



US 90 Multi-Use Trail Feasibility Study - Comments Received as of 5/16/2022*

** 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.*

Number	Date	Person	Comment	Source	Support of the Project	Opposition to the Project	General Inquiry or Question
1	4/1/2021	Warren Woodward	I just 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 approached 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 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 will possibly work given the steep bank and the lack of space.	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. It 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 proceed 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

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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 device 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 trail 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 crossing the road (US 90) - Also I would suggest that you look at the opportunity to connect the trail to Letchworth Mounds State Park - a nice destination 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! See Attachment A.	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 portion 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 Chmilariski	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 fact 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 gist 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

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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 Lloydde 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 with 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 https://crtpa.org/wp-content/uploads/US-90-Feasibility-Study-Report-Draft-April-2022-reduced.pdf 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 Gadsden county with their wide trails to ride. I do not 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		