



US 90 Multi-Use Trail Feasibility Study – Live Question & Answer Session #4

February 1, 2022, 6:00 PM

Some comments and questions were reworded for clarity

Greg Burke, CRTPA: Evening, everyone. I am Greg Burke with the CRTPA. Thank you for joining us to discuss the US 90 multi-use feasibility trail. The purpose of this evening is to hear from you and to have the ability to answer any questions you may have regarding the project. I'd like to remind you that we have in person meetings coming up both in Jefferson County and Leon County. Kate is going to give a little bit more detail on that in just a moment. Now with regards to this evening, in addition to other members on the virtual meeting from the CRTPA staff, we also have staff from Kimley-Horn and Associates, who are developing this feasibility study for the CRTPA. Kate Widness with KHA is going to give us a brief overview of the project prior to moving on to your questions. Kate?

Katelyn Widness, Kimley-Horn: Thank you, Greg. So happy to see everyone, a couple of people have joined us tonight for the live question and answer. In the chat we are going to add a link. I will do that right now to the StoryMap, which is a mapping tool online which has a lot of the project information. So, if you haven't taken a look at that, you should be able to click on that link and see a little bit more. And I'm also going to add the CRTPA project page for this project which also contains a lot of background information, including some of the existing conditions report that we have, as well as previous engagement and stakeholder that we've had for this project. And I'm going to share my screen, so hopefully you all are able to see it. Let me know. OK, great.

So, what you're seeing here is just this is a postcard we sent out Flyers along the corridor and we just want to let people know. So, the two live question and answers. This is the last one of those two. We had one a couple weeks ago with maybe about 10 participants that joined that particular meeting. As Greg mentioned, we do have some in person options, so these were pushed back a little bit further, just with the ongoing pandemic things to be calming down this wave, so feel a little bit more comfortable making sure that we could staff those public meetings. So, the first one is going to be February 22nd. That is a Tuesday. It's going to be at the Jefferson County Commission Annex, and it's going to start at 5:00 o'clock PM and will go to about 7:30. And then the second meeting is going to be the one in Leon County. That's on Tuesday, March 1st. Same time, 5:00 o'clock to 7:30. A lot of the information that's going to be presented at the in-person public meetings is a lot of the information that you'll see on the StoryMap, which I linked, but the project team will be there and will be happy to answer any questions in-person and they'll be opportunities to provide your comments or input because we got a lot of great comments and input on the first round of live question and answer. So just so we can be in person and answer any questions that you might have.

And I just want to do a little just background on this project. As Greg said, this is a feasibility study to see if a multi-use path, which tends to be around 10 to 12 feet, is able to be accommodated within the right-of-way. The project limits for this on the western side is Pedrick Rd, which is in Leon County, and will go



all the way to where the existing Monticello Trail is in downtown Monticello. So, what we've done so far is a lot of data collection. The way we look at available right away as we look at property appraiser data. So, we have Leon County and Jefferson County and were able to see how much space is in the Florida Department of Transportation right-of-way for US 90. We look at possible environmental things. Crepe myrtles has been a big topic that we've heard from a lot of folks and we've reached out to State Historic Preservation Office to understand, and DOT as well, as well as Jefferson County and Leon County, and how they handle crepe myrtles to make sure that we're preserving the nature of this corridor. And this is our second round of public engagement for this. We also had some online project materials, which is still available on a lot of those materials are on the CRTPA website, which is also linked. So that being said, we are here tonight to answer any questions or take any comments you all may have.

And so what we will do, a little bit of housekeeping, is. On your screen, you should have what's like a smiley-face with a hand next to it. If you click on that, you should be able to see some emojis and one of them is a hand-raise. We'd like just everyone to stay muted, and then you could raise your hand and we'll call people just to make sure we're not speaking over each other, and that's how will kind of take some comments. You can also feel free if you open the chat, which just look like a little chat bubble with a couple lines in the middle of it. You can type your questions or comments into the chat because that will become a part of the record of this live question and answer session. So, with that we would love to come take any questions or comments that you might have tonight.

And Victor, you could go first, because I can tell you're looking for the hand, but you're muted. Oh, you're muted. We can't hear you.

Victor: Can you hear me now?

Katelyn Widness: Yep.

Victor: I've only briefly started looking at all of this, and I guess nothing has been finalized on how the path is going to go, correct?

Widness, Katelyn: Mhm. And because this is a feasibility phase, and this project is so long and there is a lot of environmental constraints out there, what would happen is some of the alternatives, which are presented on the StoryMap and online. I believe there are four of them. Those will move forward into what's called a project development and environment, and that's really where the preferred alignment, if it moves into that stage would be determined. And that's probably about a year and a half to a two-year process. That environmental documentation.

Victor: OK, so you're just gathering information is to decide how it's going to go, if it goes?

Widness, Katelyn: Yeah, just some possible alignments.



Victor: Yeah.

Greg Burke: Yeah, yeah. And great question, Victor. As Kate mentioned earlier, right now with regards this feasibility study we're actually just looking at the available state FDOT right-of-way and seeing if, you know, what is available and if such a multi-use trail could feasibly be constructed along the corridor and what some of the constraints are. Ultimately, as Kate said, we will not be coming out of the feasibility study with the recommended option. If the CRTPA board and, we represent, I don't know how familiar you are with our agency, but we are the four county Transportation Planning Agency for Leon, Jefferson, Wakulla, and Gadsden County. If they decide to actually, ultimately approve this feasibility study, then we will move forward to that next phase, which is called a PD&E, or project development and environment study, which actually takes a much deeper dive, a much deeper look at environmental issues and constraints.

And then subsequent to that, as Kate said, typically that takes about a year and a half, and then we would be looking for funding for the next phase, which typically would be the design phase, and then ultimately the last phase. Again, if this goes forward would be construction phase and looking for funding for that phase two. So, there's a lot of steps to go. But again, we're here for any questions or comments you may have.

Victor: So, it would not necessarily rundown US 90 from Pedrick Rd. It could take an alternate path? I assume that. I think what you're ultimately looking at is everything running down US 90 to Monticello. Greg Burke: Yeah, one of one of the options actually looks at taking it a little bit off of US 90. And that that's one of the potential options on. And you know that would involve actually, potentially if it was to go that route using, not necessarily because there's limited right-of-way, not necessarily developing a trail, but maybe putting some signage up and things like that, but the bulk of the three or the four options actually do look to keep it on you as 90 because it is something, one of the things, on the Storybook talks about the Florida SUN Trails network and this corridor, US 90, is actually identified on the state's SUN Trail network, all the way US 90 from Duval County/Jacksonville in the east, all the way west Escambia County by Pensacola. So ultimately the vision is to do a US 90 corridor, but the actual option in where it's going to go, thanks for showing that Kate, yeah, remains to be obviously determined. If this does go forward to the next phases.

Katelyn Widness: Yeah, so the map you see on the screen is also in the link we sent, but you could see the yellow highlighted is the corridor we're looking at now, which is identified from Florida Department of Environmental Protection, Office of Greenways and Trails—mouthful—which feeds into their priority trails into FDOT's, Florida Department of Transportation's, SUN Trails Program. And that's why, ultimately, we would want to stay on 90 because that's an identified route and would open this project up to future funding of different phases.



Victor (Guest): OK.

Greg Burke: And ultimately, you can see, thanks for sharing that. Well, the, what would—

Katelyn Widness: Oh, do you want me to pull back up?

Greg Burke: Sure.

Katelyn Widness: I got it, OK.

Greg Burke: What Kate was showing was, again, that the SUN Trails, Florida SUN Trails map in that kind of shows some of the connectivity for both existing trails within the state on the on the SUN Trail system, as well as some proposed that are in there. They're all not constructed yet, but they are on the SUN Trails map so.

Katelyn Widness: Victor, do you have any more questions?

Victor (Guest): Well, I was going to ask. Is how wide is the right-of-way on 90? Is it 60 feet on either side? Or I'm trying to think if you, if you're trying to stay within the right-of-way boundaries, would you have to take some property to whoever is close to the 90, as far as the right-of-way, would you have to take their property?

Katelyn Widness: So, what we do, because we haven't conducted a right-of-way survey, that's going to get you the most accurate right-of-way that's out there. What we've looked at is Leon County and Jefferson County property appraiser data, and the right-of-way varies along the corridor. But what we have found, through our feasibility study, is that there is enough right away available out there that it could accommodate a multi-use path without having to go on anyone property. That's the ultimate goal of this project is to stay within the right-of-way so we're not impacting anybody property. There are a couple pinch points though. One that everyone would most likely be familiar with is the Hilltop Country Store. There is very limited right-of-way on the south side, near where that businesses is, but there's plenty of right away on the other side of that corridor, so there are some places where it's not necessarily feasible on both sides of the corridor, and that's why we're looking at different alternatives throughout. Just because there are some areas where the right-of-way would be pretty tight to accommodate a path, as well as, like, a grassed buffer, a separation between that path and the roadway.

Greg Burke: But correct, yeah, the ultimate plan obviously is to keep it with within the states right-of-way because it actually complicates the project and increases the cost. Also, if right-of-way would be required to be purchased, so the intention is to move forward with, ultimately if it goes forward, to keep it within the FDOT right-of-way, which is kind of this high-level evaluation within the feasibility study.



Victor (Guest): Thank you.

Katelyn Widness: And I'm not sure who had their—Marcia! You're first on my list, so if you want to unmute.

Marcia (Guest): Can you hear me?

Katelyn Widness: Yes.

Marcia (Guest): OK great. Hello.

Katelyn Widness: Hi.

Marcia (Guest): And I see some, I see, the names of some familiar folks that I've worked with in the planning profession previously. So, hello to them. I don't see their faces right now, but hello to them as well.

I am wondering several things. One is in talking about the alignment of it and the part of the state's SUN Trail network. What is the status of the other components? Are they all in this status, or have any of them been completed? Or can you tell us a little bit more about the overall project?

Greg Burke: Yeah. With regards to actually the CRTPA region. I mean, we have been, for a number of years expanding, the regional trail network. And I don't know Marsha, if you're aware, if you're on the St. Marks Trail and going south into Wakulla County and when you get to US 98 over the last few years, very recently the bulk of the Coastal Trail has been built along US 98. Portions of it are on the north side and then it crosses over a few times the south side, there's actually, where the Coastal Trail touches the St. Marks Trail, there's actually a project to take it further east, actually to this to the St. Marks Wildlife Refuge. And then there's further portions of that trail that are going on. Probably the last. The last portion of the trail going towards the west of the Coastal Trail on US 98 by the Panacea area actually is some of the last portions on the western portion there, so there's some connections going on.

Marcia (Guest): And what about outside of our area? Looking at this map and I can't see the color scheme on it, but only marked up on the—

Widness, Katelyn: Yeah, so the map. Can you see my screen?

Greg Burke: Yes.

Marcia (Guest): I can. I can't see what the what the colors represent.

Katelyn Widness: Yes, so, red means it's unfunded gap. Blue means it's partially funded for pre-



construction, so that can mean anything from the feasibility phase is funded, to the project development and environment is funded. Programmed and funded means that typically those construction dollars are there to actually move into construction. And then, existing is green. So, as you could see, if you kind of look in our capital area, it's actually encouraging because we actually have a lot of green and a lot of things. That are moving forward.

So, like Greg mentioned, you have the Coastal Trail, the Ochlocknee Bay Trail, the St. Marks Trail, which has existed for a long time. So, with the SUN Trails funding, any identified network here throughout the state, so pretty much anything that's red or blues can apply for SUN Trails funding for any phase. So, that could be the project development and environment, right-of-way, design phase, construction phase and that goes through an application process. So, you have to apply to get those funds. So, even if the application goes through, you might not get the funding. But the idea is to build this shared use, non-motorized system within Florida to serve as an economic generator, and a large-scale transportation network for non-motorized users.

Marcia (Guest): OK.

Katelyn Widness: And if you want, Marcia, I could put the link to this map in the chat if that would be helpful for you.

Marcia (Guest): If it's on the web page for the project, then well, I mean other people may want it, but I hadn't looked at it yet.

Katelyn Widness: I'll just put it in the chat so you all can have it if you want to look at the network from DOT.

Marcia (Guest): Ok. On the. You mentioned about the crepe myrtles, and I'm wondering as far, and then you were talking about the areas where the right-of-way was potentially a problem, like the hilltop and a couple of other areas, I had thought about the crepe myrtles and about the width of the area that you're looking at. And I'm trying to picture. The road that I live on was just repaved and it's like 14 feet wide in front of my house, and so I'm trying to picture a 1- to 12-foot-wide asphalt trail going this expanse from here to Monticello.

And was just having difficulty picturing how that could be done without damaging the crepe myrtles. And when you look at the size of the truck and the weight of the truck that has to lay the asphalt, and the tree branches as far as not, you know, not running into the tree branches and causing breakage. I'm trying to picture that.

I haven't since your last meeting—which is right about the time I found out about this—I haven't driven that way to trying to visually see how much space there is. But just from recollection, I was imagining



that potentially being a problem and there are a lot of low areas too. So, then that would mean additional trucks coming in to bring fill to make for a stable foundation for the asphalt. So, do have any thoughts on that? Or any information on that?

Greg Burke: Yeah, with regards to if this project does go forward, and is, you know, approved to go forward by the board, and funding is located for future phases, ultimately there is some flexibility in design. I know that we have a question typed in right now and we discussed this a few moments ago, but, although the feasibility study took kind of a high-level analysis with regards to detail of the right-of-way that exists, Kate, noted that we looked at the property appraiser data from both Jefferson and Leon counties. Generally, the right-of-way does vary throughout the corridor. I think generally it's close to, at its minimum, 60 feet and goes up, potentially, all the way up to 300 feet, so it varies definitely. So, there is some flexibility with regards to if the trail was what's to go forward and ultimately be constructed with regards to protecting some of those resources, including the crepe myrtles, with regards to issues of wetlands, and think things like that. Ultimately, we had mentioned earlier that that the next phase, again, if this goes forward, would be a more detailed environmental analysis, PD&E, project development and environment study.

And getting back to the US 98 Coastal Trail, I mean. And particularly at aspects of that as it goes further south and Wakulla County towards Panacea, wetlands, and issues like that, or definitely something that when the trail is designed, those are there examples of how those could be designed within our FDOT District 3. And obviously, don't want to get too far ahead about what may or may not be done at the at this point, but certainly there will be a deeper environmental look if this feasibility study is approved to go forward at the next phase so.

Marcia (Guest): OK, I'm still with the more-narrow areas, I'm still having a hard time imagining not damaging the crepe myrtles, but I understand that you are concerned about that. And that that's certainly something that would be looked at. I'm not sure what the alternatives would be if you have to fit a trail of that size in there but.

Katelyn Widness: And those are places where if it is limited, the trail could go down to 8 feet instead of being an ideal 12 feet. And that's where Greg mentioned kind of flexibility in design. But that being said, we're looking at this out of feasibility phase and very high up, but we understand not only the importance of crepe myrtles, but they also make a make the trail more enjoyable, right? There's history there. It provides beauty and shade. It's enjoyable for the users, so it's something that's a priority to make sure is preserved with this trail.

Marcia (Guest): One of the things that I had asked about last time was the demand and any data regarding the demand, and it sounded like that there wasn't much data, and it was reference made to the DOT was going to start collecting data. There was, someone raised a point about some data for Saint Marks I believe, but and just on the broad point of that, on demand the other response that was given



was that the desire to have bicyclists, who are long distance riders, including international people and, you know, audience to try to attract people here for economic development purposes. And I'm wondering on that, too. And I know that, for instance, Monticello having people come through and that the bike events have been a very popular activity over there and valuable activity, but that too I started thinking about. OK, well the bikers come through. How many meals does that translate into? Does it translate into any hotel nights? Not that there are hotels there are, you know, several bed and breakfasts. What does that translate into in terms of arguing for a substantial economic development benefit from this as opposed to the cost and as opposed to impacts like on neighborhoods?

And I mentioned, and again, I'm very conflicted because you know, with the planning background and with a strong background in recreational trails and bicycling and all of that. I definitely understand the asset for our community, but I also feel like you know, there are a number of factors to take into account, so having some data to back up rather, than just concepts of "this seems like a nice idea." Yeah, because this for our neighborhood. My view is that this is going to attract people into our neighborhood and it's a very quiet neighborhood that is very private, and people are not going by on bikes, or running or jogging, or whatever. And so, they wouldn't come on into our neighborhood. And as you bring more people in with a legitimate reason to be coming into a neighborhood, there's a loss of privacy, there's noise, there's potential dog walking in people's yards, there's potential crime, and those kinds of things so. Of the of the multiple neighborhoods along the way, that could be a concern, so everything has to be, as you know, as planners, everything has to be balanced against the pros and the cons. With this trail being supported and that the purposes of it is economic development. Then I'm a data person. I want to see some data substantiating the local need and the broader need.

Greg Burke: Yeah, Marcia, those are great questions. And certainly, some of your concerns or ones that were heard when the St. Marks Trail was being developed a number of years ago with a lot of the property owners along that trail. Concern about crime, concern about people going by their property. Certainly, these are some of the things that we've heard at when the coastal trail, which is still under development was being constructed. I know that at our last live Q&A we had a lot of the folks that were on that that live along the US 90 corridor noted that they haven't seen any cyclists riding that corridor. We've been out there a number of times, and I will say, every time we have seen some cyclists out there using that corridor. I know that often they use, obviously, the shoulder, but definitely not something that many of us who are not necessarily experienced, hardcore riders would do. I would not do that.

The intention is to build a safe multi-use trail. Certainly, one aspect is, you know, with the longer and Kate have said this last time, but the longer the trail is, then the more likely it is to actually be utilized by and attract people from outside the region. But that said, I mean, we're the CRTPA, we're the regional Transportation Planning Agency, we're looking to provide multi-use opportunities for the residents within the four-county area. And there are, you know, those types of amenities, and safety is certainly a large issue and something that's increasingly important nationally, within the state of Florida as well, and certainly within the CRTPA to provide multimodal, safe options. Rather than if you are a cyclist or walker rather than, you know, walking along the side of side of the road. In terms of data, we do not



have data counts for people that, you know, are using that corridor at this point. As we may have mentioned last time the State of Florida, FDOT, does take some counts along the St. Marks Trail. They may have some data that's being used. I know that we're lucky, those of us that live here, you know, in the region, certainly the Leon County Bicycle Workgroup. They often go out, and maybe Kate you might be a little bit more familiar with this or Jack, who's on the line two with our agency, but they occasionally go out and take random counts and see what trails are being used in terms of, you know, cyclists and take some counts. But you know, I understand definitely your concern as a property owner along the corridor and they are certainly concerns that are valid and I understand that.

Marcia (Guest): And again, thank you. I would add, you know, as a taxpayer. As far as projects, you know, that you want to know that there's a demand for it.

Someone said last time that there's that bicyclists going from here in Tallahassee to Monticello, along 90, is a very popular route. And I had mentioned, and I thought about it further, I can't think of a single time and I've driven that route many times, and I'm talking about from I-10 to Monticello, not from the Pedrick area, but I've driven it many, many times in the past couple of years. Not once did I see a bicyclist, and that's primarily on weekends, some weekdays.

Greg Burke: Uh-huh

Marcia (Guest): So, I'm just wondering how much demand there is and how much people who are in the target community, I guess, which it sounds like the primary one is bicyclists have spoken out about the need and expressed that they, you know, that there are some indications of demand for this.

Greg Burke: Yeah. And I can say with regards to the financial aspect of this project, given its length of 21 miles and given that it is an identified SUN Trail route, we would be looking ultimately for SUN Trail funding, which would come from the State of Florida, so it would not necessarily be taking funding from other projects within the CRTPA region. But that is largely how we have been able to expand our regional trail system is by applying for funding from the SUN Trail system, and we were quite fortunate for the very currently beloved new Coastal Trail on US 98 that is still as I said, on both ends actually being extended, not fully constructed yet. So that's generally where the bulk of the funding would be coming from the Florida SUN Trails network.

Marcia (Guest): And for me, my taxpayer comment would include state funds and federal funds, I mean it, it's all government dollars that taxpayers pay for. But by expressing what I've said and what I said last time, again I appreciate the value of these kinds of projects and at the same time I do have some concerns so those are some of them. I won't repeat from last time. Thanks for the opportunity to share.

Greg Burke: Thanks for your participation.



Katelyn Widness: So next hand was Scott.

Scott Simmons: Thank you, Greg and Kate, for the forum here. I appreciate the opportunity to kind of speak on the project. I'm speaking as a resident. I'm an engineer, but I'm also a resident along corridor so I have a vested interest in it. My house is on the northside of 90, on the southside, especially through the area where I think it's primarily going to be on the southside. A few questions that I have. One of them is really a follow up from Marcia, who mentioned about other projects going on. I believe the State Road 57 the trail in Monticello that's about finished with its PD&E, correct?

Greg Burke: That that is correct, yes.

Katelyn Widness: Yes.

Scott Simmons: And I think it's has designed funds to go forward very soon from what I understand as well.

Greg Burke: Yep. Yeah. Currently there was some design funds. We're actually looking to potentially, if this US 90 multi-use trail project that we're talking about now does get approved to move forward, the feasibility study, to potentially supplant those funds for the Monticello Bike Trail for the design and put those actually to the next phase of the US 90. Because the Monticello trail project actually could also get some other potential funding opportunities so.

Scott Simmons: OK, OK. Second question was also a question that Victor has, I think about. Is there any knowledge of widening Hwy 90 through any of the limits of the project right now, specifically east of I-10?

Greg Burke: Yeah, that that is a that is a great question, to be honest. And I actually spoke a week or so ago, I got a phone call from a citizen about that. Typically, as the region's, you know, transportation planning agency, one of our requirements is actually, we plan for the future. So, the longest range a document or product that we development is every five years we do something called, generically, LRTP or long-range transportation plan, and what that does is actually look out 20 years and look what types of facilities, based upon population growth, and converted into traffic growth and things like that, would be required. And at this point, in our most recent adopted long range transportation plan, and that is on our CRTPA website, we call it the RMP, or regional mobility plan, but it is a long-range transportation plan. There are no plans to widen US 90 further east then it currently is. Which I believe is just a little bit east of I-10 by the office park there. So yeah, we would not. We would not certainly be proposing constructing a trail that would then ultimately would be planned to be ripped out. Great, great question.

Scott Simmons: Right, right, you know I was going. Yeah, and with that with Amazon now and I think all of us are seeing an increase amount of traffic in the area, so it's naturally that we expect growth to happen in our direction. So, part of that is unavoidable, but. Did you say earlier that this is funded for PD&E at any level? Is it past feasibility? Is that funded for PD&E?



Greg Burke: So, where we're at right now, again, is we're in the feasibility stage. If the CRTPA board, and likely sometimes it's sometime this spring either, and will send out this information so it won't be a surprise, but initially we were planning on taking this this CRTPA board for our March meeting. That might be a little fluid, but definitely sometime, perhaps April or May, we're going to refine that date we will be bringing it to the CRTPA board.

If they decide to move forward with it, then again, we will be going to that next phase, again the project development and environment study and we do have some funding identified for that phase. Subsequent to that phase, and that phase will take about a year and a half, I mentioned this earlier, but I know some folks got on a little bit later than after we started. Subsequent to that would be the design phase for the project that would take some time. And we have no funding identified for that. And then ultimately, the big funding would be for the ultimate construction of it. 21 miles for this trail. So that would be, we would be competing with other projects throughout the state of Florida through the SUN Trails System, which Marcia had spoken about a little bit before, and that's a highly competitive program, but given the cost of a trail this large we would be looking for funding from the SUN trails system.

Scott Simmons: OK. Professionally, that's where I'll be very interested. But the last thing I'll say is really just I'm very open to the project. I'll say that as a as a resident along the corridor. The only thing that I have the most concern about is I know that three of the options have at least two crossings of the road. I'd say the midblock crossings are my biggest concern from a safety perspective. I know that we are shifting it left and right due to right-of-way constraints. Do you know what the longest stretch of that right-of-way constraints section is off the top of your head at all?

Katelyn Widness: Like the longest distance where there's a right-of-way constraint?

Scott Simmons: Yeah, well my intent, my hope would be that it would stay, like for example, in the southside the whole way. And I know that part of the reason we're shifting it over for right-of-way constraints, just specifically around hilltop and other areas like that.

Katelyn Widness: Yeah, and I mean, they're the distance that it is on the same side of the road are significant distances. I would say probably 5 miles. The kind of hybrid option which we came up with, which avoids most of the right-of-way constraints actually has four proposed crossing locations. Those would obviously have to be further evaluated just because it is high speed, and we want to make sure the site distance of where those crossings would be located. But for a trail that's 21 miles long, two to four crossings is not a large number of crossings, it's, you know, feasible if it means the project can get done, but obviously there would need to be a lot more analyses and safety that's looked at for those crossings.

Scott Simmons: Right. And in a lot of that comes with the intent to add, the keep the crepe myrtles and the landscaping that's there. And you know any crossings that'll be blindsided by the sight distance lines that would be going on there. But you know it.



Katelyn Widness: And have you have you been on the Coastal Trail on US 98 by chance?

Scott Simmons: No, I have not. I have not.

Katelyn Widness: There after you turn off from like Woodville Highway, if you turn right, you can see exactly what a crossing would be similar. You'd want something that has great sight distance the trail users would stop, you know, the vehicles would not be proposed to stop, and it would be on the trail users to make sure they're crossing, and you can actually have flashing beacons and things like that to make it very. Yeah, make it very aware that somebody is crossing the road in that area.

Scott Simmons: My suggestion would have been to. And I hate the idea of putting cyclists, you know, smaller children on the shoulder with a widen shoulder, but if there was, if there was any consideration to taking the trail for the limits, if it was a short distance to convert it to a widen shoulder, and then transition them back to the same, or the whole time. I would prefer that as, you know, a father of four children, just if there's a way to keep on the same side the entire way. I would be in favor of that option personally. And even if it can be avoided going down Hawks Landing or whatever the other option was where you go off the road for a period of time. You know, you're you take a triangle detour to get away from 90 and come back. That was one of the options? I think wasn't it?

Katelyn Widness: Yeah, Wadesboro, to Baum, to Jefferson.

Scott Simmons: Yeah, yeah.

Greg Burke: Yeah, and good points. And just actually there is limited right-of-way just past Hawks Landing on the southside there by Wadesboro.

Scott Simmons: Yeah. Right. I know it's a slower speed, but just west of Pedrick, the trail does go to the road to miss the tree, a live oak tree that was avoided during design and then goes back to the trail. The bike lane transitions to the road, then transitions back to the trail on the same side of the road, around near Pedrick. So, something like that. But I know we're talking about a higher speed corridor, so I understand the risk involved in that, so, but thank you for the offer to— go ahead, Katelyn.

Katelyn Widness: Well, I just want to let you know, Lindsay, who's done a lot of the mapping, just looked and would be about 1/4 of the mile where you would be adjacent to the roadway, which is considering the speeds, is quite a distance to have, but people do it now. I think it's more of the types of cyclists that are willing to be that close to speeds. Travel speeds at high.

Scott Simmons: Agree, agree. Well, thank you all for ability to make comments. Appreciate it.

Greg Burke: Thanks, Scott.

Katelyn Widness: Absolutely. So next in line I have Lori Rodriguez.



Lori Rodriguez: Thanks, so I'm talking, so I'm in the area of Baum and Mahan and I have a few questions from this. So, you mentioned that the state right-of-way can go anywhere from 60-to-300 feet from the side of the road. I think I heard you saying that a little bit earlier, is that is the plan? Now you said the trail itself is eight-to-12 feet. But are you talking about like only taking eight-to-12 feet for the trail, or are you talking about taking a larger corridor?

Greg Burke: When you say taking, can you clarify? I apologize.

Lori Rodriguez: Yeah, I am saying using like so if you're on the road, are you looking at this trail being, like, if you're going over, you're thinking that you're going to be using like a 75-foot corridor and then there's going to be an 8-foot trail in there? Or is it going to be a more-narrow corridor? I'm just trying to get a sense of like how far over potentially into a property this could go.

Greg Burke: Yeah, and great question, Lori. As we said earlier, the feasibility study is looking to see if there's adequate state, as in FDOT, right-of-way. So, the intention is not to locate, ultimately, if this trail moves forward, to locate the trail on any private property, none of it would be placed on private property. So, as Kate had said, and I had said earlier, ultimately, if the trail moves forward and it goes into the design phase then there there's some options, with regards to, you know, kind of maneuvering the trail to avoid some environmental features, to actually perhaps narrowing the trail locations where it may need to be, but there are significant areas of US 90 where there's significant right-of-way. So, you know, Kate had asked just a moment ago if any of you had been on US 98 through the Coastal Trail through Wakulla County. That kind of gives you an idea of how this trail could, potentially if it goes forward, be designed and kind of work along with the topography there.

I mean, obviously, the bulk of you on this call are very interested because your homeowners, and you live along the corridor and I don't need to tell you that the corridor is actually beautiful. It's a beautiful corridor and you know it. If you think of, you know, the Coastal Trail along US 98 and Wakulla, that's a beautiful corridor, too, but a completely different look. I mean, it's flat, it's sandy. The potential trail, the corridor of US 90, is actually just beautiful. Rolling hills. Just different looks. So, just amazing that there's so much, you know, kind of natural diversity and topographical diversity within the four-county area. But again, I would kind of, if you haven't done so, take a look at what's been done for the Coastal Trail on US 98 because I think, again, that was a project that came about through our agency and ultimately funded by and large through SUN Trail funds, FDOT SUN Trail funds. And it's a project that, you know, had just expanded the regional trail system and options for St. Marks when you use that trail. And so hopefully I answered some of that, but no. At this point it's kind of too early to talk, but where there is significant right-of-way, ultimately if it goes forward, we would hope to design it obviously aesthetically pleasing and in a manner that protects the environmental features where possible.

Lori Rodriguez: Well, so I don't think you completely answered my question, as far as like how wide you were kind of planning for this to be. But beyond that I would say because there are significant pieces of private property along there that, you know, comes over quite close to the property lines come quite



close to the side of the road. So, I guess my question is this: I understand there's a State DOT right-of-way, which I guess can go into the into the property lines? Is my understanding correct?

Greg Burke: Well, yeah. First, two questions here. I apologize I didn't answer your other question. Ideally, we're looking to do, more than likely, a 10-to-12-foot multi-use trail. But with regards to the state right-of-way, that is the FDOT right-of-way that is owned by the State. And so, it varies, as we've discussed, throughout the length of the corridor. Again, preliminary analysis using property appraiser of both counties, Leon and Jefferson County, show it to be, let's say, 55-to-60 feet at its most narrow, to approximately 300 feet, through large portions of the corridor. So, we are not looking to place any of this trail on private property. It would be obviously State DOT right-of-way.

Lori Rodriguez: OK, alright. So, there is no place where that state right-of-way, in theory, would overlap onto private property?

Katelyn Widness: No, those are separate. So, where the state right-of-way ends is where a property line would begin. Yep.

Lori Rodriguez: OK. Alright, so my other my other question that I have is, like, I know the property that I have is a lower property, that Baum area is very low. And I know that when they built up the road there at Baum, it caused a lot of those land—to pave the road—it caused a lot of those landowners to have significant flooding issues and they've mitigated some of those, but it still causes quite a bit. I have concerns that with the build-up, if you are in fact building up, if you take the northern route and you build that and up, will you guys have plans in place to ensure that you mitigate against flooding those?

Burke, Greg: Hold on one moment. There's some vacuuming going on around here, so let me mute myself. Kate, if you can just take that for a moment.

Katelyn Widness: Yeah, so any project that's done, especially within FDOT right-of-way, is going to have to have drainage analysis, stormwater analysis, understanding how the impacts of that project is going to impact how the current system is working. So, all of that would have plans in place to make sure that it's not flooding properties and removing it from what's happening within the DOT right-of-way. So, all that would be addressed during, probably starting within the PD&E phase, to understand what is happening from a natural feature standpoint of flooding with that area and would be addressed during the design phase to make sure that those properties aren't flooding with the construction of this project. And we also did hear that at the last live question and answer session, I think in the right around the same location, so we absolutely know that there's a concern within that area with just how things flood naturally in that location.

Lori Rodriguez: Sure, OK, great. And with the trail, is there plans to do anything to provide a buffer between the trail and the private property? Like any kind of fencing? Or to keep people where that



private property is not necessarily fenced off, or runs like right up against where this FDOT right-of-way would be that you would put the trail on? I know some of these properties along this area, and I know you heard from some of them before, they have livestock or horses or other things like that, and I know those can be considered an attractive nuisance, so is there anything that will be done to help like mitigate against that?

Burke, Greg: Yeah, that's a great question associated with this project, and ultimately, its construction that would not be something that that we would be looking at this point.

Lori Rodriguez: OK, so there would be nothing done so like mitigate the risk that people would be just like walking up to the horses and, or no sort of like—

Greg Burke: Yeah, and Lori may have discussed this last time, I know there were a lot of really valid questions of folks that were concerned about people feeding their horses, and things like that. And you know, again, throughout the region there were multi-use trails that go throughout rural areas, including, as I've discussed a few times, the Coastal Trail within Wakulla County that is of a significant length and is still under construction.

Lori Rodriguez: Alright, OK. Yeah, I guess my thought is like, and this kind of leads into the guy that was talking before, you do have the cars go down. We have a lot of accidents in that area, like along that Baum people just drive off the road because I don't know. I guess they think it's fun. So, I mean, is there a plan to have any kind of barrier between the trail and the road itself? Or to protect the trail, are you guys just thinking that having an offset from the road will mitigate those sorts of safety issues?

Greg Burke: Yeah, that's a great question. You know, as we discussed a little earlier, the idea is to construct a multi-use trail ultimately to provide a safer environment for pedestrians and cyclists. Because currently, riding along the side of the road, if you're a cyclist is definitely not something that that most folks would want to do. So, if you were physically off the road on a multi-use trail, and again there's a lot of options, ultimately, if this project goes forward with regards to the ultimate design, where again, referring back to the Coastal Trail on US 98, the large portions of the trail are off US 98. Some of them can meander through natural areas and things like that. But generally, that would be considered, you know, if you're going to be walking or riding your bike, you're going to be safer on a multi-use trail that is off the road, than doing so on the shoulder of US 90.

Lori Rodriguez: Alright, uh, thank you. Maybe I think that's it for me for now.

Greg Burke: Thanks, Lori.

Katelyn Widness: The next hand we have is Kent Wimmer.



Kent Wimmer: Hey folks, this is Kent Wimmer. I appreciate the opportunity. I live on the eastern, excuse me, the western end of the trail but south of 90. Having been a planner for greenways and trails in Florida for over 30 years, this is just really a critical piece of the SUN Trail network. You can't have a statewide system of trails on the whole it though, so I appreciate that your transportation planning agency taking initiative and, again, planning this process.

Like couple other callers, I am concerned about the number of crossings, you know, trying to minimize the number of crossings to maintain a safe experience for users as possible. You know, look looking at your alternative, or Option 2, you know, you're crossing at existing intersections there at Hawks Rise and 59, I think if you're, you know, avoiding midblock crossings is important. You know, because these are going to be at grade crossings, so I think that's important. Also concerned you're going to be crossing a number of wetlands, and I sure would hope that DOT would elevate those sections, you know, so we're not, you know, using filling, not the impacting those wetlands. Those wetlands also provide significant wildlife habitat and that also needs to be looked at. I've looked at the FNAI data on the corridor, there's a lot of species out there, but I think being within the already impacted right-of-way of US 90, you're really going to avoid most of those impacts, and I think with some careful planning, you can do a good job. You know, I really like the idea of having it on the south side of 90, when you're crossing the lake, you provide better access to Letchworth Mounds, which I think is a really wonderful opportunity for users along that corridor. And then also I'll add, and this is kind of a nod to what Marcia was saying. And Hey Marsha, it's been a long time!

You know, having built trails all over, and even over here in the Lake Lafayette Heritage Trail in my backyard, you know, they built the trail along, you know, and before the houses were built. As soon as you know, the houses put up a fence, but within a year all those houses have gates. Almost all those fences have gates to the trail. This is going to be a tremendous asset to the folks that live along that corridor, because, you know, right now you don't have any safe place to walk. Yeah, maybe you can walk around, you know, your neighborhood, but this is actually giving you a safe place to walk and ride. And so, anyway, I think it's a great project. I commend you folks for doing it. We just need to do it sanely and smartly. So, thank you very much.

Greg Burke: Thanks for your comments, Kent. Appreciate it.

Katelyn Widness: Next we have Marsha, but Brittany D as well. Marcia, are you okay since you spoke, if we let Brittany speak first?

Marcia (Guest): OK, thank you.

Katelyn Widness: Brittany D is the name I have.

Brittany D (Guest): Yeah, hey. I just wrote down a couple questions. There is a lot of changes in elevation



all the way to Monticello. Is the trail—? For serious cyclists, that's a great thing. you know, they get a good workout. But for people that want to utilize this trail with their kids on bikes or strollers. And is it going to follow that elevation changes, or will it kind of mellow out throughout?

Greg Burke: Yeah, that's a great question. Ultimately have the trail—again, keeps saying it—if it goes forward and goes through the phases, through the design, we will obviously get more specificity, but typically, you know there might be some grade changes, but there would be nothing that would make it difficult or dangerous at all. I mean, you know, there's a lot of design options that generally keep the trail as level as can be. I mean, some of you may know along just west of the western limits of this project on, west of Pedrick, on Mahan, there's kind of a meandering path before you get, you know to Buck Lake Rd. And there's you know, some little bit of topography in there, but I don't see that as being problematic. So.

Brittany D (Guest): OK. And—go ahead.

Katelyn Widness: Brittany, can I add one thing?

So yeah, Greg mentioned a little bit of the meandering design, and that's where there is ample right-of-way along US 90. We would actually meander the design, which allows some of those elevation changes to not only be easier to climb, but to also control the speeds of when people are going down in those areas. Wo we wouldn't level things out, but we would try to meander the design enough that it was more accommodating and safer for cyclists that maybe aren't as strong and confident, and you know, have size of thunder to get up that hill. But try to get them up as easily and confidently as we can.

Brittany D (Guest): OK, the other things I thought of are lighting. is there going to be any lighting for safety when it gets darker?

Greg Burke: Yeah. Typically, that would not be something as part of this project. And typically, that is something that we generally would not do with regards to potentially crossings. Obviously that that might be something that would be evaluated, but we're, you know.

Katelyn Widness: And typically, these trails are only supposed to be used from dawn to dusk, so during daylight, when lighting wouldn't be needed. But like Greg said, that's kind of a future phase, and where there would be crossing located, I think some lighting would probably be evaluated if it's worth to have out there, but typically it's not a part of the trail design because they shouldn't be used in the dark

Brittany D (Guest): Yeah. Being in one of the neighborhoods we tend to see, you know, people traveling by foot from Tallahassee to Monticello and so this will give a safe place, but it happens throughout the evening sometimes. And that the other thing is, right outside our neighborhood, we notice a lot of garbage and we often go and clean up the garbage. Will there be garbage cans lying throughout to help



alleviate peoples' tendency to throw garbage? Or who will maintain that? I guess it's part of the keeping it clean.

Widness, Katelyn: So, the maintenance of these trails is typically completed by the local jurisdiction/communities that are there, so Leon County and Jefferson County, and Monticello and Tallahassee. As part of this feasibility study, trailheads, as well as other amenities like trashcans or what we call weather shelters right—Florida, we love those thunderstorms that come out of nowhere—aren't being evaluated, but typically with trailheads, as well as weather stations, you would most likely have things like trash receptacles, so people aren't littering while they're out there.

Brittany D (Guest): OK.

Widness, Katelyn: But any type of maintenance wouldn't be determined until future phases. And like I said, that's typically the local jurisdictions that are there.

Brittany D (Guest): OK, the last thing. So, our family does go find trails to walk or ride up, even the St. Marks Trail from way over here, so this will be something we'll definitely utilize if it does go through. So, what needs to happen for it to move forward?

Greg Burke: Yeah, like we said, this is the feasibility stage/feasibility study and if our CRTPA board actually ultimately approves it, which as I said earlier, is tentatively scheduled sometime this, very broadly, spring. Then we would move into the next phase, which, which is a more environmental phase. Looking a little bit more in depth along the corridor for environmental issues, called a project development and environment study. We actually have identified potentially some funding for that if it goes forward. And then, after that phase, which typically takes about 18 months or so, is completed, then the next phase would be a design and we would be looking for funds for that phase. And then ultimately the last phase would be constructed. But this project is by no means a done deal in terms of going forward. Ultimately, again, it's a determination by our CRTPA board to proceed with this study.

Brittany D (Guest): OK, thank you.

Burke, Greg: Thank you.

Katelyn Widness: OK, and then last hand is Marcia.

Marcia (Guest): OK, thank you. And I'd first like to say, "hey Kent!" Thanks for saying hi and I kept saying hi back, but I was muted so. But it's nice to see you again.

And on question about the garbage. That leads to my first thing, which is about litter pickup, which DOT would be responsible for that on the highway and so then you'd have presumably litter along the trail to whatever extent. Yeah, but I heard you say that the local communities would be responsible for that.



Are they being coordinated with and committing to that? Because we wouldn't want to be creating a source of litter and then nobody is picking it up and then it's an eyesore.

Katelyn Widness: Absolutely. So, as part of the SUN Trails funding, you actually have to have a maintenance agreement shown as part of the application with your local jurisdictions, saying that you will handle the maintenance of this facility if it's constructed.

Marcia (Guest): OK, great.

Katelyn Widness: Now those conversations haven't happened yet, since we're just at the feasibility phase, but they would have to occur before any SUN Trail application was completed.

Marcia (Guest): OK. And then a next thing is you mentioned that it was for non-motorized vehicles, as well as people without any vehicle, and I'm wondering as far as what your experiences with trails and people ignoring that that requirement and actually using motorized vehicles on the trails.

Katelyn Widness: Greg, do you want to take that, or you want me to?

Marcia (Guest): Like motorcycles and mopeds, not cars, but smaller motorized vehicles.

Katelyn Widness: Yep.

Greg Burke: Yeah, Kate, why don't you start that?

Katelyn Widness: Yeah, so you know, it's interesting because cause micro-mobility. We're starting to see a lot more right in Tallahassee. We're starting to have the scooter, e-bikes can go up to speeds much higher—right?—than what are typical human-powered bicycle goes. Those would be permitted on this multi-use path. In terms of motorcycles and others, that is more of just being vigilant of what's out there? You know, to make sure that if somebody sees a motorcycle using a trail that whoever the maintenance agreement or DOT is being contacted, but there's also things that can be done in design, such as putting bollards up at specific locations. The name of the trail is escaping me—maybe it's part of the GFNA over there between Leon and Wakulla County—but that has some bollards from where the trail intersects with the road to help mitigate having any type of motorized vehicle be able to get up on to the trail to access that. So, a lot of that would be addressed during the design phase, of what types of thing could mitigate how to make sure the right users are using the trail.

Marcia (Guest): Then people started using it who were not supposed to be there, it would seem very difficult to police.

Katelyn Widness: Absolutely.



Marcia (Guest): And it also would be good, too, and you're talking with about this project with people to note what you just said, I hadn't heard that this before about scooters and a couple of other examples that you gave that would be allowed.

Katelyn Widness: Yeah, the E-bikes. Yep. They are permitted to be used on paved trails, and you know, we're starting to see: do you implement speed limits for those? Or with E-bikes, you can't use the motor assist while on trails. Things like that. So, this is definitely a discussion I think we're seeing all over the place of how you do have these micromobility options on shared use paths and multi-use paths.

Marcia (Guest): And then someone, I believe, asked last time about horses. I'm assuming this doesn't include horses, but I'm wondering since there were horse-people in the last meeting.

Greg Burke: Yeah.

Katelyn Widness: Greg, do you want to take that one?

Greg Burke: Yeah. Sure, yeah. And Marcia, when you say horses, you mean in terms of the ability to use that trail for horses?

Marcia (Guest): Yeah. Not really, I guess. Not now that I said that. I mean, they would probably prefer to be on the grass, but maybe not. If there was anything, any bottles or anything, that they couldn't see that a horse might step on, then they might prefer the trail. If the horse has shoes on. So just a thought.

Greg Burke: Yeah, yeah. Typically, the folks that have horses would not be, you know, putting them on a paved trail. I know there were areas of the existing St. Marks Trail there along the side horses are allowed. Ultimately, I actually today got a little bit more information regarding somewhat of that issue and ultimately whatever agreement that goes along with the trail that would be made in Leon County and Jefferson County. You know, if that's something that they want to allow, that could certainly be potentially allowed. However, but most importantly, it would not jeopardize SUN Trail funding. But again, typically folks with horses you know would not want to be on it on a trail. Yeah.

Marcia (Guest): And lastly, given the emphasis on safety—

Greg Burke: Paved trail, excuse me. Go ahead, yeah—

Marcia (Guest): Given the emphasis on safety and bicyclists. I'll just share with you really quickly. This was a good number of years ago, when I was actually with DOT, and I was sitting in front of the Governor Square Mall on Thanksgiving Day. And the turn lane, and a friend was driving. So, I was in the passenger seat. So, I was like towards the Governor's Mall. And there was a young girl on a moped and



she was on Saint Augustine Rd, waiting to get to go across to Governor Square. And the light had turned red for people who were traveling on Apalachee Parkway. And so, the cars were supposed to be stopping there to my right. And so, she started to cross because she had the green and she was in front of the two lanes that on Apalachee. And there was a line of traffic where the car—I mean, they were going full speed They hit her just straight on. And she bounced up onto the windshield, which shattered. She flew up into the air. I mean she was, I mean, it just flung her and then she slammed down to the pavement. And I doubt that anybody on this call has seen that before so I'm just sharing with you. You know, the trauma to a person's body and potentially killing them, as some people were talking about last time at Baum Rd, being several people being killed there. Uhm, but I jumped out and ran over. And, I mean, she was just flailing around in. Her eyes were rolled back, and I didn't touch her. I knew not to touch her, but I also got close to her and I cupped my hands, and I was just saying just a steady stream of everything positive. About how, you know, she was, how she was going to be and just trying to flood her conscious and subconscious mind with positive. And people started coming up. "Oh my God, she's going to die," and all that and I'm trying to, you know, keep that message away from her, and just get her thinking how that she's going to be OK. And then the ambulance came, and there's a longer story afterwards. But I was able to check on her and she did survive, and she was actually OK, which was stunning to me after seeing how dramatic and traumatic this was. But I've thought of that story as I've listened to different people talking about them safety issues. And I for one, would not want to ride next to high-speed traffic. But I understand that that people some of the some of the audience of long-distance riders, they're accustomed to writing everywhere and anywhere. And that's just part of the experience. So, anyhow, that came to mind, so I thought I'd share it, and thank you again for the opportunity.

Greg Burke: Thank you.

Suzanne Lex: And Marsha and Kent. I just wanted to say hello. OK, so it's nice to see you, Marcia.

Marcia (Guest): Hey! It's good to see your name there now. It's great to see your face.

Suzanne Lex: Thanks. I am with the CRTPA, so I'll be along for the rest of this of this project. Thank you.

Kent Wimmer: Let's see here.

Marcia (Guest): OK.

Greg Burke: And we're happy to have her. And Kent, with regards to definitely, you had mentioned some of the crossings and concerns about those. Obviously, that those would be taken into account, as we said earlier, if and when the project goes into the design phase and certainly, with regards to sight distance and, do it in in the most-safest way possible. So, definitely. But yes, Marcia. Safety is a is a huge issue, and speed also. And just in general, not even talking about this project, but just in general, you



know, speed is so important, and speed can kill. I mean, it's amazing.

Marcia (Guest): Yeah, and when you have so many people texting, and so many people generally distracted, and the incidents of drug use as well. Those are all considerations.

Greg Burke: Definitely.

Katelyn Widness: And Kent did have his hand up. I think he has another question or comment.

Kent Wimmer: I do. You know, some of this discussion, you know, of trash and, you know people coming on the property. You know, that reminds me of what Robert Seidler did with the St. Marks Trail back in 1986 or '87 when the State bought it. He did a video. Kind of before and after talking to the landowners and now, in the state of Florida, we have done many miles of the SUN Trail. Having some case studies or some testimonials from folks along the way or stories, I mean, like the trash. You're not going to get trash from the users. You're getting trash from the idiots, driving the vehicles on the roads where these trails are. So, you know, I think having been able to better tell the story as to what people can truly expect. You know, that's going to happen after the trail is built. I think would go a long way to helping the public and the decisionmakers ultimately decide if they're going to build this trail, if you're not going to build this trail, or how they're going to do it. I just think there's a lot of good experience found across the state with these trails that can be brought to bear to calm a lot peoples' fears and to show, basically, paint an accurate picture of really what's going to be expected. Is there going to be some issues? Yes, but you know, being able to lay those out, you know, I think would be a valuable tool to have in your pocket as you go for it.

Burke, Greg: Yeah, so those are those are some good comments, Kent. And I don't know how many of you know, but those of us, you know, with the CRTPA and on this call, and our consultants at Kimley-Horn. Yesterday, we had a board meeting that considered the Thomasville Rd multi-use path. And there were almost 40 folks that actually got up and gave some testimony. And some of the testimony kind of related to what you're saying, Kent. Including, you know, some folks involved in the development of trails throughout not just this region, but professionally throughout the country, and how a lot of people—and this is not to discount any of the concerns we heard because I would have likely those same concerns if I was along this corridor, potentially you know, until I got more information—but some of the some of the issues that were, you know, brought to the forefront at yesterday's meeting. You know, included that initially some of the folks were just dead set against this trail and once it was, you know, actually ultimately constructed, many of them said, "We love it." And this may not be of any importance to anyone, but studies show that you know, property/homes that are along these types of trails, it actually increases their value. I mean, it's considered an amenity, but again, that's not to negate any of the comments or concerns we heard, but you know, that is somewhat of what we heard yesterday actually. So.

Kent Wimmer: So, you're on top of it. You guys are building a lot of trails, so I just think it'd be a great



tool to have in your pocket. So anyway, thank you very much for the opportunity to ask questions this evening. I will ask. I went to the East Side Library sometime in the last two weeks, for an advertised meeting and no one was there. What happened?

Greg Burke: Yeah, go ahead, Kate.

Katelyn Widness: The dates have changed, so I'm sorry you didn't get that contact, but because of what was going on with COVID and we're kind of required, we were worried we want to be able to staff it if we had exposure for the staff that was there so the new dates and, Kent, if you want, I can put my email in or Greg's email so we can make sure we send you this postcard is going to be—

Kent Wimmer: Well, yeah, I have the new dates, I just didn't catch that that meeting had been postponed. It's no big deal. It's only two miles from my house, but that's that was fine. I just—

Katelyn Widness: OK.

Greg Burke: Well, well. Apologies about that.

Katelyn Widness: Yes.

Kent Wimmer: Thanks, folks.

Marcia (Guest): And just for two seconds, acknowledge Kent for being a leader in these areas for so many years and I think you could continue to bring some great information for everybody to consider. So, and it's nice that you could be here this evening.

Greg Burke: And nice that all of you could join at all of you could join us, seriously. And we really hope that if you're interested that you, you know, attend one of the two upcoming in person meetings. We'd love to see you there. So, Kate, do we have any more potential folks that want to comment?

Katelyn Widness: Nope, it doesn't seem like it unless anybody else wants to raise their hand or ask another question. Not seeing anything.

Greg Burke: Thank you all, again, so very much for your participation in this project, and specifically for tonight. We really appreciate your input and very good and important comments that you made. Thank you so much.

Katelyn Widness: Thank you.

Greg Burke: Take care.