



Position / Policy Name: Support for Thomasville Road Multi-Use Path

Committee Name: Transportation & Land Use

Requirements

- Position/Policy Statement (up to 280 characters)
- Position/Policy Justification (up to 350 words)
- Board Proposal (up to 350 words)
- Reference Page

Signatures

Approving Committee Chair

George Sirianni [Signature] 4/5/22
Printed Name / Signature / Date

Governance Committee Chair

Shawn Youngblood 4/5/22
Printed Name / Signature / Date

Executive Committee Chair

Shawn Youngblood 4/11/22
Printed Name / Signature / Date

Board of Directors Chair

Shawn Youngblood 4/18/22
Printed Name / Signature / Date

Sustainable Tallahassee

Thomasville Road Multi-Use Path Policy Statement

Proposed statement: Sustainable Tallahassee supports the Thomasville Road multi-use path under consideration by the Capital Region Transportation Planning Agency (CRTPA).

This policy is aligned with the Sustainable Tallahassee multimodal transportation position. The current project in this policy has been under development as part of a feasibility study conducted by the Capital Region Transportation Planning Agency (CRTPA) since the beginning of 2021. The CRTPA serves as the metropolitan transportation planning organization for a four county region, Leon, Jefferson, Gadsden and Wakulla.

A multi-use path on a section of Thomasville Road (from Betton Road to the Market District) has been included in transportation master plans and on project lists of transportation infrastructure improvements for multiple years. The feasibility study was focused on FDOT right of way, environmental conditions, tree health, and number of entries/exits along four segments of the corridor.

Several path routes were developed and reviewed in the study. Extensive public engagement was conducted to solicit feedback on the routes. It was determined by CRTPA staff that the multi-use path was feasible. On 1/31/22, the CRTPA approved the feasibility study and the project will be moved into a design phase under the direction of FDOT.

References

- (1) <http://crtpa.org/thomasville-road-multi-use-path/>
- (2) <https://www.tallahassee.com/story/opinion/2021/11/09/moving-forward-safely-our-thomasville-road-corridor-opinion/6334741001/>

Thomasville Road Multi-use Path Policy Statement

Board Proposal

How does this position fulfill our mission to make Tallahassee more sustainable?

It promotes more safe reliance on transportation that is powered by electricity or by human power. This is consistent with the position on renewable energy.

What is the expected short- and long-term impact of the issue as it relates to Tallahassee?

Both short term and long-term impacts are favorable for the environment and the transportation infrastructure in Leon County. Demand for more capacity to serve motorized vehicles on current infrastructure will be minimized or reduced.

What opportunities are there for Sustainable Tallahassee to participate?

Advocating during decision-making by the Capital Region Transportation Planning Agency (CRTPA) and local governments will be possible. There are several transportation projects that are multimodal that will be under development and prepared for design and construction. Public input on design of the multi-use trails in all four counties will be important.

What is the level of support and opposition in the local community?

There is opposition to this policy. There have been articles, an op-ed and zings in the Tallahassee Democrat that present a negative view of this particular policy. The primary arguments refer to safety concerns that are already problematic in the corridor. Some examples being “blind spots” when trying to turn into driveways and hazardous left turns into driveways. Most of the concerns are made worse due to the higher speeds that are allowed on the corridor. The safety deficiencies in the current corridor were highlighted in one Tallahassee Democrat op-ed. This op-ed requested that the community join with the CRTPA to reduce safety hazards and identify upgrades to improve safety for all transportation modes. Support for the policy appears to be growing over time. The Citizens Multimodal Advisory Committee (CMAC) voted for the project to move to the design phase on 1/4/22. A vote of the CRTPA on 1/31/22 also approved moving the project to the design phase.

What are the potential benefits or consequences to Sustainable Tallahassee for supporting this issue?

Don't know of any negative consequences, only positive benefits.

What due diligence have you done to make this request for Board approval?

The Transportation Committee monitored multimodal projects and related actions taken by the CRTPA over the past couple of years. One member of the Transportation Committee was also on the Citizens Multimodal Advisory Committee (CMAC), which is affiliated with the CRTPA. Some members of the Transportation Committee attended CRTPA meetings and public engagement sessions on this particular project. The documents included in the feasibility study report were comprehensive and were reviewed by members of the Transportation Committee.