



US 90 Multi-Use Trail Feasibility Study – Live Question & Answer Session #2

April 12th, 2021, 10 AM-12 PM

Some comments and questions were reworded for clarity

Greg Burke, CRTPA: Thank you all again for joining us. I'm Greg Burke with the Capital Region Transportation Planning Agency (CRTPA). I'm here today with the project team including other CRTPA staff as well as Kimley Horn and Associates, who are assisting our agency in this study's development. We're here today to provide you an opportunity to ask any questions you may have regarding the US 90 Multi use Trail Feasibility Study. The Feasibility Study is the first step of many that will need to occur prior to the project moving towards construction. That includes additional phases not yet funded. I want to let you know that this project is still not funded for further phases other than the Feasibility Study. This Feasibility Study will involve more detailed analyses and provide further opportunities for your input. So, with that said, let's get started. You can ask us any questions you may have about this study and share any concerns you may have. Although we have this from 10 to noon scheduled, you're welcome to stay for 10 minutes or stay for the full 2 hours. So, does anyone have any questions? We'd love to hear from you. Joanna, do you have any comments about this study project?

Joanna: I think it's awesome. So, you have the money for the feasibility study, how does the rest of the money come once you say it's feasible?

Greg: That's a good question. US 90 is actually on the SUNTrails network, so we would be looking by and large to get funded from the SUNTrails Program. An example of SUNTrails funded trail is the Coastal Trail that's being constructed on US 98.

Joanna: Yeah.

Greg: The overwhelming majority of that funding came from the SUNTrails program, so US 90 would follow with regards to the funding.

Joanna: I've come into this late. So, who funds the SUNTrails program?

Greg: It's a program ow that is headquartered in the FDOT, and funded through the FDOT.

Joanna: Ok.

Greg: It's competitive. Just because we have a project doesn't necessarily mean that we're going to get funded for it because there's limited funding. But we are always optimistic, and we're thinking that US 90 will be a good fit to provide connectivity with other regional trails in the region, which include the Saint Marks Trail, the Coastal Trail, and some of the trails constructed in Wakulla County. This will help the CRTPA region, which is the four-county area that we're in, a destination for ecotourism and provide options as well as safety for folks that like to ride on trails.



Joanna: Yeah, that's a great idea. I travel all over the place and I've wondered why we don't have more trails here because it's so beautiful.

Greg: Good point. This is our second live Q&A, but our first one was last Thursday and one of the things I said, what's so cool about US 90, you're familiar with the Saint Marks Trail as well as US 98 the whole topography and flora that they have there the trees and everything it's more like coastal Florida with flat pine trails. This US 90 trail provides an opportunity to showcase what we have here. More towards the northern portion of the CRTPA region meaning topography, different types of trees, magnolias, pines, but a little bit different experience than going just on the Coastal Trail or the Saint Marks Trail. There are some concerns as well that we're quite aware of on US 90 included cultural resources with regards to the appreciation for the crape myrtles. As further phases are funded, we would be evaluating the and place the trail to avoid impacts to the crape myrtles, but to the general environment as well. The trail will strive to avoid more environmentally sensitive areas, including wetlands that may be there, or meander the trail around some large live oaks that are along the corridor there.

Joanna: Yeah.

Greg: Yeah. The idea for this project is to keep it all within the right-of-way of US 90. Some areas or have more right-of-way than others, and have greater constraints for the placement of the trail. But ultimately, we think that at this phase some of these issues and concerns are not deal breakers or project killers, that they can always be designed around. So again, we're optimistic that going forward with seeking further funding, largely SUNTrails funding dedicated for these projects, we could ultimately move towards construction. As far as a timeline for this, it would be many years given the phases of it, and also due to the fact that it is 21 miles in length. It's a long and ultimately expensive trail to construct, so we'll probably have to break it out into phases. We might look at potentially focusing first on Leon County before we go to the Jefferson County segment. But that said, if anyone has any comments or further questions, that's pretty much where we're at. There's also an opportunity for some of our staff members and consultants to contribute. Jack Kostrzewa, who is with our agency and is our assistant Executive Director is on this call, and he was very involved and played a key role with the Coastal Trail in Wakulla County.

Jack Kostrzewa, CRTPA: Some of the issues that were brought up on Thursday the comparison between US 90 and Coastal Trail, and the difference is that on the Coastal Trail from Wakulla High School to the Saint Marks Trail is somewhere in the range of 200 feet are right-of-way. That much right-of-way is not available anywhere on US 90, so the limitations would be the expectations of transferring that same footprint to US 90 in the whole sense would be a little bit unrealistic, but in the sense that we wouldn't necessarily have to be right up against US 90 the road proper, and that we could be set back from the road a little bit more, and in some spots even more is something that would be available in an opportunity to do that as well. There's always a little bit more right-of-way on some of these corridors, and on this corridor, there are spots where it widens and then comes back together. So, there is a great opportunity to have a trail that does just that, just not in the same fashion, so it's still a great project in some trails like Greg spoke about is a central office program that comes out of the Department from Central Office, and they're the ones who do the prioritization and take the applications. And you know,



as a funding program there's not a lot of money for a state program to do the kind of things statewide for trails that people want to do. It is a very competitive program, and so it would be something that we would have to have things lined up, and that's what we're working towards with the US 90 project is to put it in a good spot to get those funds, put ourselves in a good priority with the district, and then start from there and move towards having other parts of this project funded.

Greg: Thanks, Jack, that that's some good detailed information and just so you all know being the regional transportation planning agency for the four county area, one of our processes that we do every year is adopt different project priority lists that we provide to the Florida DOT that say these are the projects as you develop the FDOT annual state work program, which is a five year document. These are our priorities and you want to put funding on specific projects, and literally there is a regional trails project priority list and so this project is on that one. So, they will look at that and try to match up available funding for the projects that we have on that list, and again one of them being this. Getting to the issues of which Jack mentioned, not as much right-of-way is available along US 90 as on US 98. However, at this early stage of the project of analysis for the feasibility study, we do think we can stay within the right-of-way, and develop a trail that by and large will be a very pleasant experience for trail users. Trying to keep it away from the roadway itself in areas where we have more right-of-way and less constraints, we can meander through some trees and things like that. But based upon some of those constraints, although we're looking for a trail of 10 to 12 feet in width, we may have to narrow it down to address some specific constraints. You may have seen on the virtual meeting room that we're looking at three opportunities, or three ways to potentially place the trail. This will be further refined with further phases. Ultimately the goal is to keep the trail on one side of the road as long as possible to minimize crossings on US 90. Some of the options we identified over the 21 miles stretch of the corridor would only have you potentially crossing two times, so that's not too bad.

Joanna: I think if you ride on it anyway, you're crossing two times most of the time, based on most group rides I've done.

Greg: Feel free to chime in. Any thoughts, concerns, questions you have interrupt me, because I'm trying to fill some space in here with some information we have.

Jerri Lindsay: I just wanted to say good morning and thank you. I apologize for the noise; I'm trying to stay muted mostly. My next-door neighbors are doing work on their home. My name is Jerri Lindsey. I'm the director of Public Access Services for the Florida Fish and Wildlife Conservation Commission. I sit on the Greenways and Trails Council and we actually have a role in recommending the SUNTrails project priorities to FDOT. I think it's a wonderful, wonderful project and very interested in seeing it happen. I'll be interested in hearing about the crossing over Lake Miccosukee I guess as well. I'll ask you to focus on that if you would.

Greg Burke: Yeah, we have some basic information about that and Kate if you don't mind filling us in on some of that.



Kate Widness, Kimley-Horn: Yeah, so as Greg was kind of talking about right now, we're in the feasibility. So, what we've really been focusing on is, is it even possible right to put a 10 to 12-foot multi use trail along US 90? So, in regard to the design around Lake Miccosukee, we don't have specifics of that. What we have discussed though is we would want the trail to be on the south side of the corridor in this area, so we don't impact that existing pedestrian and fishing boardwalk. We would definitely stay on the south side to kind of separate users in that sense. We know there's a lot of wetlands within this area, because the wetlands obviously go beyond like Miccosukee, so this would be an area, if you're familiar with the Coastal Trail, how they have a boardwalk in some of those areas. We'd probably look at things like that to help minimize the impacts. But right now, that's as far as we've gotten is just understanding that it would probably need to be on the south side as we cross Lake Miccosukee.

Jerri: That's what I gathered from looking at the materials that y'all have posted and I would agree that would be maintaining that fishing use is obviously something that we would be concerned about. And then of course there's the boat launch area on the north side as well, so sounds like that would be safer to keep those uses apart. There may be opportunity, I don't know. I honestly don't know. I need to talk with our fishers, but I don't know who maintains that. Whether we do that or have a role in that, or whether that's done by the County or what, but maybe there's some opportunities to work together on that.

Greg: That's a good question. And with regards to what we've done so far with this project, and I want to let you all know you're always welcome to contact us. We've put out information to a lot of the neighborhood groups and neighborhood associations along the corridor about our willingness to meet with the neighborhoods. We've actually met with the Lafayette Oaks Neighborhood Association, as well as the Vineyards. We've gotten some good feedback from some of those neighborhoods there. And we have sent it out there broadly for other neighborhoods along the corridor. But if there's any group that some of you that are involved with and you think would be interested in meeting with us to just answer any questions about the project beyond what we're doing here today. We can be a little more specific and focused with a specific neighborhood or advocacy group, and we are certainly amenable to doing that for this project.

Joanna: Are there people that own land in the area that are against this?

Greg: We've gotten a bunch of comments. Kimley-Horn, who is assisting on this study, worked with us to develop a postcard, and it was sent out to property owners along the corridor for this entire 21-mile stretch. So, we've gotten a bit of feedback, a lot of it positive, with understandably concerns you related to how it might impact their specific property and access to their property and their driveway. As I said earlier, we're looking to keep this entire trail within the right-of-way. But we will address any specific concerns and issues that come along as the project moves forward. But by and large, there's been a lot of lot of questions focused on issues that we can't really answer in this first phase of the project. They're very good questions. But for instance, what specific trees or crape myrtles might be impacted? That will come further along as we do an environmental assessment. Further phases are not yet funded for this project, but we've had some really good comments and email questions provided by some of the



property owners and neighborhood associations. But I don't think any questions that we've gotten are deal breakers or things that can't be addressed to the satisfaction of everyone along the corridor.

Joanna: It would be such a pretty ride.

Greg: This is noted in the virtual room as a potential challenge we're addressing is Hilltop Country Store, and that's really close to the right-of-way there along the corridor. So, the placement of the trail, whether it's on that side or the south side of Mahan would be problematic or would require some design considerations. Even if we put it on the North side because we know that's an attractor for people that will be biking and using the trail, they're going across US 90 at that location, so we will have to address that. With regards to safety issues and how trail users could safely get across if it is on the North side of the road at that location. We've received some comments about speeds along the roadway where people will have to cross, specifically at that location, if the trail is placed on the North side of US 90. There will be a desire of riders to use Hilltop to potentially purchase some food and things like that. Some of the questions also received, and again this gets back to issues that will be refined as this project moves forward, potential locations for Park and Ride. That would happen after the trail is constructed, but a challenge is that US 90 goes under I-10 and crosses the interchange, and how do we design that in a safe manner. So, we've had some conversations with Florida DOT and may have to get other agencies involved, but at this point in the feasibility study we're really just trying to identify those issues and make the public aware of what some of those issues are and what we're broadly looking at doing and getting some general input.

Joanna: I don't really have any questions. My only thing would be to say whatever you need as far as help buying in the community, I'd be more than willing to help market that.

Greg: To everyone on this call, whether you support the trail or don't, please provide us email comments and those will go into the project record and ultimately be a part of this of this study that will go to our CRTPA board as this project moves forward.

Kate: And the virtual room that you looked at with all the materials on it will be open until Friday, May 7th, so it's going to be extended for a few weeks longer than we anticipated. So, we'd love for people to go in there and look at those materials. There are ways to provide comments that way as well, and it has Greg's contact information. So, I think just encouraging people to take a look at that because there's really a lot of information in there about what we're doing during this first phase.

Joanna: Now one of the things I was thinking I'd ask someone was have you contacted the bike shops in town? Because they would benefit by selling bikes for things like this.

Kate: Yeah, so there's an email list that the CRTPA has that we emailed out advertising this virtual meeting as well as the live Q&A's. And then we only mailed to the residents and property owners that live along US 90. So those were the only mail outs we did where those that are directly along the corridor.



Greg: But Joanna, that's a great thing in the fact that we've actually extended the virtual room being open. We actually received what you just said. One of our members, on the CRTPA Citizens Multimodal Advisory Committee sent an email about the importance of reaching out to some of the bike shops. That's something we're going to go and double check who we have on our 600-email list serv that went out, not all of them working, of course. Since we've extended that, I think that we're going to try to get the word out. Everyone is welcome and encouraged to get this word out. Whether it's people that they think will be supportive or groups that will be supportive, or groups that if you're not supportive of that, you are more than welcome to get the word out about this project so we can get some input.

Joanna: Yeah, because certainly it would bring business to them.

Greg: Definitely. Really shining a light on that type of tourism, particularly this time of year, better weather than other places for folks that want to ride some trails. Some of the other things we've done to date include a presentation of the CRTPA board, which is elected officials from the four County area, (Gadsden, Jefferson, Wakulla, Leon County). Our board is comprised of some of the Leon County Commission members as well as city Commission members and then ones from Wakulla and the Jefferson County as well as Gadsden, as well as some municipalities. We've also presented to the Jefferson Board of County Commissioners several months back. We've met with City of Monticello. It seems like they and Jefferson County are relatively supportive of the project, Monticello very much so. This trail is to connect in Monticello all the way to the East eastern limits of the Monticello Bike Trail, which could potentially extend further South as well.

Jerri: I know you've talked with greenways and trails staff at DEP, but at whatever point it's appropriate I think having a presentation to the Council to talk to staff would be a good idea

Greg: That's a good recommendation. That's something we can explore. And bring them up to date on that, we would certainly love to do that.

Jerri: Yeah, we always like to hear about projects like this.

Greg: And Britney Moore is on our technical advisory committee with DEP.

Jerri: Great.

Greg: If you have no other questions feel free to stay on I as you can see, I can ramble on. But, don't feel obligated you know you can just get off one thing, whether you choose to get off now or not. If you don't have any more questions, anyone on this call, I'd like put Jack Kostrzewa back on the spot because we have another virtual meeting for another multi-use path project on Thomasville Road. So, Jack, maybe you could talk a little bit about that.

Jack: Sure, similar but different. We're working on a multi-use path along Thomasville Road between Betton Road and Metropolitan Boulevard, as well as additional linkages north to the Market District to a project that Blueprint Intergovernmental Agency is working on, which is kind of midway between



Premier Gym and the side of the Storm Water facility in the Market District. So, we're having a similar virtual event page going up here soon. Same situation, we'll be having that online for about a week to 10 days and then will be having two Q&A sessions similar to what you're going through today. In a somewhat similar format depending on the time, we haven't determined a time yet, but we will probably have one in the evening and one in the morning as well.

Kate: The live Q&As are Thursday, April 29th, and Monday. We don't have the times yet, but those are the dates

Jack: We're also looking at some options along Thomasville Road in between Betton Road and let's just say Armistead Road. It's not the greatest situation down there in terms of businesses along the corridor, and there's a lot of movement of traffic in that area. And a lot of business driveways that are 50-75 feet long, so we're trying to figure out the best way to get the most people through there and with the varying types of users that we've got along the corridor and maybe potentially having local access. We want to make sure that people can get to parks that they want to get to. There are several schools along the corridor that we're looking to make connections to and wanted them to be involved in the process as well as the linkages north towards the Metropolitan Boulevard area and Live Oak Plantation and finding a corridor to tie back into again Market District. And similar to US 90, we do not have 200 feet of right away on Thomasville Road in any way shape or form. So, we're still looking to try to figure out what the best direction to go in terms of west side or east side. We do not know about right-of-way. We do not have a schedule for construction or how much that's going to cost. That's a variable that still has to come out of some alternatives that we're developing. We do know that we'll have to go from the east side to the west side at some point. We're also looking at some two or three spots where we can make that happen that's safe as well as not going to interfere with people's ability to move along that corridor. Both bicycle-pedestrian movements and vehicle movements. We want to make sure that that's coordinated so that we can have the most efficient system for moving people around. So that's about where we're at and you'll be seeing that go up in the near future and we'll send it out again through our big email list that we used for this corridor and other specific emails that we have for that corridor and get that out to people so that they can join that meeting as well.

Kate: And I'll just reiterate as well that we are recording this meeting so it will be up on the CRTPA website the whole 2 hours of it, or as long as people are on and participating, so you can also go on if you wanted to hop off now, but you wanted to see if there's any other conversation generated later you'll be able to see it on the website shortly after.

Jerri: Well, I will drop off. This is Jerri, but I thank you for your time. Greg, I sent you a message about a couple of things to think about. Good luck, I look forward to hearing more about it.

Greg: Thank you so much Jerri.

Jerri: Bye.

Joanna: Well Greg, you need to talk some more.



Greg: Yeah, so any other staff members have any CRTPA related information that we want to share? Actually, I'm going to put Suzanne Lex on the spot right now because some of the things that we do and that she is the manager of, such as those project priority lists and Transportation Improvement program are really good resources for you all if you're not familiar with some of those.

Suzanne Lex, CRTPA: So, the development of Project Priority happens annually. We hold public meetings in May to present those priorities for input from our stakeholders, citizens, and transportation planning partners. The final list is presented to the Board for approval and adoption in June. We forward that to the Florida Department of Transportation. What happens subsequently, so that occurs in June, say if we do this in June of this year, next year, the Florida Department of Transportation will present us with a draft transportation improvement program and in that program we should see our priorities funded. Not all of them. Again, it is determined by what phase we're looking to fund, the availability of money, whether or not it's on a state, federal, or local roadway. A lot of factors go into play in the Florida Department of Transportation's programming of projects. But our Project Priority List is a very important component of it, and they consult with us when programming projects from that Project Priority List. And with that, that's a quick overview. Look for some more information to come in May. Joanna, would you like to be added to our public Information contacts list?

Joanna: Sure.

Greg: Once we submit the lists to the DOT annually, and they proceed with development of the state work program, Suzanne pulls out and creates this document that we adopt in June and it's broken out by project mode, so one of the projects kind of related to this project is is a section called Bike-Ped Projects, so any bicycle and pedestrian projects within the four County area that have received funding are in that document, and it's called the Transportation Improvement Program, or the TIP and it's available for review on our website. It provides a really good snapshot of what projects we are moving forward with to get constructed. An important thing also as we kind of discussed earlier with regards to this project is that we're in the feasibility stage and there's a lot more phases to go until this project is constructed. So, when projects get funded, what often happens is just a specific phase gets funded. So, in that document a roadway project or a bike ped project would be funded for specific phase. The last phase for funding would be construction. But it's usually phased and shown in the work program as well as in our Transportation Improvement Program for that specific phase. Usually with more to come. But it provides a great snapshot of what projects are moving forward.

Suzanne: Joanna, and to build on that, the Transportation improvement Program, the document itself, we provide the public an opportunity to provide comment in that period prior to approval and adoption, and it's called the CRTPA interactive TIP. This link is on our web page.

Joanna: That's OK, I can do it, yeah.

Suzanne: But yeah, please feel free to go on there. You'll see the projects. That's a bridge project there. There's a roadway project. You can narrow down whether or not you want to look at just bicycle and



pedestrians or by county and provide comment. This is another great feature that we'll have available with the new TIP. It'll be posted sometime towards the end of this month and we'll be looking for input from the public.

Joanna: OK.

Suzanne: And you'll get an email on that because I just added you to the contact list.

Joanna: Perfect.

Suzanne: Do you have any questions?

Joanna: No.

Suzanne: It was nice meeting you Joanna and thank you for being with us today.

Joanna: Sure, I'm happy to be. I've known Greg forever and I sort of just circled into this. There are a number of reasons I didn't pay that much attention because I was always road riding like an insane person. I just feel there's a real need for trails. I think there's a real need for people to exercise. I think you know most people say they don't feel safe on the roads and I don't blame them. This is a good way to be out in nature and stay healthy.

Suzanne: Jack and Greg have been really pushing this effort over the past decade, and both in pedestrian safety issues throughout town and the region, as well as the trails. Well, I'm actually going to send that applause to my planning partners and Mr. Slay as well.

Joanna: There's so much more traffic. I live off of Thomasville Road and will ride to the trail from my house, but I can't dare go on Thomasville Road. I would ride to Whole Foods to buy my food, but I can't, it's too unsafe safe.

Suzanne: I completely understand.

Joanna: You know it would be nice if we could be that city.

Greg: Very much so. Things move slowly as you know and a lot of it's a function of funding, but hopefully we're moving in the right direction with regards to finding and providing more options for mobility and safe options other than riding in a car.

Joanna: I suppose in a small way COVID, as bad as it was, has helped to get people out. Because if you go to the same horse trail now, it's like double to triple the amount of people I've ever seen there. I think once people get out and start riding or walking and feeling safe, then they'll be more inclined to support you on something like this. Not that I would have not wished last year away, but anyway.



Jacob Fortunas, Tallahassee-Leon County Planning Department: Hey, this is Jacob here. I was curious to know if you had thought about any other amenities along the trail outside of alignment at this phase, whether that be parking, benches, water fountains, etc. And I'm sure those would come in along the way, but I don't know if there's any locations that have been identified in the preliminary glance at this project.

Greg: Generally, those will come later in further phases, and often after the trail would be constructed. Right under the I-10 interchange to the right heading east looks like there could be a potential trailhead and some parking, but we have to get the trail built first. But yeah, we would definitely be looking for shelters and things like that because of the inclement weather. Particularly in the summer with downpours and things like that.

Jacob: Yeah, I support this project fully on a personal level, but also if you ever need anything from the planning department just let us know. We're happy to help in any way.

Greg: Most appreciated.

Greg: So, Joanne, I'm assuming you ride the 98 trail or have?

Joanna: Yes, I have. I ride with my many different groups of people in town and so a lot of my rides are east of town, where I can go long and in Havana. Once you ride outside of Havana, there's pretty much no cars on the road. So, I do the trails like twice a week and then I'll be on road rides other times, or off road. But it's really nice to be able to feel safe on a road ride. Sometimes, I wonder if I'm taking my life in my hands. I hate that feeling, but I also love the feeling of being outside away from everything. But so many times I think I would just love to ride to Monticello down US 90, but I think it's too unsafe. I've seen people do it, but we go the roundabout way through Wadesboro.

Greg: Ah well, potential options.

Joanna: Yeah. It's a nice area. I thought that was a good option actually.

Kate: And it's interesting. You mention that Joanna, because every time we've gone out there for a site visit, we've always seen a cyclist riding along US 90 on the shoulder. Every single time we've been out there, we see somebody biking that corridor. So, we know it's one that's being done, and the trail would be utilized. And hopefully it would encourage more people to use it for not just those long-distance recreation rides, but people who live along the corridor to use as transportation to access downtown Monticello.

Joanna: I think it would, and it's really pretty. We do the corridor like we'll go up Jefferson and then use it to get to 59 or to the Indian mounds and Sunray. But we use short spurts of it, but not the whole thing just because who knows what trucks are driving 90 miles an hour. So, it's a great idea. How long do you think it will take? Forever? For another 10 years?



Greg: Yeah, I won't even hesitate to guess, but like I said, we are actively going to be pursuing funding for the next phases for this study. But typically, next phase would more than likely be looking at doing the environmental phase, which is a project development environment study a PD&E study and those take about a year. And then after that we would be looking at trying to get funding for design. But Jack, I'm going to let you explain Coastal Trail, following it from the gleam in your eye to it being constructed almost fully.

Jack: Yes, so there's a couple different methods that you can use. You know using the first step as a PD&E study or project development and environment study. If you're doing the project within the right-of-way of FDOT, you can sometimes get an exclusion so you don't have to do that entire environmental document and it makes the process a little bit shorter, at least for the planning phase. Luckily, at the time we were working on the Coastal Trail, we were able to as an organization, put money in for design and construction from Wakulla High School to the Saint Marks Trail. We had that available in our program, so it made a little bit of a difference and expedited the process. But it also put us in a good position with the SUNTrails program because we had the initiative to move forward with our own funds and it made it a little bit different. So, we were able to kind of boost the rest of the Coastal Trail with that, that one leg of the project being completed and then utilizing the SUNTrails program to ultimately go down to Surf Road and to the Saint Marks Wildlife Refuge entrance at Lighthouse Road, which will be the last phase and is still about 2 years out in terms of construction. So, in terms of sequencing, it can be a long process. You just have to make sure that if you're going to go for some trails money that you do it in a systematic method and there is a process for that and it's outlined very well as Jerri had talked about. And even with the US 98 project, we had made three or four presentations to the council on that project. So, if you get it in front of them and you're consistently getting it in front of them and you know they have meetings here in Tallahassee, you take them out and show what you've done. They become more amenable to actually expanding the system, and maybe that's one of the benefits we have here in Tallahassee is they're right here. But we will use that for all that's worth. And make sure that we get our money's worth of the SUNTrails money.

Joanna: So, I had a friend of mine just text me and said he couldn't be on this meeting and so now I don't know what I'm talking about, but he said would I ask you if you are taking input from the bicycle work group? Which is meeting tonight? Do you know anything about that?

Jack: So, I do sit on that group and provide information to them. They've been notified that the meetings were occurring. But I'll remind them again that the site itself is up and running and that they can make comments through that method and if need be, if they need to have a special session, we're always willing to do that. It may not be, actually, ironically, that meetings tonight, but it may be next week or not next week, next month, and if they want to have a special meeting. Greg Burke, Greg Slay, and I can meet with them to talk about some of the input that they've got on that project. We've reached out to them in the sense that we're on that group, and we told them about the project, but and they've all received emails from that process.

Joanna: Yeah, I'm confused because there's so many bike groups.



Jack: Yes, so the bike work group is a city-county group. Maybe if Jacob is here, he could explain that a little bit better than I do. I don't want to speak for Planning, but maybe he can fill in a little bit more with what that group does.

Jacob: Yeah, it's called the bicycling work group and Jack, like you said, it's a city county Citizens Advisory Committee, essentially. They are there to provide input and solicit some expertise about projects happening in town as far as bicycling goes. We really appreciate projects like this coming to the table and thank you for always providing an update to our members Greg and Jack when you attend.

Jack Kostrzewa: So, we'll be there tonight and again even bringing that same question up tonight, we'll be able to answer their questions and take their comments as necessary.

Kate: Was there a specific alternative on the virtual website that anybody liked more than another one, or didn't like any of the options? Would love to hear from those folks that are on to hear what they thought of some of the opportunities that are out there based on the initial feasibility assessment.

Joanna: I thought it was good personally.

Greg: So, if you ever are interested in learning more about our agency and its mission, and all of that, our web page has tons of information about what we do. And you can see when we have our board meetings WCOT actually provides them live on cable channel 13 Comcast and you can just watch it from a link also from the city's webpage Talgov.com. So, as much or as little information as you want to or involvement as you want to get involved with the CRTPA, you're always welcome to do so. Because a lot of interesting stuff happening in projects. And I know you all are familiar with Blueprint as a governmental agency, but they have a bunch of trail projects too, including one they're working on with public input and such, connecting Lake Ella north to Lake Jackson. That's going to meander through some neighborhoods and some open lands, that could be an interesting in town project. I would encourage you to get involved with Blueprint too, or at least go to their website.

Joanna: OK, well then, I'm going to sign off and Greg you have my info.

Greg: Excellent, yeah. Well, Joanna thank you for joining us, and providing input. And like I said, you're welcome to forward as much as you can, and we're going to try to do a little bit more of an outreach with some of the bike shops and make sure that they have information about this project. And the ability for folks to provide comments on it if they so wish to do. But thanks again for joining us.

Joanna: Yeah, I think some of the bike shops sell the gravel road bikes, well they try to, they don't have them in stock that much. But you know that's what people would probably be riding, so it would behoove them to help you get a trail built.

Greg: Good stuff OK, thanks a million thanks.

Kate: Take care.



Joanna: Bye, it was nice to meet you all you too.

Suzanne: Have a good day

Joanna: You too

Suzanne: Thank you.

Jacob: Would there be an off-street facility on Wadesboro Road option?

Kate: For that one, we would look at the possibility of having a shared use path where the right-of-way is available. As Greg mentioned, we want to avoid and minimize impacts as much as we can to properties as well as any of the natural environment. But we also understand that these are low volume roads. Some of them are, and we would look at the possibility of doing something on street. But that being said, the idea of this path is for all user types to be able to use it, and that's going to really be accommodated most by a separated shared use path.

Jacob: Yeah, I agree that I didn't know if that was being considered or not. I would imagine that would not be nearly as popular.

Kate: It's interesting though, because we have received a couple of comments from folks where they have mentioned they like some of these side streets better because it does take them away from the high-speed roads. And like we said, these have lower traffic out there, but we would definitely look for an off-road facility based on the amount of right-of-way that's available, which it does get tight and some of the areas back.

Jacob: Yeah, I was just I was just looking at that myself. I was like, yeah, I don't know like they get pretty tight on Wadesboro as well. Well, thanks for that clarification. Good job and I'll probably jump on the other meetings as well just to be present in case you all have any questions for planning.