



Southwest Area

TRANSPORTATION PLAN

Springhill Road

Corridor Plan

AUGUST 19, 2019

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Introduction and Project Background

Springhill Road, along with Orange Avenue, North Lake Bradford Road, and South Lake Bradford Road, make up the transportation corridors for the Southwest Area Transportation Plan. The Southwest Area Transportation Plan is a project being jointly led by the Capital Region Transportation Planning Agency (CRTPA) and Blueprint Intergovernmental Agency (Blueprint). The purpose of the Plan is to identify transportation improvements for the Southwest Area Transportation corridors. The improvement opportunities identified include operational and multimodal improvements and future transportation enhancements.

The Southwest Area Transportation Plan is broken into two phases. Phase 1 focused on Orange Avenue to align with The Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) study which began in late 2018. Phase 2 focused on North Lake Bradford Road, South Lake Bradford Road, and Springhill Road (shown in **Figure 1**), with both phases incorporated into a final Southwest Area Transportation Plan. **Figure 2** shows the Southwest Area Transportation Plan corridors and the phased approach to public outreach conducted for the Plan.



Figure 1. Existing Springhill Road

This corridor plan considers the feasibility of alternatives along Springhill Road (**Figure 3**) in relation to environmental, cultural, historical, right-of-way, and contamination issues. Existing conditions along Springhill Road are outlined in this document for public consumption and technical guidance along with the data collection and analyses that took place. Public outreach efforts and recurring topics heard from participants during the multiple outreach efforts are also incorporated.

The information gathered and evaluated regarding Springhill Road is summarized in this corridor plan, which outlines the recommended transportation improvements. Springhill Road is one of three corridors identified in the Airport Gateway Project, which is a Blueprint Intergovernmental Agency project intended to create an urban gateway into Tallahassee from the Tallahassee International Airport. Springhill Road is funded to become a four-lane road with funds through Blueprint, however, current traffic does not warrant the need for a four-lane road on Springhill Road. Future development along the corridor, at the Tallahassee International Airport, and along Capital Circle Southwest and Orange Avenue may justify this in years to come. These considerations highly influenced alternative recommendations made in this corridor-specific plan to ensure that they fit with future designs and widening that may occur. Additional planning and design of the Airport Gateway corridors will be done by Blueprint upon completion of this Southwest Area Transportation Plan.

Figure 2. Southwest Area Transportation Plan Corridors and Phases

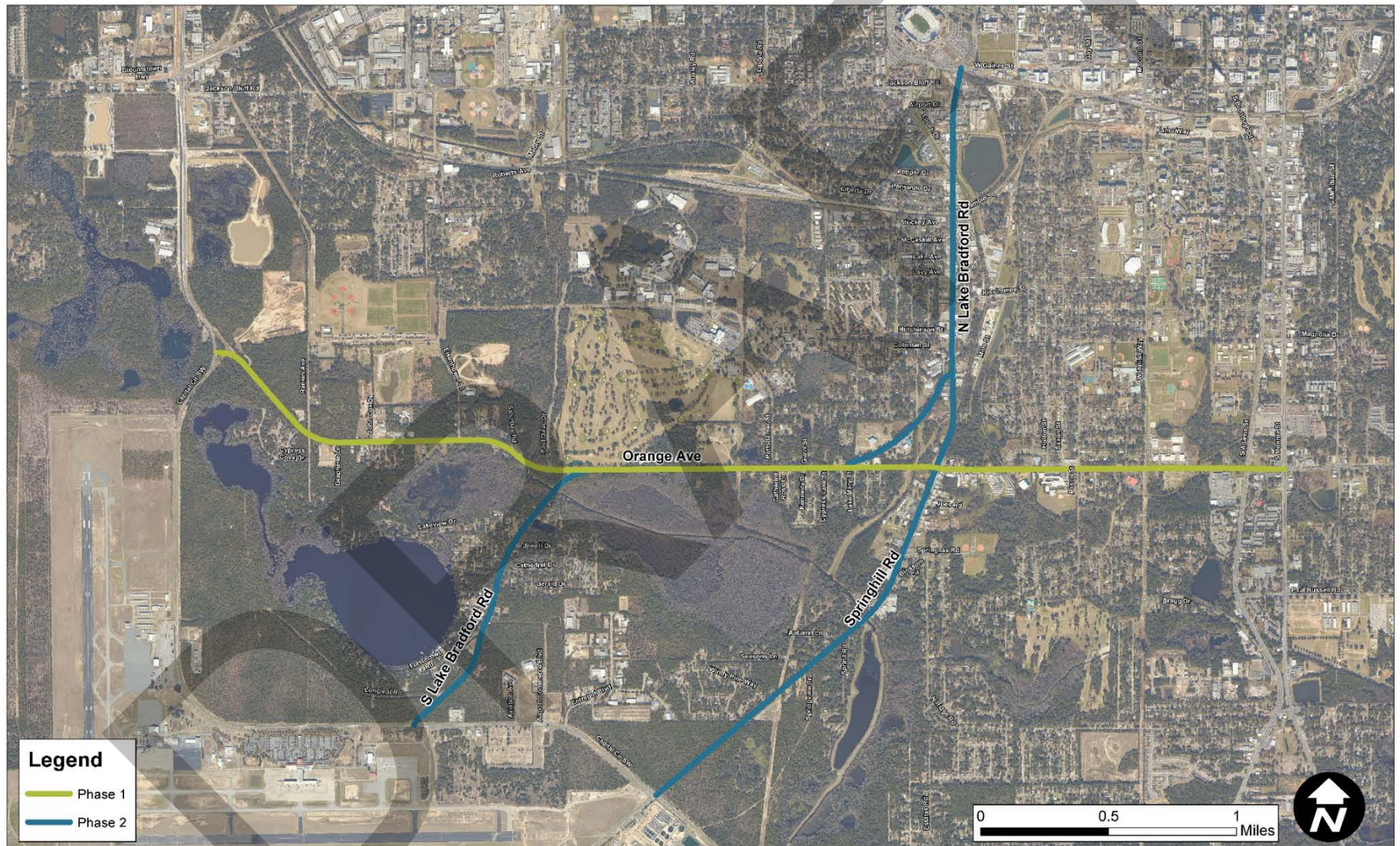


Figure 3. Springhill Road



Overall Project Goal

The objective for the Southwest Area Transportation Plan is to create a holistic, multimodal transportation vision for the area that is consistent with the 2040 Regional Mobility Plan, FDOT plans, Blueprint 2020 sales tax extension projects, and the Tallahassee-Leon County Comprehensive Plan. This Corridor Plan also reflects input from local land owners, residents, business owners, and public officials regarding the guiding elements for future development of the transportation network in the area. Transportation is a fundamental part of daily life. It affects everyone in many ways and plays a critical role in shaping a region's physical and social infrastructure. Reliable access to efficient and safe modes of transportation is critical in the development of livable communities and goes a long way toward improving the region's economic equity, environmental footprint, and overall quality of life. Below is an outline of the Goals and Objectives of this plan. All ten planning factors as described in FHWA Code of Federal Regulations §450.306(b) are addressed in the Goals and Objectives of this plan.

Goals and Objectives

1. Balanced Transportation System and Safety
 - 1.1 Incorporate ITS and technology throughout the study area to improve safety for all user types.
 - 1.2 Allow for a balanced transportation system that includes all appropriate modes for the corridors within the study area.
 - 1.3 Provide project recommendations that support emergency response and disaster preparedness.
2. Compatibility with Local Planning Efforts
 - 2.1 Develop corridor recommendations that consider existing and future land use maps.
 - 2.2 Promote consistency with the Comprehensive Plan, 2040 Regional Mobility Plan, neighborhood/sector plans, and Blueprint projects.
 - 2.3 Create corridor recommendations that coincide with, or improve upon, ongoing and future transportation projects in the area.
 - 2.4 Recommend projects consistent with the Congestion Management Plan.
3. Increased Multi-modal Connectivity to Support Current and Future Development
 - 3.1 Identify potential improvements to transit service and related amenities.
 - 3.2 Improve the pedestrian and bicycle network through the addition of new facilities and improvements to existing facilities.
 - 3.3 Improve roadway design to improve safety and mobility for all modal users along study corridors.
 - 3.4 Identify potential Complete Streets applications that focus on all transportation types.

4. Improved Community Cohesion and Connectivity
 - 4.1 Engage the community in the planning process through public and stakeholder involvement efforts.
 - 4.2 Improve access to and between existing community assets such as churches, schools, parks, community centers, neighborhoods, and Tallahassee International Airport.
 - 4.3 Increase the effectiveness and safety of all modal connections between community assets and neighborhoods.
 - 4.4 Implement appropriate bicycle and pedestrian signage and crossings in areas with schools and other high pedestrian areas.
5. Improved Economic Opportunities
 - 5.1 Apply access management techniques to the corridor to maximize safe travel to and from local businesses.
 - 5.2 Develop corridor enhancements that improve multi-modal access to community assets.
 - 5.3 Develop corridor recommendations that encourage context-sensitive development in the Southwest Area.
 - 5.4 Continue to allow for efficient freight movement on existing freight corridors.

Project Considerations

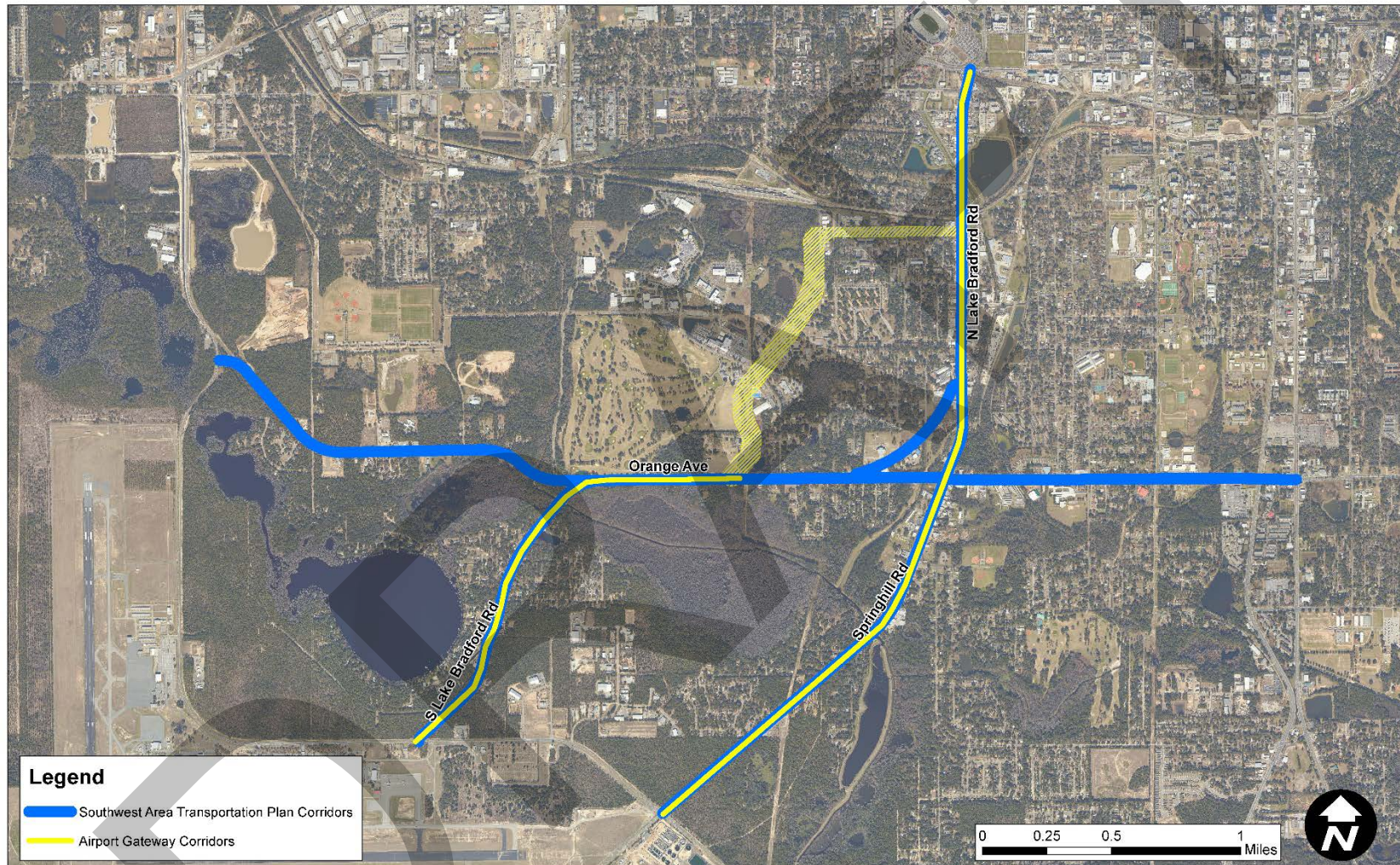
The Blueprint Intergovernmental Agency approved an Airport Gateway Project amendment in March 2018 to allocate funding to the following corridors for improvements related to transportation, sense of place, and safety:

- South Lake Bradford Road
 - Capital Circle Southwest to Orange Avenue
- North Lake Bradford Road
 - Orange Avenue to Gaines Street
- Orange Avenue¹
 - South Lake Bradford Road to new gateway road alignment
- Springhill Road
 - Capital Circle Southwest to Orange Avenue
- New corridor connecting Orange Avenue to North Lake Bradford Road (*not a part of the Southwest Area Transportation Plan*)
 - Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stuckey Avenue

¹ For the Orange Avenue Corridor Plan, the section between South Lake Bradford Road and the proposed new north/south corridor should consider opportunities related to a possible new intersection and upgraded multi-modal facilities through the Airport Gateway project.

Figure 4 illustrates the location of the corridors that are included in the Airport Gateway. After the Southwest Area Transportation Plan is completed, Blueprint will consider the efforts that went into developing this plan, and its outcomes and recommendations as they move forward to the design and implementation of the Airport Gateway Project.

Figure 4. Airport Gateway Corridors



Existing Land Use

Transportation and Land Use History

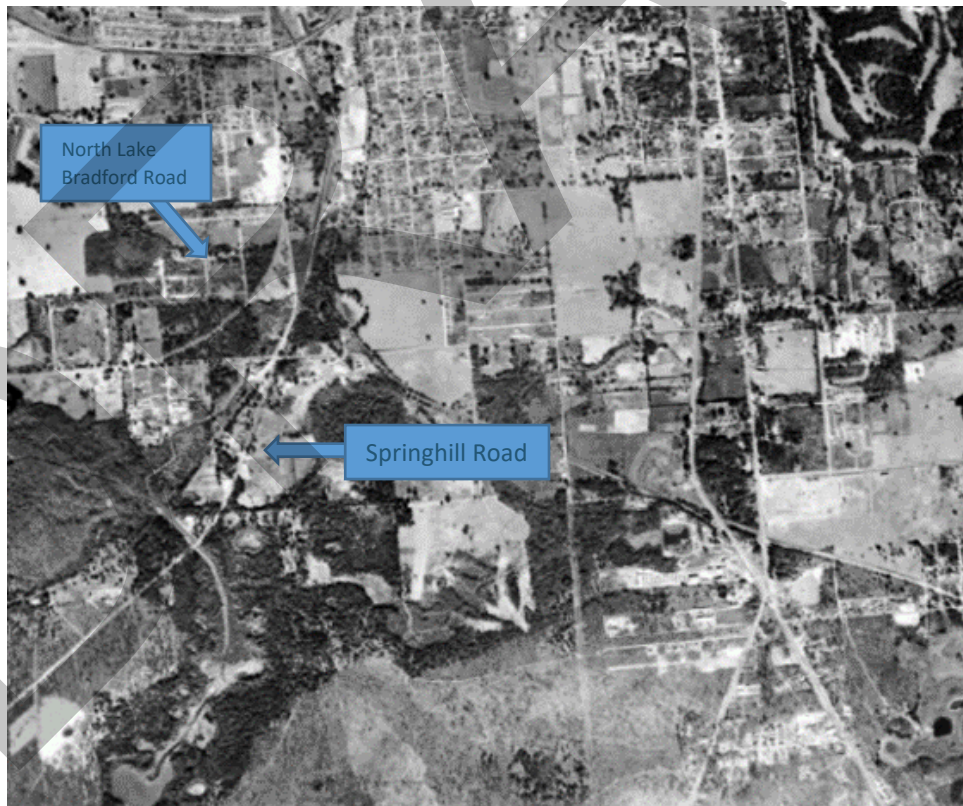
The area south of Tallahassee's downtown/urban core has been the focal point of several improvement efforts over the last decades. Growth in Tallahassee has primarily occurred away from the southern area. **Figure 5** shows that the southern area around Springhill Road, Avenue was rural, with little to no development in 1937.

By 1954, some small businesses had developed, and North Lake Bradford Road was extended, creating a split between North Lake Bradford Road and Springhill Road as shown in **Figure 6**.



Figure 5. 1937 Aerial Photo

Figure 6. 1954 Aerial Photo



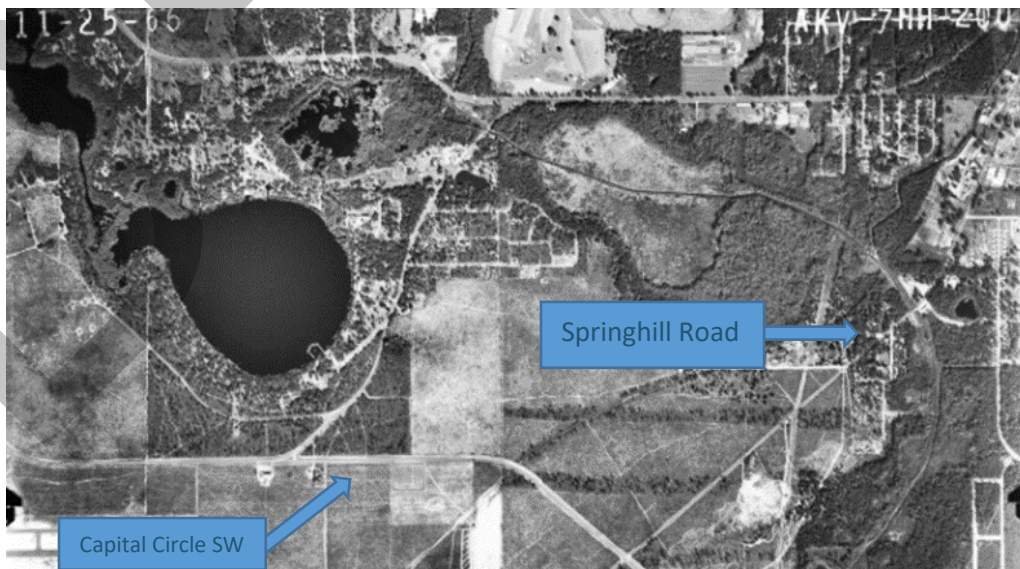
As the southside area continued to slowly develop, by the early 1960s, there were several small businesses and development springing up around the northern portion of the corridor, such as at the intersection of Orange Avenue and Springhill Road, shown in **Figure 7**.

Figure 7. Intersection of Orange Avenue and Springhill Road in 1963



By 1966, Autumn Lane and Seasons Lane had been constructed and connected to Springhill Road. Capital Circle Southwest was also constructed. The Tallahassee Municipal Airport was built in 1961 and is southwest of Springhill Road, as shown in **Figure 8**.

Figure 8. Intersection of Orange Avenue and Springhill Road in 1963



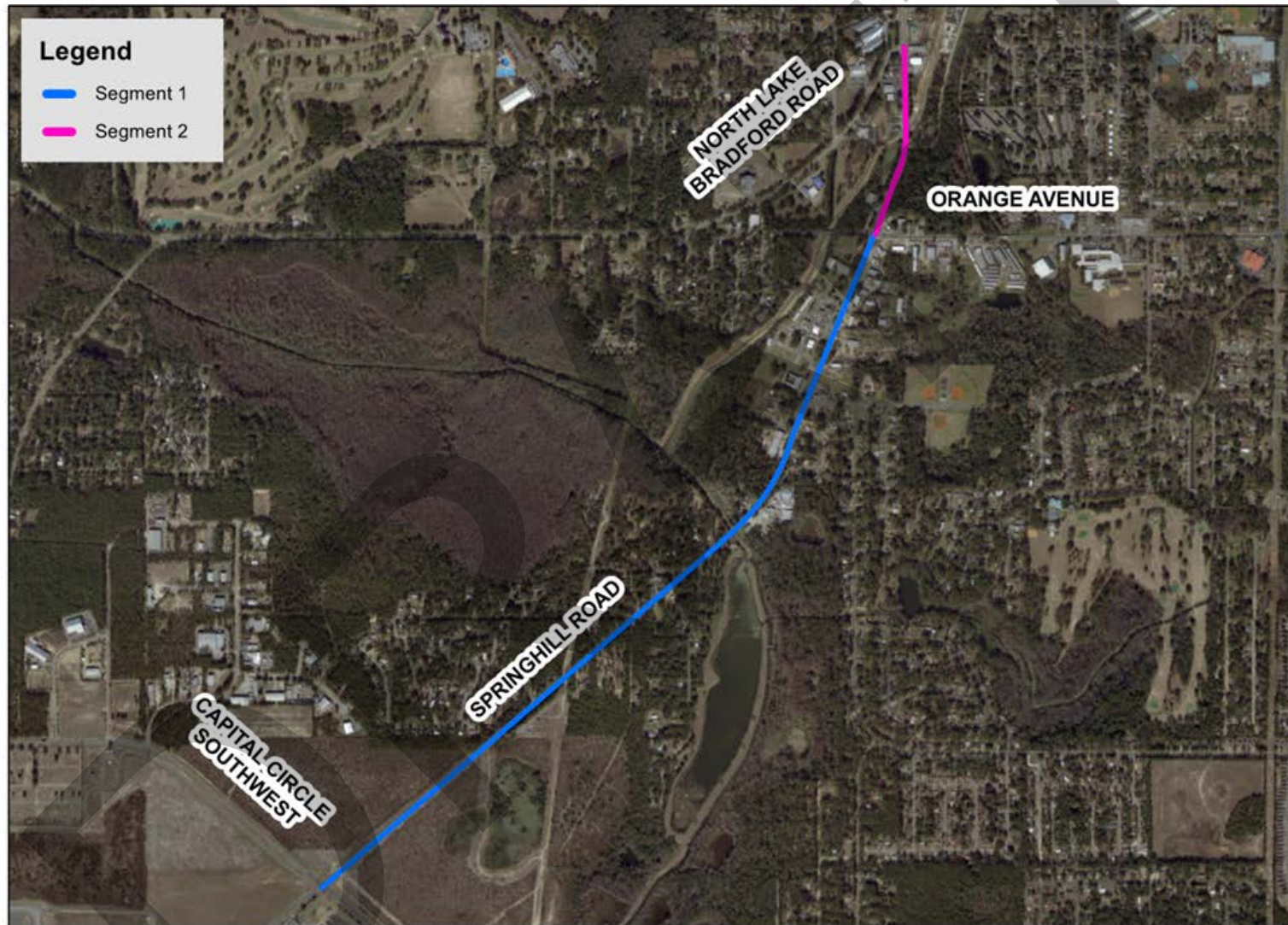
Over the next decade, development along the corridor continued slowly, as shown in **Figure 9**.

Figure 9. 1973 Aerial Photo



Today, the southern area has developed along Springhill Road primarily with residential and small businesses and Springhill Road continues to serve as an important north-south corridor, providing the connection from Capital Circle Southwest to Orange Avenue and connecting to North Lake Bradford Road. An updated map of present-day Springhill Avenue can be seen in **Figure 10**.

Figure 10. Present Day Springhill Road



Although the southern area has experienced development, the economic development and growth, as well as the demographics within the area have not kept pace with the remainder of Tallahassee and Leon County. According to the American Community Survey of the US Census (2017), the census tracts that touch Springhill Road show that the demographics display an average population of 75.3% African American. The median income for the area is \$26,246, with 28.3% of the residents falling below the poverty line. These statistics are shown in the **Table 1**, as well as the comparison with Tallahassee as a whole.

Table 1. Demographic Comparison between Springhill Road and Tallahassee

Demographic Statistics		
	Springhill Road	Tallahassee
Median Household Income	\$26,246	\$42,418
African American Population	75.3%	35.2%
Residents Below Poverty Line	28.3%	27.1%

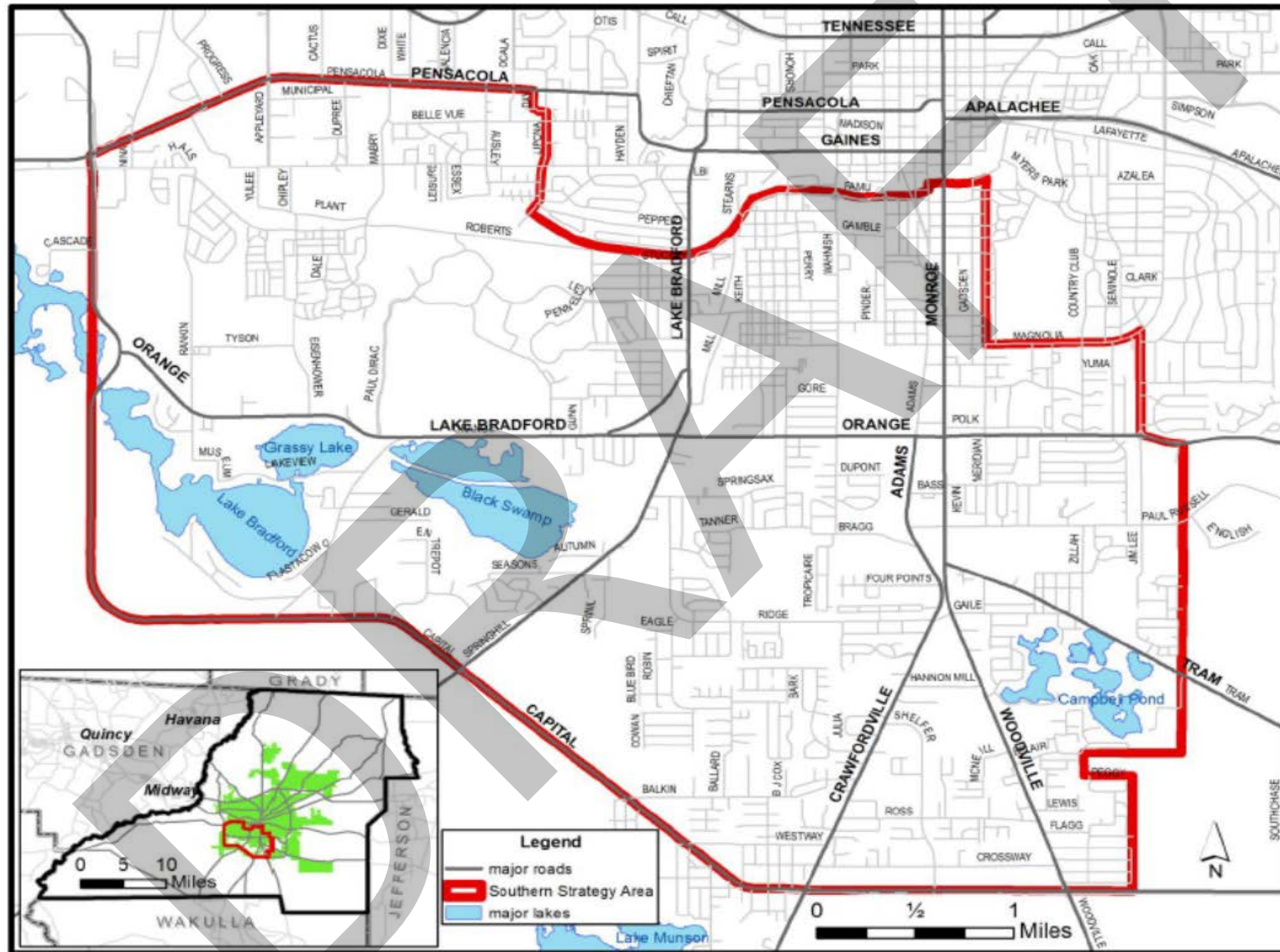
In recognition of the relative lack of economic development, growth, and opportunities within the area, the City of Tallahassee and Leon County Comprehensive Plan incorporated a targeted effort known as the Southern Strategy in 1998. This Southern Strategy Area (SSA) included the area in **Figure 11**.

The primary goals for the SSA included the promotion of quality land development with an increase in population, the incentivization and retention of businesses and employment opportunities, and the promotion of mixed-income housing within the area to encourage population growth. There have been several additional efforts subsequent to the designation of the SSA focused on growth and development through land use and transportation strategies. The efforts that impact Orange Avenue have included:

- Five-Year Economic and Development Strategy (2004, Angelou Economics)
- Lake Bradford Sector Study (2005, Tallahassee-Leon County Planning Department)
- Retaining and Expanding Businesses of Tallahassee's Southside (2006, Florida State University)
- Multimodal Transportation District (2009, Tallahassee-Leon County Planning Department)
- South City Report (2015, Urban Land Institute)
- Southern Strategy Area Comprehensive Report (2016, Tallahassee-Leon County Planning Department)

Each of these efforts have identified or encapsulated a variety of strategies to promote sustainable economic development and quality growth through the coordination of transportation and land use

Figure 11. Tallahassee-Leon County Planning Department Southern Strategy Area



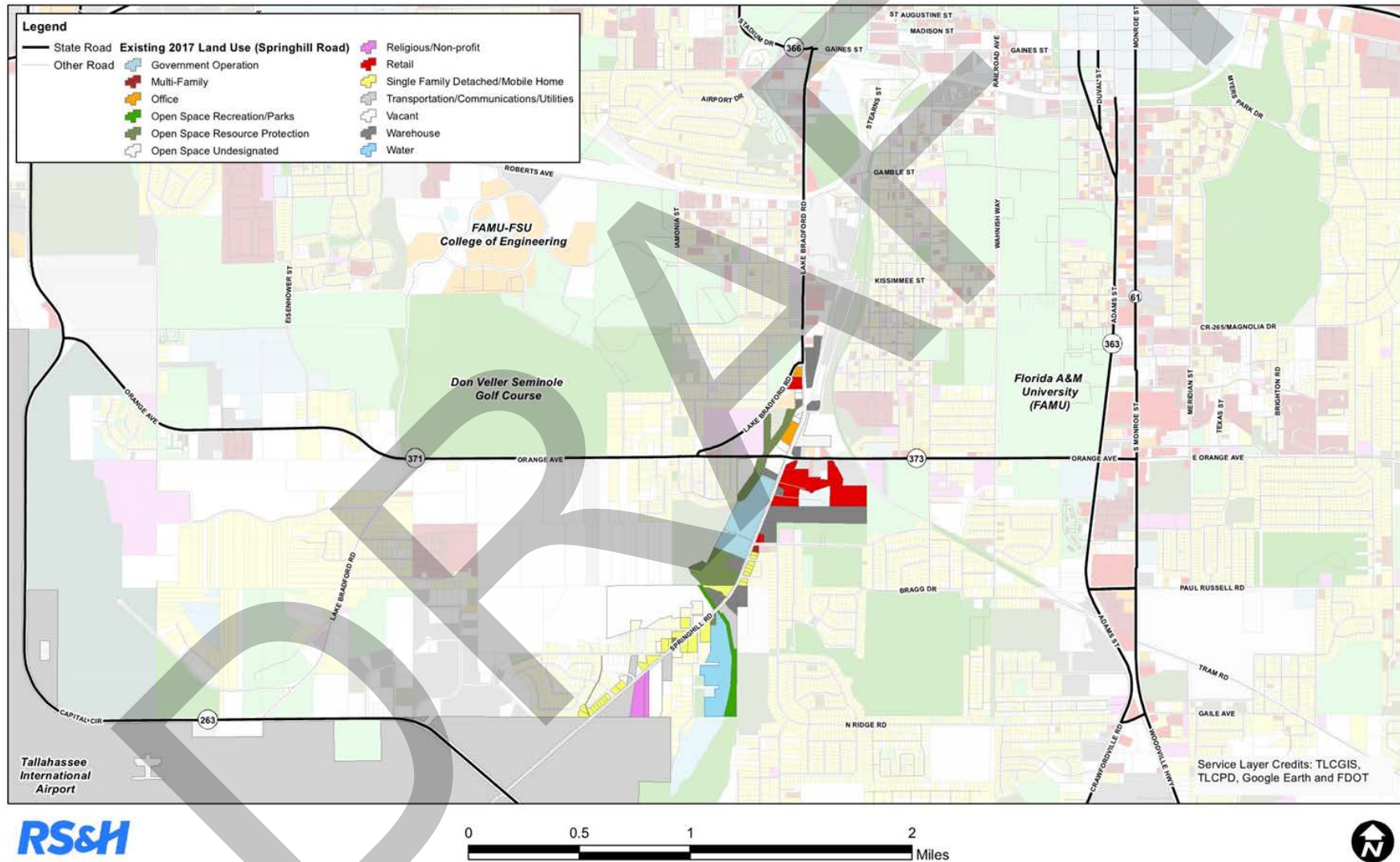
Existing Land Use

To understand the existing land use within the study area, a review of the parcels adjacent to each of the major facilities was conducted, with a focus on Springhill Road for this effort. The parcels are shown in **Figure 12**. The majority of land use along Springhill Road is Single Family Detached/Mobile Home with slightly over 33% of the parcels in this category, although the total acreage for this category is approximately 17 acres. The next highest category of use along Springhill Road is Vacant properties with over 18% of the parcels in this category, while encompassing 54 acres. Approximately 23% of the parcels are in Retail and Warehouse, with 35.4 acres. The Transportation/Communications/Utilities category is 8% of the parcels, however encompasses almost 2,700 acres. The remainder of the property categories are at approximately 5% or less. **Table 2** provides a summary of existing land uses adjacent to Springhill Road.

Table 2. Existing Land Use Summary

Land Use	# of Parcels	Percent of Total	Total Acreage
Single Family Detached/Mobile Home	29	33.3%	16.7
Vacant	16	18.4%	54.0
Warehouse	15	17.2%	35.4
Transportation/Communications/Utilities	7	8.0%	2,689.5
Retail	5	5.7%	24.2
Open Space Resource Protection	4	4.6%	21.9
Office	3	3.4%	2.8
Government Operation	2	2.3%	21.6
Religious/Non-profit	2	2.3%	6.4
Water	1	1.1%	19.4
Open Space Undesignated	1	1.1%	4.3
Open Space Recreation/Parks	1	1.1%	7.0
Multi-Family	1	1.1%	0.4
Grand Total	87	100.0%	2,903.5

Figure 12. Existing Land Use



Future Land Use

Future land use must conform to the goals and vision of the Tallahassee-Leon County Comprehensive Plan, which is articulated below:

“The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.”

The Land Use Element of the Comprehensive Plan provides the framework for growth and development within Tallahassee and Leon County. This element provides the connection between the community’s overall vision and priorities with land use and development patterns. The current Land Use Element, which was adopted in 1991 and only incrementally revised since then, is being updated. The draft goals identified are applicable to the study area as part of the larger community, however, no specific goals have been identified that are applicable to only the study area and Orange Avenue. In addition, the proposed 2019 amendments to the Comprehensive Plan are not within the study area.

According to the Major Ongoing and Proposed Development Report for Tallahassee and Leon County, there is no significant development scheduled within the study area as of this report. The criteria for this designation is defined as 20+ residential units and/or 10,000+ square feet of non-residential construction.

The future land use categories found along Springhill Road are shown in **Figure 13** and listed and defined below per the Land Use Element of the Comprehensive Plan:

- **Central Urban**
This category is characterized by older developed portions of the community that are primarily located adjacent to or in close proximity to the urban core and major universities and is intended to provide a variety of residential types (up to 45 dwelling units per acre), employment (includes light manufacturing), office and commercial activities. Infill and potential redevelopment and/or rehabilitation activity should be encouraged.
- **Government Operational**
The primary function of this future land use category is to provide for the operation of and provision of services on property owned or operated by local, state, and federal government. Allowed uses include community services, heavy infrastructure, and post-secondary uses, including police and fire stations, electric generating facilities, postal facilities, and government offices.
- **Residential Preservation**
The primary function of this future land use category is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. This future land use category allows for single family, townhouse, and cluster housing development within a range up to six dwelling units per acre. Consistency with surrounding residential type and density shall be a major determinant in granting development approval. New and infill development shall be consistent with the existing residential type and density. Commercial, including office as well as any industrial land uses, are prohibited.

- **Suburban**

This land use category is intended to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. The category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects and the principles of traditional neighborhood developments are encouraged, though not required. A mix of residential types is permitted. The density range is up to a maximum of 20 dwelling units per acre. Other permitted uses include commercial, office, community services, passive and active recreation, light industrial and light infrastructure. Business activities are not intended to be limited to serve area residents; and as a result, may attract shoppers from throughout larger portions of the community.

- **Urban Residential 2**

The primary function of the Urban Residential land use category is to promote a range of residential densities (4-20 dwelling units per acre) thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The category allows townhouses, single family detached homes, two-family homes, and apartments, as well as open space/recreation and community facilities related to residential use. The category is not intended to be applied within the interior of an existing neighborhood.

- **Government Operational**

The primary function of this future land use category is to provide for the operation of and provision of services on property owned or operated by local, state, and federal government. Allowed uses include community services, heavy infrastructure, and post-secondary uses, including police and fire stations, electric generating facilities, postal facilities, and government offices.

- **Recreation/Open Space**

This category includes those lands owned by a government which incorporate active and/or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas. This category can also include privately owned lands with cemeteries, golf courses or wildlife management areas. The category allows for passive recreation and silviculture. If the property is located within the urban service area or in a rural community, active recreation facilities are allowed.

- **Recreation /Open Space: Stormwater Facility**

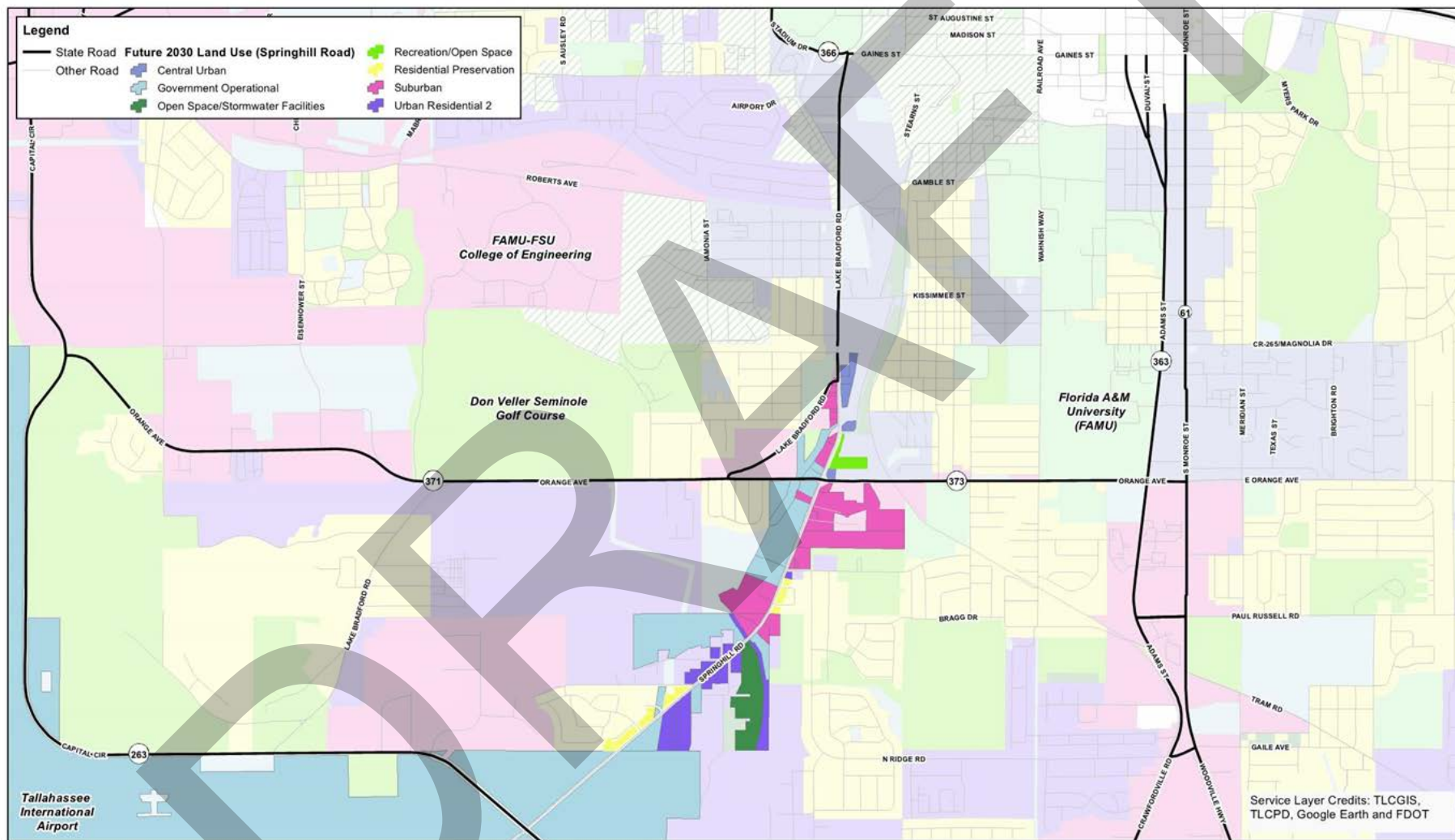
This sub-category is focused on stormwater facilities that are owned by government. Included are lands serving as structural or non-structural stormwater facilities whose primary function is stormwater attenuation, treatment or conveyance. These areas may also be used as passive park areas with no permanent structures. Uses that are allowed include parks, nature preserves, cultivation, grazing and unimproved, pervious parking areas.

The largest categories for the future land uses of the vacant parcels along Springhill Road are Residential Preservation, Suburban, Urban Residential 2, and Government Operational. **Table 3** displays the total vacant parcels and how they are identified on the future land use map shown in **Figure 11**.

Table 3. Vacant Parcels and Future Land Use Map Identification

Springhill Road	Count
Urban Residential 2	5
Suburban	5
Government Operational	4
Residential Preservation	2
Grand Total	16

Figure 13. Future Land Use



The existing zoning and development codes, when combined with the future land use designations, are critical in understanding the development/redevelopment efforts. **Table 4** below depicts the primary existing land uses along Springhill Road and the future land use designations found within the roadway. The existing land use information is found in the 2017 update and the future land use has the horizon year of 2030. As noted previously, the Comprehensive Plan is currently being updated with an anticipated completion date in 2019.

Table 4. Primary Existing Land Uses Along Springhill Road

South Lake Bradford Road Existing and Future Land Use	
Existing Land Use	Future Land Use
Single Family Detached/Mobile Home	Central Urban
Vacant	Urban Residential 2
Warehouse	Residential Preservation
Transportation/Communications/Utilities	Suburban
Retail	Recreation/Open Space
Open Space	Recreation/Open Space:
Office	Stormwater Facility
Government Operation	Government Operational
Religious/Non-profit	
Multi-Family	
Water	

With the existing and future land use designations on the parcels along Springhill Road, the zoning and allowable development in the future are in place to encourage new development and redevelopment that promote sustainable economic growth for the area.

Development Potential

The major existing land uses along Springhill Road include Single Family Detached/Mobile Home, Vacant, Warehousing, and Transportation/Communication/Utilities. However, there are other uses identified as shown in the table above and on the Existing Land Use map. When cross-referencing the existing land use with the future land use designations, many of the parcels along Springhill Road are included in future land use designations that incorporate a focus on economic growth and development and the preservation of existing stable residential areas.

The Suburban designation is designed to create an environment encouraging economic investment and reinvestment, including shopping and employments with good residential access. Mixed use developments are encouraged within the suburban designation, and a mix of residential types is allowed. Other permitted uses include commercial, office and light industrial. Through this type of investment, the intent is to attract employees and shoppers from throughout the greater community.

The Urban Residential 2 designation includes a range of residential densities designed to promote infill development while avoiding sprawl. A mix of residential uses and commercial/retail facilities to serve the residential uses are encouraged.

The Central Urban designation promotes a variety of residential types and densities up to 45 dwelling units per acre. Employment, office, and commercial activities are allowed with infill and redevelopment encouraged.

The Residential Preservation designation is intended to preserve existing, stable residential areas. A range of residential densities is allowable, with up to six dwelling units per acre. The designation includes a requirement on new or redevelopment being consistent and compatible with existing development.

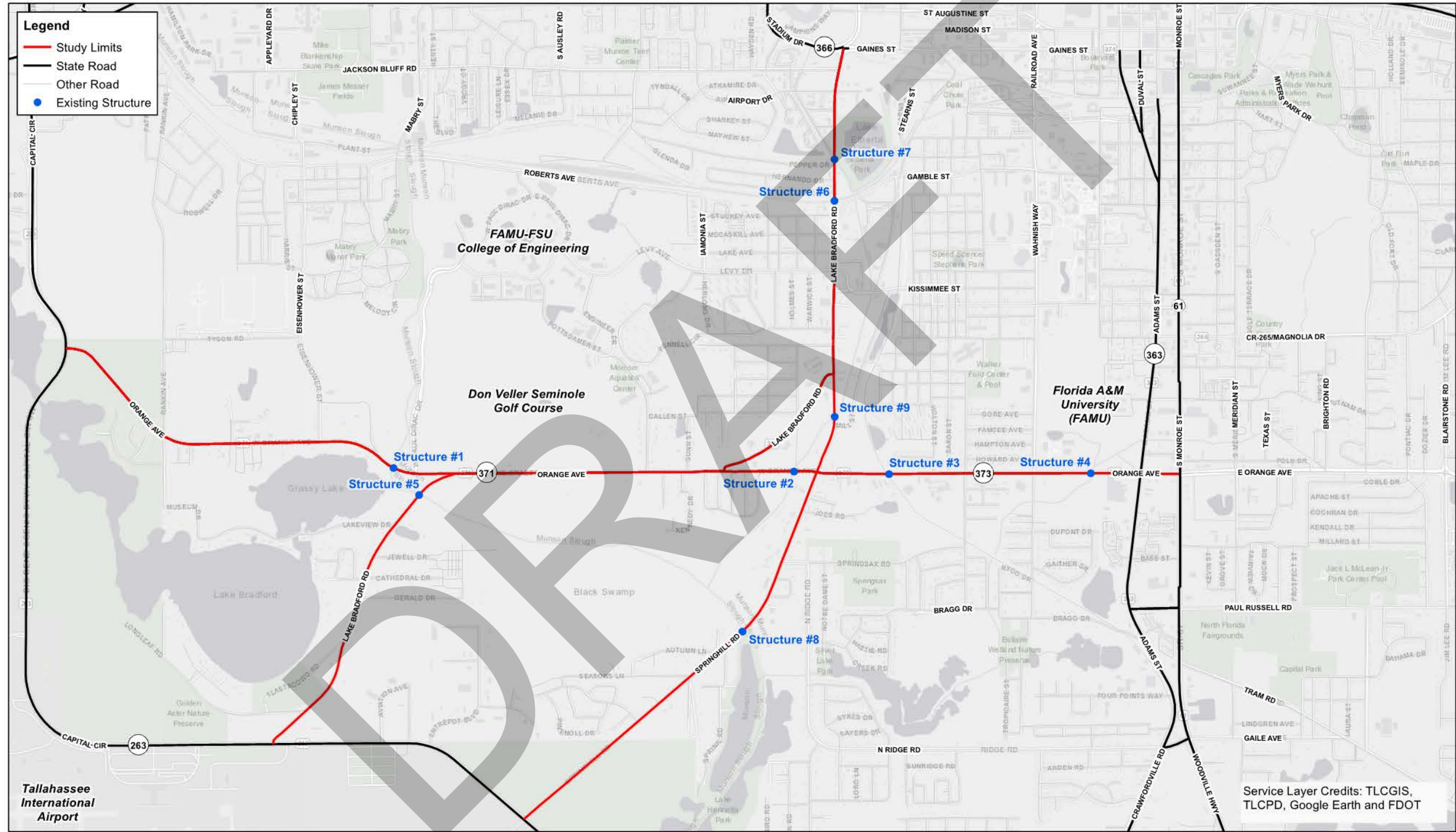
Corridor Inventory

Structures Inventory

Bridges are regularly inspected by the Florida Department of Transportation to determine their structural and operational integrity. If a bridge is deemed structurally deficient, the bridge should be repaired or replaced within the next six years. A bridge that is functionally obsolete indicates that the configuration of the bridge does not meet current roadway design conditions. The sufficiency rating considers a variety of factors and are part of the formula used by the Federal Highway Administration to determine funding allocations for bridges. Sufficiency ratings are on a scale from one to 100, with 100 considered to be a fully sufficient bridge, usually new. The sufficiency ratings shown for the bridges along Springhill Road were found in the 2019 FDOT 2nd quarter bridge report.

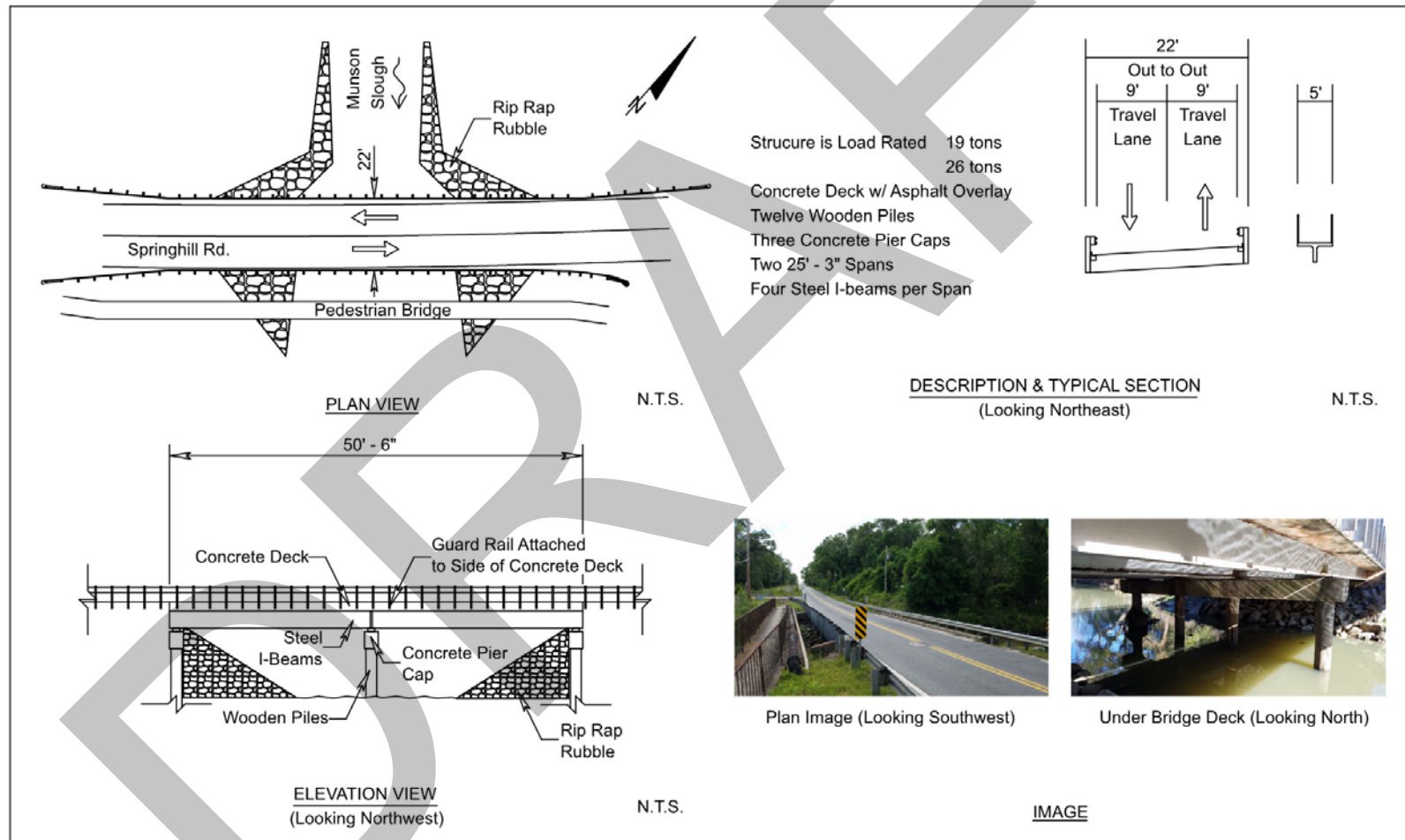
Figure 14 reflects a structures inventory performed within the Southwest Area Transportation Plan study corridors. **Figure 15** and **Figure 16** shows a detail of the structure located along Springhill Road. Projections in plan, elevation, and section view accompany pictures during various site visits. Structure numbers eight and nine are located along Springhill Road. Structure eight, located on the southern segment of Springhill Road between Capital Circle SW and Orange Avenue has been identified as functionally obsolete (it does not meet current design standards) and currently has a minimum loading rate of 19 tons. The bridge rehabilitation project for Structure 8 was scheduled to begin in May 2019.

Figure 14. Structure Locations



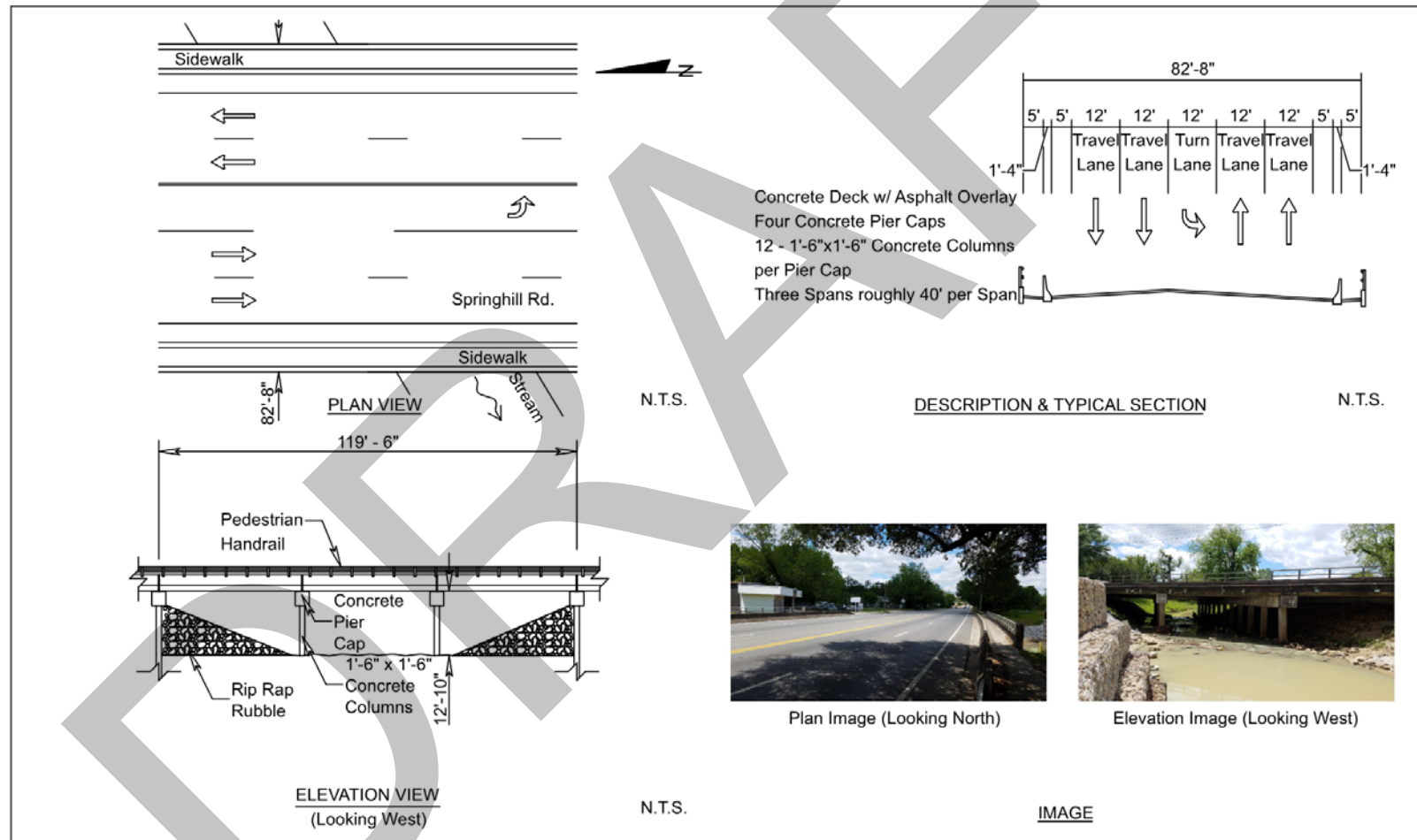
Structure 8 is located on Springhill Road, approximately 500 feet north of Springhill Road and approximately 700 feet south of Gun Club Road. Built in 1949 and last inspected on July 18th, 2018, the bridge spans Munson Slough and has a sufficiency rating of 60.8. Several emergency repairs have been performed in the past to correct deterioration of the approaches. Field inspections have uncovered degradation of the timber piles supporting the structure. A bridge rehabilitation effort began in May 2019, which plans to add a new permanent pile, new guardrail, and further repair the damaged approaches.

Figure 15. Structures Inventory – Structure #8



Structure 9 is located on Springhill Road, approximately 900 feet south of the split between North Lake Bradford Road and Springhill Road and approximately 1,100 feet north of West Orange Avenue. Built in 1988 and last inspected on April 17th, 2018, the bridge spans a stream feeding Munson Slough and has a sufficiency rating of 94.5.

Figure 16. Structures Inventory – Structure #9



RS&H Structures Inventory - Structure # 9
Bridge #550033, Springhill Rd. over Stream

Sources: FDOT SLD, 2018 4th
Quarter Bridge Inspections
Created: 6/12/2019

Utilities

Table 5 shows a summary of the companies identified as having utilities present within the right-of-way of Springhill Road.

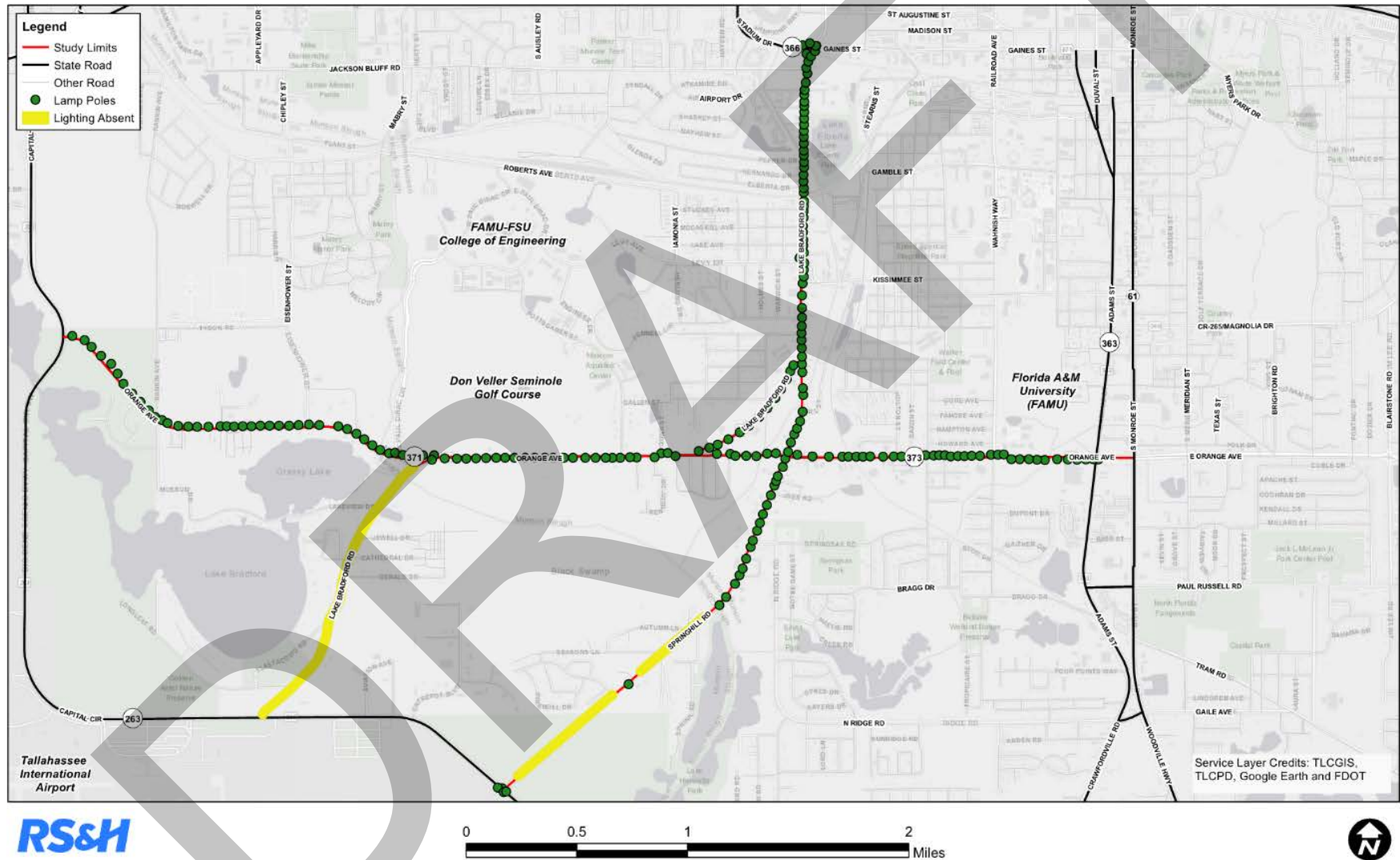
Table 5. Utilities

Owner	Point of Contact	Phone
Centurylink	Bill McCloud	(850) 599-1444
Dial Communications	Nelson Sweeney	(850) 877-3282
Florida Gas Transmission	Joseph Sanchez	(407) 838-7171
Comcast Cablevision	Wade Matthews	(352) 516-3824
Uniti Fibers LLC	DJ Mcauley	(251) 259-0807
Talquin Electric Co-op, INC	Ted Lee	(850) 893-6854
City of Tallahassee Operations	Wayne Bryan	(850) 891-2080
City of Tallahassee Utility Services	William Tolar	(850) 556-5873
City of Tallahassee Substation	Mike Drymon	(850) 694-3058

Lighting

Figure 17 illustrates the results of a lighting inventory conducted within the Southwest Area Transportation Plans. A total of 204 existing light poles were located on all facilities, with 5 luminaire observed to be out of service during site visits. Segments of Springhill Road where lighting does not exist are highlighted in yellow.

Figure 17. Lighting Inventory



Existing Transportation Facilities

Roadway Network

The Springhill section of the Southwest Transportation Plan study area spans from Capital Circle Southwest to North Lake Bradford Road. Springhill Road is classified as a 2.2-mile urban minor arterial roadway traveling north-south between Capital Circle Southwest and North Lake Bradford Road. The corridor has two distinct segments based on the current cross-section. The roadway features of the segments are summarized below:

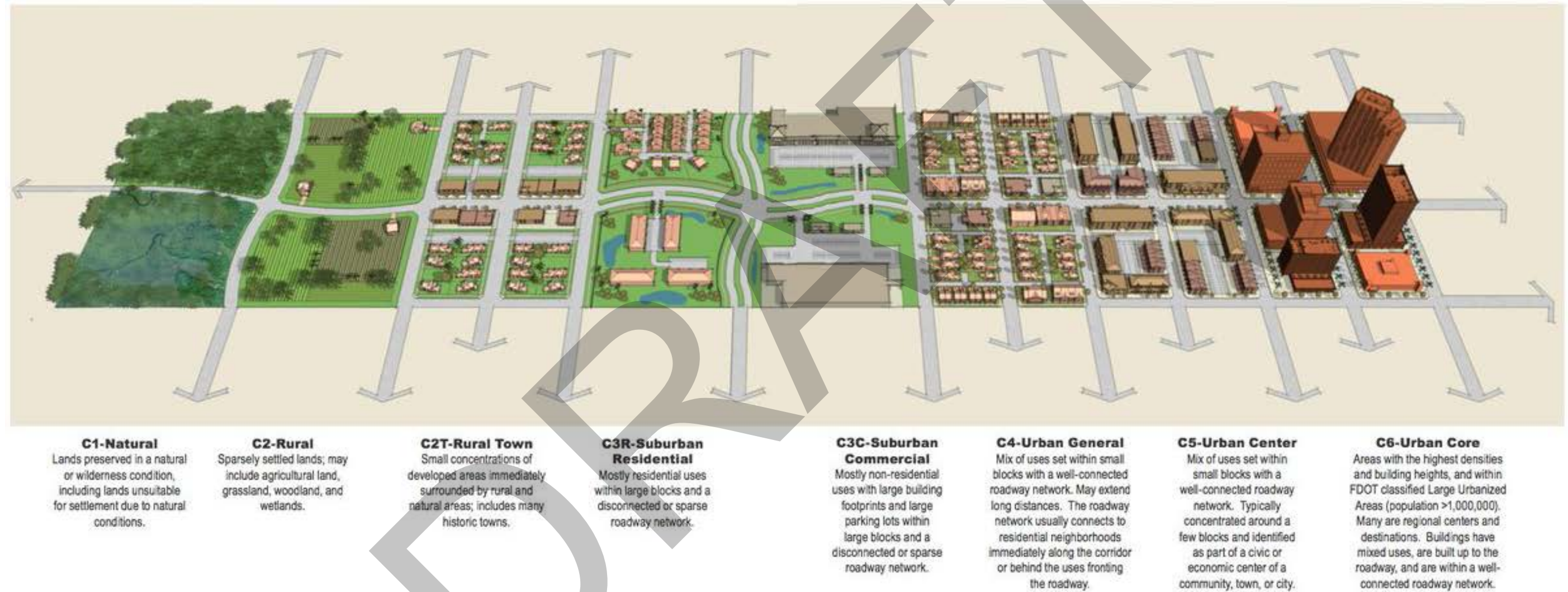
- Capital Circle Southwest to Orange Avenue
 - Two-lane undivided facility
 - 10-foot lanes
 - Right-of-way along this section varies from 65 to 75 feet.
- Orange Avenue to North Lake Bradford Road
 - Four-lane divided facility
 - 12-foot lanes
 - Two-way left-turn lane (13 feet)
 - Right-of-way along this section varies from 60 to 210 feet.

There is one existing signalized intersection along Springhill Road.

Complete Streets

The Florida Department of Transportation developed a Complete Streets Policy (Topic No.: 000-625-017-a) which promotes context sensitive transportation projects. Complete Streets focus on planning, designing, constructing, and reconstructing streets to take into consideration the surrounding local land uses and user types. Context classifications are the broad characteristics often found in our built environment which directs the types of transportation facilities that should be present. Because Orange Avenue and North Lake Bradford Road are FDOT roads, they will incorporate complete streets and context classifications into future designs. Both of these corridors are located within close proximity to or intersect with Springhill Road, and in order to maintain consistency, complete street principles should be considered by Blueprint in the future designs of Springhill Road in determining the most suitable transportation alternatives. These principles include maintaining safety, mobility, and serving the needs of transportation system user of all ages and abilities including cyclists, freight handlers, motorists, pedestrians, and transit riders (FDOT Complete Streets Implementation Plan, 2015). FDOT's classifications are shown in **Figure 19**.

Figure 19. FDOT Context Classifications from FDOT Design Manual



Driveways and Access Points

The number of access points along a facility is a key element in both safety and operational efficiency, as well as a major component of the coordination between transportation and land use. Springhill Road has a total of 63 driveway access points with a density of 29 access per mile. Driveway materials vary throughout the project and have been inventoried and noted in **Table 6**.

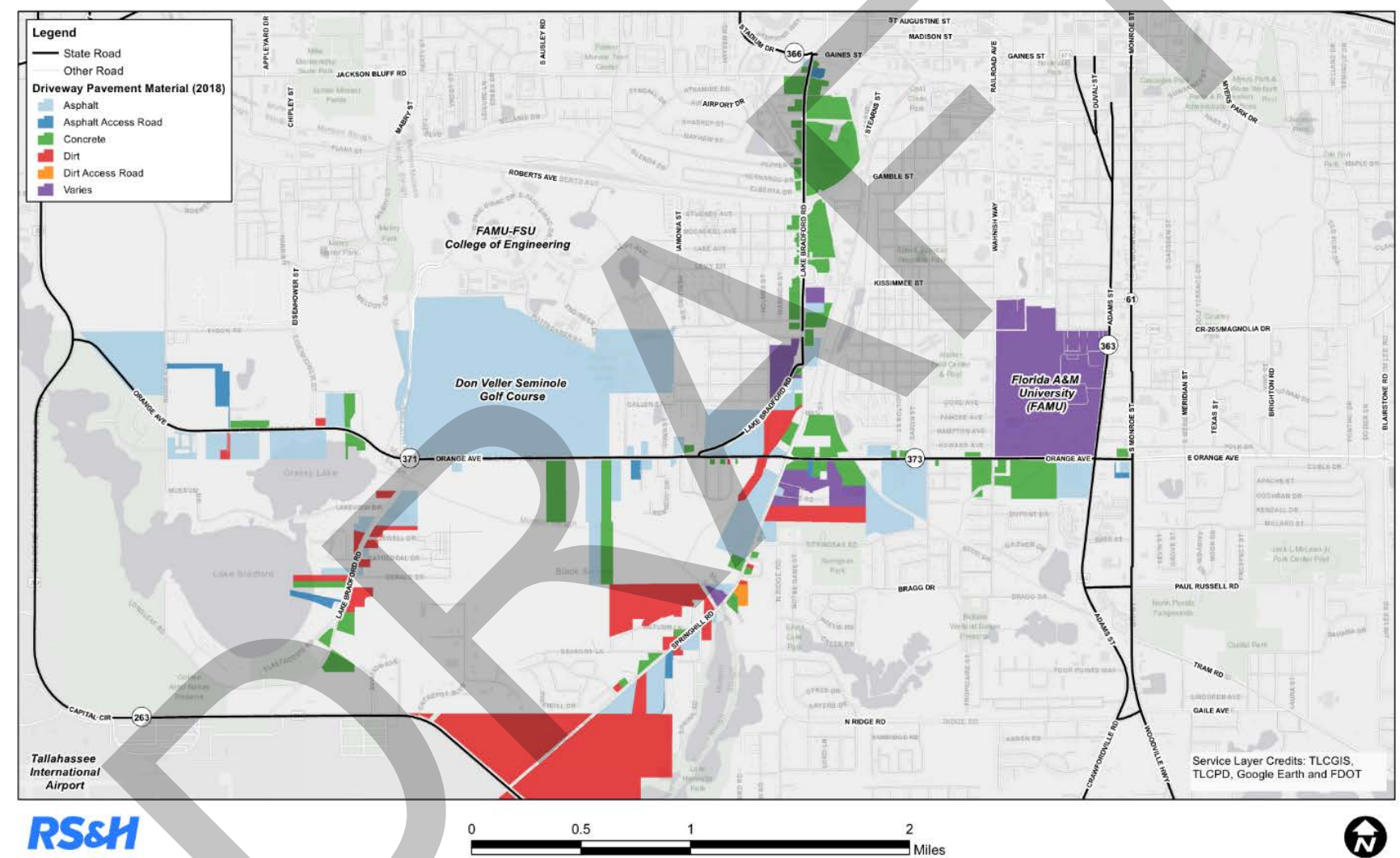
Table 6. Driveway Access Points and Driveway Material

	Concrete	Asphalt	Unpaved	Total	Density (Access/Mile)
Orange Avenue	47	57	4	108	25
Springhill Road	19	24	20	63	29
North Lake Bradford Road	74	26	4	104	59
South Lake Bradford Road	5	8	11	24	19

The corridor included in the Southwest Area Transportation Plan has an FDOT access classification of 6. FDOT Design 14-96 shows that for access class 6 with a posted speed limits of 45 mph or less the recommended connection spacing on one side of the roadway should be a minimum distance of 245 feet. To compare the access density along the corridor the 245-foot minimum was converted to 44 access points per mile (considering both sides of the roadway). Springhill Road (access class 6) has an access point density of 29 access points per mile, which is well below FDOT standards for this roadway classification.

Figure 20 is a graphical representation of the data described in **Table 6** and the spatial distribution of parcels with driveway access; there are parcels that have multiple access points.

Figure 20. Driveway Access Points by Parcel Fronting Corridors



Traffic Analysis

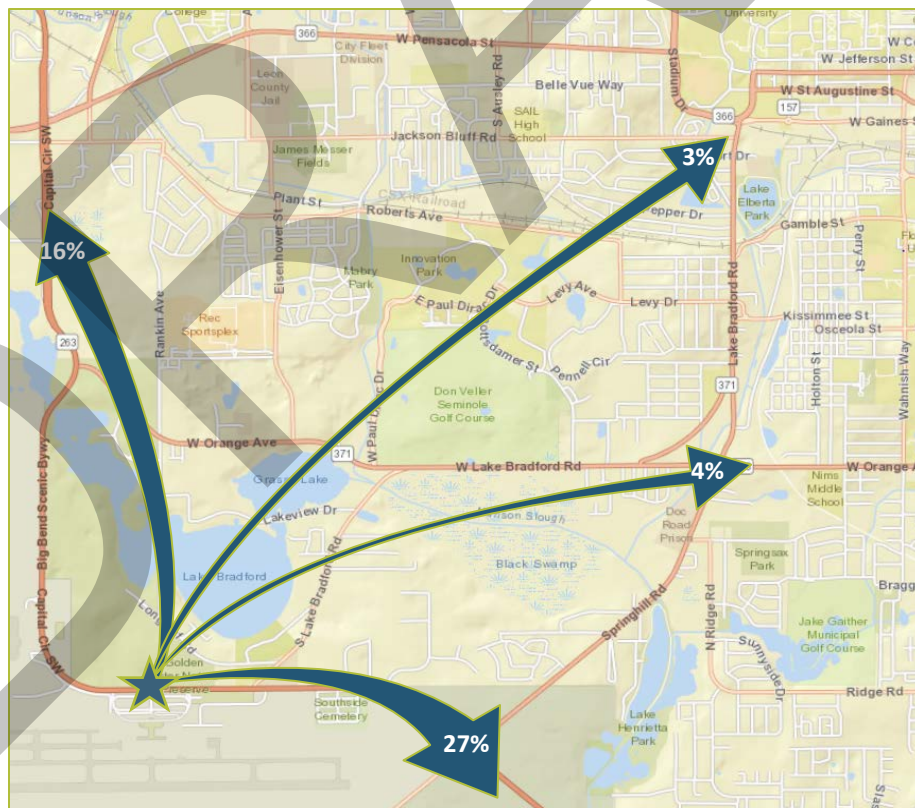
Traffic data was collected and analyzed throughout the Southwest Area Transportation Plan study area. The following sections describe the existing traffic trends along with the existing and future traffic operational and segment analyses focusing on the Springhill Road corridor.

Existing Traffic Trends Analysis

Origin-destination (O-D) data was collected from 11/2/2017 to 11/14/2017. The technology used to collect the O-D data is Bluetooth. The Bluetooth data was collected anonymously by device media access control (MAC) addresses as they passed into or through the signal range of Bluetooth collection units placed strategically in and around the southwest area of Tallahassee. Records are not otherwise associated with the owner of the vehicle or device detected by the collection units. Data was collected specifically for analyses of travel patterns in the area. The data identifies trends and travel patterns rather than a quantifiable volume of trips.

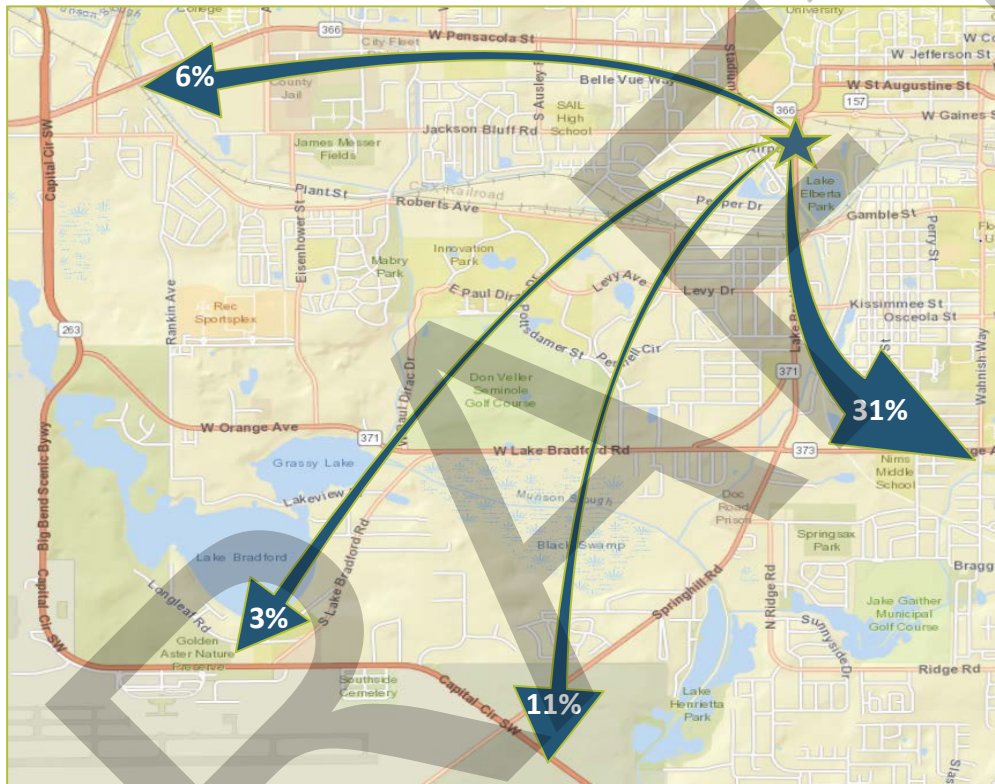
The overall traffic patterns of trips originating in the south end of the study area at the airport are shown in **Figure 21**. Traffic trends indicate that 25% of the trips that reach the northern point of North Lake Bradford Road use South Lake Bradford Road and 75% use Springhill Road.

Figure 21. Traffic Patterns Originating from South of Corridor



The percentage of traffic that originates at the northern portion of North Lake Bradford Road primarily utilizes two separate routes to reach the airport (shown as 3% on the **Figure 22**). Fifty percent (50%) of the trips travel south on Springhill Road to Capital Circle Southwest and 50% use South Lake Bradford Road.

Figure 22. Traffic Patterns Originating from North of Corridor



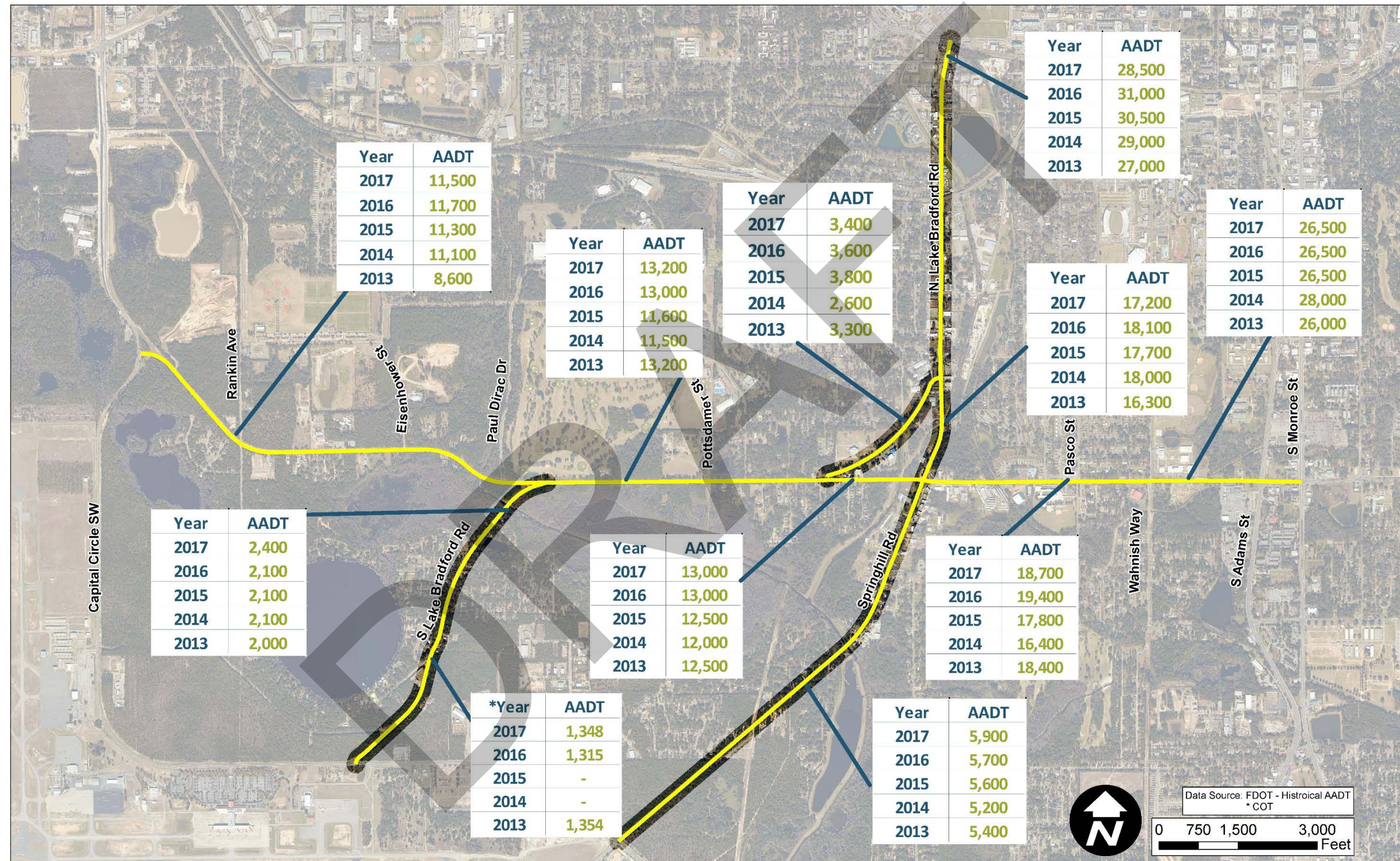
Capacity Analysis

Signalized intersection data was obtained from the City of Tallahassee. The Synchro files were reviewed with the provided counts and adjusted to correct for inconsistencies in the model files and the City's collected turning movement counts. Additional traffic volume data were collected during the analysis period.

Historical Traffic Volumes and Trends

Annual Average Daily Traffic (AADT) volumes along Springhill Road were obtained from FDOT's online traffic website. The last five years of data were used to determine the annual growth of the traffic. An annual growth rate of 2% was calculated and applied to the 2017 volumes to project to the 2045 horizon year. **Figure 23** shows the historical traffic volumes throughout the Southwest Area Transportation Plan study area.

Figure 23. Historical AADT Traffic Data



Segment Analysis

The 2017 AADTs along the corridor were compared to FDOT's Generalized Maximum Service Volume Tables (12/18/12). Springhill Road is categorized as a state signalized arterial. It was determined that the segment from Capital Circle Southwest to North Lake Bradford Road is currently operating well under capacity. **Figure 24** shows the existing (2017) capacity conditions along the corridor.

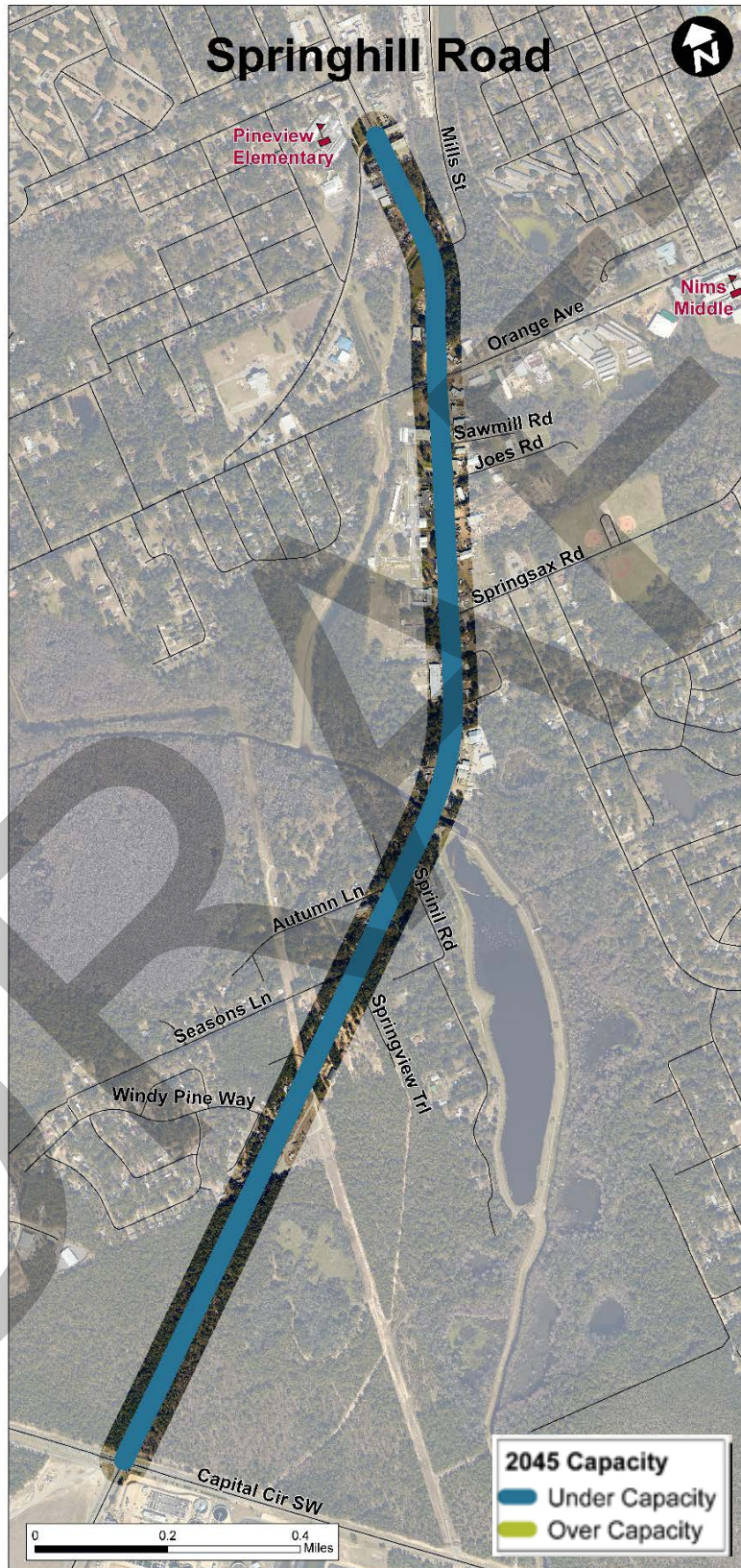
The 2017 traffic volumes were forecasted to the year 2045 by applying the 2% annual growth rate to the volumes and the entire corridor from Capital Circle Southwest to Orange Avenue is anticipated to remain under capacity by year 2045. **Figure 25** shows the 2045 capacity conditions along the corridor.

The traffic growth is being applied over a 28-year period, which provides insight into future demand along the corridor. Future planned projects near the corridor, including the future widening of Capital Circle Southwest, and future FDOT PD&E along Orange Avenue may impact future travel patterns along Springhill Road.

Figure 24. 2017 AADT Capacity Analysis



Figure 25. Future Capacity Analysis



Crash Analysis Overview

The FDOT Crash Analysis Reporting (CAR) System was utilized to obtain verified crash location data, which was then supplemented by crash details and reports from the Signal Four Analytics software. Crash data for years 2012 to 2016 (the most recent years for CAR) were obtained for Springhill Road in Leon County, Florida. The data below reflects crashes recorded along Springhill Road.

Overall Crashes (98)

A total of 98 crashes along Springhill Road—including 35 injury crashes and no fatal crashes—were reported over the five-year period between January 1, 2013 to December 31, 2017 (most current and available data at the time of the study). The annual crash frequency varied during the analysis years, with a maximum of 24 crashes in 2014 and a minimum of 13 crashes in 2015.

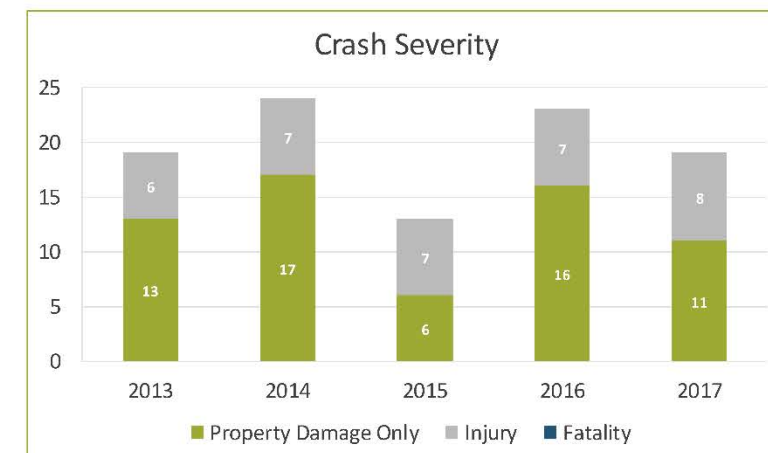
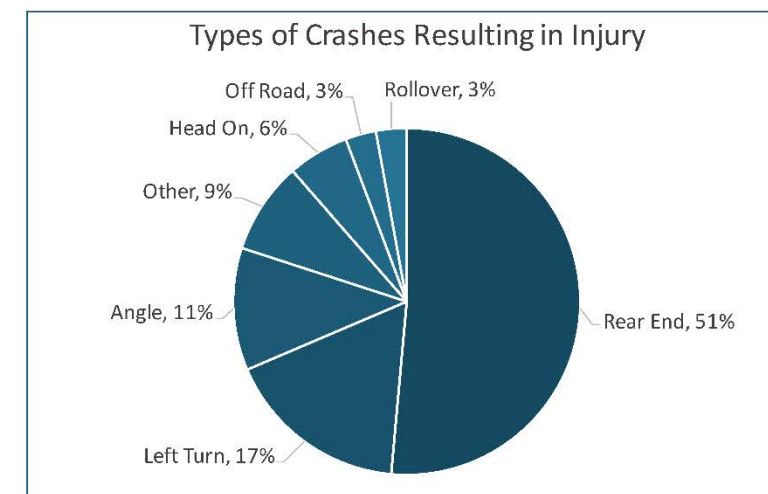
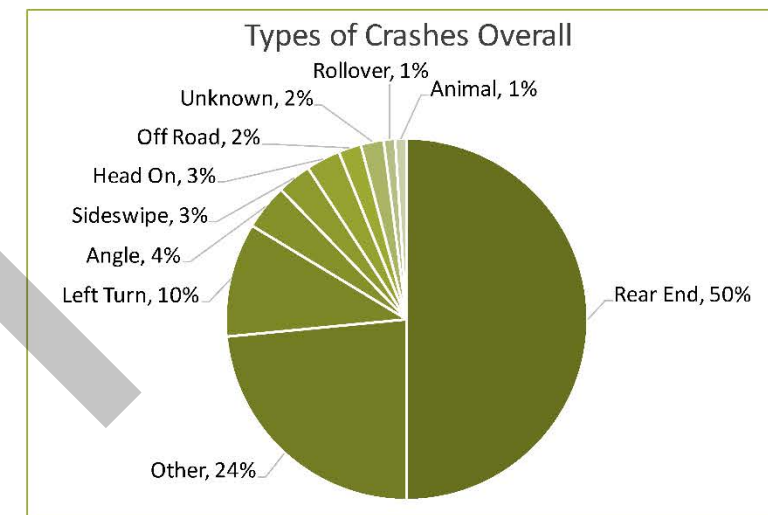
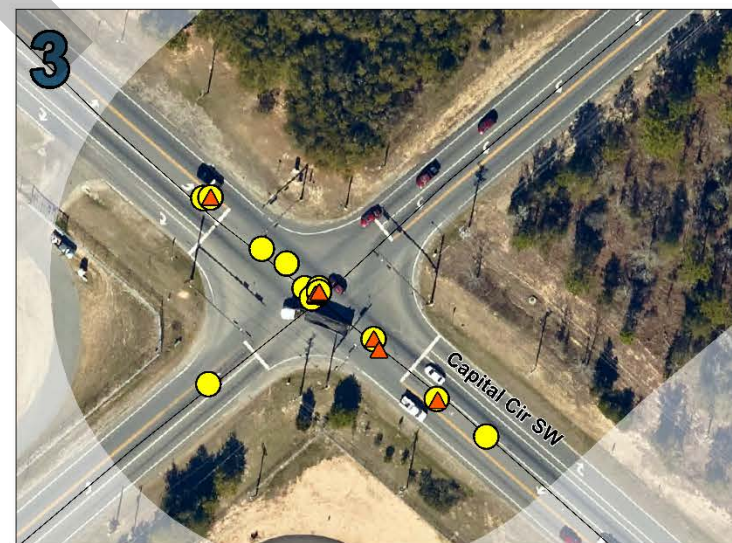
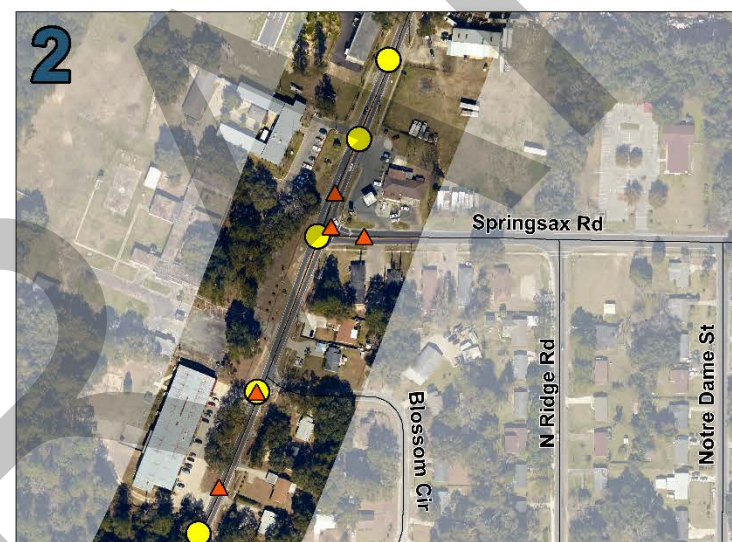
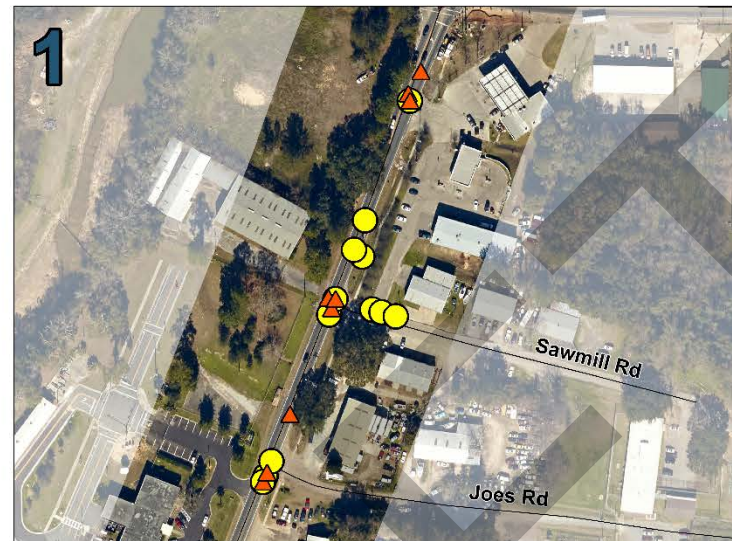
Crash data was analyzed to estimate the severity of crashes and contributing factors. Injury crashes accounted for 36% of all crashes. Crashes that occurred under dark conditions accounted for 13% of all crashes and crashes that occurred on wet surface conditions accounted for 12%. **Table 7** summarizes the crashes that occurred along Springhill Road during the five-year analysis period.

Table 7. Crashes in Five-Year Period along Springhill Road

Year	Total Crashes	Injury Crashes	Fatal Crashes	Dark Crashes	Wet Crashes	Alcohol Related Crashes
2013	19	6	0	4	2	0
2014	24	7	0	3	3	1
2015	13	7	0	1	2	0
2016	23	7	0	3	3	0
2017	19	8	0	2	2	1
TOTAL	98	35	0	13	12	2
Average Per Year	20	7	0	3	2	0
Percent of Total Crashes		36%	0%	13%	12%	2%

The locations of the 98 crashes recorded along the corridor are shown in **Figure 26**.

Figure 26. Five Year Crash Data (2013-2017)



Crash characteristics were assessed to determine temporal trends in the 98 crashes during the five-year study period, such as monthly, weekday vs. weekend, and hourly variations in crash frequency. December was the most common month for crashes, with 13 (13%) compared to the monthly average of 8 crashes. The day of the week during which the most crashes occurred was Monday, with 19 crashes (19%) compared to the average of 8 crashes. The one-hour period during which the most crashes occurred was between 7:00 A.M. and 8:00 A.M., with 16 crashes (16%) compared to the one-hour median of 4 crashes. **Figure 27** through **Figure 29** depict the monthly, weekly, and hourly patterns observed in the five years of crash data from 2013 to 2017 along Springhill Road.

Figure 27. Monthly Crash Trends along Springhill Road

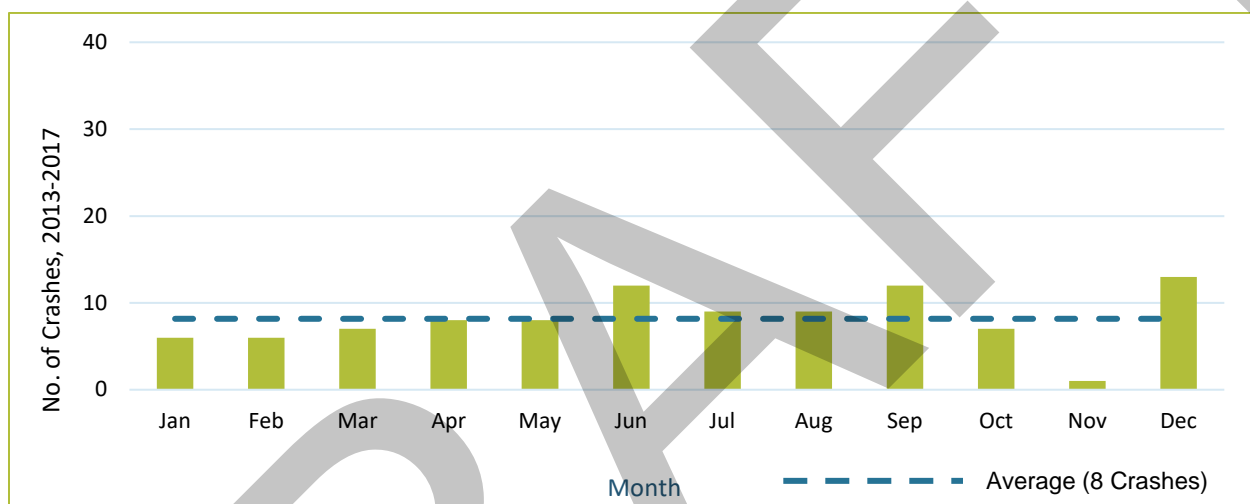


Figure 28. Weekday Crash Trends along Springhill Road

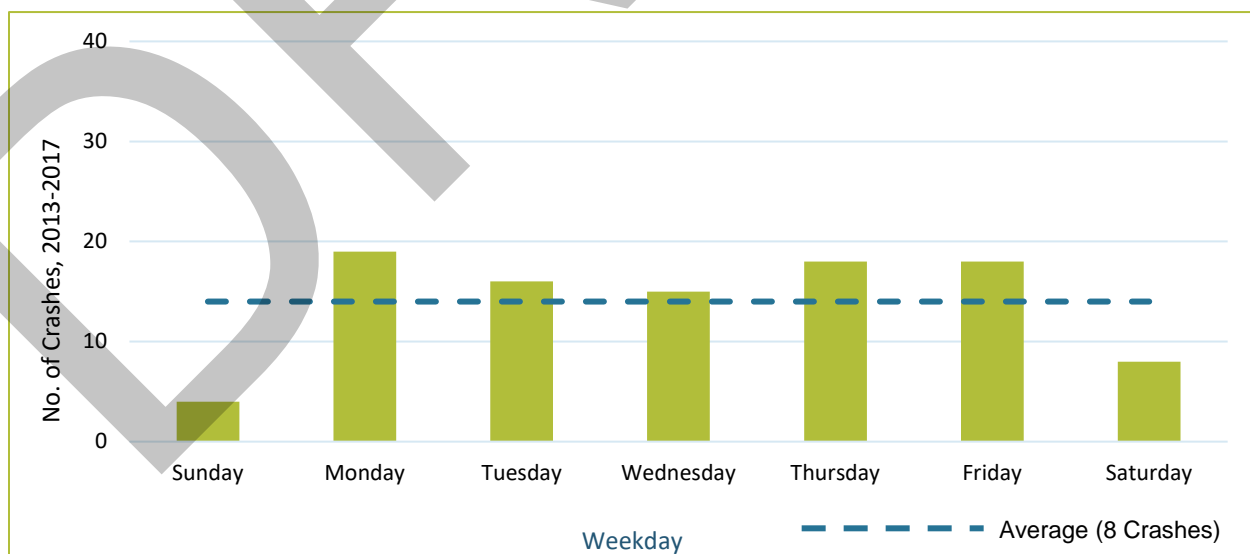
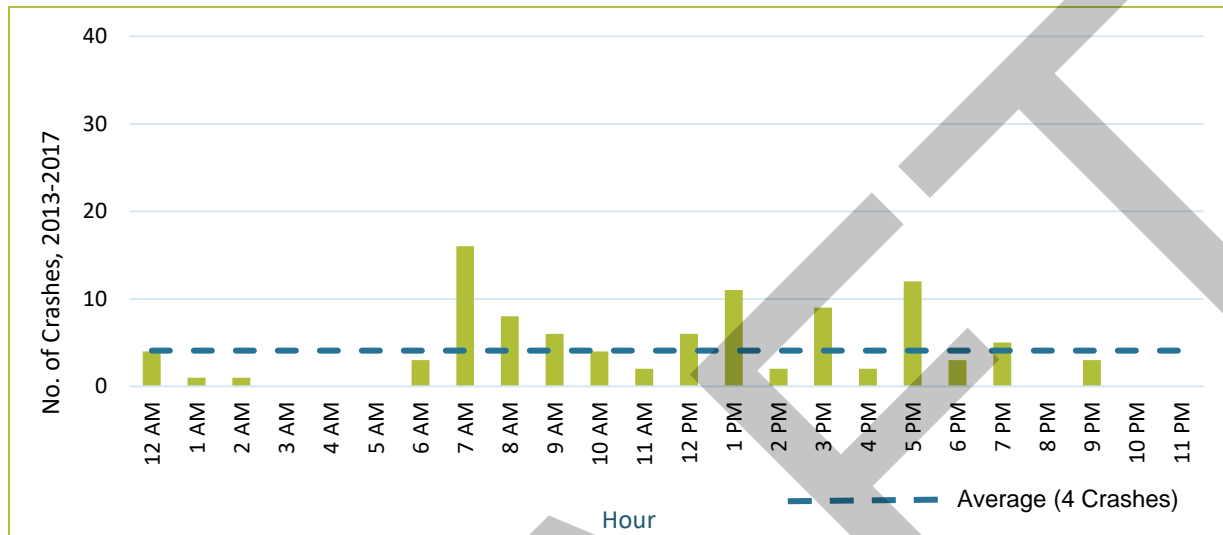


Figure 29. Hourly Crash Trends along Springhill Road



Several parameters were used to determine trends in the crash types that occurred along the corridor from 2013 to 2017. The highest percentage of any crash type along Springhill Road was attributed to rear end crashes, which accounted for 49 of the 98 crashes (50%). Of the crashes that involved injuries, 51% were rear-end crashes.

Crash Rate Analysis-Segments

Crash rates per million vehicle miles traveled (MVMT) on the corridor were calculated for each year from 2013 to 2017. Roadway classifications varied based on the area type (all study segments are urban in this case), number of travel lanes, and the presence of a median. Springhill Road from Capital Circle Southwest to Orange Avenue is classified as an urban, two-lane, undivided roadway. And Springhill Road from Orange Avenue to North Lake Bradford Road is classified as urban, four-lane, divided paved. These classifications were utilized to compare the study segments to the statewide average crash rate for similar facilities in each year.

Crashes along each segment of Springhill Road, the associated crash rate (crashes per million vehicle miles traveled), and the statewide average for similar facilities are summarized in **Table 8**. Crashes on Springhill Road from Capital Circle Southwest to Orange Avenue were over the state average for years 2013, 2014, and 2016. The segment from Orange Avenue to North Lake Bradford Road were below the state average for 2013-2016. Statewide average rate for the 2017 year is not yet available.

Table 8. Springhill Road Crash Summary by Segment, Rate, and Statewide Average

	Limits	Segment Length (miles)		2013	2014	2015	2016	2017
Segment 1	Capital Circle Southwest to Orange Avenue	1.750	Total Crashes	12	19	9	19	13
			Crash Rate	3.479	5.720	2.516	5.219	3.450
			Statewide Average	3.194	3.462	3.452	3.892	-
Segment 2	Orange Avenue to North Lake Bradford Road	0.390	Total Crashes	7	5	4	4	6
			Crash Rate	3.323	2.373	1.899	1.813	2.948
			Statewide Average	5.148	5.796	6.163	6.156	-

Crash Analysis Findings

In summary, over the five-year analysis period from 2013 to 2017, the study area exhibited a relatively high percentage (50%) of crashes resulting from rear end collisions. The roadway segment from Capital Circle Southwest to Orange Avenue exhibited crash rates exceeding the statewide average for similar facilities.

Environmental Inventory

The following sections summarize the results of the socio-economic, cultural, and natural environmental data collection and analysis conducted as part of this corridor study. This analysis was conducted at a desktop level utilizing available U.S. Census tract data along with Federal Emergency Management Agency (FEMA) data.

Social

Community

Community cohesion is the degree to which residents have a sense of belonging to their community. This may also include the degree to which neighbors interact and cooperate with one another; the level of attachment felt between residents and institutions in the community; and/or a sense of common belonging, cultural similarity or “togetherness” experienced by the population. There are multiple established neighborhoods throughout the study area, including neighborhoods like Jake Gaither, Providence, and others in the Springsax Road area. These are historic neighborhoods and maintaining community cohesiveness while provided transportation improvements is very important to this community. Outreach efforts to coordinate with these neighborhoods to get valuable input on desires and needs yielded significant information that helped influence the recommended alternatives in this corridor-specific plan, which are discussed further in the outreach section. When selecting a recommended opportunity, consideration should be given to how the recommendation will impact connectivity and cohesiveness among the neighborhoods.

Demographics

An analysis of minority and low-income populations (Environmental Justice (EJ) or Potential EJ populations) was conducted through a review of the American Community Survey of the US Census (2017) and field reconnaissance. In addition, the level of vehicle ownership was reviewed as part of the socioeconomic assessment to give a full picture of the surrounding community and determine what transportation alternatives would be feasible and worth pursuing. The surrounding community has a high minority population. Along the corridor, there are areas along Springhill Road north of Orange Avenue where over 60% of the households are living below the poverty line. Along Springsax Road and in the Jake Gaither neighborhood, poverty levels ranging from 20% to 60% of the population characterize the area. Household vehicle access is generally between 0 and 10% along this section, however, in the area north of Orange Avenue and east of Springhill Road more than 25% of households do not have access to vehicles. Because of such large ranges of poverty and vehicle access, it is imperative in planner for future transportation facilities that pedestrian and bicycle facilities be included to serve both a transportation alternative need and a recreational need. **Figure 30** and **Figure 31** show the poverty and vehicle ownership maps.

Figure 30. US Census Poverty Data

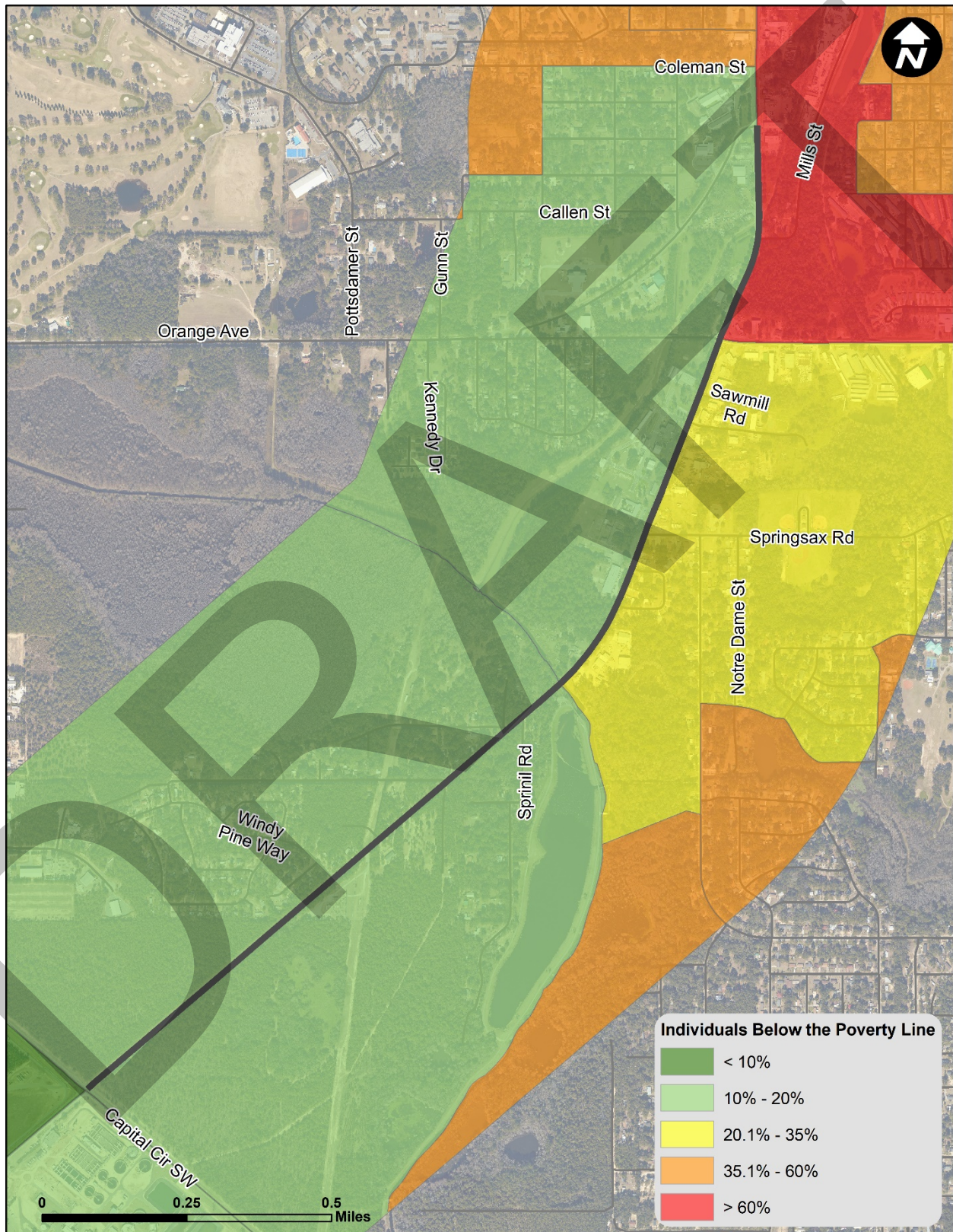
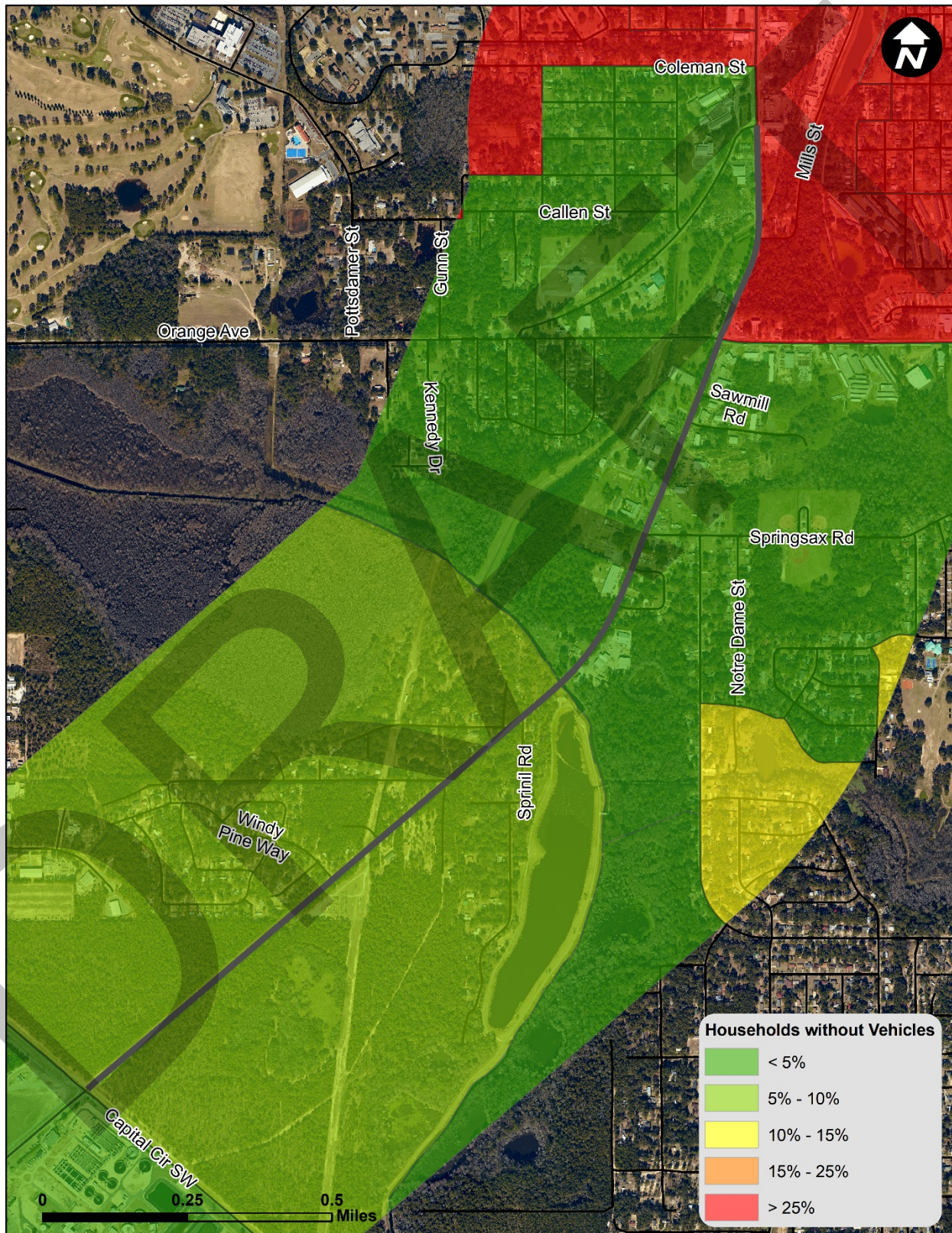


Figure 31. US Census Vehicle Ownership Data



Cultural

Historic Sites/Districts

There are multiple State Historic Preservation Office (SHPO) structures and one SHPO bridge in the area surrounding Springhill Road. There is one structure along the West side of Springhill Road that is deemed eligible by SHPO for the National Register of Historic Places (NRHP). The structure is affiliated with the FDOT Complex found on Springhill Road.

Recreational Areas

Recreational facilities and other community facilities near the corridor are shown in **Figure 32**. Along the corridor, there are no schools, but Nims Middle School is located nearby and there is access to the school from neighborhoods adjacent to Springhill Road. Parks include Lake Henrietta Park, which has multi-use trails that currently lack connectivity to other trail networks in the city and Leon County. While Springsax Park is not located directly on Springhill Road, it is located within close proximity and would benefit from better connections to other recreational facilities via Springhill Road. The Debbie Lightsey Nature Park Project is also planned Northwest of the Southwest Area Transportation Plan study area, which will include trails and greenway connections. There are also several unpaved trails in the natural areas surrounding the corridor.

Development of other recreational opportunities in the project area that promote connectivity to regional trail network can be expected in the future. In selecting alternatives to move forward, consideration should be given to the impacts of any potential connections of residential, community centers, recreational, and educational facilities. Currently, the area lacks multi-modal connectivity.

Natural

Wetlands and Floodplains

Figure 33 shows the presence of the wetlands and food zones near the project corridor. The avoidance and minimization of impacts to wetlands and natural surface waters are critical criteria during the evaluations of opportunities. FEMA Flood Insurance Rate Map GIS data for Leon County indicates the project is located within FEMA flood zones AE and A. Flood zone AE represents the 100-year flood with base flood elevations determined. Flood zone A represents the 100-year flood with no base flood elevations determined. Springhill Road passes through an area of Flood Zone AE.

Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. Wetland impacts and stormwater treatment will be addressed as part of the Blueprint Airport Gateway Project.

Figure 32. Recreational and Community Facilities

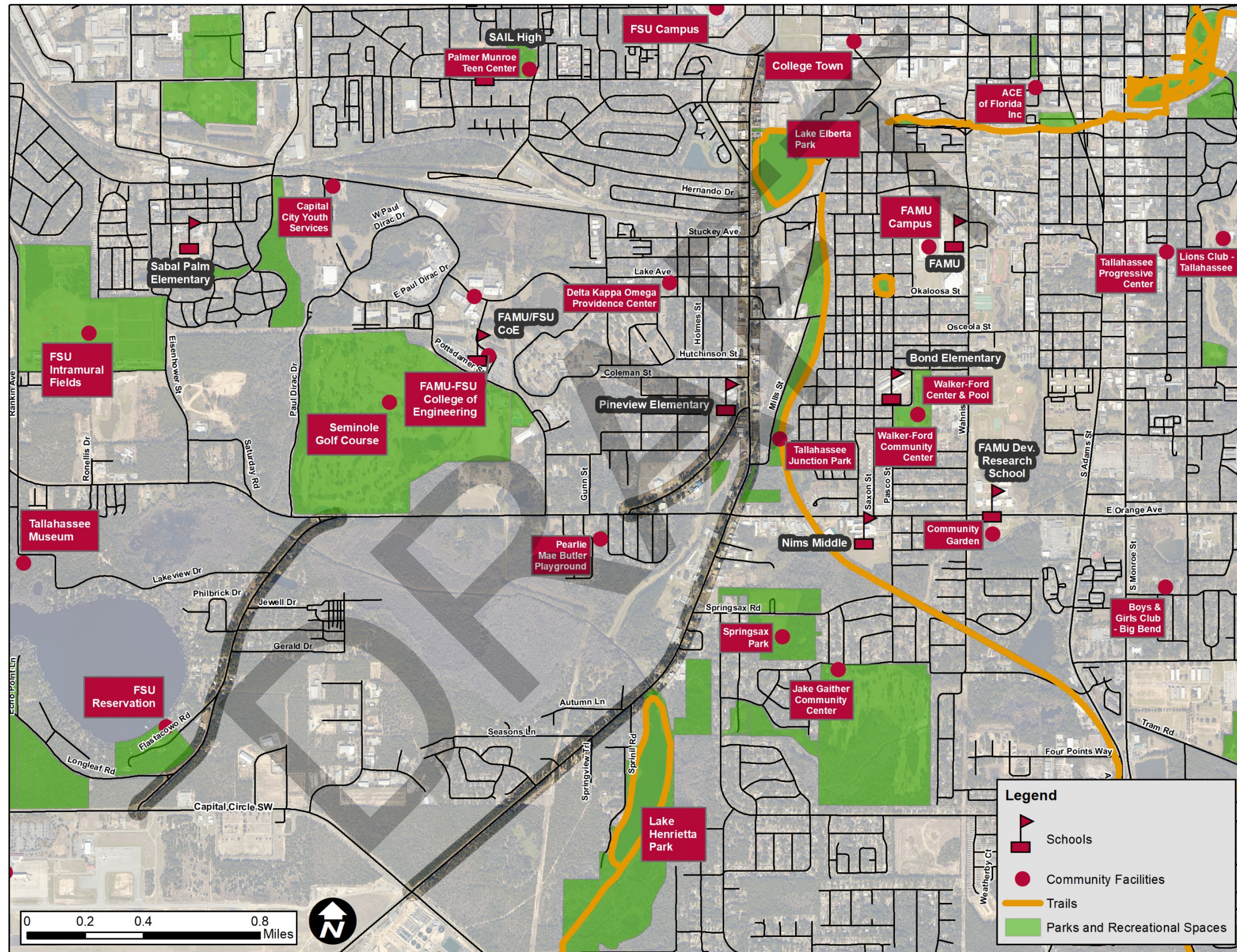
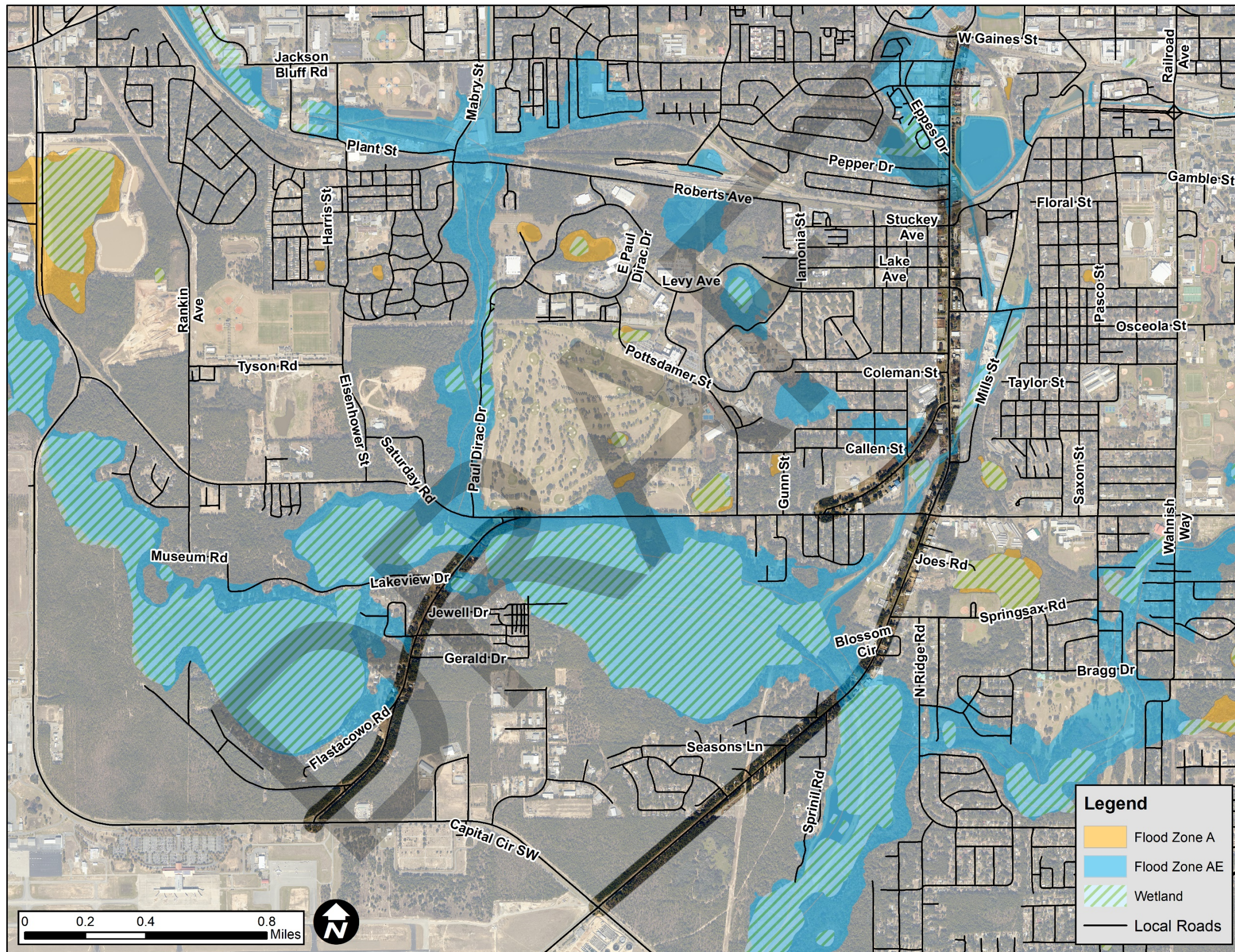


Figure 33. Flood and Wetland Map



Future Projects

There are multiple planned projects in the surrounding area that may impact Springhill Road. These projects should be considered throughout the next phases of Springhill Road redevelopment to ensure consistency and continuity in design and recommendations.

Capital Circle Southwest Widening (FDOT Project 219749-2)

The limits for the Capital Circle Southwest (SR 263) capacity project are from Crawfordville Road to Springhill Road and from Springhill Road to Orange Avenue. The project is a roadway widening project that is currently in the right-of-way acquisition stage. The project will widen the existing roadway facility from two lanes to six lanes with the addition of lighting, stormwater management facilities, and intersection improvements. In addition, the typical section will include a 10-foot multi-use path on the east side of the roadway and a 5-foot sidewalk will be included on the west/south side of the roadway. The segment from Crawfordville Road to Springhill Road is funded for right-of-way acquisition and construction. The schedule indicates that bids for construction will be received in fall 2021. The segment from Springhill Road to Orange Avenue is also funded for right-of-way acquisition and construction. The schedule indicates that bids for construction will be received in 2021. This project will directly impact the intersection of Capital Circle Southwest and Orange Avenue. This project also has the potential to impact travel patterns in the area as capacity increases along the corridor it will become more advantageous for commuters with the potential of reducing cut through traffic in the surrounding community.

Innovation Park of Tallahassee

Innovation Park is located north of Orange Avenue with access to the Orange Avenue corridor via both Paul Dirac Drive and Pottsdamer Street. This is a research and development business park that is managed by the Leon County Research and Development Authority. The park is affiliated with Florida State University, Florida A&M University, and Tallahassee Community College along with supporting businesses.

The Park is continuing to grow and expand with the renovation of existing facilities and construction of new facilities. Currently, there are plans for a 40,000-square foot state-of-art incubator/accelerator. This will offer space for education, mentoring, and other support for startup and second stage businesses looking to commercialize new technologies in Tallahassee. In addition, Danfoss Turbocor is expanding their footprint with the construction of 44,000 additional square feet which will add 120 new jobs. The Florida State University will be constructing a new interdisciplinary research and commercialization 125,000 square foot building to accommodate researchers in the disciplines of bio-medical engineering, chemistry, chemical engineering, condensed matter physics, and device prototyping. The Park is also constructing a trail along the central pond that will have three different entry points to support Park employees along with providing an amenity to the surrounding community. The expansion of the Park will increase the traffic demand in the area which will need to be considered as part of the future redevelopment of the surrounding corridors. In addition, as the park continues to expand and add job

opportunities, attention should be paid to multimodal connectivity to the surrounding community to provide access to the new amenities along with job opportunities.

Orange Avenue PD&E

Florida Department of Transportation is currently performing a completing a PD&E study along the Orange Avenue corridor from Capital Circle Southwest to South Monroe Street. This study will result in the completion of the required NEPA documents along with a preferred Orange Avenue roadway alternative. This project is in the early stages and will analyze the existing facility traffic and multimodal needs along with extensive public involvement and environmental considerations to shape the preferred alternative that will move forward to design. It is understood that the PD&E will consider the results of the Southwest Area Transportation Plan.

Outreach Efforts

The Southwest Area Transportation Plan team completed extensive public outreach efforts to collect information from residents, business owners, and other stakeholders in the project area. The public outreach for Orange Avenue, North Lake Bradford Road, South Lake Bradford Road and Springhill Road was comprised of



Figure 34. District Forum 1 for Phase 2

- 14 Stakeholder Interviews and Meetings
- 4 District Forums
- 7 Neighborhood Association Meetings
- 1 Open House

To ensure that input and comments were received that addressed concerns and issues on specific roadways, the district forums were held in a manner

that focused on either East-Corridors (Phase 1: Orange Avenue) or North-South Corridors (Phase 2: North Lake Bradford Road, South Lake Bradford Road, and Orange Avenue). Although these meetings were planned according to certain roadways, all comments and input were collected regardless of what corridor they addressed. **Figure 34** and **Figure 35** show community members actively participating in District Forum 1.

Following Phase I of the Plan, which was primarily focused on Orange Avenue, Phase II outreach focused on public input regarding North Lake Bradford Road, South Lake Bradford Road, and Springhill Road. Public Outreach for Springhill Road consisted of 5 Neighborhood Association Meetings with residents from the Callen, Jake Gaither, College Terrace, Liberty Park and Providence neighborhoods, 2 District Forums, and 1 Open House. The District Forums and Open House were also related to South Lake Bradford Road and North Lake Bradford Road, and opportunities were given to the public to comment on all corridors or on specific ones as desired. Each of these meetings provided the opportunity for the public to comment, and express their concerns and desires related to Springhill Road and potential future improvements.

All public outreach efforts were advertised through multiple avenues including agency websites, newsletters, mailouts, and emails. All public involvement efforts complied with Title VI. The general approach taken to collect public input is summarized below in **Figure 36**. The full summary of input is provided in the *Southwest Area Transportation Plan Public Involvement Plan*.



Figure 35. District Forum 1 for Phase 2

Overall Feedback

Through the outreach conducted focusing on gathering input for North Lake Bradford Road, South Lake Bradford Road and Springhill Road, many participants brought up the fact that Springhill Road does not offer sidewalks on both sides of the road south of Orange Avenue, and no sidewalks at all south of Springsax Road. Several comments suggested the need for sidewalks along the entire corridor to accommodate pedestrians and include the addition of bicycle facilities to better connect the area to other places of interest. Several people made comments that the congestion associated with the Orange Avenue intersection caused large queue lengths and increased capacity at that intersection is desired. Business owners also indicated that they are open to improvements but would like to maintain access to their businesses.

Figure 36. Stakeholder Feedback Map



Transportation Alternatives Along Springhill Road

The following pages discuss the existing transportation facilities by user types and the different opportunities for addressing these transportation facilities along Springhill Road. The transportation facilities have been broken down by the following user types:

- **Pedestrians**
 - Sidewalks
 - Multi-use path
 - Pedestrian crossings
- **Bicyclists**
 - Bicycle lanes
 - Multi-use path
- **Motorists**
 - Corridor expansion
 - Access management
 - Intersection improvements



Figure 37. Existing Springhill Road

This information should be considered to help provide an understanding of the existing facilities along the corridor (**Figure 37** and **Figure 38**), the need for improved transportation facilities to manage expanding traffic demands, and options to provide safe facilities for other user types.



Figure 38. Sidewalk along Springhill Road north of Orange Avenue

Pedestrian Facilities

Existing Conditions



Figure 39. "Pedestrian Path" on west side of Springhill Road

Along Springhill Road, 4' sidewalks exist from North Bradford Lake Road to Orange Avenue, and from Orange Avenue south to Springsax Road, on the east side of the corridor. South of Springsax Road, no pedestrian facilities exist, shown in **Figure 39**. In several areas along the corridor, a desire path can be seen adjacent to the roadway where people have been walking despite the lack of facilities. Desire paths are typically a good indicator of the need for pedestrian facilities because it indicates heavy foot traffic. Based on the location of the paths, the sidewalk on the eastern side should be extended from Springsax Road to Capital Circle Southwest to maintain connectivity along the entire corridor and accommodate pedestrians who are using the corridor despite lack of facilities. Several businesses and Lake Henrietta Park are located along this section of the corridor, and not providing sidewalks severely limits pedestrian access to these points of interest. Several comments received through outreach efforts indicated the need for sidewalks on both sides of the corridor.

Potential alternatives for Springhill Road include sidewalks and a 10-foot multi-use path. Appropriate facilities for pedestrians on Springhill Road can provide safe connectivity to areas of interest such as the St. Marks Trail, Lake Henrietta Park, and businesses along Springhill, North Lake Bradford Road and Orange Avenue. Pedestrian crossings at Springsax Road and other strategic locations along the corridor are also critical because currently none exist along the roadway. During outreach efforts, the public noted that a release center on the west side of Springhill Road was not connected to the sidewalk network and did not provide a crosswalk to connect to the west side of the road to give access to the neighborhoods on the east side of Springhill Road.

Pedestrian Facility Alternatives

- Capital Circle SW to Orange Avenue
 - Maintain sidewalk connectivity along entire length of corridor.
 - Provide pedestrian crossing at Springsax Road.
 - Addition of a 5 to 6-foot sidewalk on either the east or west side of the corridor.
 - Addition of a 10 to 12-foot multi-use path on either the east or west side of the corridor.
- Orange Avenue to North Lake Bradford Road
 - Maintain sidewalk connectivity with sidewalks on North Lake Bradford Road.

Sidewalks are needed on both sides of Springhill Road, and add lights

-Sticky note comment received at District Forum #1 about Springhill Road

Bicycle Facilities

Existing Conditions

Springhill Road does not currently offer bicycle facilities along the entire length of the corridor from Capital Circle Southwest to North Lake Bradford Road, but paved shoulders are located on the segment of Springhill Road north of Orange Avenue that are occasionally used by bicyclists. With limited sidewalk



Figure 40. Springhill Road, south of Orange Avenue

connectivity and the disappearance of the paved shoulder south of Orange Avenue, Springhill Road offers virtually no viable options for bicyclists to access points of interest along the corridor and beyond, as shown in **Figure 40**. Several comments were received from the public that highlighted the interest in bicycle facilities and sidewalks along the corridor. Although Springhill Road is currently right-of-way constrained, Blueprint has funding to acquire more right-of-way to provide better facilities and widen the road. Recommended bicycle alternatives for Springhill include a multi-use path on either side

of the corridor that would accommodate both pedestrians and bicyclists. This would serve to improve multi-modal options in conjunction with a sidewalk on the opposite side of the roadway from the multi-use path. Because of higher speeds near Capital Circle SW as well as congestion between Springsax Road and Orange Avenue at peak hours, on-street facilities are not recommended at this time on this segment. From Orange Avenue to North Lake Bradford Road, on-street 7' buffered bike lanes are an option for safer connectivity to multi-use facilities.

Bicycle Alternatives

- Capital Circle SW to Orange Avenue
 - Addition of a 10-ft multi-use path on either the east or west side of the corridor.
- Orange Avenue to North Lake Bradford
 - On-street 7' buffered bike lanes.

Include a bike lane on Springhill Road that is distinct from the travel lane

-Comment from District Forum #2

Motorists

Existing Conditions

Springhill Road between Capital Circle Southwest and Orange Avenue is a two-lane bi-directional road (**Figure 42**). North of Orange Avenue, Springhill Road has four lanes and a center turn lane, consistent with the existing typical section of North Lake Bradford Road. Public comment received through outreach efforts revealed that some residents would be interested in increasing capacity along Springhill Road, due to the congestion experienced at the intersection of Orange Avenue. Current traffic capacity data does not support the widening of Springhill Road. Outside of capacity improvements; however, there is a desire to improve the overall facility for all user types and create a gateway. Potential alternatives to improve Springhill Road involves improved bicycle and pedestrian facilities, and a wide, landscaped median, as well as improvements to the aesthetics of the corridor. A wide landscaped median will offer the opportunity for future corridor improvements.



Figure 41. Springhill Road

The existing and future conditions analysis indicated that Springhill Road is currently operating below capacity and is expected to operate below capacity in the future. In addition, the crash data indicated that 50% of crashes were rear-end crashes. The section from Capital Circle Southwest to Orange Avenue had a higher rate of crashes than similar facilities across the state. The addition of a median with turn lanes may reduce the rear-end crashes.

Motorist Alternatives

- Capital Circle SW to Orange Avenue
 - Maintain two-lane road, with addition of wide landscaped median for future corridor improvements.
- Orange Avenue to North Lake Bradford Road
 - Removal of the two-way left-turn lane and construct a raised median.

Improvements, beautification and widening of Springhill Road are needed for increased vehicle, bicycle, and pedestrian traffic

-Comment from District Forum #1

Summary of Recommended Alternatives

Through a combination of data collection, traffic analyses, and stakeholder and public outreach, a set of preferred alternatives for Springhill Road are provided for consideration into the Airport Gateway Project (referenced in **Figure 4**). These alternatives are presented by user type: pedestrian, bicyclists, and motorists for each segment of the corridor. It is understood that the recommended alternatives in this plan will be further evaluated as a part of Blueprint's Airport Gateway Project.

Springhill Road: Capital Circle SW to Orange Avenue

This segment of the corridor is currently a two-lane roadway with limited pedestrian facilities, and no bicycle facilities. Recommended alternatives for this section include a sidewalk on one side of the corridor and a multi-use path on the other. This combination of facilities will provide connectivity that is lacking for both pedestrians and bicyclists to facilities on Capital Circle SW and future improvements on Orange Avenue and North Lake Bradford Road. Activities that occur along this corridor related to recreational facilities and businesses require crosswalks for pedestrians, especially at the intersection of Springhill Road and Springsax Road. With Blueprint having funding available for right-of-way acquisition in the area, multi-modal facilities may be feasible despite current right-of-way constraints. Roadway improvements include the maintenance of a two-lane road, with the addition of a wide landscaped median to accommodate future corridor improvements. Further evaluation and concept refinement should occur as a part of Blueprint's Airport Gateway Project.

Springhill Road: Orange Avenue to North Lake Bradford Road

This segment of Springhill Road is currently a four-lane roadway with sidewalks and a paved shoulder. Pedestrian recommended alternatives include maintenance of sidewalks to ensure long-range connectivity between the southern section of Springhill Road and North Lake Bradford Road. The inclusion of a 10 to 12-foot shared use path should be considered to provide connectivity for bicyclists between Springhill Road and North Lake Bradford Road.

Typical Section

Figure 42 and **Figure 43** shows two typical sections. **Figure 42** is related to the segment of Springhill Road between Capital Circle SW to Orange Avenue, and shows a two-lane corridor with a wide, landscaped median, a multi-use path, and a sidewalk. **Figure 43** shows a typical section for the segment of Springhill Road between Orange Avenue and North Lake Bradford Road made up of a four-lane road, planted median, a multi-use path, and a sidewalk.

Figure 42. Springhill Road Typical Section (Capital Circle SW to Orange Avenue)

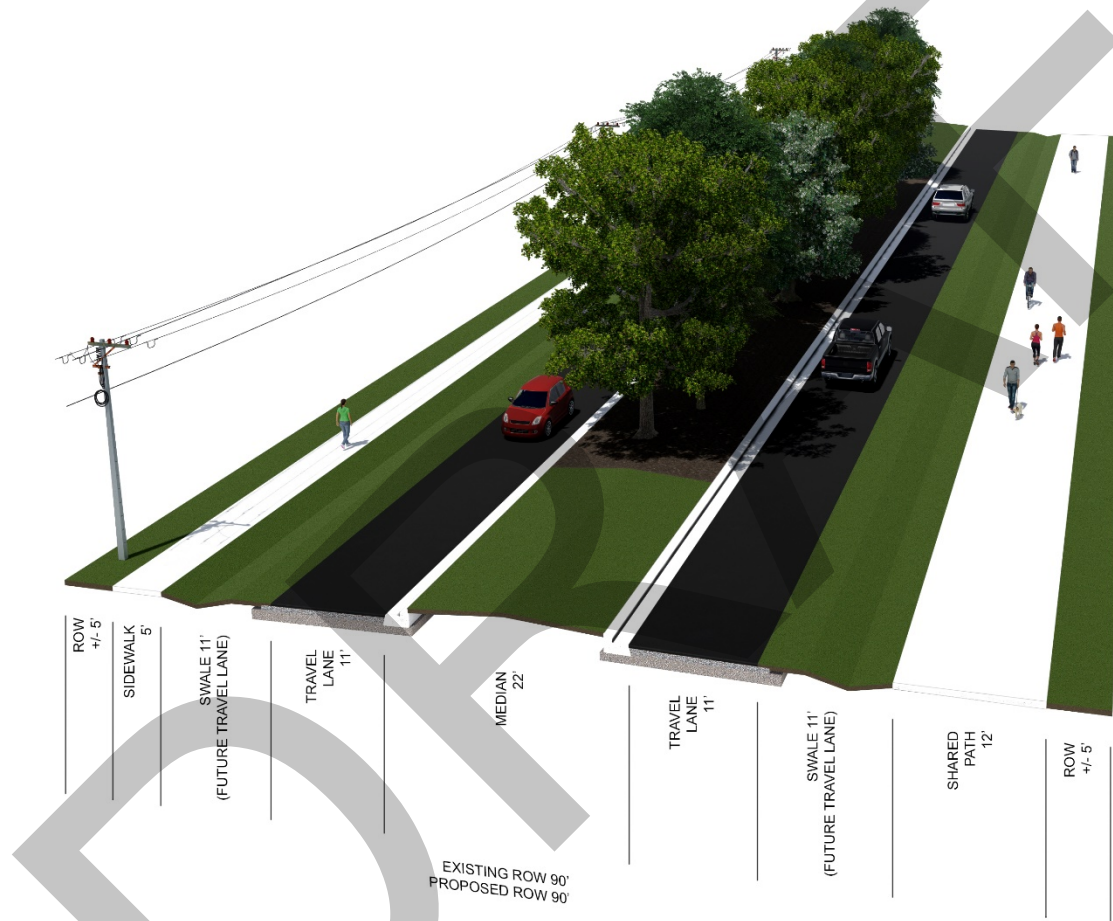
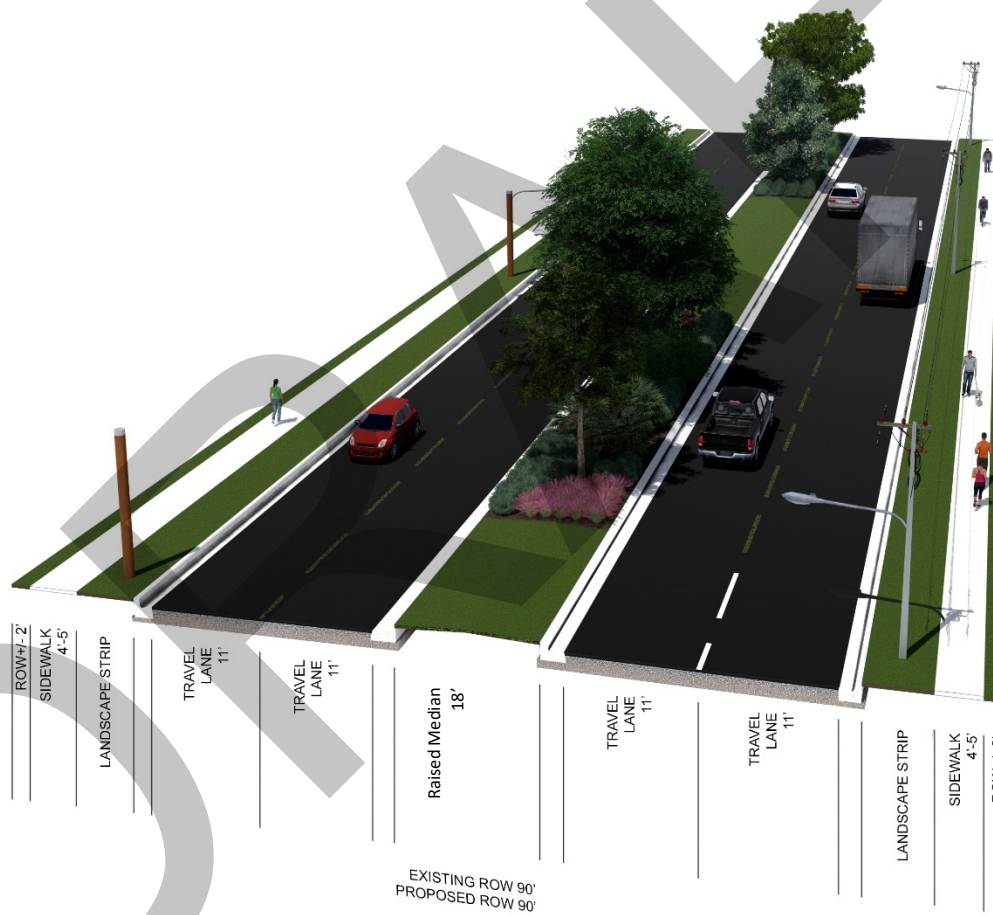


Figure 43. Springhill Road Typical Section (Orange Avenue to North Lake Bradford Road)



Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for Springhill Road have been identified and are recommended. The improvements include the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input, as well as the desire for paths along the corridor, indicated the need for better pedestrian and bicycle to accommodate the variety of user types often seen along Springhill Road. Future traffic volumes indicate that the roadway segment from Capital Circle Southwest to North Lake Bradford Road is expected to operate under capacity by the year 2045. The crash rates over the last five years show rates that are above the statewide average for similar facilities and majority of crash types are rear-end crashes which crashes are indicative of distracted driving and trailing cars too close. The coupling of the existing crash rates and types support the planning for the future widening of the southern segment corridor to four lanes.

The recommended alternatives identified in this corridor plan are based on both preliminary analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in late 2019, including a design survey for the corridors, it is recommended that specific improvements be refined through survey, design, additional analyses. It is recommended that these alternatives be considered for adoption by Blueprint, and that the location of pedestrian crosswalks, and a multi-use path be refined through the Airport Gateway Project's implementation.