. This study builds on the information preliminarily identified during the Feasibility Study with more specificity. This will be initiated subsequent to completion of the Feasibility Study. At this point, potential funding for the PD&E study has been identified by the C RTPA. Other phases, including design and construction, are not currently funded. Given the length of the project, funding for future phases will be sought through SUN Trails program and will compete against other such projects throughout the State. These other phases are estimated to occur within the next 7-10 years if this project is awarded funding. **Figure 24** shows the general expected timeline of this project as it proceeds.

**Figure 24.** US 90 Multi-Use Trail Timeline



## Preliminary Renderings

During the Feasibility Study, preliminary renderings were created to give stakeholders and members of the public a better idea of how the trail may look in two locations adjacent to US 90. The project team recognized that there was some misunderstanding about what a multi-use trail is among participants at meetings and virtual events. While these renderings are not accurate in terms of width or design features, they provide a general understanding of where the trail will likely be located with regards to the roadway and existing right-of-way, and what it could potentially look like. As this project moves forward, design and construction level documents will be completed to provide a more accurate representation of trail location, widths, and other specifications. **Figures 25, 26, 27, and 28** show the before photos and renderings for two locations along the project limits, created to educate members of the public.

**Figure 25.** South side of US 90 facing west – No Trail (Current – Leon County)



**Figure 26.** South side of US 90 facing West – With Trail (Leon County)





**Figure 27.** South side of US 90 facing Northeast – No Trail (Current – Leon County)




**Figure 28.** South side of US 90 facing Northeast – With Trail (Leon County)





# APPENDIX



<div><div>US 90 Multi-Use Trail Feasibility Study - All Comments Received</div><div><i>* Comment text has not been edited for spelling, and is included in this document as received from members of the public. Personal information such as address or other contact information has been removed.</i></div></div>							
Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
1	4/1/2021	Warren Woodward	Iust wanted to voice my support for the Hwy. 90 trail from two senior riders.(aged 69 and 76) . Two potential public interest areas may be Letchworth-Love Mounds area and Lake Miccosukee where it intersects Hwy. 90. The ramp and parking area there may be a site for rest facilities and/or parking/picnic area. It could use some improvement. Thanks for your time.	Email	X		
2	4/4/2021	Edwin and Elizabeth Coon	As homeowners we have lived on Hwy 90 (Mahan Drive) for over 43 years. We do not feel that it is feasible nor practical to build a 10-12 foot wide bike trail on this highway from Tallahassee to Monticello. Reasons why are as follows: 1. The commute from Monticello to Tallahassee is too far for anyone to ride a bicycle to work or school. The only use would be recreational. The only pedestrians we see out here are occasional transients. 2. A great many trees would have to be removed for this project. 3. Flood issues occur at the Leon/Jefferson county line during heavy rain events. The trail could be impassable during those events. 4. Maintenance of the trail would be time consuming and expensive due to falling tree branches and leaves. 5. Erosion caused by water flowing downhill during heavy rains could undermine the pavement. Our area has remained in a natural state for many years and we would prefer it to stay that way. Please reply that you have received this email. Thank you.	Email		X	
3	4/6/2021	JD James	Having been involved in the design and construction of these types of projects all over the Southeastern United States, I can overwhelmingly testify to their success. These types of projects are initially approach by property owners with fear of losing privacy and fear of crime being increased. These fears have never been confirmed in any of the projects I have been associated with. What I have seen confirmed is an increased sense of community between neighbors, increased use of the trail by adjacent land owners and increased property values. I have found the same individuals that were apposed to the project initially are present at the ribbon cutting, celebrating their new found love of the project. My advise to everyone involved in this project is to be kind to one another, listen to one another, I mean listen not just be waiting to speak as soon as the person speaking is done. Visit other similar trail projects together and speak to property owners along the trail to hear their experiences living along side one of these trails. Go visit a construction site together a see first hand what to expect during construction. Ask someone from the PATH foundation or The Truss for Public Land to come and speak at a meeting and give their success stories on trail systems like this. There is ample evidence available to help provide accurate information to those who are concerned about a project they have no practical experience with.	Virtual Room	X		
4	4/6/2021	Robin Preston	My driveway is the second driveway east of Wadesboro Road. Due to the curve and the banking of the highway, my driveway is very short with a steep descent from Mahan down towards my house. I am extremely concerned about a trail being put in what small area I have in the front of my house and am apprehensive that if another 10 feet is taken between the road and my house, it will make navigating my driveway impossible. I already have numerous delivery people tell me it is difficult to manage my driveway, if it is any shorter or if the steep descent is increased for the sake of putting in a trail, it would be impossible. My house is one of several in the "Pioneer Village" development and our homes were built back in the 1980s. I have been trying in vain to determine if this proposed trail will be placed on the north side of Mahan along this stretch or on the south side - the side I am on - and I cannot find any information other than it will be on the south side where it begins at Pedrick and on the south side when it reaches Monticello and the goal is to avoid the trail crossing to the other side as much as possible. Can you please tell me if the plan is to have the trail on the south side in my part of the plan? If so, I need to have someone come to my home and explain to me how that <u>will possibly work given the steep bank and the lack of space.</u>	Email			X
5	4/7/2021	Joanna Southerland	I think it is a great idea. I ride segments of HWY 90 all the time and ride scared due to speed of cars. A protected path would be wonderful as it is so beautiful but away from traffic - pick up trucks going fast. Any plan looks good to me for my riding purposes. TIt would be so good to connect the three counties as we have such a beautiful area and I am sure it would bring tourism. Thank you!	Virtual Room	X		
6	4/7/2021	Steve Gavalas	Alignment is essential. Huge safety issue on 90. Thank you.	Virtual Room	X		
7	4/8/2021	Michael McLaughlin	I remain unconvinced that a Multi-Use Trail along US90 is necessary. I bike on a lot of the roads in rural east Leon County and Jefferson County, and US90 is one of the safest roads thanks to its wide shoulder. Currently the least safe part of US90 is the portion between the I-10 interchange and Chaires Cross Road. That portion of the route could use some safety attention, but east of Chaires Cross Road, the traffic is light enough that I don't understand how a multi-use trail would significantly improve my riding experience. Your presentation talks about how this multi-use trail would increase accessibility for bicyclists. While more bicyclists would feel comfortable riding on a separate multi-use trail than on the (already rather wide) shoulder of the highway, the topography between Tallahassee and Monticello is rather hilly. I imagine that most people looking for an accessible ride would stick with the St. Mark's trail. Who is this multi-use trail for? Although I bike US90 between Tallahassee and Monticello several times a year, I rarely see other cyclists on it. And those who I do see cycling the roads of east Leon County and Jefferson County tend to be people like myself: White people on expensive road bikes. Is this trail for the people who live near US90? The areas along the proposed route are some of the wealthiest in the region (at least on the Leon County side of the route). Is this proposed multi-use trail just going to improve the recreational experiences of already privileged cyclists? Would this money not be better spent building infrastructure for underserved communities where people ride bikes out of necessity, not for recreation?	Virtual Room		X	
8	4/8/2021	CJ Diamond	Might be value in showing all 3 options on single boards, perhaps by major segment	Virtual Room			X
9	4/8/2021	Barbara Busharis	I think this is an EXCELLENT idea. I cycle this area often and riding on 90 can be terrifying. I try to avoid it, but sometimes that is difficult. Not only would a protected lane allow people to enjoy the corridor along 90, but it would provide access to other, quieter roads in the area without having to ride along 90 on the shoulder. Drivers on 90 just don't pay attention and often cross over the line separating the shoulder from the driving lane. I would personally prefer a trail that does not cross back and forth over 90. I have ridden the trail along 98 many times and those crossings can be hazardous. I hope this will happen. I would definitely use a trail like this often.	Virtual Room	X		
10	4/8/2021	Mary Kay Falconer	St Marks Trail has parking at the trailhead, JR Lewis Park, and Wakulla Station. Of course, Cascades Park is also used by some as the trailhead. I suggest you get some information on Wakulla Station on St. Marks trail. Take a drive there to look at it. This is a park on the St. Marks trail that is multi-purpose. There is plenty of parking there. There is a restroom. There are picnic pavilions that I often see used. There is a huge children's playground that is very popular. Wakulla is a politically conservative county and this trail was able to move into and through that county for this purpose. I think the same could happen with the 90 trail. Partnerships that serve multiple purposes for people who live in the area work. I'll keep trying to get more people to provide input. Most of my friends are supportive but still have good suggestions.	Email			X
11	4/8/2021	Mary Kay Falconer	I share an initial summary of comments on this trail below. My older Mac is not handling the virtual presentation very well--hard to navigate through the different focus areas. I'm relying on the PPs and other info links. Maybe I can get more specifics on the call later today--particularly where people can park and access the trail. I have been doing a lot of riding over the past several months which has included multi-use trails and several roads between Miccosukee and Monticello. Regarding just the Trail. My understanding is the entire trail will be off and a safe distance from 90. The use of the trail will be enhanced considerably if it is far enough away from the road to be able to talk comfortably while riding. Weaving the trail through wooded areas (to the extent that they exist) will also enhance its desirability. Shade will be enhanced and reductions in noise levels from the traffic on 90 will be more likely. Weaving the trail can also help manage elevation changes which are a considerable challenge for new riders. Having several points at which a rider or walker can access the trail will be desirable. Some will not want to go the entire 21 miles and to have other places to park cars along the trail will be important. That might be in the plans--just can't identify. Having respite/rest stops that are shaded along the way is certainly a must--I think that is in the plans. As a comparison, the trail to the Sea is an excellent extension from St. Marks trail and has multiple access locations so people can adjust their distances and destinations. I must admit I don't enjoy the trail when it is close to 98 but those sections are limited. We also have to cross 98 twice but it is not a problem with the signage/lights. Enhancing Existing Bike Routes. There are several current routes for riding from Miccosukee to Monticello (you should already know this!). In addition to the Miccosukee area, I have been riding around Capitola and between the two areas. Jefferson, Baum, and the beautiful West Lake Road stand out as favorite low traffic roads. In fact, West Lake Road is a perfect route to Monticello for a wider range of skill riders because it has less dramatic changes in elevation. There is also very little traffic on West Lake Road. The reason I am mentioning this is it would be helpful if the 90 multi-use trail could connect with or enhance accessibility with some of these current bike routes. While we enjoy some of the roads, it would often be desirable to have the up or back route easier and more direct. For example, riding up on West Lake (or parts of it) and back on the 90 trail would be a desirable option. Getting to West Lake from Miccosukee (park at old school) is quite a challenge with the hills so picking up West Lake or another road route from the trail would be a good thing. Maybe some of the experienced cyclists have already discussed some of these options with you. I would need to study the maps! The goal in my thinking is to serve a wide range of skill levels.	Email			X
12	4/9/2021	Jan Blue	Option 3, which has the trail leave the noise and traffic of Highway 90, at least for a short distance, is attractive. Also, the Crepe Myrtles, however beloved by some, are an invasive exotic plant, and it would be nice to offset them with lots of native plantings. I certainly appreciate the single toilets along the St. Marks Trail and something similar would be nice. Having real restrooms at trailheads is also a plus.	Virtual Room	X		
13	4/9/2021	Steve Stolting	Great public input process in pandemic times! I don't know what alignment might be best, but think that's dependent on scenic values and separation from traffic (quality of experience) along with safety. #3, involving alternative route on Baum Road, looks promising on several counts. If funding and space permit, consideration of rest stops (tables, bike racks, maybe a restroom and parking so bikers could start midway?) in critical spots would be a huge plus, similar to what is provided along the West Orange Trail in Orlando (although probably not as extensive or expensive).	Virtual Room	X		
14	4/9/2021	Katrina Ward	Please allow the American heritage of horseback riding on this multi-use trail.	Virtual Room			X
15	4/9/2021	Sarah	Looks really cool! I like that option 3 has the store as part of the trail.	Virtual Room	X		
16	4/9/2021	John Outland	Please provide information regarding the types of surfaces to be used and how many trees including crepe myrtles, wetlands or other environmentally sensitive sites will be impacted by the three route options?	Email			X
17	4/10/2021	Tammy Crew	Thank you for the email on progress of the Trail and for your efforts on this project. The Virtual exhibit room was great way to stay connected. I don't have any comments either way on the best side of the road to procede with the trail. I'll leave it to you and your project members to decide the Best for safety and ease of getting it completed.	Email	X		
18	4/19/2021	Julian Stanley	I was unable to attend the virtual meetings last week for more information on this project, so I figured I would contact you to see what had come of it. Is there an expected timetable? Will the trail be on the north or south side of 90? Any information you can provide me with would be most helpful.	Email			X

Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
19	4/28/2021	Lena Pastuk	Thanks for hearing my concerns about the multi-use trail along US 90, particularly at the intersection of Baum Road, As we discussed, the well for my property is located very near or within the paths for options 1 & 2. Thanks for keeping us in the loop!	Email			X
20	4/29/2021	Robert Adams	As residents of Mahan, two of the options would use our side of the roadway. Our concern are the trees in our front yard. There are the multiple Crape Myrtles along the roadway which would lead us to believe that the trail would use the area of our front yard. Are there any plans to encapsulate the drainage ditch, or would it just use existing flat land?	Virtual Room			X
21	4/29/2021	Roger	Option 3 looks great. But 1 and 2 are fine. There will need to be some warnings/lights/ speed limiting devise at the I-10 crossing	Virtual Room	X		
22	4/29/2021	John Outland	The feasibility study has not specified how the proposed trail will avoid impacts to existing wetlands, forested areas, significant slopes, recognized conservation lands, along the alignment.etc. The only trees that seem to acknowledge along the proposed trail are Crepe Myrtles. What about native forested areas? Environmentally sensitive areas should be avoided. There is also no mention of Letchworth Mounds State Park near Sunray Road. I also question the "economic development" benefit. The Trail primarily offers an opportunity to alternative transportation alternative and an opportunity to enjoy the rural landscape. Trying to show economic benefits, in my opinion, sounds like an add to justify the trail. Separating the trail from the traffic lanes is appropriate but the width of the trail, 10 to 12 feet, may need to be adjusted to avoid forested areas, wetlands, etc. The tail surface should be pervious to reduce runoff and erosion. Vegetated buffers should be retained along the trail. Wetlands and native vegetation should be avoided. Fertilizers and herbicides should not be used to maintain the trail buffer areas. Plants native to the areas should be used re-vegetate areas where needed. Biologist and ecologist should be used to identify the trail route to avoid sensitive areas and to restore any disturbed areas.	Virtual Room			X
23	4/29/2021	Diana Reynolds	Is it possible to view a larger version of the maps online?	Virtual Room			X
24	4/29/2021	Grant Gelhardt	I like the idea of staying on the southside all the way - I prefer not corssing the road (US 90) - Also I would suggest that you look at the oppertunity to connect the trail to Letchworth Mounds State Park - a nice destanation and it could also be used as an alternative trailhead and parking area	Virtual Room	X		
25	4/29/2021	Kent Wimmer	This is a great project. Please limit the number of crossings of US 90 and there are crossings, provide signalized crossings to stop traffic on US 90. It would be better to take the trail off of US 90 than to have crossings of US 90. Please enhance the safety of trail users at side roads and driveways with appropriate signage and trail alignment.	Virtual Room	X		
26	4/29/2021	Jane Fletcher	I am very excited about the possibility of this multi use trail. Multi use trails provide much safer cycling and walking opportunities for the community. I know this trail would be well used.	Virtual Room	X		
27	4/29/2021	Tom Miller	I'm in favor of the US 90 Multi-Use Trail Feasibility Study. I live two miles away and could make this trail a routine part of my trail use. I do both short and longer distances and I usually spend money (\$10 - \$30) along the way at trailside businesses.	Email	X		
28	4/29/2021	Jack May	Please go forward with this study.	Email	X		
29	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		
30	4/29/2021	Grant Gelhardt	Incase you are interested in bike trails - I think this is a great project	Email	X		
31	4/30/2021	Terry	ALL Crepe Myrtles should be preserved. Definite challenges in areas noted (Lake Miccosukee Bridge, Hilltop Cafe,) and are a definite safety concern. I did not see any mention on how far off the road this trail will be located. There are a lot of dangerous areas already which I have experienced driving and cycling.	Virtual Room			X
32	4/30/2021	Leighanne Boone	Please have mile markers and maps on 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
33	4/30/2021	Drew Mitchell	I have been generally informed about the potential for a bike trail along Highway 90 from Eastern Tallahassee to Monticello. My property (5521 West Washington Street) is roughly 9/10's of a mile from the Lake Miccosukee Lake drain, east to Tallamont Road on the south side. All three of the proposed routes appear to take the trail along my property boundary. I would like to learn more about how the trail will specifically interact with my property. Can you please add me to an email list for notification, but more importantly can you send me specific/detailed information about how the trail interacts with my property? It is owned as Bailey's Mill, LLC and I am the manager. In addition, Bailey's Mill, LLC owns three acres (+/-) on the north side of Lake Miccosukee where the dam is located. I would also like to know how/if the trail will have any impact on this parcel as well.	Email			X
34	5/1/2021	Joseph Barnett	Thanks for doing this. I read about protecting the crape myrtles. If they are in the way a GOOD case could be made for removing them since they are non native plants which are a BIG problem getting worse. Replanting with native plants would get a lot of support. Thanks! <b>See Attachment A.</b>	Email	X		
35	5/1/2021	Virginia Vargas	Great idea ! A wonderful way for people to hike & be outdoors exploring and connecting with nature! My daughter lives in Cary, NC, There they have trails throughout the he city & trails continue under the roads, so people don't have to cross major traffic to continue their walking/hiking! I love to go there ! Just amazing!	Email	X		
36	5/2/2021	Kay Allen	I support both projects on Thomasville Rd and Highway 90 E to create multi-use paths. Additionally, it would make it much safer for those of us who walk or bike if the speed limit were reduced to 35mph from 45mph. Many vehicles travel at speeds close to 55mph creating a dangerous situation when crossing Thomasville Rd or just walking /biking along the road. I believe the lower speed should be imposed from the section of Thomasville Rd starting at Betton Rd to Hermitage. With a high concentration of residences on both sides of Thomasville Rd, the safety of walkers and bikers is extremely important.	Email	X		
37	5/2/2021	Martha Cunningham	I support the multi-use trail from Highway 90 to Monticello.	Email	X		
38	5/3/2021	John Mogg	I have spoken to many residents in the area and everyone is very excited about the trail.	Virtual Room	X		
39	5/5/2021	Courtney Shoen	I support the US 90 Multi-Use Trail.	Virtual Room	X		
40	5/7/2021	Jill Murphy	A bike trail between Tallahassee and Monticello is needed and wanted!	Email	X		
41	5/27/2021	Jeff Billingsley	I would like to get some more information on the Mahan Bike Trail project. Are there any renderings, drawings, or plans showing the following: 1. How the proposed bike trail would look where Mahan transitions from 4 lane to 2 lane east of Summit East office park? 2. Preliminary plans that show what side of Mahan the proposed bike trail would be on between Baum and Jefferson Road on Mahan Drive? Lastly, can you confirm that there are no planned right of way acquisitions as a part of this project for its entire length?	Email			X
42	6/1/2021	Mary Kay Falconer	I support the development of this trail. It will add a beautiful segment to a regional trail network. There will also be future opportunities to enhance the use of this trail by those living adjacent to and near the trail through the addition of parks and recreational facilities. Savvybusinesses located along the trail will find ways to benefit economically. Monticello businesses will also benefit economically. Thank you.	Email	X		
43	10/26/2021	Jeff Billingsley	Good afternoon. I received your latest email today on the Mahan Bike Trail project. I looked around on the weblink, but I was not able to locate any current proposed route alignment. You had mentioned in your 5/28 email that there would be a public comment opportunity in August. Did that public comment opportunity occur or has it been postponed? I didn't recall seeing any emails regarding a August meeting, but I could have overlooked it. What I am interested to find out is essentially the same question I had back in May, which is as follows: Are there preliminary plans that show what side of Mahan the proposed bike trail would be on between Baum and Jefferson Road on Mahan Drive? Lastly, when are the public comment opportunities in regards to route alignment. Thank you!	Email			X
44	10/26/2021	Jeff Billingsley	I spoke to Kate yesterday. I own property on Mahan Road with a few miles of frontage. I am aware that there is a possible bike path going up in the future between Pedrick and Monticello. Can you please keep me in the loop on the project's progress? We are looking to put a fence on the property and make other improvements. We want to work collaboratively with you and your team to ensure that the process goes as smoothly for both parties as possible. Thanks so much for your consideration. Have a great week.	Email			X
45	10/26/2021	John Outland	First let me state that Multi-Use Trails have their place and offer transportation alternatives and recreational opportunities. However, the video referenced shows such a trail in highly developed areas. The proposed project is located in a predominately rural portion of US 90. I have offered comments on the proposed Multi-Use Trail several times regarding the environment aspects of the project being ignored. There is no mention of the environmental effects in the project goals stated below. Not only are environmental issues not addressed the goal of spurring economic development and activity along this predominantly rural route is concerning. Only a small potion of the proposed trail is referenced as being "Urban". I would not consider the segment from Pedrick to Summit Lake Drive as "Urbanized". Urban Fringe would be a better description of this area. Encouraging incompatible economic development along this rural route is unacceptable and not consistent with sound comprehensive land use planning. I have also suggested that an environmental assessment be completed before moving forward with the project. It appears project engineering is being emphasized over identifying the areas environmental resources deferring to the permitting process and mitigation rather than avoidance of impacts. The following provides the project goals: Provide a safe, continuous multimodal facility between Tallahassee and Monticello; Expand upon the growing SUNTrails Regional Trail Network; Provide new alternative transportation opportunities for residents, businesses, and visitors along the US 90 corridor: Spur economic development and activity	Email			X
46	10/27/2021	Mike ChmilarSKI	Very nice. Thank you	Email	X		
47	10/27/2021	John Outland	I appreciate your timely response. My concern is that the CRTPA may approve the PD&E phase without the necessary environmental information to determine whether the project should move forward at all. The planning process should initially provide the detailed environmental assessment so that a go/no go decision can be made without spending more funds on a PR&E study. The current planning process encourages the expenditure of large sums of money before a detailed EIS is available. Then when the environmental information becomes available and significant impacts are identified there is a tendency to move forward regardless based on the face that we have already spent millions on the project and tell the public the regulatory process will protect the resource. This is a fallacy and we all know full well that the permitting process does not protect resources but defers to mitigation rather than issue a denial. Additionally some of the identified natural resources such as mature upland forest may not be regulated leaving them exposed to adverse impacts or total loss. Thousands of acres of wetlands have been lost in Florida under the current state environmental permitting process. We can't continue to defer performing detailed environmental surveys to latter stages of the planning process, thereby unnecessarily expending more funds in an attempt to justify previous expenditures and threaten or remnant natural areas.	Email			X
48	10/28/2021	Dennis Scott	Email to Julie Christesen at Tallahassee-Leon County Planning Department: Has the Workgroup discussed the proposal for the Thomasville Rd. corridor? If so, what was the jist of the discussion. Also, curious about the project along Highway 90 to Monticello.	Email			X
49	12/3/2021	Keith Davis	I plan to send an email later today in support of the US 90 multi use trail. If this project is approved, can you give me a rough idea of when it may begin and number of months/years to complete a project of this size?	Email			X



Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
50	12/3/2021	Keith and Mary Jane Davis	We will be out of town for your January public meeting regarding the US 90 Multi use trail, but would like this email to provide our wholehearted support for this project. A wonderful feature of any community is its livability and multi-use trails are a significant piece of that puzzle. When traveling, we seek out areas with multi-use trails using them primarily for biking and walking. These areas are the recipient of our lodging, dining and shopping dollars providing a contribution to the local economy. If approved and constructed, I am confident it would receive significant use and be an asset to the Tallahassee community.	Email	X		
51	12/30/2021	John Outland	Where is the justification of need for this trail?	Email			X
52	12/31/2021	David Brightbill	Thanks for the heads up regarding the online event. I believe I have a board meeting that conflicts with this but want to thank you for keeping me in the loop. I appreciated the mockup and noted the line of trees separating the multi-use trail from the highway. I realize that this is just a concept sketch and know that things will change when the final design is published. I do want to encourage you to save or replace the crepe myrtles and some of the sabal palms. I know that there is a balance between aesthetics and safety, but having shade trees along the route will increase the usage of the trail during warm weather. Will the actual specifications and design of the trail be handled by someone on your staff or will it be outsourced? To me, the most dangerous spots along trails are intersections with roads. I know that there are lots of options for making those intersections safer for both trail users and motorists. I encourage your designers to pay attention to this. I'd like to advocate for installing some bike and pedestrian infrastructure at the Hilltop Store near the Leon/Jefferson county line. This project will have an impact on this important small and historical business. Providing a bike rack, a bench, and a nice shade tree would be good as would not looting too much of their parking. It's in the perfect location for taking a break on a bike ride between the cities and could have a positive impact on the business. I have one other question. Who gets to name the trail? I'm advocating that it be named for the late Fred Mahan, a horticulturist from Monticello who local legend says, provided most of the original trees along the route between Tallahassee and Monticello, and the late Alice Moore, a retired librarian from FSU who was an advocate for the protection of the trees when the road was repaved (I think in the 80's or early 90's). Can you let me know who will make the decision, so that I can make a pitch to see it happen? Thanks again for being in touch. I'm an advocate for the trail, and will do what I can to promote it among my friends and neighbors.	Email	X		
53	1/3/2022	John Outland	I too support alternative transportation options but not at the expense of the loss of environmentally sensitive areas. This planning process is flawed using very subjective project goals without all the details to make environmentally sound decisions. The process is similar to other linear planning projects. Here is the path and we will get permits for the environmental encroachments. This approach to planning has resulted in the unnecessary loss of many thousands of acres of wetlands and is disingenuous. The 20+ mile trail to a 1.5 mile trail in Monticello? Maps show floodprone areas and wetlands but not upland forested areas. You should be able to identify impacts to these areas now. You only address the crossing of Lake Miccosukee. What about the other wetlands and streams? What is the expected impacts to wetlands, forests, and associated habitat. So the FDEP and FDOT identified the area but did not consider the environmental or intrusions to the rural character of the proposed trail. Are you also trying to spur economic development (urban sprawl) in environmentally sensitive areas to expand the SUNTrails system? In sum, the project goals fail to address environmental issues mentioned above and uses only the project goals as justification to move forward. A detailed environmental assessment of the path should have been prepared before further project decisions were made. How much money has been expended to date on this project?	Email			X
54	1/5/2022	John Outland	Unfortunately, your statement that "Future and more detailed environmental analysis will occur should the Study be approved to move forward to the next phase (PD&E Study)." is what continues to concern me. The CRTPA continues to advocate and spend taxpayer funds for the project without an environmental analysis. This is a typical government tactic that pushes such projects forward, expending more money without a thorough environmental impact assessment. If and when the environmental assessment is completed, even with adverse affects, the sponsors will continue to justify the project using the identified goals below, that fail to even mention environmental protection. It is obvious to me that the project goals will then be used to override any environmental issues merely deferring to the permitting process when avoidance should have been considered early on. I have seen this tactic used time after time and the result is the continued loss of our remnant natural resources. If you want to "Spur economic development and activity through attracting visitors" you need to market our local Lakes, Parks and Greenways, State Parks, National Wildlife Refuges, etc. 156K has been allocated for the feasibility study. How much has been spent to date?	Email			X
55	1/6/2022	Jeff Billingsley	Good afternoon. Hope all is well. I wanted to check in with you on two things. I wanted to see if the meeting schedule listed below is still on track. I also wanted to see if I could meet with you prior to that meeting to discuss the project. Would you be available the first part of next week for about 30 minutes or so? Look forward to hearing from you.	Email			X
56	1/7/2022	Kristine Parker	How wonderful that this side of the capital will have something as terrific as the St Marks railroad trail. I will hope that the Eastside branch library meeting does not get cancelled and I am so very impressed with all the greenspace dedication that there is in our town. I literally live off of 90 and the thought that I could walk outside my door and be on a trail as safe as the St. Marks trail is AWESOME! signed a very excited and impressed leon county tax payer	Email	X		
57	1/8/2022	John Outland	I understand that this is a CRTPA and they are accountable for moving this project forward. Given the Environmental Conditions, Cultural and Historical Resources, Significant Grades, etc., as described in the US 90 Trail Report (pages 15-17) and the acknowledgement of the need to "mitigate" wetland impacts verifies my concerns that avoidance of impacts is unlikely. Mitigation never replaces what is lost. "Each of the alternatives will require some form of innovative design features to limit wetland impacts and foster continuity of the trail. Preliminary planning estimates for miles of wetlands along each of the alternatives will be presented in the Alternatives section for each option. A wetland evaluation will be conducted during the environmental phase of this project to determine specific requirements to mitigate wetlands impacts and project permitting." The importance of our remnant forested areas, wetlands, floodplains/floodprone areas and the wildlife species they support cannot be overstated. Wetlands treat and store water from storm events and recharge our groundwater. They also provide a diversity of habitat for fish and wildlife some of which are listed as threatened or endangered. If we care about leaving an inhabitable environment for future generations, we need to recognize that these natural areas are also important carbon capture areas needed to offset the effects of climate change. In sum, there is no essential need for this trail when there are existing transportation facilities that need improvement or maintenance. I can only envision the damage that will occur with trucks and other heavy equipment laying down asphalt over steep grades, and destroying natural and cultural resources. Additionally, if I calculated correctly, the project will add approximately 1.267 million square feet of impervious surface to the area, thereby increasing polluted runoff. The following comments and information regarding cultural and historical resources in the corridor in the report are also provided. It (the report) indicates they consulted Florida Department of Historical Resources. On page 22 they list about 7 or 8 National Register eligible historic houses in the Monticello Historic District along the route. In Figure 23 on Page 22 they show one other site at I-10 Interchange that was part of Welaunee Plantation (1912). They then say there are other sites (unspecified) but either they were not National Register Eligible or were not evaluated for NR by the DHR. The difficulty with this approach is that it gives the erroneous impression that there are no cultural resources worth mentioning along the corridor. In fact there are 9 recorded archaeological sites in Leon County and 6 in Jefferson that are proximate to the right of way (can't be sure of exact distance). See attached docx. Although they may be just sparse lithic scatters or ceramic deposits, they may be indications of larger or more significant sites or nearby sites were they tested more extensively. Their omission in the report diminishes its value in informing the public, in my opinion. The report indicates that "A Cultural Resource Assessment Survey (CRAS) will be completed during the environmental phase of this project to determine impacts to existing and potential SHPO resources and establish an Area of Potential Effects (APE)." Adequate testing will surely document currently unknown resources. Recorded Archaeological Sites between Pedrick Road and Monticello City Limits Leon County (LE) - LE4198, 5726, 0150, 0115, 0025, 0032, 5267, 5269, 1542 Sunray Rd/near Letchworth Mounds Jefferson County (JE) - 2330 Lake Miccosukee, 0058 Lake Miccosukee, 0087, 1587, 0090, 0280	Email			X
58	1/12/2022	Marcia Elder	Hello. I received a card in the mail several days ago about the US 90 Multi-Use Trail Feasibility Study and am not prepared to attend an in-person public meeting at this time due to the virus. Several related questions follow: 1. Will the January 13 and February 1 Q&A virtual sessions be the same content (so interested persons are to choose between them)? 2. Will you be accepting written comments? And will the virtual sessions be used to also collect feedback, in addition to questions, that will be reported to the CRTPA? 3. The postcard that just came refers to a January 20 (5:00 - 7:30 PM) community meeting on this. However, your website refers to "New Date" for Leon public meeting (and a new date for Jefferson). Does this refer to the same meeting (whereby it's rescheduled from January 20)?	Email			X
59	1/13/2022	Dana Crosby	I just want to express that I am in huge support of the multi use path between Tallahassee and Monticello on US 90. Unfortunately I cannot make either meeting but I just want to let you know that my husband and I are big advocates. I don't know if you remember me but we have met. I am the program administrator for the Florida School Crossing Guard Training Program, and a pedestrian safety advocate. I wish I could come and speak on behalf of the benefits of walking and biking -maybe sometime in the future!	Email	X		
60	1/14/2022	Marcia Elder	Good day. Thank you for the opportunity to take part in last night's Q&A forum. Sorry for my rushed remarks and tone (which is normally upbeat). It had been a long day and I was on a break from a work deadline. As noted, I learned of the project late and, while very much appreciating the value of recreational trails, I do have concerns as expressed. Thank you again.	Email			X
61	1/20/2022	Richard Hughes	as a resident and business owner on hwy 90 i believe this is a waste of time money ruining natural beauty and also encroaching on our way of life and property out here. we moved out here to get away from people in the city. this bike path will only be used by a select few just like the hwy 98 bike path. AGAIN this is a complete waste. i have been out here for over eleven years and i have only seen a few bikes on hwy 90 and thats in the last four months, unless they were transients. you keep changing times and making it hard for people who live out here and work to get to meetings. when we do show up you dont like what we have to say and dismiss us. we as a majority who live and work out here DO NOT WANT ANY PART OF THIS.	Email		X	
62	1/20/2022	Scott Simmons	Will this be rescheduled? Arrived tonight to learn that the meeting was canceled.	Email			X
63	1/24/2022	Benjamin O'Dowd	Shannon Metty with the Jefferson County planning department notified us during a predevelopment meeting that there were plans in development for a bike trail along FL SR 10.She gave me your contact information during that meeting and I wanted to touch base with you in order to assess the impact, if any, that the trail system would have on a potential development we're working on with a client of ours. Our proposed site would be located at the southwest corner of the intersection of Old Lloyd Road and West Washington Hwy. We would have a driveway on both roads. Would the proposed bike lane be located on the north or south side of SR10 through that stretch. If located on the south side of the road, what accommodations would we need to make for the path? Thank you for your time and consideration	Email			X
64	1/29/2022	Julie Conley	Unfortunately, I will be out of town on 2/22 but I'm sure Emily Anderson and our new City Manager, Seth Lawless, will attend.	Email			

Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
65	2/18/2022	Rebecca	I hope this message finds you well. I learned that there may be a fitness trail added to US90, extending from Tallahassee to Monticello. I have visited the project's website however I am having a difficult time determining the status. I would like to know if this has been 100% approved and the details are being worked out during the posted meetings or if the final decision is still pending and the meetings are used for residents to offer their opinions and discuss their thoughts on such a trail. Would you please clarify the status for me? Thank you.	Email			X
66	2/27/2022	Allyson Williams	We participated in the 1/22/22 virtual Q&A session and yet NONE of the comments, concerns, and questions that were involved are included in your spreadsheet. You are deliberately covering up the obvious, negative impacts that this proposed trail will have. It is also deliberate that only a few residents have even been contacted about this proposed plan until recently, yet there are so many comments from so-called "cyclists" from months ago. We have yet to see any cyclists on Highway 90 during these sunny-filled days we've had lately. Only homeless walkers and tree trimmers. That ridiculous assumption that the St. Marks Trail is proof that people "need" another trail is ignorant. To inconvenience thousands for a handful is not how you improve society. The St. Marks does not run along a major highway. It is strictly for recreation to a specific destination. The idea that you are trying to manipulate residents into believing your smoke and mirrors will backfire.	Email		X	
67	3/1/2022	Jeff Billingsley	Good afternoon. Thank you for taking time to meet with me last month at City Hall. Per our discussion, and your recommendation, I wanted to send an email outlining our concerns as it relates to the proposed Mahan Bike Trail. Please see below: 1. Routing Safety: One of the most glaring issues I see with this, is the routing along Mahan Drive. This route takes the bike trail under I-10 @ Mahan forcing bicyclists to navigate multiple Interstate on/off ramps. There are a total of 8 on/off ramps at this interchange. As I am sure you know, this interchange has experienced major development over the last 20 years including Summit East, and there are major projects underway including the new Amazon fulfillment center. All of this generates a tremendous amount of passenger car traffic as well as heavy truck (18 wheeler traffic) at this interchange and along the corridor. a. There would seem to be a much better alternative routing utilizing Buck Lake Road (at Pedrick Road) and continuing to Monticello via Capitola Road/Old Lloyd Road. This would provide a route that goes under the Interstate with no on/off ramps to contend which is a far safer option. In addition, it is a more scenic routing with lower road speeds and would provide a "halfway" point along the trail in the town of Lloyd. I think this would be good for Lloyd and a welcome break area for users of the trail. b. Most well regarded and safe bike trails in this country are not paralleling major arterial roadways. The very popular Virginia Creeper Trail is a prime example. It utilizes abandoned railroad ROW, and offers a far safer option than an unguarded bike trail that is located just a few feet off of a main highway. There is very little margin for error when dealing with a 5000 pound passenger vehicle and a bicyclist. 2. Historic Designation: As I indicated in our meeting, our family farm is both a Century Pioneer Family Farm and on the National Register of Historic Places. We are the only such designated property along the corridor to my knowledge. The parcels were acquired by my ancestors in the mid 1830's (prior to Florida being a State). We have the original farm house built in 1889 (and replaced the original log cabin) on the property, an original smokehouse, dug water well, and family cemetery on site. For this reason, we are opposed to any routing that puts the bike trail on the South Side of Mahan Drive, in addition to our general concerns about the trail routing as outlined in #1 above. 3. Fire: As I mentioned above, we do prescribed burning on our property. We already face significant challenges to our prescribed burning given our proximity to Mahan Drive and the smoke sensitive designation on that roadway. Obtaining burn permits is a challenge, and as a result I became a certified prescribed burner to become more knowledgeable and to enhance our approval requests on burn authorizations. The routing of this trail concerns me as it could create another hurdle/objection to a much needed natural process on our land. Layering in additional users of that smoke sensitive designated roadway only compounds the safety issue for all forest landowners along that corridor that utilize prescribed burning. 4. Wetlands: It is unclear how wetland disturbance is going to be handled with this project as it is in early phases. What I do know is that there will be significant impervious area created and wetlands will be impacted along the corridor. Please keep me up to date with this project and any new developments with it. I am happy to meet with you and your team for any discussions that need to be had. Thank you for your efforts.	Email			X
68	4/16/2022	John Outland	After reading the Draft Feasibility Report and associated referenced documents <a href="https://crtpa.org/wp-content/uploads/US-90-Feasibility-Study-Report-Draft-April-2022-reduced.pdf">https://crtpa.org/wp-content/uploads/US-90-Feasibility-Study-Report-Draft-April-2022-reduced.pdf</a> it is apparent that the project is not feasible and should not go forward. The issues I raised early on are documented in the draft report but appear to be minimized such as the disturbance of the rural landscape and the numerous environmentally sensitive areas. In addition the use of the adjacent swales for the path will eliminate areas currently being used to store and treat stormwater runoff. The asphalt path will directly impact wetlands and floodprone areas and increase stormwater runoff to adjacent surface waters and wetlands along the route. We can no longer rely on mitigation to offset environmental effects as mitigation never replaces what it lost. I also note that the report reports the posted speed limits along the proposed trail route. I have travelled this stretch of US 90 numerous times and the posted 45/50 MPH speed limits are rarely obeyed. If you go 50 MPH you will back up traffic which leads to dangerous passing. The narrow road and excessive speeds will endanger users of such a proposed trail. Your report also points out several ROW constraints that lead to more hidden dangers to potential path users. Pages 16-17 describe the environmental conditions of steep grades, wetlands, creeks, lakes (Lake Miccosukee) floodprone areas along the route. The report notes FWC data but FNAI element occurrence data should also be used to identify not only areas to be impacted but also nearby conservation lands. Please also reference the information previously forwarded to you concerning cultural and historical resources along the proposed route. The report also provides the key takeaways (below) from the general public and those that live along the corridor. In sum, it is clear to me that the safety of potential trail users, the encroachment on environmental and historical resources and the disruption to the existing rural character of the area outweighs the goals of the proposed project.  Key Takeaways Throughout the engagement process, several themes emerged. These themes ranged from support to opposition, and included specific concerns or recommendations. These general themes can be summarized as follows: • Support for the project – Many stakeholders and members of the public were supportive of this project due to its ability to provide safe multimodal connectivity between Tallahassee and Monticello. • Opposition to the project – Some stakeholders and members of the public were opposed to the project, due to a variety of reasons. These reasons included concerns for safety, private property and acquisition, and environmental risks they perceived to be part of this project. Several concerned residents along US 90 in both Leon and Jefferson counties voiced opposition to the trail due to concerns about trail users trespassing on their property or livestock security, and many residents voiced opposition due to concerns about the trail altering their way of life in the more rural areas surrounding the project. • General Concerns & Recommendations – General comments provided by the public and stakeholders included a desire for a more in-depth consideration of some issues (including protection of crepe myrtles, protection of private property, and concerns related to protection of the environment).	Email		X	
69	4/19/2022	John Outland	Thanks for your response. Unfortunately, the project planning process is designed to keep moving incrementally and never fully address the issues that have been brought forward. There is more than adequate information available to make a decision rather than spending more taxpayer dollars in an attempt to justify the the multi-purpose trail. The proposed project's environmental setting and the concerns of those in its path are sufficient to tell the Board the project should not be funded to the next phase. Having worked at FDER, I am fully aware of the ploy used by many state and federal agencies to advance projects in increments in an attempt to please everyone rather than make informed decisions based on facts.	Email			X
70	4/21/2022	Jeff Billingsley	I hope you are doing well. I wanted to reach out and continue our prior conversations on the bike trail. I received the draft feasibility report you sent out the other week. I spent some time looking over it last night, and had a couple of thoughts/questions: For reasons we have discussed, we are opposed to a routing that would impact the historically designated Billingsley Farm. We have previously discussed what some of those impacts will be as well as our broader concerns over the general routing of a bike trail along the Mahan Corridor vs. other non FDOT right of ways that do not require traversing an interstate interchange. While I understand that funding may not permit the bike trail to go in non FDOT right of ways, the reality is that a better suited non arterial pathway exists to get to Monticello (i.e. Pedrick to Buck Lake to Capitola to Old Lloyd Road to Monticello). In my opinion, this project is not of such urgency that funding constraints force a routing that involves traversing one of the busiest interstate interchanges between Pensacola and Jacksonville. With that said, of the proposed routings, alternate route 3 provides a detour from 90 east along a slower, safer, and more scenic pathway. It bypasses a dangerous and at times congested intersection of Baum and Mahan Road. It also addresses our concerns with respect to Billingsley Farm. With that said, it looks like the bike path remains on the south side of the road from Jefferson Road to Monticello. I know Hilltop Country Store was an area of concern which seems like a shift to the North side of 90 is needed, at least in that area. It would seem that using the alternate route 3 would provide a natural opportunity to shift bike traffic to the North side of 90 at Jefferson Road or nearby and continue along that path to at least Old Magnolia Road (past Hill Top). Please let me know if you have any questions on the above and if there are an upcoming meetings for input on this trail	Email		X	X
71	5/10/2022	Julian Stanley	I have been reading up on the proposed trail path, and I think the money could be better spent elsewhere. I live directly on US 90, and the thought of having random people being encouraged to traipse a few dozen feet from my front door (and inevitably stopping/parking in my yard given that I live on a corner) is unacceptable. I live outside of the city to be away from people and greatly value the privacy I have been afforded, given that I chose rural living for that express purpose. My fellow neighbors have brought up great arguments regarding negative environmental impact, the encroachment on private property, and the dangerous traffic issues that will inevitably occur. I'm sure the miles of ground wiring that have been newly laid on the south side of US 90 in the past year will also have to be moved, incurring more expense and further delaying the advent of wired high-speed internet in our community by a few more years. I vehemently oppose this project. However, I encourage CRTPA to spend the funding more wisely and in a manner that will provide a service to more than the occasional person at the expense of several thousand and the environment.	Email		X	
72	5/11/2022	Theresa Bender	These are all amazing and productive plans. The construction of the US90 Multi Use Path will elevate Tallahassee as a cycling destination point as well as provide a needed safe non-automotive conduit between these two cities. Let's "connect" Florida!	Email	X		
73	5/11/2022	Carol Watkins Babcock	Please continue to make this a reality. It would be a wonderful addition to the bikeways we already use, and allow eastern Leon county residents to bike to publix and the library instead of being forced to drive. Thank you!!	Email	X		
74	5/12/2022	N/A	Why is Jefferson County, and the city of Monticello so underrepresented in this massive project? Out of the 100 vote counts on Tuesday May 17th, Jefferson County gets 4 (FOUR)	Email			X
75	5/12/2022	N/A	Why would the CRTPA spend an exorbitant amount of money for a "recreation trail" when there are tens of thousands of tax paying citizens within Leon County who would benefit from improved transportation paths to travel to work, school, healthcare facilities, grocery stores, etc.?	Email			X



Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
76	5/13/2022	Lee Berger	Just a note to remind the members of the importance of safe cycling for recreation and transportation. Consider the benefit of paved trails and bike lanes that not only benefit locals but bring in tourists. The new trail on HWY 98 in wakulla county is a great example.	Email	X		
77	5/13/2022	Douglas Krawczyk	I fully support the new trail along US 90 in Tallahassee. We need more safe and wider shared use trails. Many bike lanes are just too narrow for High speed traffic or walks and trails in severe disrepair.	Email	X		
78	5/13/2022	Richard Rogers	I strongly support plans to build a bicycle trail along US 90 between Tallahassee and Monticello Florida.	Email	X		
79	5/13/2022	Joanna Southerland	I am in support of this trail, any trail. I do ride a bike. I do ride outside. I know how dangerous it can be so I now drive to Gadsen county with their wide trails to ride. I do no understand how Brooksville and Havana can have great trails and we cannot. Please support this study. I think it is even more imperative now with Amazon.	Email	X		
80	5/15/2022	Stan Tozer	Great idea.! In complete support. Would also be nice to run a westbound trail on Mahan from pedrick to Franklin—tallahassee roads and drivers are not bike friendly and the proposed eastbound project would be a nice way to address that.	Email	X		
81	5/15/2022	Mark Yelland	I vote “yes” on this project, which would add a significant and important spine to other future trail connections, helping to increase eco, cultural and recreational based tourism, adding a major component to Tallahassee-Leon’s already impressive trails system, and building the economies of Tallahassee and historic downtown Monticello, with impressive day and overnight trip destinations such as B&Bs, theater and cafes.	Email	X		
82	5/15/2022	James Card	I want to state my support for the US 90 Multi-Use Trail. This project would allow cyclists and other vulnerable road users, to safely navigate along US 90. These types of multimodal projects improve quality of life and property values without negatively impacting the flow of vehicle traffic. My preference would be for the trail to stay along the South side of 90 to ensure that potential negative interactions with cars could be avoided. This trail would be transformative for local residents as they now could safely walk, run or ride to local businesses. And not just existing businesses, this trail would spark new business along the corridor to cater to the trail users. These types of projects almost ALWAYS exceed expectations, even for those who might currently oppose it. Time after time, those opposed to similar projects realize their fears were misguided and they become the most vocal supporters. I hope we have the chance to see that same type of experience here! Please support this project! Thank you!	Email	X		
83	5/15/2022	Barbara Busharis	I have already expressed support for this trail. But i am adding another reason: in the last few months, the amount of construction east of Tallahassee has skyrocketed. We DESPERATELY need to set aside a safe way to move between Tallahassee and Monticello and to access some of the side roads in between. This area has been a safe haven for cyclists but the major roads are less and less safe. PLEASE look ahead and take this opportunity to preserve one of the most attractive aspects of this side of town.	Email	X		
84	5/15/2022	Isabella Escalona	I am writing in support of developing a multi use trail on US90 between Tallahassee and Monticello. I moved to Tallahassee two years ago for my master’s degree and fell I love with the outdoor activities, greenways and trees. The increasing accessibility of bike infrastructure in the area is also a reason that I am starting my career and hope to build a life here. One of my absolute favorite things to do is ride the St Marks trail from campus to Saint Marks and eat lunch or get coffee or a drink along the way. Creating an additional multi use trail would be a major selling point for the sustainable development of Tallahassee. If there’s any way to keep it as green and shaded as the St Marks trail, that would be a huge plus. I appreciate your consideration of community input and look forward to additional reasons to love our beautiful home.	Email	X		
85	5/15/2022	Anne Radke	I support more bike trails . But all tgey seem to do is develop the northeast side of town. nothing is on the northwest side. In this city if you want to ride especially off road you have to drive 30 minutes. Trails should be for all sides of town	Email	X		
86	1/19/2022	Julie Conley	I’ll be out of town until 3/3 but I’ll catch up when I return. I fully support the project!	Email	X		
87	5/16/2022	Nancy Wright	This is wonderful, I totally support this, it would be so great for our community	Email	X		
88	5/16/2022	Dennis Scott	Just a quick message to say I support moving forward with the project.	Email	X		
89	5/16/2022	Diana Kirbo	This would be a safe and wonderful addition to the walking, running, and cycling communities in Tallahassee, Monticello and everywhere in between. Safe paths are a prerequisite for most folks to get outside and exercise and carless paths are extremely inviting to out of town cyclists and long distance runners. Also, these same people will be spending money on gas, food, drinks, and possibly lodging. I'm a cyclist from Georgia and I drive down two to three times a week and ride in Tallahassee.	Email	X		
90	5/16/2022	Eric Draper	On behalf of Capital City Cyclists please accept the following comments on the US 90 Tallahassee to Monticello Multi-use Trail Feasibility Study. Capital City Cyclists support the Feasibility Study and urge approval by the Capital Region Transportation Planning Agency board and advancement to the Project Development and Environment (PD&E) phase. The proposed trail will provide a safe and continuous multimodal facility between Tallahassee and Monticello, provide recreational and transportation opportunities for residents and visitors, and will enhance the economy of Jefferson County through increased tourism. The Tallahassee area is becoming a destination for out-of-town trail users. Additionally, the trail will benefit public health as more people use trails for fitness activities such as walking, running, strolling with children and bicycling. We urge the board to continue to make safe multimodal access a transportation priority and thank you for your support for this project.	Email	X		
91	5/16/2022	Andrew Pedersen	hello I am writing this message in support for the multi-use trail project off US 90. I believe that further expanding our Trail systems will impact the community in a positive manner providing more facilities for outdoor activities in families of the surrounding area and help drive tourism to our city	Email	X		
92	5/16/2022	Marcella Polanski	I am a Tallahassee resident and I am in support of the Feasibility Study for a Multi-use Path connecting Tallahassee and Monticello. As someone who has ridden a bicycle to Monticello, who has traveled exclusively by bicycle throughout the US and Canada and who has hosted numerous bicycle tourists that have ridden from St Augustine to San Diego, I believe that this path would be beneficial for the two communities. This path would provide great connectivity for various ages and skill levels for multimodal trail users who live in the area or may even travel from far and wide to use such infrastructure.	Email	X		
93	5/16/2022	Lynn Masimore	Good evening - I'm writing to you this evening to express my support for the Us90 multiuse. Particularly with the Amazon warehouse going in east of town, people need safe non-car options to get where they need to go. This multiuse would be one such option. Please build it and more like it. I cycle for transportation and the hodgepodge of current infrastructure is woefully inadequate, not to mention dangerous in a lot of places. Every bit of protected and separated lane that makes it into construction is a step in the right direction. I wish you could take it straight through Tallahassee on Us90 and out on the other side as well. That road is dangerous and unpleasant in its current state. Thank you.	Email	X		

**From:** [Mohrman, Melinda](#)  
**To:** [Slautterback, Lindsay](#)  
**Cc:** [Jill Weisman](#)  
**Subject:** Re: Crape Myrtles on US 90  
**Date:** Thursday, July 9, 2020 9:59:29 AM

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Hi Lindsay,

I'm assuming the trees are in FDOT right of way so I'm not sure if local ordinances apply, but typically yes, trees are protected by Leon County ordinance. I've copied Jill Weisman from County development support and environmental management. She might be able to add more specifics and can refer you to the code section that would apply. Generally, construction impact should not encroach on the critical protection zone (CPZ) of the tree, which is defined as 1' for every 1" in diameter. If impact is proposed inside the CPZ you would need to have a certified arborist prepare a tree preservation plan to ensure that impacts to the trees are mitigated.

I do know that there is community investment in those trees, and a few years ago there was an attempt to register the corridor as a national landmark or historic place, I can't remember which. It was ultimately unsuccessful. I'm going to forward a report that was prepared by Lydia Nabors at the Florida History Museum. It offers some context that might be helpful to you as you move forward. Please don't hesitate to keep me in the loop and let me know if there are other ways I can assist.

Best,

Mindy Mohrman

Urban Forester

ISA Certified Arborist/Municipal Specialist MW-4433AM

Tree Risk Assessment Qualified

Tallahassee-Leon County Planning Dept.

Comprehensive Planning & Urban Design

850.891.6415 • [melinda.mohrman@talgov.com](mailto:melinda.mohrman@talgov.com)

Description: PLN-350



Learn about our urban forest at [www.talgov.com/tallytrees](http://www.talgov.com/tallytrees)

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**From:** Slautterback, Lindsay <[Lindsay.Slautterback@kimley-horn.com](mailto:Lindsay.Slautterback@kimley-horn.com)>

**Sent:** Wednesday, July 8, 2020 3:31 PM

**To:** Mohrman, Melinda <[Melinda.Mohrman@talgov.com](mailto:Melinda.Mohrman@talgov.com)>

**Subject:** Crape Myrtles on US 90



**\*\*\*EXTERNAL EMAIL\*\*\***

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

Hi Mindy,

My name is Lindsay, and I work at Kimley-Horn as a planner. We are working on a feasibility study for a trail on US 90, where crape myrtles are planted on both sides of the corridor between Tallahassee and Monticello. I'm trying to determine if these crape myrtles are protected by local ordinances, and whether or not there are restrictions associated with construction within a certain number of feet of the trees. Any information you have regarding crape myrtles would be greatly appreciated. If you need more information from me, please feel free to give me a call.

Thank you!

Lindsay

**Lindsay Slautterback, AICP**

**Kimley-Horn** | 2615 Centennial Boulevard, Suite 102, Tallahassee, FL 32308

Direct: (850) 553 3531 | Mobile: (954) 980 6499

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**From:** [Slautterback, Lindsay](#)  
**To:** [Widness, Katelyn](#)  
**Subject:** FW: Crepe Myrtles on Highway 90 Paper  
**Date:** Thursday, July 9, 2020 10:03:00 AM  
**Attachments:** [image001.png](#)  
[Laden with Pink Blossoms.pdf](#)

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**From:** Mohrman, Melinda <Melinda.Mohrman@talgov.com>  
**Sent:** Thursday, July 9, 2020 10:00 AM  
**To:** Slautterback, Lindsay <Lindsay.Slautterback@kimley-horn.com>  
**Cc:** Jill Weisman <WeismanJ@leoncountyfl.gov>  
**Subject:** Fw: Crepe Myrtles on Highway 90 Paper

See attached

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**From:** Nabors, Lydia E. <[Lydia.Nabors@dos.myflorida.com](mailto:Lydia.Nabors@dos.myflorida.com)>  
**Sent:** Thursday, July 9, 2020 9:51 AM  
**To:** Mohrman, Melinda <[Melinda.Mohrman@talgov.com](mailto:Melinda.Mohrman@talgov.com)>  
**Subject:** Crepe Myrtles on Highway 90 Paper

**\*\*\*EXTERNAL EMAIL\*\*\***

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

Hi Mindy,

What a blast from the past! I still love seeing these trees in bloom every summer.

Here's the conference paper I presented at the Alliance for Historic Landscape Preservation Conference in Tucson, AZ, in March 2018.

Let me know if I can be of any more help, or if you'd like the accompanying PowerPoint slide (mostly images for effect).

Best,

*Lydia Malone (Nabors)*

MUSEUM EDUCATION PROGRAM REPRESENTATIVE &  
FLORIDA HISTORY DAY CO-COORDINATOR



“‘Laden with Pink Blossoms’: 1930s Roadside Beautification on Florida’s Highway 90”

Lydia Nabors

Take yourself way back to 1985... In the sleepy little town of Monticello, in Jefferson County, Florida, just east of Florida’s capital, Tallahassee.<sup>1</sup> Opening the morning paper, a headline jumps out from above the fold: “Tree Chipping Machine Sabotaged Overnight.”<sup>2</sup> Perhaps you chuckle at the antics of the neighborhood disrupting state road work. Maybe you are curious about the motives behind such a bizarre attack on lawn maintenance equipment. Or maybe you smile to yourself in support of the vigilante environmental justice.

A few days earlier, a local reporter saw the chipping machine on the roadside, its last victim a crepe myrtle chewed to bits, made into a sad, rough stump never to blossom again. A few other neighboring trees suffered the same fate, now just a row of yard clippings on the right-of-way. The reporter published an article about the decimated myrtles in the weekend paper, prompting a community outburst of discontent. On Monday, workers found the machine incapacitated. But why? Why cut the hydraulic line to the wood chipper? Why call in angry complaints to the city, the county, the capital, even to Washington, D.C.?

Because these trees had been here since the Great Depression, arching gracefully over the road as they reached for sunlight and the open sky. These trees were older than some of these maintenance men! Of course they were outraged at their destruction!

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<sup>1</sup> Presented at the annual Alliance for Historic Landscape Preservation Conference, Tucson, Arizona, March 2018.

<sup>2</sup> Actual newspaper headline unknown; reference made by Gerald Ensley, “Mahan Drive,” *Tallahassee Democrat*, April 11, 2011.

But let's step back further than that, back before the trees were little sprouts. Before the economy took a nosedive that fateful October day in 1929. Before Highway 90 was ever truly a highway.

Part of the route in discussion was traversed by Spanish explorer Hernando DeSoto and his *conquistadores* in 1539 as they made their way up the state from their landing site just south of Tampa Bay on the Gulf of Mexico. DeSoto and his party crossed the Aucilla River, which borders the eastern portion of Jefferson County, and made their winter encampment at Anhaica, the capital of the Apalachee Indian region. The Spaniards quickly displaced the Apalachee Indians living at the site. Anhaica, located in Tallahassee at the Governor Martin Site, was rediscovered in the 1980s as archaeologists worked on the Martin property.<sup>3</sup> Because the DeSoto expedition included priests, the first Christmas service in the New World is contended to have taken place at the site.<sup>4</sup> After wintering at Anhaica, DeSoto then kept moving in a northwestern direction, leading his party through the Fort Walton culture that existed across Georgia, Alabama, Mississippi, and Louisiana at that time. DeSoto died before returning to Spain, but what remained of his original crew ultimately made it to New Spain, Mexico City, after the three year expedition.

Also along the route, but abandoned centuries before the Apalachee Indians ever settled in the region, is the Weedon Island/Swift Creek cultural site at the Letchworth-Love Mounds. Constructed sometime between 1100 and 1800 years ago, the mounds are the tallest prehistoric ceremonial structures of this type in Florida.<sup>5</sup> At 300 feet around and nearly fifty feet tall, the

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<sup>3</sup> State of Florida Department of Environmental Protection, Division of Recreation and Parks, "DeSoto Site Historic State Park Unit Management Plan," (2003),12.

<sup>4</sup> Florida Historical Marker at Lake Jackson Mound site.

<sup>5</sup> State of Florida Department of Environmental Protection, Division of Recreation and Parks, "Letchworth-Love Mounds Archaeological State Park Unit Management Plan" (2006), 17.



primary temple mound served as the central ceremonial site of the Native Americans of the area, who cultivated maize, gathered there for rituals, and lived their day-to-day lives clustered about the complex. Over twenty secondary mounds appear across the site. These mounds were constructed using human labor and baskets full of dirt methodically mounded over time. The Native Americans mixed certain soils and seashells to create a stable foundation before finishing the mound in clay.<sup>6</sup> Although now covered in shrubs, small oaks, and pines, visitors now can marvel at the mound from a boardwalk that encircles the structure.

A few centuries after DeSoto's expedition, the newly acquired U.S. territory of Florida commissioned the Bellamy Road, named for its contractor, John Bellamy. Bellamy was a successful plantation owner settled in Jefferson County. Better known as the Old Spanish Trail, the road was constructed to link St. Augustine and Pensacola in the 1820s. These cities were the former capitals of East and West Florida, Britain's last attempt to make a profitable colony out of the long-time Spanish New World settlement. But early legislators in Territorial Florida balked at the travel time between the two old capitals, often exceeding two months' time by ship around the full peninsula. This prompted a survey crew to find a suitable midway point. John Lee Williams, of Pensacola, and Dr. William Simmons, of St. Augustine, made their way to an abandoned Apalachee Indian site and former Spanish mission, San Luis de Apalachee, in October of 1823, where they found the high hills and a beautiful cascading waterfall a fine site for the new capital. In 1824, Tallahassee, the Muskogean term for "old fields," became Florida's new capital city.<sup>7</sup>

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<sup>6</sup> Florida State Parks, Letchworth-Love Archaeological Site.

<sup>7</sup> Florida Memory photographic note, <<https://www.floridamemory.com/items/show/116202>>

Tired of the impediments of muddy trails, pot holes, and inconsistent linkages between urban and rural communities, bicyclists and agricultural producers in the 1870s began rousing for improved roadways for safer, speedier travel. Roads were often little more than sandy pathways scarcely wide enough for two vehicles to pass one another by, even with yielding two tires to the ditch. Free ranging cattle often meant bulls locked horns at crossroads and dug out deep ruts into the dirt roads that later trapped wagon wheels and automobiles. Although not as often an issue in the flat lands of Florida, mule or horse teams struggled to pull their loads up steeply graded hills that had yet to be improved in other, more mountainous regions of the south. The wear and tear on the horses also diminished their capacity to pull heavier wagons, costing farmers time and efficiency.<sup>8</sup>

The Good Roads Movement gained more traction as more automobiles made their way onto the scene (and scenic roadways), necessitating a plan for a nationwide effort to standardize and then augment the United States' road system. An article from 1912 noted, "From the British Northwest to the Gulf of Mexico, and from Nova Scotia to Southern California, the cry for better roads is heard on every land."<sup>9</sup> In 1910, Florida had the least amount of public road mileage in the south at 17,000 miles for 58,666 square miles of land.<sup>10</sup> This affected not only transportation of agricultural goods and tourist movement, but it also affected the school system: because the roads were so bad, a schoolhouse would be constructed every four miles or so in order to cater to

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<sup>8</sup> Joseph Hyde Pratt, "Good Roads Movement in the South," *The Annals of the American Academy of Political and Social Science*, Vol. 35, No. 1, The New South (Jan., 1910): 108.

<sup>9</sup> Harold Parker, "Good Roads Movement," *The Annals of the American Academy of Political and Social Science*, Vol. 40, Country Life (Mar., 1912): 57.

<sup>10</sup> Pratt, "Good Roads Movement in the South," 109.



the students who could not feasibly travel to a more centralized school.<sup>11</sup> Road improvements added value for all sectors of the community.

By 1917, Tallahassee was hosting the third annual Old Spanish Trail Convention, organized by George W. Saxon who led the local Good Roads Movement. This fancifully named highway drew on those romantic notions of Old Spanish Florida and Hernando DeSoto's journey across the Southern U.S.. By the mid-1930s, the highway became "laden with pink blossoms in spring and summer"<sup>12</sup> through a combined effort of New Deal unemployment relief, highway beautification committees, and philanthropic nursery donations. Florida Highway 90 was part of the larger push to construct and complete new roads into and across Florida, eventually running all the way from Jacksonville, Florida, to Van Horn, Texas.

A leg of the "good road" opened up in 1921 in nearby Milton, Florida, west of Tallahassee going toward Pensacola. This red brick road is still extant in three portions which run roughly parallel with the modern U.S. 90 and is listed on the National Register of Historic Places.<sup>13</sup> The stretch between Jacksonville and Tallahassee officially opened in 1927 as State Road 1 after two years of construction. This past summer, I began work on creating a national register nomination as part of my internship with former Monticello Main Street director Dr. Anne Holt for that portion of Highway 90, the stretch laden with pink blossoms.

What drove the state to choose roadside beautification as a priority during the Depression? Infrastructure improvements were highly regarded (and most likely to be approved) for projects for work relief programs. The visual impact of cleaner right-of-ways and finished

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<sup>11</sup> William M. Scuggs to Margarette Quick, November 28, 1975, Reichelt Oral History Collection, Florida State University Special Collections and Archives, Tallahassee.

<sup>12</sup> *The WPA Guide to Florida: the Federal Writers' Project Guide to 1930s Florida* (New York: Pantheon Books, 1984, c1939), 440.

<sup>13</sup> "Florida State Road No. 1," National Register of Historic Places, ID 94000626.

roadways bolstered the state's burgeoning tourism industry and its agriculture production systems. Programs to complete grading on roads, construct bridges, pour sidewalks, and plant landscaping were touted all over the state of Florida as a worthy cause to advocate for federal funding. The movement was popular among many women's clubs, garden clubs, and men's civic groups, though some groups, as we will see, wanted to do the work locally rather than through a state or federal program. Nonetheless, interested stakeholders communicated their desires often and loudly. The American Road Builders' Association published a "red sheet" appeal for immediate action from "civic bodies, chambers of commerce and farm and auto associations, and in urging outstanding citizens of [the] community to convey... the estimation of the value of highway work."<sup>14</sup> The Road Builders were uncertain that highway works would be included in the Public Works Program being negotiated up in Washington D.C.. They were understandably alarmed that their funding was "in jeopardy."

Prominent citizens heard the call to action and contacted their state government, all the way to the top, to the Governor's Office. However, Governor David Sholtz would not be the one lobbying in Washington for the federal funding. That solemn duty fell to state road department chairman Chester Treadway. Treadway traveled to Washington to solicit unemployment relief, to be provided in the way of contracts for highway work. The Florida delegation Treadway campaigned with wrote to President Franklin Roosevelt at this critical junction to do two things: provide the funding to Florida and to quickly lift a ban on road work, bridge building, and river and harbor improvements that had been issued just before the Reforestation Relief Act of 1933 went into effect. Five thousand employees of the road works were stalled due to this untimely

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<sup>14</sup> American Road Builders' Association "red sheet," Governors' Correspondence, Gov. Sholtz, State Archives of Florida, Tallahassee.



ban, and another five thousand were impatiently waiting to join their ranks to work the roads as soon as the legislature granted the monies necessary and lifted the ban.<sup>15</sup>

Treadway and the Florida delegation met with success. The Works Public Administration awarded Florida \$5,231,834 in road construction funding in 1933.<sup>16</sup> Telegrams flooded Treadway's office with congratulations. Upon returning to Florida, Treadway and the State Road Department cooperated with the Federal Emergency Relief Administration to distribute federal funds. Julius F. Stone, Jr., headed this office in Florida, though he may be better known for establishing the tourism industry in Key West than for his role with FERA.<sup>17</sup> Funds went to programs that could be implemented quickly, within thirty days, to stimulate the economy. Many road works contracts were waiting in limbo for the authorization. Now work, and employment, could begin again.

The federal program set wages at forty cents an hour for common laborers, up five to ten cents from the general trend. Fourteen-hour work days resulted in just under \$40 a week for workers. Interested parties vied for contracts with the State Road Department, but found it difficult, at times, to get through to the office for the bidding process.<sup>18</sup> Asphalt companies from as far away as the northwest peddled the superiority of their wares. The highways were in need of grading, paving, grubbing, and shrubbery. Apart from hiring crews and renting equipment, which included two mule teams, wagons, water trucks, and tools to remove trees, stumps, and

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<sup>15</sup> Letter to President Roosevelt from Florida delegation, April 27, 1933, Governors' Correspondence, Gov. Sholtz, State Archives of Florida, Tallahassee.

<sup>16</sup> Letter to Governor David Sholtz from Federal Emergency Administrator of Public Works, October 7, 1933. Governors' Correspondence, Gov. Sholtz, State Archives of Florida, Tallahassee.

<sup>17</sup> Stuart McIver, "The Kingfish of Key West," *Sun-Sentinel*, 7 July 1991.

<sup>18</sup> Letter to J. P. Newel from A. W. Ritzour, October 21, 1933, Governors' Correspondence, Gov. Sholtz, State Archives of Florida, Tallahassee.

rubbish from the right-of-ways, the funding also led to the establishment of a state nursery system that would provide native flora for the beautification projects.

In Monticello, Florida, Fred Mahan established the Monticello Nursery, which became the second largest operation in ornamental shrubbery in the southeast. After relocating to Monticello from Kansas in 1920, Mahan developed the successful Mahan pecan, a hybrid producing a perfectly symmetrical nut almost every time. Mahan eventually donated upward of forty thousand plants to the beautification of Highway 90, first in 1932, and again in 1935 under contract with the Coastal Roads Company of Miami. Between thirty and forty men were employed through the work relief program to grub the right-of-ways between Tallahassee and Monticello and then plant the donated materials, working over eight years on the thirty mile stretch. The plants included pyracantha, arbor vitae, ligustrum, and palm, as well as the showy crepe myrtles. The highway, as of 1953, is known as Mahan Drive for that section in honor of his contribution to the unemployment relief and beautification work in the community.<sup>19</sup>

There were some mixed opinions about the state nurseries, including those of the Monticello Founders Circle Garden Club. In their 1932-33 minutes book, the secretary noted that she "was asked to write our representatives in the legislature that the garden club was not in favor of the state establishing nurseries for highway beautification."<sup>20</sup> Although garden clubs often had a committee for beautification, the local desire to provide the shrubbery from nearby hometown nurseries sometimes outweighed the desire to support the statewide efforts in unemployment relief via the state nurseries. They may have had trepidation about who exactly would be planting the shrubbery, too.

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<sup>19</sup> Jerrell Shofner, *History of Jefferson County* (Tallahassee, FL: Sentry Press, 1976).

<sup>20</sup> Founders Circle Garden Club Minutes 1932-1933, Jefferson County Library Genealogy Resource Room, Monticello, Florida.



Overall support for the work continued throughout the recovery period in the 1930s, however. Other aspects of the road work were in debate in different parts of Florida where instead of hired labor forces, prison camp labor was leased to grub the land and plant the trees. Similarly concerned garden clubs in those cities wrote to the road department about the proximity of labor camps to city limits, looking upon them with dismay and, at times, fear. The convict lease system was technically illegal in Florida by this point, after years of abuses made by the contracted lessees upon the leased laborers, but state organized prison farms were authorized to use incarcerated labor to perform highway public works. Regardless by whose labor they were made so, roads in Florida became steadily more user-friendly, wide enough for cars to easily pass one another, and they connected the interior of the Sunshine State outward to its sandy coasts.

For years, the Mahan donated trees banked Highway 90, growing taller, spreading out, getting shaggy around the edges. The maintenance schedule for pruning the landscaping was nonexistent for a long while, and eventually many of the trees grew out of control. Hence, by the mid-1980s when traffic down the highway had increased with the growth of the state capital and its universities, the Florida Department of Transportation began looking at expansion projects and at removing the historic landscaping. In came the chipper. And up rose the community outcry. The trees were spared for the most part as any road project that threatened the trees came under close scrutiny and frenzied communication to elected officials. But the trees are still technically owned by the Florida Department of Transportation, and they have no local or national ordinances protecting their eighty-year-old branches. FDOT maintains the trees now so they are not mistaken for overgrown, underappreciated landscaping gone to seed.

When I first contacted the Department of Transportation for a preliminary endorsement of a national register nomination, I was told no such nomination would proceed. The future use of the right-of-way by FDOT would not be threatened. So the project was put on hold as we appealed to Congressman Al Lawson's office to help us "speak for the trees." We continued gathering community support for the nomination and introduced the project to the Leon County Canopy Roads Citizens Committee in late July, and made plans for the remainder of my internship.

As part of that internship, I attended the Florida Main Street Annual Conference in Fernandina Beach, Florida (near Jacksonville) in August 2017. During one of the sessions presented by Hubert Hill on establishing bike riding trails in Florida, I happened to meet FDOT landscape architect Jeff Caster, whose office is in Tallahassee. I introduced myself and explained my Highway 90 project to him, and he quickly agreed to talk further about the project. Later that fall, I met with Jeff and his assistant to discuss the project and how to best present it to the Department again, as well as to pick his brain for research contacts I had not yet discovered. David Driapsa was teleconferenced into that meeting as well. Jeff thought the project timely, if complicated, as preservation projects were popular but we would need to clearly define how such a nomination could affect future work. How best to convey to FDOT that a national registration would not actually stop the state from bulldozing the trees the next day? Unfortunately, that was the last meeting I was able to plan before graduate school duties pulled me in other directions, away from the internship project.

After chatting about the project as well as other history goings-on in Tallahassee, Jeff turned away from the conference table. He gestured for me to look out of the large windows of



the Burns Building to the lawn in the rear. He told me that when he first began working there, he was told about the row of trees along the back of the green we could see, a line of wintering myrtles parallel to the railroad tracks. In the 1980s when about fifteen miles of Highway 90 was widened for traffic that came into Tallahassee from the east, about two or three dozen of these old myrtles were cut back almost to the stump, dug up, roots and all, bundled up tight, and loaded onto a truck bed. They were transported to the Burns Building, their trunks naked and their flowers a long summer's promise away.<sup>21</sup> But the Department was trying to save what they could of the old trees, the very department that had the tough work of balancing interstate transportation needs with aesthetic and community values, just as it had during the Great Depression generations before. In the late spring, the trees will be laden with pink blossoms and perhaps the project to save their cousins still on Route 90 will meet with success.

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<sup>21</sup> Interview with Jeff Caster, December 2017, Florida Department of Transportation, Tallahassee.

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**From:** [Moss, Dustie](#)  
**To:** [Slautterback, Lindsay](#); [McBurney, Willson](#)  
**Cc:** [Miner, Pam](#); [Widness, Katelyn](#)  
**Subject:** RE: US 90 Crape Myrtles Inquiry  
**Date:** Wednesday, October 14, 2020 10:05:34 AM  
**Attachments:** [image001.png](#)

---

Good morning Lindsay:

Yes, we have successfully relocated Crape Myrtle trees but have found that it is not cost effective to do so. Aside from not being practical, I stress the historical value of the trees. I presume that will become very apparent once coordination with the local government occurs. I am just shooting straight with you and *paving the road* for what you can expect, however, the landscape team will certainly assist and offer recommendations/ comments through the entire process. We thank you for reaching out to us with this question.

Respectfully,

*Dustie Moss*

District Landscape Project Manager/  
District Wildflower Coordinator  
Florida Department of Transportation  
office (850) 330-1271 fax (850) 330-1657  
[dustie.moss@dot.state.fl.us](mailto:dustie.moss@dot.state.fl.us)

“.....Communicators take something complicated and make it simple.” — John C. Maxwell

---

**From:** Slautterback, Lindsay <Lindsay.Slautterback@kimley-horn.com>  
**Sent:** Wednesday, October 14, 2020 7:48 AM  
**To:** Moss, Dustie <Dustie.Moss@dot.state.fl.us>; McBurney, Willson <wmcburney@moffattnichol.com>  
**Cc:** Miner, Pamela <Pam.Miner@atkinsglobal.com>; Widness, Katelyn <katelyn.widness@kimley-horn.com>  
**Subject:** RE: US 90 Crape Myrtles Inquiry

Hi everyone,

Thank you for this valuable information, we will be sure to incorporate it into our report. I have one additional question about the trees: Has FDOT successfully relocated any of the crape myrtles along US 90 when completing any other types of roadway or multimodal projects? Would this ever be considered a viable option for avoiding impacts? We have received some limited information that this has been done in the past, and that the community would be open to it, but we wanted to confirm that FDOT has successfully done this before.

Thank you all for sharing this information with us.

Lindsay

**Lindsay Slautterback, AICP**

**Kimley-Horn** | 2615 Centennial Boulevard, Suite 102, Tallahassee, FL 32308

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**From:** Moss, Dustie <[Dustie.Moss@dot.state.fl.us](mailto:Dustie.Moss@dot.state.fl.us)>

**Sent:** Wednesday, August 5, 2020 3:26 PM

**To:** McBurney, Willson <[wmcburney@moffattnichol.com](mailto:wmcburney@moffattnichol.com)>; Slautterback, Lindsay <[Lindsay.Slautterback@kimley-horn.com](mailto:Lindsay.Slautterback@kimley-horn.com)>

**Cc:** Miner, Pamela <[Pam.Miner@atkinsglobal.com](mailto:Pam.Miner@atkinsglobal.com)>

**Subject:** Re: US 90 Crape Myrtles Inquiry

I echo what Willson said. Please do keep us in the loop Lindsay.

Dustie Moss

District Landscape Project Manager/

District Wildflower Coordinator

Florida Department of Transportation

(850) 330-1271

---

**From:** McBurney, Willson <[wmcburney@moffattnichol.com](mailto:wmcburney@moffattnichol.com)>

**Sent:** Wednesday, August 5, 2020 2:05:44 PM

**To:** Slautterback, Lindsay <[Lindsay.Slautterback@kimley-horn.com](mailto:Lindsay.Slautterback@kimley-horn.com)>

**Cc:** Moss, Dustie <[Dustie.Moss@dot.state.fl.us](mailto:Dustie.Moss@dot.state.fl.us)>; Miner, Pamela <[Pam.Miner@atkinsglobal.com](mailto:Pam.Miner@atkinsglobal.com)>

**Subject:** RE: US 90 Crape Myrtles Inquiry

<b>EXTERNAL SENDER: Use caution with links and attachments.</b>
---

Hi Lindsay, thanks for reaching out. In short, those trees (and others) should be protected at much cost. Every good effort should be made to avoid impacts to those trees. They are Historic in nature, and can be traced back to at least 1935. They are watched carefully by a very vocal citizenry. Here are a few links to visit so you can read about the history of the entire corridor between Tallahassee and Monticello. It's pretty cool that the locals still recall this history and protect it as a part of the regional character.

<http://www.ecbpublishing.com/who-was-fred-mahan/>

<https://www.tallahassee.com/story/life/home-garden/2014/05/15/scenic-road-tallahassee-monticello-worth-drive/9120881/>

<https://jeffersoncountytcd.wordpress.com/2015/10/14/the-road-to-monticello-florida/>

<http://www.jeffersoncountyfl.gov/p/history-culture>

The Department's efforts to protect the trees are great also. We have a special pruning contract that tends to the needs of the Crape Myrtles at least annually. I saw some rather bad "utility pruning" a few weeks ago and wondered when my phone would start ringing. When the shoulders were added to the corridor, special attention was made to ensure the protection of the trees. Some of the trees don't perform as well as others due to the overshadowing tree canopy, but we are not likely to remove any of them unless they are damaged "beyond repair". They are extremely durable trees and seem to take abuse rather well, considering their age.

I've copied Dustie Moss who is the Landscape Program Manager and Pam Miner who manages our Landscape Design projects. Together we are on the front lines protecting and advancing the character of our District Three roadsides.

I do think trails are an important component of our transportation system so I'd like to stay in touch and look forward to helping in the future.

Willson

Willson S. McBurney, PLA  
FDOT District Three Landscape Architect  
FL PLA 0001426  
Direct 407-792-6883 | Mobile 407-620-3988



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**From:** Slautterback, Lindsay <[Lindsay.Slautterback@kimley-horn.com](mailto:Lindsay.Slautterback@kimley-horn.com)>

**Sent:** Wednesday, August 5, 2020 1:51 PM

**To:** McBurney, Willson <[wmcburney@moffattnichol.com](mailto:wmcburney@moffattnichol.com)>

**Subject:** US 90 Crape Myrtles Inquiry

**CAUTION:** This email originated from outside of the organization.

Hi Willson,



My name is Lindsay and I'm a planner at Kimley-Horn. We are working on a feasibility study for a trail on US 90 between Tallahassee and Monticello, and I was given your contact information in regards to the crape myrtles along the corridor. I'm looking for information about specific protections, regulations, or construction limitations, as well as any other valuable information about the trees. Feel free to respond to this email, or give me a call if it's easier.

Thanks!

Lindsay

**Lindsay Slautterback, AICP**

**Kimley-Horn** | 2615 Centennial Boulevard, Suite 102, Tallahassee, FL 32308

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**From:** [Slay, Greg](#)  
**To:** [Widness, Katelyn](#); [Slautterback, Lindsay](#); [Sewell, Jon](#); [Kostrzewa, Jack](#)  
**Cc:** [Burke, Greg](#); [Lex, Suzanne](#)  
**Subject:** FW: US 90 Crepe Myrtles  
**Date:** Tuesday, March 2, 2021 10:48:04 AM

---

FYI -

---

**From:** Chamberlain, Rodney <Rodney.chamberlain@dot.state.fl.us>  
**Sent:** Tuesday, March 2, 2021 10:07 AM  
**To:** Slay, Greg <Greg.Slay@talgov.com>  
**Subject:** FW: US 90 Crepe Myrtles

**\*\*\*EXTERNAL EMAIL\*\*\***

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

This is what I got from our in-house “historians” ... The Department may take it more seriously than other entities when it comes to historic designation, that is, we may have a lower threshold. I don’t recall anyone thinking the trees were *formally* designated as historic.

Hope this helps!!

Rodney G. Chamberlain, P.E.  
District Design Engineer  
FDOT District Three  
1074 Highway 90  
Chipley, FL 32428-2162  
Office: (850) 330-1492

---

**From:** Battles, Regina <[Regina.Battles@dot.state.fl.us](mailto:Regina.Battles@dot.state.fl.us)>  
**Sent:** Tuesday, March 2, 2021 8:58 AM  
**To:** Chamberlain, Rodney <[Rodney.chamberlain@dot.state.fl.us](mailto:Rodney.chamberlain@dot.state.fl.us)>  
**Cc:** McCall, Cheryl <[Cheryl.McCall@dot.state.fl.us](mailto:Cheryl.McCall@dot.state.fl.us)>  
**Subject:** US 90 Crepe Myrtles

**Fred Mahan Drive, US 90 to Tallahassee**

The scenic, landscaped corridor linking historic districts in Monticello and Tallahassee is West Washington Street in Monticello, US Highway 90 and Tennessee Street on the west side of Tallahassee. But it is best known as Fred Mahan Drive.

In the late 1920's, Monticello Nursery Company owned by Fred A. Mahan was the second largest pecan and ornamental



shrubby concern in the southeast. Mahan's Monticello Nursery donated plants to the county unemployment relief commission to be used for beautification of highways, churchyards, and cemeteries in late 1932. The Coastal Roads Company of Miami received a \$20,175.82 contract from the state road department in 1935 to beautify and improve the highway from Tallahassee to Monticello and to clean up the many dead stumps along the right-of-way across Lake Miccosukee. Fred Mahan donated more plants for this project. The Tallahassee-to-Monticello highway employed 45 common laborers at 30 cents per hour for an average of \$39.00 per month.

The donated right-of-way of what became US 90 varies between forty and two hundred feet. Its background, middle and foreground plantings consist of Mahan's donated pyracantha, arbor vitae, flowering crape myrtle, liqustrum and palms. Mahan donated between 35,000 and 40,000 plants along the 25 miles between Monticello and the capital. They were set out over a period of eight years. The highway was officially named the Fred Mahan Drive in 1953, **A plaque across from the original site of Mahan's Monticello Nursery (now the location of the Farm Credit Service) marks the beginning of the drive, known for years as one of the most beautiful stretches of highway in Florida.** Recent additions of crape myrtles every 100 feet, from the intersection of I-10 and US 90 east of Tallahassee, for 18 miles to the edge of Monticello present a spectacular range of brilliant colors throughout the summer months.