

May 20, 1994

Ms. Gaile Wiggins-Johnson
1739 Lisbon Drive SW
Atlanta, GA 30310

Dear Ms. Wiggins-Johnson:

I was happy to hear from you the other night. I thought I would let you know a little more about my ideas for the area around where I live and the area that once belonged to your family (although I'm not sure how large or small an area that was).

I am currently the chairperson of our Neighborhood Watch program in the Beacon Hill Neighborhood. I have been trying to educate people about crime in the area, have had neighborhood clean-ups, several meetings and have had new signs installed around our neighborhood. Some of my pet peeves about where we live are the inadequate shoulder areas along Zillah Road, the open ditches and the illegal dumping that takes place in the wooded area across from our neighborhood. I also noticed several student commuter paths through the woods and I envisioned a bicycle/pedestrian path that could solve all these problems and give something back to our area.

A few years ago, my neighbor, Mary Bonner and I would walk around the adjoining neighborhood. She mentioned your grandfather and his children as having the streets in the neighborhood named after them. Although she didn't go into too much detail, she spoke of the many get togethers down by the lake (now known as Campbell Pond), the dances, etc. Mary is now 78 years old and is a wonderful neighbor. She has provided me with a interesting education about the early years of the Tallahassee Black Community. When I was preparing the application (enclosed) I called her up to see which of the streets were named after your family - she helped me out as best as she could remember. I thought it would be appropriate to name the bicycle/pedestrian path in honor of the Campbell family since the majority of the trail paralleled the Omega and Zillah Roads. I submitted the application to the Tallahassee Bicycle/Pedestrian Committee for sponsorship for this year's Intermodal Surface Transportation Efficiency Act (ISTEA) funds. It wasn't until a few weeks later that Keith Thomas's article appeared in the newspaper that I realized your family was still available for comment. Since your family has expressed an interest again in the area, I thought I would find out if the use of the family name was okay for this path.

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Currently, the status of the bicycle/pedestrian proposal is unknown at this time. The application goes through several reviews before we find out if it gets funded. Most of the area the path goes through is county owned and has received support from the owners. I would really hate to see this connector path scrapped. It would really help move the neighborhood children safely between the parks, schools and homes and provide a connector path to the popular Tallahassee - St. Marks Historic Railroad State Trail.

Although I hope your title search is beneficial for your family, I am unfamiliar with all the legal dealings that will go on regarding the property. I was thinking that if your family was unable to benefit from the search that you could propose informational/educational signs or a display to be included in with the bicycle/pedestrian path if it does get funded. A nice memorial area with benches and wildflower landscaping would enhance the path and inform the users of the history of your grandfather.

Since we are both in limbo regarding our prospective interests, I will close here. Please let me know what is going on with the search and I will let you know the status of the application when I find out.

Sincerely,



Bonnie J. Abellera
Beacon Hill Neighborhood
825 South Bahama Drive
Tallahassee, Florida 32311
(904) 877-5950

Enclosures

1. ISTEА Application
2. ISTEА information
3. Support Letter

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FORM 525-030-30
ENVIRONMENTAL MANAGEMENT
03/94

Campbell Connector - Bicycle/Pedestrian Path

State of Florida Department of Transportation
APPLICATION FOR TRANSPORTATION
ENHANCEMENT PROJECTS

Name of Applicant: Tallahassee - Leon County Bicycle/Pedestrian Committee

Project Name: Campbell Connector - Bicycle/Pedestrian Path

Submitted by: DOT/MPO/County
(circle as appropriate)

Priority _____ (relative to other applications
submitted by the Applicant).

Project Sponsor (municipal) county, state, or federal agency):

CITY OF TALLAHASSEE

Contact Greg Wilson Title Bicycle/Pedestrian Coordinator

Address City Hall 300 South Adams Street Tallahassee, Florida 32301

Phone (904) 891-8090 FAX 891-8731

1. Qualifying Activities:

Check one or more categories under which the project qualifies as an enhancement activity: (Note: Checking all categories possible does not ensure eligibility. Each activity must meet all criteria listed for that activity in Appendix B of FDOT Procedure #525-030-300-c).

- Provision of facilities for pedestrians and bicycles. (See I of Appendix B)
- Acquisition of scenic easements and scenic or historic sites. (See II of Appendix B)
- Scenic or historic highway programs. (See III of Appendix B)
- Landscaping and other scenic beautification. (See IV of Appendix B)
- Historic preservation (See V of Appendix B)
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals). (See VI of Appendix B)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails). (See VII of Appendix B)
- Control and removal of outdoor advertising. (See VIII of Appendix B)
- Archaeological planning and research. (See IX of Appendix B)
- Mitigation of water pollution due to highway runoff. (See X of Appendix B)

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IF NECESSARY, USE ADDITIONAL SHEETS TO RESPOND TO THE FOLLOWING:

2. Project Description:

(a) What type of project is being proposed?

The proposed project is the construction of a bicycle/pedestrian path that would connect Tallahassee's southside neighborhoods and parks to the St. Marks Trail extension and to existing small bike/pedestrian paths. Potential for future bicycle facilities to areas northeast of the proposed project (e.g. Tom Brown Park via Paul Russell Road, Monday Street and Capital Circle Southeast) is possible. Alternate off-shoots of the path would assist with moving students to three public schools in the project area.

(b) Describe the direct relationship of the project to the intermodal transportation system relative to function, proximity or impact. (One or more may apply).

The project would follow roads that do not have adequate shoulder areas now for bicyclists (sidewalks are available for pedestrians along certain sections of the project - Gaile Ave. Some sidewalks parallel roads with open ditches two to three feet deep and no shoulders - e.g. Zillah Road). There is a section of the path that would connect two parks through undeveloped public lands and would offer scenic travel through low traffic areas. This same area is crisscrossed with dirt roads that serve no purpose other than providing places for illegal dumping and shortcuts for students. A well maintained open area around the path and adequate motor vehicle barriers would help this area considerably.

(c) Where is the project located (and what are the termini, if appropriate)?

The project would begin at the South Monroe Street/Gaile Avenue intersection as an off-shoot of the St. Marks Trail extension. The route would travel on the north side of Gaile Avenue (Gaile Ave. runs east/west - this section has a few houses and a church) a paved shoulder would be needed here. A short travel (less than an eighth of a mile) down Gaile

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Avenue to Meridian Road. Turn north onto Meridian Road (road is currently limerock with little, if any, development along its edges - posting of bike trail signs would be appropriate here) - to Tram Road. Stay on the southside of Tram road (Tram Road runs east/west - no development along the edges - Extended shoulders on both sides of road needed) and head east to the entrance of the Capital City Park which is located on the north side of Tram Road (first developed area off of Tram Road - Capital Park land is owned by Leon County and maintained by the City's Parks and Recreation Dept.) - cross Tram road into the entrance to the park and follow the northwest edge of the parking area to the open wooded buffer on the north side of the park. The path would then travel through the wooded area to the opening between the Capital Field (Stadium), which is owned by county schools, and the edge of the woods that separates the two ball fields (path would travel on the north side of the open area near the telephone pole posts so as to not interfere with vehicle traffic), the path would then travel east between the Stadium (southside of stadium) and the ball field (following the outfield) and go uphill through the wooded area to Zillah road (Leon County also owns this area). There are numerous places to exit onto Zillah Road. There is already a sidewalk on the west side of Zillah Road and potential to have the road widened if the open drainage ditches on the east side of the road were redesigned. Stay on the west side of Zillah and head north to Southside Park (City owned and maintained). The proposed path would end here at the south side of Paul Russell Road at the Paul Russell/Zillah Road intersection. Southside park is located to the north of Paul Russell Road near the intersection of Paul Russell and Zillah (Southside Park is planned to have a Recreation Center and a swimming pool - another reason to provide additional access to this park - currently scheduled for construction by 2000). There is already a bicycle/pedestrian path within the park that connects the outlying neighborhoods and a designated crosswalk is already located at this intersection -- school groups use this crosswalk and pathway already and crossing guards are stationed here before and after school. A bicycle lane leading down to Fairview Middle School and one leading to Rickards

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High School from this intersection would provide safer conditions for school children in this area. (Total distance of project is unknown at this time - approx. length - 1 mile)

(d) Summarize any special characteristics of project.

The project is located near the southside neighborhoods of Beacon Hills, Apachee Ridge, Indian Head Acres, and Campbell Pond (Campbell Pond is named after Dr. Omega Campbell, a Black Doctor who was well known in Tallahassee at one time. His wife and daughters have streets named after them also in this immediate area - Laura, Zillah, Alpha, and Mizell. The name for this trail was picked because most of the route parallels Omega Avenue or Zillah Street) along with the streets north and south of Orange Avenue that might be included in other neighborhoods. It has the potential to provide access to the St. Marks Trail extension with the benefits of not getting on any busy traffic roads or contributing to the parking backup at trailheads. There is potential for parking at both the Southside Park and the Capital Park for the use of this project as well - support facilities are already in existence. The path would also provide a scenic pedestrian connector between two parks for those individuals who would like to be away from traffic while walking, but who currently find the walking trail within the Southside Park too short. When the Southside Recreation Center and swimming pool are built, the path would also provide a safe corridor for children traveling from the south side of Tram Road to this facility.

Alternate routes noted on the map would assist area students in their travel to three public schools - Leonard Wesson Elementary School, Fairview Middle School and Rickards High School. A short shoulder extension/bike lane on Paul Russell Road and one the length of Zillah Road would need to developed. A good majority of Middle and High School students from the area walk or bike to their schools now. There is also a dirt road located in the wooded area that borders Zillah that would make a good alternate route for bicyclists (according to staff at the Agriculture Center, this dirt road, which is single lane,

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was created by people as a shortcut and is not marked on any maps. It is mostly used by middle school students).

- (e) Explain the project's relationship to federally or state owned property or other publicly owned property (if applicable).

The project path would follow or go through mostly County properties with little residential impacts. The only residential impact would be along the short section on Gaile Avenue and possibly Meridian Road. The route along Tram Road would follow the south side of the County Fairgrounds on road right of ways, cross into city maintained park property (Capital Park land owned by the Leon County Fair Grounds) and pass through the lands around the Leon County Agriculture Center. The route would utilize road rights-of-way along most of these areas. Potential to connect to area schools - mostly Fairview Middle School and Rickards High School.

- (f) What need will the project address?

The project will provide additional access to the St. Marks Trail extension by southside neighborhoods on a route that does not follow high traffic/no shoulder roads. It will cut down on trail head parking by providing a route for individuals to leave from their residences or to utilize existing parking areas at the Southside Park or the Capital City Park. It will provide a safe pathway for neighborhood children to visit area parks and provide them a safe practice area for bicycle riding. It will continue an existing bicycle/pedestrian pathway and link two southside parks thereby providing additional recreational opportunities for southside residents.

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- (g) What is the status of the project (i.e. under design, plans on shelf, not begun, to be initiated, etc.)?

Preliminary plans for project and review by the Tallahassee Municipal Planning Organization.

Have contacted the City and the County Public Works Departments and there are no plans to date (04/25/94) for any bicycle lanes on any of the roads involved in this application. If the status of these sections/roads has been overlooked for currently planned development, then this application only applies to those areas not listed for development.

- (h) What work has been performed to date and by whom?

None to date.

- (i) What work is expected to be performed?

Construction of an asphaltic concrete surface bicycle/pedestrian pathway (through the wooded and open areas as noted above); vehicle barriers/posts or low open fences to discourage motor vehicle traffic along route; signs near Meridian Road intersections designating route; signs marking route through Capital Park parking area; road shoulder extensions on Zillah Street, Tram Road and Gaile Avenue; maintenance plan and/or community involvement for trail upkeep; new drainage plan for Zillah Road ditches and overflow areas; safety/informational signage at the Southside and Capital Parks.

3. Selection Criteria:

Attach documentation as exhibits to this form.

- (a) If it is proposed that the project be administered by a governmental entity other than the state, document that this entity has the fiscal, managerial, environmental and engineering capabilities to manage the project consistent with federal requirements.
- (b) Document public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations, or other appropriate means).

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- (c) Document proposed project has met all eligibility criteria for each activity marked on the front of this form (See Appendix B).

4. Project Cost:

What is the estimated total cost of the project and how will it be funded?

Federal \$ 160,000 + State \$ 20,000 + Local \$ 20,000 = Total \$ 200,000.00

Federal 80 % + State 10 % + Local 10 % = 100%

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed enhancement project herein described is supported by _____ (municipal,

City of Tallahassee and that said entity is willing to: (1) provide the required funding county, state or federal agency)

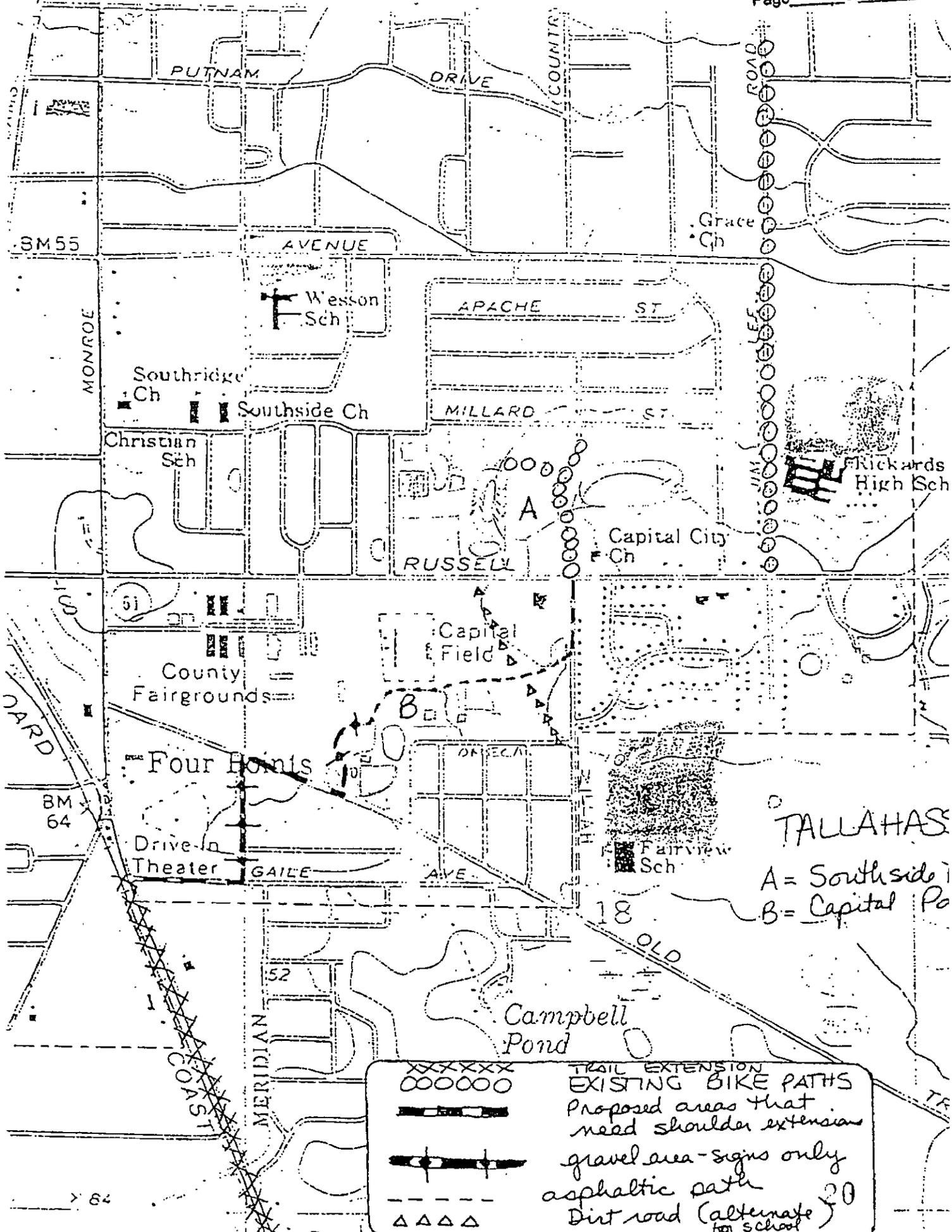
match; (2) enter into a maintenance agreement with the Florida Department of Transportation; and/or (3)

support other actions necessary to fully implement the proposed project.

Signature

Name (please type or print)

Title



TALLAHASSEE

A = Southside
B = Capital Po

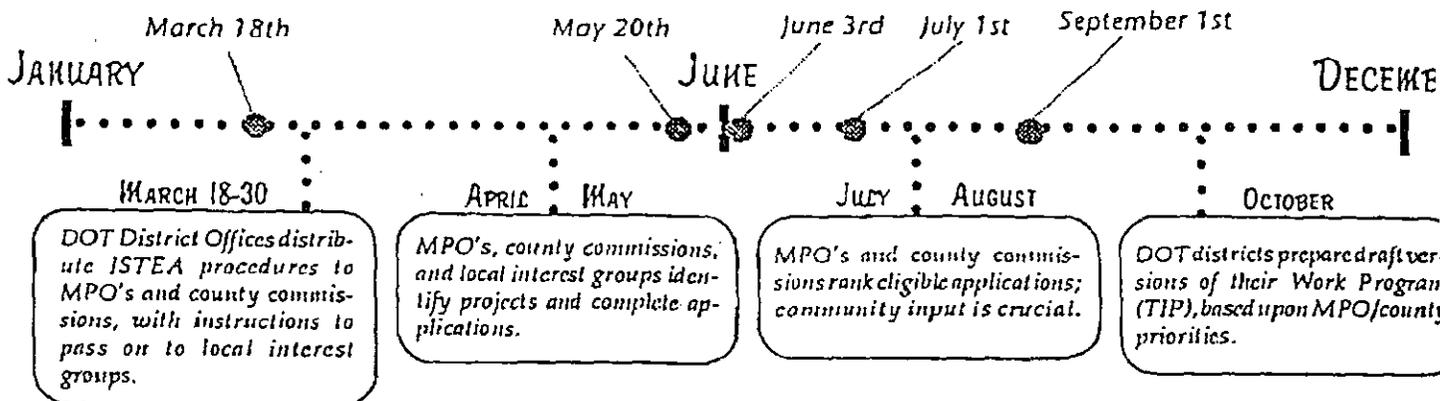
XXXXXX	TRAIL EXTENSION
OOOOOO	EXISTING BIKE PATHS
—————	Proposed areas that need shoulder extension
—+—+—+—	gravel area - signs only
—•—•—•—	asphaltic path
- - - - -	Dirt road (alternate for school)

CLEARINGHOUSE NEWSLETTER

APRIL 1994

THE 1994 PROCESS...

ISTEA enhancement applications may be submitted by: 1) individuals or local interest groups, 2) city or county governments, 3) Metropolitan Planning Organizations (MPO's), 4) private nonprofit organizations, 5) State agencies, and 6) Indian Tribal Councils. Regardless of the applicant, however, local government and community support is *critical* to insure that a project survives beyond the initial application stage.



- March 18th - "Procedure" specifying guidelines, criteria and deadlines sent from DOT Central Office to District Offices.
- May 20th - Deadline for completed applications to be submitted to appropriate MPO's and county commissions.
- June 3rd - MPO's and county commissions submit applications to DOT District Offices for eligibility assessment.
- July 1st - DOT returns all applications to MPO's and county commissions, which rank them in priority order.
- September 1st - "Project Prospectus" completed for highest priority projects.

ACTIVITIES/GUIDELINES UPDATE (CON'T FROM PAGE 1)

GENERAL GUIDELINES

Several general "rules of thumb" have been developed by DOT to evaluate and assess all projects, regardless of the enhancement category:

Project Linkage

The proposed project must have a direct relationship to the intermodal transportation system, but not necessarily to a currently planned highway project. The relationship may be one of: function (i.e., an independent bike path as a functional component of the intermodal system); proximity (i.e., removal of certain outdoor advertising within view of a highway); and impact (i.e., retrofitting an existing highway by restoring a wetland to filter highway runoff, thus reducing the impact of water pollution).

Management Capability

Project applicants must certify that they have the fiscal, managerial, environmental, and engineering capabilities to manage a project consistent with federal requirements.

Location

Proposed projects may be located on or adjacent to state transportation facilities or properties. In addition, the public agency must hold a valid property interest in the project upon its completion. For those projects not in public ownership, the Assistant Secretary for Transportation Policy must grant approval.

Project Support

Public and/or private support of the project must be demonstrated. Demonstrations of support may include, but are not limited to: written endorsement, formal declaration,

resolution, financial donations or other appropriate means.

To save time and effort, those considering submitting a project to DOT should make certain that the project satisfies at least these requirements at the outset. The project must satisfy this "first level" of evaluation before DOT will more closely assess its eligibility.

SPECIFIC GUIDELINES

DOT has also developed and now approved specific guidelines to evaluate a project's eligibility within each of the ten enhancement categories. Below is an abridged listing of the guidelines. Unedited guidelines are available from either DOT or TPL's Clearinghouse by request

CLEARINGHOUSE NEWSLETTER

APRIL 199

ACTIVITIES /GUIDELINES UPDATE (CON'T FROM PAGE 2)

Bicycle/Pedestrian Facilities

Facilities must exceed what is normally provided for the safe accompaniment of non-motorized users on or along roadways.

Facilities must meet: (a) the planning and design requirements of the American Association of State Transportation Officials Bicycle Standards; (b) FHWA Standards for Pedestrians; and (c) DOT's Florida Pedestrian Safety Plan. In addition, the facilities must be supported by a local or regional plan, where applicable.

A written commitment from a public agency must be provided for the maintenance of qualifying facilities in perpetuity.

Qualifying facilities include: separate bike paths, feeder routes, bicycle parking facilities, recreational trails, paved shoulders four feet wide or wider, curb lanes wider than twelve feet, and sidewalks.

Facilities which do not qualify include: facilities that have had recent construction or reconstruction, replacement of existing sidewalks or paved shoulders, and retrofitting existing pedestrian or bicycle facilities for the sole purpose of meeting ADA, state, or federal safety requirements.

Acquisition of Scenic Easements and Scenic or Historic sites

To acquire scenic easements or sites,

documentation must demonstrate: (a) perpetual ownership of property to be acquired; (b) perpetual control of vegetation for scenic improvement; (c) safe vehicular or pedestrian access and; (d) accessibility, and/or visibility from a transportation facility.

ologist serving in a principal capacity; (b) provide a current plan use for building projects; (c) describe the previous, current, or proposed transportation use of the historic resource; (d) show how subsequent activities will be related to historic transportation facility; (e) document that the current owner of the property is willing to sell

property prior to the submission of the application.

Scenic or Historic Highway Programs
DOT is currently developing a program for designing scenic byways.

Projects seeking enhancement funding solely in this category will be determined eligible only if the application provides documentation that the highway has been designated scenic or historic by the State of Florida or the federal government.

Landscaping and other Scenic Beautification

The project must: (a) go beyond "normal and established" practices for transportation aesthetic activities; (b) be professionally designed; (c) provide for a period of plant establishment and maintenance; and (d) conform to DOT landscaping and safety standards.

Specific details of the improvements must be documented in the application.

Historic Preservation

A historic district, site, or building may be studied, acquired, protected, or managed. The proposed historic resource must be listed or potentially eligible for listing on the N

REMEMBER...

- Federal enhancement funds will provide a maximum of 80 percent of the total project cost. Of the remainder,
 - The state is required to provide at least a 20 percent match on projects linked with federal or state-owned property.
 - If the project is related to other publicly owned property (city or county government), the State and the local municipality each provides at least a 10 percent match.
- Projects must appear in DOT's Five-Year Work Program, the State Transportation Improvement Program (STIP), and the local Metropolitan Planning Office's Transportation Improvement Program (TIP), where appropriate.
- Projects must be authorized by the Federal Highway Administration. Projects are subject to the National Environmental Policy Act (NEPA) requirements. Additionally, other federal regulations (National Historic Preservation Act, Relocation Act) may apply.
- Because federal monies are being used and compliance with specific federal guidelines and regulations is required, funding is provided during or after a project, not before. Hence, DOT refers to ISTEA as a "reimbursement" program rather than a "grant" program.

In order to acquire historic sites, the proposed historic resource must be listed or potentially eligible for listing on the National Register of Historic Places (NRHP). The project must also; (a) have either a professional historian, architectural historian or arche-