



US 90 Multi-Use Trail Feasibility Study – Live Question & Answer Session #3

January 13th, 2022 - 6 PM

Some comments and questions were reworded for clarity

Kate Widness, Kimley-Horn: As Greg said, we have had a change in some of the in-person public meetings that we had previously advertised due to the ongoing pandemic and some of the directions we are getting. The virtual meeting for tonight is staying the same. The virtual meeting for February 1st is also staying the same. The new date for the public in-person meeting is February 22nd at the Jefferson County Commission Annex, the same location it was going to be at last time, as well as March 1st, which will be at the Leon County Public Library. We have one in Leon County and one in Jefferson County. Those are pushed back to make sure that we will have enough staff there, since we have regulations, and to ensure that the public feels comfortable coming. We encourage everyone to visit all of the information we have virtually online at the Story Map. Lindsay Slautterback will put a link to the Story Map and the project page in the chat. You can click on that link to see that information and share it with anyone who may be interested in this project.

To give a little bit of an overview, what we are working on right now is a feasibility study that looks at accommodating a 10 to 12 feet multi-use path that goes from Pedrick Road, which is the western limit over in Leon County, to where the existing Monticello Bike Trail is in Downtown Monticello. What we look at in a feasibility study is a desktop analysis of existing conditions such as right-of-way, location of wetlands, historic properties in sites, things that should be avoided when you are looking at putting these things within the right-of-way moving forward.

What we have done is looked at several alternatives. All of these alternatives will move forward if this project gets approved by the CRTPA Board into a project development and environment, which is an environmental documentation that takes a deeper look. It is no longer a desktop analysis. It is actually looking at the ground what the impacts would be of these different alternatives to choose which would best be suited to accomplish having this shared use path along this corridor.

This project is also identified as being part of Florida Department of Transportation's (FDOT) SUN Trail Network. That is a network of shared use, nonmotorized trails that go throughout the State of Florida, and US 90 is a part of that network to connect Jefferson County to Leon County in that area. That is reflective of Florida Department of Environmental Protection's Greenways and Trails Prioritize Land Trails, which is brought into the FDOT SUN Trails Program. This is a trail that has been identified at a state level, and what we are working on is just the feasibility study and trying to look at what possible alternatives could be accomplished to have this trail along US 90 in this area. With that, we can take any questions or comments you all would like to share tonight. I will ask that you stay muted and raise your hand, or put in your chat box that you would like to say something, and we will call on each of you and make sure we can answer each of your questions as best as possible and document things. We have a Concerned Jefferson County Resident with their hand raised.



Concerned Jefferson County Resident: Hi, my husband and I are very much against this project. We have been out here in the Jefferson County area for five years. It is two lanes out here and I was wondering several things. First, where is the money coming from? Second, are their plans to four lane Highway 90? We feel that this would hinder the wildlife that is out here that we love so much, that it is going to bring a lot more crime. With the Amazon Distribution Center that is going up on I-10 and Mahan, there are plans to build an apartment complex and more retail and restaurants, naturally, for a 750,000 square foot building.

A lot of people out this way have UTVs and golf carts. What is going to keep people from using this multi-use trail for loudness and more rowdiness that we have tried to keep from happening out here. We feel that it is going to bring more crime. There are already problems at the Lloyd exit on 59 with the homeless population. There has been a lot of rummaging around. We are working with Jefferson County Sherriff's Department on that problem. In our minds, this is not a good idea. The alternative is, in our opinion, to go somewhere else.

Greg Burke, CRTPA: Thank you for your questions. As a basis, as Kate had said, the US 90 corridor is why this project came about. It was actually identified on the Florida SUN Trail Network and throughout the entire state, meaning in the east, all the way from Duval County, to the west to Escambia County. This is a trail that has been identified. The feasibility is a high-level analysis, the first step in this. If this feasibility study does go forward, and at this time we are looking to take it to the CRTPA Board to approve this study or not, likely in April or May of this year. If it does go forward, we would be looking at a few more phases until we could ultimately construct it. That gets to the issue of funding for this study. The actual feasibility study is being funded by our agency. We have some federal dollars that we use to do some studies and things like that. They are called Urban Attributable Dollars and those are being used for this study. If the study goes forward and the board approves it, then the next phase would be called the project development and environment study, and we would be looking for funding for that. At this point we have some local agency funding from our agency, but the idea, since this is identified on the SUN Trails Network, is that we would be applying for future phases at that, which would be design and, ultimately, construction. We would be applying for funding for that from the Florida SUN Trails Network, which is a program where the purse strings come from the Florida DOT.

I know many of you all are familiar with the regional trails in the four-county area, one of which is the St. Marks Trail. If you are on the St. Marks Trail heading south, once you hit US-98, in recent years, you can now turn right, and go further right on that trail down US-98 on the coastal trail. That is an example of something similarly we would be looking to do to US-98, and that trail has been developed. Other phases of it are currently under development, but that is in a rural area, and those trails generally are being used by cyclists and, because they are regional trails, the type of users that they often attract are people that used such trails and come from not just the region, but other areas of the country to ride those trails, stay locally, and spend some dollars. That said, I know you had a few more questions. Kate, or anyone else, if you would like to add on.



Greg Slay, CRTPA: One of the questions was if the road will become four lanes. There are no plans to four lane it right now. When you look at the traffic counts, 90 West between Chaires and Monticello has about a quarter of the traffic that we would look to justify for four lanes in the road. It is nowhere near the level of traffic where we would look to four lane the roadway.

Greg Burke: Thank you for reminding me about that Greg. With regards to what the CRTPA does, we plan transportation projects for the region. One of our largest long-range documents is something called the Long-Range Transportation Plan that looks out about twenty years, we call it the Regional Mobility Plan and it looks at what roads and other transportation facilities need to be improved over a twenty-year period. As Greg said, US 90, where we are proposing this trail, is not proposed to be four laned. So, that is not an issue at this point.

Kate Widness: I just want to add one more point. You asked how it is prevented for people to use things like ATVs on paved trails like this. It is a challenge in areas, especially along longer trails, this one being over twenty miles, but there could be things, and this would not be determined until design or even after construction if they saw that it was a problem. Things like bollards could be put up along the trail, so only bicycles or a pedestrian could go by, maybe a horse could fit through, but certainly not a golf cart or an ATV. There are strategies, but those usually are not considered during the feasibility study. Those are things that would most likely be considered after construction if there was a problem out there that needed to be addressed. I think that answered all of your questions.

Lindsay Barrack: We are located on Highway 90, one mile from the interstate. We are Mahan Farm. A little over one thousand feet of the roadway is actually where our pasture fencing runs. Our huge concern is having people on these trails stopping, messing with horses, reaching over, and getting shocked by electric fences, getting bit, becoming a huge liability for us. We already have people who pull over on the side of the road to do that. It is incredibly dangerous. There are animals involved and we are there only advocates. Not to mention, based on the plans, it is coming about 75 feet off the road, which puts you in my horse pastures. We are right there, if you look at the map, where the city limit ends. We are that blob of land just east of that. That would be a huge issue for us. Not only intrusion on our property, which is what everyone will say, but physically you are talking about the problem of having human interactions with animals that are not there and become a huge liability to us. No less, the distraction of it. We have already had vehicles come off the road and hit pasture fencing.

I also do not understand why anyone would want to ride a bicycle down the side of Highway 90 anyways. It is not a beautiful stretch of land by any means. Now we are talking about adding a distraction that I understand is not four laned, but the traffic here has already picked up a ton. The other lady had mentioned that with that Amazon center coming in that obviously the traffic is going to explode and cause a whole other level of danger crossing there, which is only a mile and a half up the road.

Our property does have protected wetland on it. It is not up by the road, but you are talking about moving thousands of feet of fencing and introducing on horses and property that we have had



established now for thirty years. It is just a huge concern to us having people near our fence line. That is going to turn into a huge thing for the city because if someone gets shocked and they are standing on the city path and someone gets hurt or bit, who is at fault and who's problem is that? We are not interested in moving our fences.

We are not interested in having people riding bikes right up against our property line where the horses are. It is already a minor problem and we fear it is going to turn into a major one. No less, people think it is okay to feed horses. Everyone wants to bring carrots and apple and throw things in and try to hand feed. We have even had people try to crawl under fencing. Animals have allergies and have problems. If we have a horse get killed because a bicyclist wants to stop and feed him a carrot, then who's fault is it? There is a lot to consider, and we are not interested to be honest. I think it is a really bad idea, at least on our side of the street. We do not know if the plan is to put it on the other side of the street, but, either way, we do not think it is a good idea.

Greg Burke: Lindsay, thank you for your comments and your concerns. I definitely understand what you are saying. As Kate had said earlier, at this point, the feasibility study, one of its main points is to look to see if there is enough State right-of-way along US 90 to keep the trail within State right-of-way. So hopefully there would not be a situation where any fencing would have to be moved because we are looking at State right-of-way.

All of us that are homeowners, the first portion of our house, if it is within city limits, is owned by the City of Tallahassee, and that is actually our property. We are looking to keep this within the State right-of-way. That makes the project easier, more doable, and more constructable. We are not looking to purchase any right-of-way for this project at all.

Getting back to a project we have, one that is under construction, the US-98 trail project, which goes through similar areas in Wakulla County on US-98. With regards to getting back to the need for this project, this is a regional trail. This is something that is on the SUN Trails Network that is ultimately planned to go down the entire route of US 90 through the State of Florida. This is just one phase of it. Your comments are well taken.

Lindsay Barrack: Correct me if I am wrong, and I might have misread, but it said 75 feet from the line of the road inward. That would certainly put you in my horse pasture.

Greg Burke: Actually, it is a little more detailed. The draft feasibility report from this study shows that there is different right-of-way on the corridor. All of what we are looking at in this first level of the study is if there is adequate State right-of-way. This trail will be on State right-of-way, not private land.

Kate Widness: How we measure the available State right-of-way for a project like this because we are not going out and doing right-of-way surveys, which are very expensive and extensive, is that we look at property appraiser data. There is Leon County and Jefferson County available property appraiser data. We can go out there and with a tool called ArcGIS Online, we are able to measure between the parcel lines that are out there to come up with an estimate of the available right-of-way, which is what we



have done for this project's desktop analysis to determine how much space is available on both the north and the south side of the road along the corridor. We are not measuring everywhere along the corridor, so we can go look at your specific area. From what we have seen there is available right-of-way out there along the corridor with a few constrained areas that have ample right-of-way to accommodate a ten to twelve-foot shared use path with additional space on both sides of that path without going into any private property or needing right-of-way.

Lindsay Barrack: That brings me back to my other question. You are drawing people closer to other people's private property, and as she had mentioned earlier, the idea of increasing crime rate and things like that is obviously a big concern because you will be more or less attracting the general public and random people closer to people's private property. Out here it is not like in the city where everyone is used to being on top of each other. You come out here and, even if you do have a right-of-way past your fence, now you will have people five feet off of my pasture fence. Then it turns into who's problem does it become when gets hurt, bit, or shocked, or if something happens to an animal. We are just looking from it from the standpoint of advocating for the animals, and the safety of the people out here. I think that is something you all should keep in mind when you are drawing people close to other things like that.

Kate Widness: Yes, and we definitely appreciate you for bringing that up, that you all have already experienced concerns with people who already pull over in their cars to touch or feed your horses. It is definitely a comment that we are going to make note of. In terms of the liability, I am not sure where the liability would fall, but if someone is touching someone else's property, I would hope it would not be the property owner's, but I am not familiar enough with how trails constructed by Florida Department of Transportation, the liability of that, when it comes to interfering with other people's personal property. It is something we can definitely look into because what you noted tonight is very helpful. We understand that there are large properties along this stretch of US 90.

Greg Slay: The crime issue has been mentioned a couple of times. I will say that comes up a lot around the country when other agencies start looking at trails in new areas. There have been several studies done and there has really been no correlation established between a new trail and an increase in crime in a particular area.

Kate Widness: Thank you Lindsay. Next, we have Ruth Anne.

Ruth Anne Pastuck: Hi. We also have a farm along Highway 90 and are also concerned about people stopping and feeding our horses. Lots of horses have issues and cannot eat certain stuff and can die very easily.

Our biggest concern is that it would be intruding on our well. We have 24 acres on the corner of 90 and Baum. That well has been there for quite some time. In order to move the well, you would probably have to redo the whole piping system. How would you all address that on top of compensating for the long stretch of property we do have along 90. That corner is nothing but low land. We are worried that if you all do this and build up that side that it could flood us out. Also, Black Creek runs through our



property, and along the back of it. We are concerned that whenever you all do stuff like make bridges over Black Creek, or whatever you all are going to do. We are concerned about the pond that is over there as well. If the natural flow of the creek gets messed up, it will flood us out from the back.

There have been quite a lot of wrecks along our stretch anyways, so it is not very safe. We have had like seven cars go through our fence lines. Three of which got life flighted out of our field. And this has happened during the daytime, not all at night.

That is about it. We are very concerned about our well flooding, the creek, and people stopping and messing with our horses and animals. We live way out for a reason.

Greg Burke: Thank you for your comments and concerns. I have spoken a couple of time with your mother Lena about those issues. To reiterate, with regards to this study, we are looking to construct this trail, if it goes forward, to actually construct it within FDOT right-of-way. However, the next phase, if it does get approved to go forward, is project development and environment study. That will take a deeper look at environmental and historic issues. I know when I spoke to your mom this morning she had mentioned, perhaps if I am remembering correctly, there used to be an old general store at that location there. Certainly, issues of topography, wetlands, and all of that are issues that would be addressed within the PD&E study and documented within that, and, ultimately, issues that may require addressing when the next phase comes along. The next phase, if it does come along, would be design, and those issues would be taken into consideration.

Regarding your comment about the well, when I spoke with your mom this morning, she stated that it is on your property, correct? That is not on State right-of-way.

Ruth Anne Pastuck: It is within 75 feet of the yellow line, which is our property.

Greg Burke: And not State right-of-way?

Ruth Anne Pastuck: These are the things we do not exactly know. We just know that 75 feet from the yellow line intrudes over our well and enters over the old little country store that is there from over 100 years ago.

Greg Burke: As Kate had said earlier, all of the comments that you are making and all of the comments I have received from your mom today will go into the project record. All of those concerns would go forward into the next stage. It takes a much deeper look into these issues and they will document any concerns, like if the well is within the State DOT right-of-way, which it sounds like it is not. Ultimately, if this goes forward, we are looking to construct this trail within FDOT right-of-way, not on property that you own. It is just the frontage of US 90. But great concerns. I understand and I can honestly say with regards to experience on other trails that have been constructed within the CRTPA Region, including other trails such as the US-98 coastal trail we have mentioned in Wakulla County, a lot of those are the same issues that we have had to address as those projects went forward. They were addressed adequately to the satisfaction of not hurting further flooding, protecting wetlands, and issues like that.



Ultimately, there is a lot of flexibility once we take a deeper dive into how a trail could potentially be designed and how to address some of these issues.

Ruth Anne Pastuck: The other issue of concern we had was that, along Baum Road, when they paved Baum Road it got higher than our property. It used to be lower. This kind of flooded us out, so they came and dug out the ditch deeper, so when it does rain hard the water fills up in the ditch. The ditch does not flow anywhere, so are going to be sure that this water is not going to be rerouting down the side of Baum and flood us out from that side? We are concerned about being flooded out from three different sides.

Greg Burke: These are very valid concerns and certainly we will get these in the project record. If it does go forward, all of these will be issues that will be addressed and brought forward to the next stages of the project.

Greg Slay: If the project were to go forward, we cannot have any drainage impacts outside of the right-of-way. For anything that is constructed, the runoff would have to be contained within the right-of-way. Using the coastal trail on 98 as an example, they built shallow retention ponds in a couple of locations. That is one of the requirements through the water management districts is that you cannot have any stormwater impacts outside of the right-of-way. In reference to Black Creek, I cannot picture where that is at, but if it is any substantial waterway, we will typically bridge those rather than go through and fill them in.

Ruth Anne Pastuck: There are regular road bridges over them. It goes through our property and crosses 90.

Greg Slay: Does it have water in it most of the time?

Ruth Anne Pastuck: It has water in it all the time and it goes under Baum.

Greg Slay: Not knowing where it is at, if the project were to be constructed, more than likely it would be a small bridge built over the creek.

Greg Burke. Good point Greg. Thank you for that clarification.

Greg Slay: If you are ever down in Wakulla along 98, that is a good example of how they are implemented now. On the section from Woodville, to the high school, I think there is four or five bridges along that where they traversed over little creeks and wetlands. There are a few bridges along that particular trail.

Ruth Anne Pastuck: We just want to reemphasize all of the wrecks we have had along 90, the accidents we have had, and how dangerous it is. I have three people I know who have died. Two on 90 and one on Veterans Memorial that have had car accidents and died. So, I agree with Lindsay and do not understand why anyone would want to ride their bicycle down Highway 90, because people drive like idiots. They go 80 miles per hour as it is. They are not going to slow down. It is dangerous.



Greg Slay: I do not disagree with this. Sadly, we have the same problem with virtually every other road we deal with. For whatever reason, we always hear people complaining about speeding, but many people out there, like you were saying, are driving at least 70 miles per hour, if not 80 miles per hour.

Greg Burke: And to an extent, particular on weekend, people ride their bike on US 90. There are people who are riding it, so if this trail was to go forward, that would create a safer situation for user of that trail, than being on the shoulder of US 90.

If I may address your concern regarding some of the wrecks on their, that is something that, particularly at Baum Road and US 90, as you are talking about, we have received some of those comments. We are working with FDOT District 3. We have requested for them to perform an analysis of that to take a deeper look at that location and see if there is anything that is required for FDOT to do if something is found. Thank you for sharing that concern, with regards to auto wrecks that happen out there.

Ruth Anne Pastuck: Thank you.

Kate Widness: Charlotte, would you like to speak now?

Charlotte Salley: Hi, yes, I would like to at least piggyback off of what Ruth Anne and Lindsay have said. I would also like to bring up the fact that I am also concerned not only about the safety of our horses. I have actually boarded with Ruth Anne for years and I am now currently on another off road in East Leon County. I too share those same concerns and I would like it notated that there has been another person here who has seen the same dangers regarding our animals. Many people from the Leon County area and Jefferson County keep these horses out in these rural areas specifically to avoid idiots, to be completely honest. And it is true that people will inevitably see a horse or a donkey or something and want to feed it something. I have had experiences in Broward County where people will stop and think they can even feed the horses grass. Tall grass, which horses usually do not eat, can also pose a very dangerous threat. These animals can be very expensive, and they also are pets. I am gravely concerned with someone being able to ride a bike and go, "hey, let me give it a treat". Donkeys and all of these animals can actually die if they are fed something inappropriate. I do not think I heard a statement regarding who's problem it is. If you have some random stranger riding down your lot or on this trail feeding an animal in the middle of the night, now you have someone on your property in the middle of the night. Not only are you opening up this danger to other animals, but also people at night. If you are out in the middle of the night and there are no lights out. This is a very dark, winding space. I cannot see at night. I have been out there at night, and with no light, you have people who are able to drive around on these trails, whether it is on a bike or something else, and move quietly and silently. That scares me for the wellbeing of the animals and the people out in the woods, to tell you the truth.

Another concern that I want to add too is the ease of people being able to ride along people's properties. I know that is a really cool corridor, but I have to admit that I am not with it either. There have been a lot of issues with people stealing animals and people breaking into properties. Within the horse community, there have been random people who have broken into properties, stolen horses, slaughtered them, or have done a lot of other terrible things. I think that opening a trail right up next to



all of these people's animals poses another big threat. These are all things that I have seen and things that I know right now are going on in the horse community that are big issues that everyone is afraid of. We are tucked away nice and safely up there and we like it that way. I do not think it helps a lot if you start opening this up because Leon County has been very lucky regarding the horse stealing and slaughtering issue that has been going on in the corridors of Florida. I think if we start opening up a trail where anyone can come on, such as an ATV, or even a bike. A lot of these animals are very friendly and will walk up to just about anybody. It is very easy for somebody to walk up, throw a rope over these animals' heads, and possibly take them. It is concerning. I am very uncomfortable with the idea of more accessibility coming in, let's put it that way. That is pretty much all I have. I just wanted to throw out my comment. I have lived up here for about fifteen years and I am very involved in that community out there. I just thought it was worth bringing up. It is not so much so homeless people or crime, but it is legitimately our animals being put at risk because it is now more easily accessible for others to come off the road. That is just what I would like to say.

Greg Burke: Charlotte, thank you for your comments.

Kate Widness: Lindsay put a question in the chat about adding lights to the trails. Trails are supposed to be used from dawn to dusk. Lighting would not be addressed until the construction phase on the project, but typically it is not encouraged for them to be lit for people to use them at night. They are supposed to be used from dawn to dusk. The next person is Marcia.

Marcia: Thank you. I have come to this party late. I was not familiar with this and saw when a card arrived several days ago. Last night was the first time I got to spend any time on your website, and I still have more to look at. I would like to be further informed and I would like to get further informed about it. I would say that I am a bit conflicted because I have a strong background in community planning and I certainly appreciate the importance of having trails and the value of exercise, healthy living, enjoying the outdoors, and even energy efficiency. At the same time, I do have concerns about this. I share in the concerns that have been shared by others. Since horses have been brought up several times as a draw for people to approach those horses. I think there is also a parallel with attractive, interesting looking neighborhoods that are off of Mahan that can draw people in that are biking, walking, walking their dogs, running, and so forth. Drawing these people into these neighborhoods, and I live in one of these neighborhoods, concerns me from a standpoint of crime, privacy, noise, litter, dog walking and leaving a mess in the area. Someone stated earlier, and they did not mention property rights, but they did characterize something about neighborhoods, and that people choose these areas for a reason. Many people have paid in order to live in areas that would have those kinds of protections. To have them suddenly threatened is a concern.

The horse matters, I have experience in that area too, having previously owned a farm and being very familiar with the concerns that they raise. They are very real. Even a year ago or so, people were coming from South Florida up to Jefferson County, breaking into people's farms, and slaughtering horses to sell the meat. It seems hard to believe, but the sheriff's department put out an alert about it in Jefferson County. This is one of the affected areas. People do these things when they have economic problems



that can be unimaginable. I understand, since childhood, that people do approach horses and that horses can be injured and die from those injuries, and that people can be injured as well.

I am wondering, in addition to the concerns, I am wondering if there are alternatives that have been looked at, including, and one of my neighbors who I was with last night raise this option, of putting it in a different spot from where it is shown now, crossing to the other side, and evaluating what all is along the way, in terms of best location if the project were to go forward. I am not sure what the past public participation has been and what the options are. I am wondering, and I heard you all referring to it as part of a much larger FDOT project, if you look at the economics and everything that money will be needed for, who is the audience? How many people would use this? How many people would go from Tallahassee to Monticello on a trail like this? Looking at the cost effectiveness, looking at the cost of building this, even though it is not an expensive build, but it is a long path, which brings in expenses, and then maintaining it. I am wondering what the demand for it is and what kind of a study has been done. Is it just people who are avid bicyclists? Population-wise, how many people would actually use this? I wonder about the crape myrtles also. Those are very special along Highway 90. Those are a few thoughts. I may put my hand back up again, but I am very much interested in following this and having all of the concerns that have been raised this evening seriously considered. Thank you for the opportunity to comment.

Greg Burke: Thank you Marcia. Those are great concerns you raise. Some of which we have heard from a few folks early, with regards to horses and making sure they are protected. With regards to why we are doing this and who may use it, Kate can you pull up the map of the regional trails with the SUN Trail System. One of our functions as the CRTPA is to plan for long range transportation within the region. Those include not such roadways, but also sidewalks, multi-use trails, and issues of bike and pedestrian safety. On this corridor, on weekends you do see a lot of bicyclists that ride on the side of US 90 which, personally, I do not know if a lot of people on this meeting would be doing. I know I would not feel comfortable. By constructing a multi-use trail, it takes people who are walkers or bicyclists off the roadway in a safer manner than riding along the shoulder of US 90. Seeing what Kate brought up, by seeing the SUN Trails Network, which includes things that are already constructed. The attempt with all of this CRTPA four county area is to make sure that all of these trails are connected that are planned, and that really is our agencies focus, to do transportation planning for all modes. That is where this trail is coming from. Again, it is identified on the Florida SUN Trail Network and, ultimately, there is a plan to go on US 90 from the east in Jacksonville in Duval County all the way west to Pensacola in Escambia County. This is one little piece in something that, ultimately, in the future, is looking to be implemented throughout the State of Florida.

Marcia: What is it based on, in terms of demand, for people who would actually travel long distances on a trail? If someone is in a little park area or a little neighborhood area where they are going out for a bike ride or a run that is one thing. But how many people, if you look at our population, are inclined to use that? Also, in the past two years, I have driven that way numerous times from Tallahassee to Monticello, and I do not recall a single time seeing a bike on US 90.



Greg Burke: We have been out there a couple of times along the corridor, and we have seen some folks. Maybe it depends on the time of day you were there. Obviously, I am not doubting you. With regards to who might use this, I am going to turn it over to Kate, who can speak to the importance of regional transportation trails and issues such as that.

Kate Widness: The idea behind SUN Trails is for regional connectivity. All the things you need in yellow are things that are planned, and green is what is actually paved and existing within the State of Florida. There have been a few economic studies that look at how these trails attract people to regions, which are recreational, long distance cyclists. Trails of this length that we are looking at, which Florida has planned, would actually attract people from all over the world to come to Florida to, specifically, just bike on these trails. They are recreational cyclists, and they want to get out and be able to travel solely by bike safely in-between places like historic Monticello, where they can go and get lunch and stay at a great bed-and-breakfast, and then bike one hundred miles again to the next historic town or city that they want to spend a few days in. The idea behind the SUN Trails Network is really to build this system as a form of transportation and allowing for long range transportation, but also as an attractor to people to our state for that purpose.

That is just a little bit of background. FDOT also, recently, started to take counts on some of these trail systems around the State of Florida. This is very new. I think it has only been two years where they have gone out and started to take these counts. I think that is going to be some interesting data on how many people are using these facilities on a yearly basis. They are starting to collect that data because they are starting to understand that questions like the ones you all had tonight on how many people are going to come and use these trails. The cost-benefit analysis for constructing them for how many people would utilize them is something that they need to start collecting data on. That is something recently that they have. I believe they have conducted some along the St. Marks Trail, but I am not 100% sure on that. We can look into it to see if there is anything else more local, where we have some of our longer trails within the Capital Region area, to see if there are some counts associated with how many people travel along those corridors.

Greg Slay: Jack and I were just talking over text. We think the estimate on the St. Marks Trail is around 200,000 people a year that use it. We would have to double check and make sure.

Greg Burke: Getting back to what I said earlier about this trail and who might use it. I think, ultimately, if this project does go forward and it is constructed, it will be a number of years. We are estimating between 8 to 10 years at the earliest, because there are a lot of phases, as we discussed earlier, and funding to be acquired and competed for. When you look at the map that is up there right now, all of those areas within Florida, and typically a lot of them are within agencies, like the CRTPA, transportation planning agencies, particularly in the more urban areas. They are all going to be applying for funding like we will be applying for funding, so it is not a given that funding will be available. It is something that a lot of folks are looking to use these trails. Ultimately, if it is constructed, it will attract more people who, such as myself, would not ride along the shoulder of US 90 with cars going by anywhere from 55 to 80



miles per hour. I would not feel comfortable. I would, however, feel comfortable if I were on a trail that was off the roadway.

Marcia: Would you ride to Monticello? How many people do long distance biking, aside from the tourists that you mentioned?

Kate Widness: We do not have a number of how many people would use this trail once it gets constructed. There are a lot of people currently who do ride this exact route from Tallahassee to Monticello. This is actually a very popular route used by recreational cyclists in Jefferson and Leon County. This is part of a route that is used by very hardcore recreational cyclists that like to travel from the east coast of the United States to the west coast of the United States. This is the identified route along that corridor that many people attempt. With that, Marcia, do you have any other questions at the moment?

Marcia: No but thank you.

Kate Widness: Okay. The next person we have is another Concerned Jefferson County Resident. I do not have a name and I think there were a few with that name.

Allison Williams: Hi. Yes, we are Brett and Allison Williams of Monticello. I just wanted to speak upon what Mr. Burke had mentioned about there not being a lot of traffic out this way. Certainly, it is not like that on every single day, but we are on the Jefferson-Leon County Line, and when I-10 shuts down, that traffic is on Highway 90 backing up for hours and hours. Also, to piggyback off of the Amazon distribution center, there is going to be semitrucks running 24 hours. We do not see the safety of that for pedestrians and cyclists. Yes, we are for health and all of that as well, but another concern we have is that, when the road curves for Leon and it hits Jefferson, there have been so many deaths and accidents. People drive like maniacs out here, and I am not defending that in any way, but that is another concern we have. Also, there is a lot of recreational shooting that happens out this way. It is not just for wildlife like the deer and turkey we enjoy out here. A lot of it is target practice. We do not personally do that. I do not think that it is a very safe thing to have people promoting recreational activity out this way for cyclists and walkers. Metcalf Mill, right up the road from us, there are huge logging trucks that come up this way. There have been a lot of accidents with the logging trucks. Our thing is that we are very familiar with the beautiful scenic drive down Highway 98. However, as my husband wanted to point out, why are we constantly promoting the cyclists. There are no places for them to stop in Monticello, other than to get a quick bite to eat. There is not a decent hotel. I am certainly not bashing out little community, but we are not understanding, are there plans to bring more of that to Jefferson County, sure, but this is just not something that we would be for. And, yes, it would be infringing on our property. Thank you for having this call, and we look forward to having the next meetings as well.

Kate Widness: Thank you very much. The next name we have up is Rob and Brittany.



Rob: Hey guys. Quick question, I believe you all said it would be 8 to 10 years until the groundbreaking, is that correct?

Greg Burke: Actually, I was saying, that probably in a best-case scenario that is what we would be looking at, assuming this project gets approved to go forward. For the next three phases, which would come after this feasibility study, we would have to locate funding. That would be the soonest.

Rob: Thank you. That probably makes all of our other questions null and void then.

Kate Widness: I think that is all of the hands raised. I wanted to see if anybody else on the call had any other comments or questions they would like to share tonight. We do really appreciate everything we have heard from everyone tonight and we have some to-do items on our list to follow up to get some additional information.

Greg Burke: We heard some great questions and we very much appreciate you joining in on this. To reiterate with regards to where we are going forward with this, the in-person meetings in Jefferson and Leon County have been postponed to late February and March 1st. February 22nd at the Jefferson County Commission Annex and March 1st at the Leon County Public Library. Subsequent to wrapping this phase up of public involvement, we would be looking to take this to the CRTPA Board, which is really our bosses, local elected officials. A study will be presented to them and, ultimately, they will give a recommendation to approve the study or not. If they do approve it, we will be looking to move forward with the future stage, which we have said a couple times earlier is something called a project development and environment stage study, PD&E study, that looks more in depth at a whole bunch of issues, including mostly environmental concerns. Coming out, an important thing to say to you is that, as you have probably seen in some of the material included, with regards to the actual storybook, there are some options. A potential four options have been identified. None of those are actually going to be recommended if this goes forward. Those are some potentialities that are going to be evaluated in further detail if this project moves forward. So, nothing will be decided as far as any recommended option or where it is going to go along 90, or any of that with regards to this study.

Greg Slay: Greg if I could add. I would encourage everyone, if they have not already, to go to our website and sign up for our mailing list related to this project. Also, we have had several questions about things like fence and well location as it relates to right-of-way. I would encourage you all to attend the in-person meetings. We have those and we can probably have a laptop or something there where we can at least, at an individual level, take a look at your individual properties based on that property appraiser information and at least give you a better idea, as opposed to us talking about it at these kinds of things in a very high level. I would encourage everybody to come out to the in-person meetings when we are able to have them.

Kate Widness: Marcia did have one more question. Go ahead Marcia.

Marcia: Yes, thank you. Is the second Teams meeting the same as this where you are just giving people another opportunity?



Kate Widness: Yes, correct.

Marcia: Is there any chance that the in-person meeting could be hybrid where you have a Zoom or a Teams link for people who are not prepared to go to a public meeting?

Kate Widness: So that is where we have tried to have this balance of these virtual meetings, because the in-person public meeting will not be like a hearing where people are getting up to make a statement, make a comment, or ask questions in the public forum like we have done tonight. The open houses will be more similar to how we have maps available. As Greg said, we could have a laptop there to go into a deeper dive on some of the right-of-way information we are looking at. That is a little bit more of a one-on-one with the project team if people want to come. Unfortunately, I do not know if we can have them tied together, because it is not a presentation that is going to be given. That being said, and comments or questions people do write down at that in-person meeting will be available at the CRTPA website for you to see some of the questions and concerns that people did express at those in-person meetings.

Marcia: Two more real quick questions. Are you accepting written comments to Greg's address that is on the website?

Kate Widness: Yes, absolutely.

Greg Burke: Correct. If you go on our website, on the top right, it says Public Involvement or Contact Us. You can put in your comments that way. Kate, do you have the ability to pull up the CRTPA website?

Kate Widness: Yes, I can.

Greg Burke: Thank you. That way we can show you. This is the CRTPA website, crtpa.org. If you scroll down, on the lower right, you see current projects with US 90 Multi-Use Trail Feasibility Study. Click on that and that is where the information is located, including how you can get to the story map on there. There is information there on how you can add comments, as well as the upcoming dates. We do not anticipate any changes to those.

Marcia: Last question, who do the notices go to?

Greg Burke: The postcards?

Marcia: Yes.

Kate Widness: The postcards went along the project corridor. Pedrick Road along Mahan to the border of the Monticello Bike Trail. 500 feet along each side of the corridor. The parcels within 500 feet are who the postcard was mailed to. That being said, Jefferson County property appraiser, where we pull the mailing information, was mailed directly to the physical addresses. Typically, we send these to the property owners. But that information was not available for Jefferson County, so it went physical addressed. In Leon County it went to the property owners of those parcels.

Marcia: In neighborhoods, if it is only 500 feet in, then a large part of a neighborhood could miss it even though they would be affected?



Kate Widness: We did try to capture a lot of the smaller neighborhoods, but, for example, Buck Lake neighborhood is this whole, very large area, which actually has thousands of properties, and we were those who were kind of directly along the corridor, like many of you tonight who have a fence that backs up to the FDOT right-of-way along US 90.

Greg Burke: However, we did send out an email with this information to hundreds of folks, which is import why if you have not already sent us something requesting to be added by email to this project list. We have that because we will be sending out an email by early next week to actually update everyone on some of the chances with regards to some of the in-person meetings. Getting back to Buck Lake, included on that are the neighborhood, including the Buck Lake Alliance, which some of you who may live in that area are aware is a whole host of neighborhoods. They get the word out and they have actually been really great partners on this project with getting the emails out to inform the residents of the Buck Lane area.

Marcia: Thank you.

Kate Widness: Any other final questions or comments from anybody? We do appreciate everyone's participation tonight. We know it is your personal time you take to provide input on these projects, but we really do appreciate it and will look into some of the topics we discussed tonight to get some answers.

Greg Burke: Thank you all so much.