Southwest Area Transportation Plan

N. Lake Bradford Rd, S. Lake Bradford Rd, Springhill Rd District Forum
January 31, 2019
Project Purpose

To develop corridor plans that enhance safety, mobility, and connectivity in the southwest area of Tallahassee.

- Preserve the character of the existing neighborhoods and environmental features
- Consider data and analysis
- Consider public/stakeholder input
SW Area Transportation Plan Corridors

Legend
- Southwest Area Transportation Plan Corridors
Project Considerations

- The Airport Gateway amendment received Blueprint Intergovernmental Agency Approval on March 1, 2018 to allocate funding to the following corridors:
  - Lake Bradford Road (N/S)
    - Capital Circle SW to Orange Avenue
    - Orange Avenue to Gaines Street
  - Orange Avenue
    - South Lake Bradford Road to new gateway road alignment
  - Springhill Road
    - Capital Circle SW to Orange Avenue
  - New corridor connecting Orange Avenue to N Lake Bradford Road *(not a part of this plan)*
    - Orange Avenue to North Lake Bradford Road
Airport Gateway Project Corridors
Project Phases

- Public outreach is being conducted in two phases:
  - **Phase 1** - Orange Avenue area - **COMPLETE**
  - **Phase 2** - N. Lake Bradford Road, S. Lake Bradford Road, and Springhill Road areas
Project Phases
Completed Efforts For This Plan

- Data Collection and Analysis
  - Mapping
  - Existing Conditions
    - Traffic Counts
    - Crash/Safety Data
    - Land Use
    - Environmental
    - Transit
    - Bike/Pedestrian Facilities

- Stakeholder Outreach
  - Leon County School Board and local schools
  - US Forest Service
  - Tallahassee Museum
  - FAMU Representatives
  - Big Bend Homeless Coalition
  - Innovation Park Representatives
  - FSU and FSU Foundation Representatives
  - Chambers of Commerce
  - Neighborhood Associations
Orange Avenue District Forums - Complete

- Citizens provided input regarding transportation improvements for Orange Avenue including:
  - Pedestrian crossings near Liberty Park, Nims Middle School, FAMU DRS
  - Continuous bike lanes and sidewalks along Orange Avenue
  - Implementation of shared-use path along Orange Avenue
  - Upgraded transit facilities
N. Lake Bradford Rd, S. Lake Bradford Rd, Springhill Rd District Forum

- Activity Stations
  1. Existing Transportation Facilities
  2. Stakeholder Feedback
  3. Traffic Information
  4. Comment Forms
- Review the Boards
- Ask Questions
- Provide Your Ideas

We Want Your Input!
Activity Station 1: Existing Transportation Facilities

Maps showing the existing transportation facilities along the corridors
- Road network
- Existing bicycle and pedestrian infrastructure
- Bus routes and stops

Activity Objective
Use the available markers and Post-it® notes to let us know the following:
- Where would you like to see improvements?
- What type of improvements would you like to see?
- Are there areas where improvements are not needed?
Activity Station 2: Stakeholder Feedback

Map summarizing previous feedback received through stakeholder meetings, previous district forum outreach, and Airport Gateway amendment process which includes:

- Safety Improvements
- Operational Improvements
- Mobility Improvements
- Transit
- Pedestrian
- Bicycle

Activity Objective

- Use the available markers and Post-it® notes to let us know the following:
  - Are there additional areas of concern?
  - Do you agree with what we’ve heard?
  - Are there other comments on transportation in the area?
General Comments regarding Orange Avenue:

- Coordination with StarMetro in relation to pedestrian connections and transit stops
- Lighting needed throughout corridor
- Include buffered or protected bike lanes
- Raised and planted medians
- Continuous sidewalks or multi-use path along corridor
- Audible crosswalks along corridor

Legend:
- Stakeholder Feedback
  - Intersection Improvements
  - Museum Access Points
  - FAMU Gateway Locations
  - High Crash Area
  - Big Bend Homeless Coalition Resources
- New Road
- Potential Realignment
- Proposed Greenway Trails
- New Gateway Road Alignment
- Onstreet Parking Area
- Proposed FAMU Improvement Area

Existing Conditions:
- Schools
- Community Features Check Def
- Existing Trails
- Local Roads
- Project Corridors
- Parks and Recreational Space
Activity Station 3: Traffic Information

Maps showing the current and future traffic conditions and crash data along the corridors
• Future traffic levels are estimated to be over capacity

Activity Objective
• Use the available markers and Post-it© notes to let us know the following:
  o Are there specific areas where traffic is an issue?
  o Areas of safety concerns?
Activity Station 4: Comment Forms

**Activity Objective**
Please take a few moments to provide any additional feedback and comment on the forms provided at this station.
Next Steps

- Improvement alternatives for N. Lake Bradford Rd, S. Lake Bradford Rd, Springhill Rd
- Community Open House
- Finalization of Southwest Area Transportation Plan

Next Steps by Others

- FDOT
  - Project Development and Environment for Orange Avenue
    - Currently in progress
- Blueprint IA
- Airport Gateway Project
  - Additional planning and design upon completion of the SATP
Southwest Area Transportation Plan

We appreciate your participation!

Capital Region Transportation Planning Agency
CRTPA Contact: Jack Kostrzewa
Phone: 850-891-8625
Email: john.Kostrzewa@crtpa.org
General Comments regarding Orange Avenue

• Coordination with StarMetro in relation to pedestrian connections and transit stops
• Lighting needed throughout corridor
• Include buffered or protected bike lanes
• Raised and planted medians
• Continuous sidewalks or multi-use path along corridor
• Audible crosswalks along corridor
Types of Crashes Resulting in injury
- Head On, 10
- Pedestrian, 2
- Bicycle, 4
- Animal, 1
- Angle, 29
- Rollover, 1
- Left Turn, 94
- Off Road, 21
- Sideswipe, 95
- Other, 156

Types of Crashes Overall
- Rear End, 260
- Other, 156
- Sideswipe, 95
- Off Road, 21
- Left Turn, 94
- Rollover, 1
- Animal, 1
- Angle, 29
- Pedestrian, 2
- Bicycle, 4
- Head On, 10

Crash Severity

Types of Crashes Resulting in injury
- Head On, 10
- Pedestrian, 2
- Bicycle, 4
- Animal, 1
- Angle, 29
- Rollover, 1
- Left Turn, 94
- Off Road, 21
- Sideswipe, 95
- Other, 156

Five Year Crash Data (2013 - 2017)
**Existing Pedestrian and Bicycle Facilities**

**Legend**
- Bike/Ped Element
- Bike Facility
  - Bike Lane-Buffered
  - Bike Lane
  - Paved Shoulder
  - Sharrow
  - Trail
  - Sidewalk
  - Proposed Greenway Trails
  - Traffic Calming
  - Schools

**Maps**
- Springhill Road
- N. Lake Bradford Road
- S. Lake Bradford Road
# Orange Avenue - Historic Traffic Counts

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<th>AADT</th>
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<td>2016</td>
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<td>2015</td>
<td>11,300</td>
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<tr>
<td>2014</td>
<td>11,100</td>
</tr>
<tr>
<td>2013</td>
<td>8,600</td>
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*Data Source: FDOT - Historical AADT*
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<th>NAME</th>
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<td></td>
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<td>3155 Southeast 1st Avenue, Suite 100, Fort Lauderdale, FL 33308</td>
<td>Kimley Horn</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2112 Main St. Suite 250, Fort Lauderdale, FL 33308</td>
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<td>Area</td>
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<tr>
<td></td>
<td></td>
<td>2853 Southwest 1st Ave., Lake Worth, FL 33309</td>
<td>Southwest</td>
</tr>
</tbody>
</table>

SIGN IN SHEET

DISTRICT FORUM
N. Lake Bradford Road, S. Lake Bradford Road and Springhill Road
Please choose your top three most important features that you would like to see included in any changes to N. Lake Bradford Road, S. Lake Bradford Road, and/or Springhill Road (for example upgraded transit amenities, multi-use path, lighting, additional travel lanes, landscaping, etc.):

1. Upgraded pedestrian and bicycle access to North Lake Bradford Road.

2. Improvements and beautification at widening to Springhill Road for increased vehicle and bike pedestrian traffic.

3. No changes to South Lake Bradford Rd. Maintain all traffic calming, no trucks, key speed bumps, keep bike lane, no lights.

Please provide any additional comments regarding the Southwest Area Transportation Plan below:

• Please illustrate how this segment will connect to Capital Circle SW intersections, etc.
• Please explain more about the proposed new bike paths and how they will connect to roundabouts.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on Longleaf Court

Do you live within the southwest area of Tallahassee/Leon County?
Yes  No  Not Sure

What is your gender?
Male  Female

What is your race?
White  African-American  Other

What is your age?
Under age 18  18 to 29  30 to 59  60 to 74  75 or older

Do you own or have access to a vehicle?
Yes  No

Do you have a disability that limits your mobility?
Yes  No

Do you speak a language other than English fluently? Yes, I speak ___________________. No

I would be interested in serving as an interpreter. You may contact me at ____________________

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
Please choose your top three most important features that you would like to see included in any changes to N. Lake Bradford Road, S. Lake Bradford Road, and/or Springhill Road (for example upgraded transit amenities, multi-use path, lighting, additional travel lanes, landscaping, etc.):

1. I would like to see you stop flooding our property with sewage, and city water from ditches overflow. This happens every time it is a heavy rain. Please get the city to stop this.

2. ___________________________________________________________________________________

3. ___________________________________________________________________________________

Please provide any additional comments regarding the Southwest Area Transportation Plan below:

The city said it's a state road, Please have the city fix it.

When the road is turned to 4 lanes fix the drainage to other ways.

The city need another sewage plant Hidden driveways on Orange Ave. need to be marked.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on West Orange Ave / Myrtle E. Williams

Do you live within the southwest area of Tallahassee/Leon County? Yes  No  Not Sure

What is your gender? Male Female

What is your race? White African-American Other

What is your age? Under age 18  18 to 29  30 to 59  60 to 74  75 or older

Do you own or have access to a vehicle? Yes  No

Do you have a disability that limits your mobility? Yes  No

Do you speak a language other than English fluently? Yes, I speak __________________. No

I would be interested in serving as an interpreter. You may contact me at __________________

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Please provide us with specific comments related to the segment which you identify below:

SEGMENT ____________________________________________

Bus Route to Airport
4 lanes on Springhill Road
with side walks
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on [Spring Hill]

Do you live within the southwest area of Tallahassee/Leon County? [Yes] [No] [Not Sure]

What is your gender?

[ ] Male
[ ] Female

What is your race?

[ ] White
[ ] African-American
[ ] Other

What is your age?

[ ] Under age 18
[ ] 18 to 29
[ ] 30 to 59
[ ] 60 to 74
[ ] 75 or older

Do you own or have access to a vehicle? [Yes] [No]

Do you have a disability that limits your mobility? [Yes] [No]

Do you speak a language other than English fluently? Yes, I speak ___________________. No [X]

I would be interested in serving as an interpreter. You may contact me at ____________________

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
Please provide us with specific comments related to the segment which you identify below:

SEGMENT: Springhill Road

Springhill Rd needs expansion into a four lane Rd with added sidewalks.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on [Street Name]

Do you live within the southwest area of Tallahassee/Leon County? Yes No Not Sure

What is your gender?
Male
Female

What is your race?
White
African-American
Other

What is your age?
Under age 18
18 to 29
30 to 59
60 to 74
75 or older

Do you own or have access to a vehicle? Yes No

Do you have a disability that limits your mobility? Yes No

Do you speak a language other than English fluently? Yes, I speak _______________. No

I would be interested in serving as an interpreter. You may contact me at _________________

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Dear Capital Region Transportation Planning Agency (CRTPA),

Listed below are the improvements compiled from the Callen Neighborhood Residents. The improvements were outlined as needed and the Callen Neighborhood Association offers and requests they be considered for incorporation into the Southwest Area Transportation Plan. The improvements are as follows:

- COMPLETE STREET DESIGN FOR ALL IMPROVED ROADWAYS (Lake Bradford Road, Springhill Road, Orange Avenue)
- VISIBLE, AUDIBLE, TIME DELAYED CROSSES WITH LED WHITE LIGHTS (like the ones on Mayo Dempsey Road near Westminster Oaks) TO PROVIDE SAFE CROSSING FOR DISABLED, SENIOR, OR PARENT PUSHING A STOLLER TO AND FROM CALLEN, LIBERTY PARK, SOUTH LAKE BRADFORD NEIGHBORHOODS AS WELL AS INNOVATION PARK
- REDESIGN OF ROADSIDE FROM WEST LAKE BRADFORD ROAD TO WEST ORANGE AVENUE TO GIVE LOCAL RESIDENTS SAFE ACCESS TO HOUSES ADJACENT TO THE WEST FLORIDA ENRICHMENT CENTER AND ENTRANCES TO CALLEN NEIGHBORHOOD AT GUNN AND POTTSDAIMER STREETS
- BUS BAYS (along the roadway) TO PREVENT PEDESTRIAN/CYCLIST ACCIDENTS OR BUS COLLISIONS WITH IMPATIENT MOTORISTS
- SHELTERED BUS STOPS WITH BENCHES
- SOLAR GARBAGE/TRASH COMPACTORS
- NEIGHBORHOOD SIGNS-CALLEN, ELBERTA, LIBERTY PARK, SOUTH LAKE BRADFORD, TUSKEGEE, UNIVERSITY PARK, APALACHEE RIDGE, COLLEGE TERRACE, ELBERTA EMPIRE, PROVIDENCE NEIGHBORHOODS, ETC.
- 3 LAYER GRAVEL FED SWALES WITH STORMWATER GARDENS IN SWALES (using Native Aquatic Plants)
- WATER FOUNTAINS (like on Blarstone Road)
- Landscaping with non-pollenating, low growing, shrubbery (no berry like Holly) or flower (like Jasmine, Crepe Myrtle, Magnolia, etc. producing trees/bushes, or grasses like Pampas)
- Speed limit minimum 35 miles per hour
- Smart, solar traffic lights instead of round-abouts; no round-abouts (extremely dangerous near neighborhoods)
- Designated bike lanes (with a low median buffer between automobiles and bikes); no sharing of motorist lanes with cyclists
- Benches and designated resting places (for disabled and elderly pedestrians)
- 4-lane street (on West Orange Avenue with designated Special Right Lane for Buses, Shuttles for the Disabled and Seniors, Large Company Vans/Trucks, and Semi Trucks) to minimize commute time for south west motorists frequently stuck behind slow, large vehicles on 2-lane roadways (like the multiple City Vehicles daily on FAMU Way)
- LED white street lamps
- Solar lighted stop signs (like those along Osceola Street on FAMU's Campus)
- Solar speed limit signs (like those on Monticello Drive)
- Sidewalks on both sides of the street
- No traffic calming devices such as speed bumps/humps, narrowing of traffic lanes, inclined or curves added to roadway
PHASE II: DISTRICT FORUM 2
Public Meeting for the Southwest Area Transportation Plan

What’s Your Vision?
Join us to share your ideas on:

• High-use locations for potential bicycle and pedestrian connections
• Suggestions on how to make these areas accessible and safer for bicyclists and pedestrians
• Needed crossings, and other transportation needs, concerns, or desires

Public Meeting Information
Focus: Gathering input on future needs for Springhill Road and North Lake Bradford Road

Location: Pineview Elementary School
2230 Lake Bradford Rd.
Tallahassee, FL

Date: Thursday, June 20, 2019
Time: 5:30 pm to 7:00 pm

Project Team Contact Information
Capital Region Transportation Planning Agency (CRTPA)
• CRTPA Contact: Jack Kostrzewa
• Phone: 850-891-8625
• Email: john.kostrzewa@crtpa.org
WELCOME!
N. Lake Bradford Road & Springhill Road
DISTRICT FORUM

The Capital Region Transportation Planning Agency (CRTPA) Complies with Various Non-Discrimination Laws and Regulations Including Title VI of the Civil Rights Act of 1964

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Capital Region Transportation Planning Agency
Mobility Coordinator: Lynn Barr
Lynn.Barr@crtpa.org; 850.891.8630
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Capital Region Transportation Planning Agency
Mobility Coordinator: Lynn Barr
Lynn.Barr@crtpa.org; 850.891.8630
Five Year Crash Data (2013 - 2017)

Types of Crashes Overall
- Rear End, 50%
- Other, 24%
- Left Turn, 10%
- Angle, 4%
- Sideswipe, 3%
- Head On, 3%
- Off Road, 2%
- Animal, 1%
- Unknown, 2%

Types of Crashes Resulting in Injury
- Rear End, 51%
- Left Turn, 17%
- Other, 9%
- Angle, 11%
- Rollover, 3%
- Head On, 6%
- Off Road, 3%

Crash Severity
- Property Damage Only
- Injury
- Fatality

Legend
- Injury
- Property Damage Only

Legend
- Injury
- Property Damage Only
Five Year Crash Data (2013 - 2017)

Types of Crashes Overall
- Rear End, 36%
- Left Turn, 15%
- Sideswipe, 15%
- Other, 19%
- Bicycle, 1%
- Right Turn, 1%
- Pedestrian, 0%

Types of Crashes Resulting in Injury
- Rear End, 32%
- Left Turn, 27%
- Other, 19%
- Bicycle, 2%
- Off Road, 1%
- Right Turn, 1%
- Pedestrian, 1%
- Unknown, 2%
- Head On, 3%
- Sideswipe, 3%
- Angle, 9%

Crash Severity

Legend
- Injury
- Pedestrian
- Property Damage Only
- Bicycle
S. Springhill Road
Capital Circle to Springsax Road

S. Springhill Road
Springsax Road to Orange Avenue
Opportunities for North Lake Bradford Road and Springhill Road

Medians

Wider Sidewalks

Multi-use Path

Pedestrian Crossings

Street Design

Street Design opportunities for Springhill Road can include a 2-lane median option like Hermitage Blvd.
What is Access Management?
Access Management is the coordinated planning, regulation, and design of access between roadways and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel.

Why is Access Management Important?
The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

How does Access Management improve Safety?
Access management reduces conflict points and by reducing conflict points, access management reduces crashes.

Customers are seeking businesses with:
- Driveways unblocked by queues of traffic.
- Easy access to neighboring businesses.
- Access to signalized intersections and side streets to make left turns.
- Safe driving conditions.

Source of Information: FDOT
ACCESS MANAGEMENT

Answers to your business questions
Roads serve two primary purposes. One is mobility and the other is access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties. A good example is an Interstate Highway. While a motorist could expect to travel quite efficiently over a long distance using an Interstate Highway, the number of access points is restricted to only freeway interchanges every few miles. This type of roadway serves primarily a mobility function. At the other extreme, a local residential street would provide easy and plentiful access to all adjacent properties, but long distance travel on such a roadway would be impossible. This type of roadway serves primarily an access function.

Most state roads serve a function somewhere between the Interstate Highway and the local road described above. One of the most important responsibilities of the Florida Department of Transportation (FDOT) is to ensure that the design of each state road properly balances access and mobility. Access management is used to provide this very important balance.

Many business and property owners have expressed concerns regarding the FDOT access management policies. Some feel that the process is unfair. Others feel that the engineers and planners who make access management decisions are not sensitive to the needs of the business community. This brochure is intended to provide you with a better understanding of access management to dispel these concerns.
Many business and property owners have asked us if FDOT just thinks this stuff up. The answer is no. The standards developed by FDOT are based on research done around the world for the last 40 years. Much of this research involved studying actual locations, many in Florida, where different access management strategies have been used. The studies evaluated the impacts of different access management treatments on crashes, congestion, and even business performance. The standards used by FDOT are thought to provide the optimal balance between access and mobility, and consider the characteristics of different types of roadways.

Conflict points are locations along a roadway where two vehicle’s paths can legally cross. At a four way intersection there are as many as 36 conflict points. Each conflict point is a location where a crash can occur. A basic principle of access management is to limit the number of conflict points along a roadway by minimizing the number of driveways and median openings and restricting certain movements at some median openings. Drivers can be overwhelmed by conflict points in close proximity to one another, increasing the potential for crashes. Good access management practice strives to separate conflict points by providing a reasonable distance between driveways and between median openings.
SAFE ACCESS IS

What will happen if access management is not implemented?

Businesses can be hurt by congested, high collision roadways near their entrances.

When safety and capacity of the roadway deteriorate, one of the ways to fix the problem is to add lanes. Although a roadway may eventually need to be widened, **good access management practices can delay the need to widen the road for several years.** In cases where roadways cannot be widened, good access management will help reduce congestion and improve traffic flow by managing turning movements. Severe congestion results in safety problems and also discourages motorists from using the road, since most customers try to avoid unsafe or congested roadways whenever possible.

Does access management keep customers away?

No, access management does not impact the demand for goods and services.

Studies have found that “destination” businesses (doctors offices, specialty retail stores, service-oriented businesses) are not affected by access management modifications. Interviews with both customers and business owners have shown that most people have no problem making a slightly longer trip, including U-turns, to access destination businesses. Although pass-by businesses (convenience stores, gas stations, fast food restaurants) may be impacted more by access management modifications, studies have shown that even pass-by businesses are not negatively impacted as long as reasonable access is provided. **As traffic flow is made more efficient, the roadway can handle more traffic and congestion levels decrease. This results in more motorists being exposed to your business.**

Congestion reduces the distance customers will travel to reach your business.
In Florida’s past, the pinnacle of accessibility was the small corner business with driveways on both roads. As you drive down our highways you see the old corner gas stations and strip shopping centers built in our recent history. These small corner lots are now hard to access due to growing traffic queues and high traffic volumes. Florida’s traffic volumes are growing so fast that there is no way to keep up with the demand. Even with wider roads we have seen:

- Longer queues of traffic
- Heavy congestion
- Peak traffic hours spreading over much of the day
- More difficulty for customers to turn in and out of businesses (especially turning left out of unsignalized driveways)

Customers are seeking businesses with:

- Driveways unblocked by queues of traffic
- Easy access to neighboring businesses
- Access to signalized intersections and side streets to make left turns
- Safe driving conditions

What do your customer’s want?

Your goods and services.
Safe access.
Do access management projects harm businesses? This question is asked quite often. We recognize that most business owners have invested a significant amount of their time and savings to establish and grow their businesses. The last thing FDOT wants to do is to have a negative impact on a business. In fact, FDOT strives to provide the citizens of Florida with a safe and efficient state roadway system. Such a system is critical to the economic prosperity of our state.

In general, studies have found that access management modifications do not negatively impact businesses. Businesses succeed or fail due to many factors. Studies have found that businesses do not fail at a higher rate along roadways that undergo access management modifications than along all roadways in general.

In order to make the best access management decisions possible, FDOT relies upon business and property owners, as well as others in the community, to provide input to the process. Information such as the specific access requirements of each business, internal traffic circulation and parking, truck requirements, plans for expansion, and any unusual circumstances are all very valuable to the engineers and planners who develop access management plans.

Most businesses see no loss in business due to access management improvements.
A number of surveys have been done to solicit input from drivers regarding access management projects. Motorists were asked to provide their opinions regarding changes to several roadways that had undergone access improvements. The over-whelming majority of motorists stated that they liked the changes, felt the roadway was safer because of the changes, and that the selection of businesses they frequented was not affected by the changes.

- Studies in Central Florida and South Florida show that the majority of corridor business operators saw an increase or no change in their customer traffic.

### The Driver Survey

**78%** felt safer

**84%** felt traffic moved better

Drivers surveyed along 5 improved corridors in Central Florida FDOT District 5 (Ivey Harris & Walls - 1995)

- In Texas and Florida, studies have shown that business expectations of bad impacts were higher than what actually happened when these same business operators were questioned after construction.

- In Iowa, studies across the state showed 80% of the businesses reported sales at least as high as they were before the access management projects were completed.

- In Kansas, fifteen businesses that had claimed inverse condemnation lawsuits due to perceived access problems were studied to see if the impacts of access management had been as bad as the owners had expected. In all the cases, except one, the businesses were still in operation or actually upgraded. The only case of failure was a gas station where the roadway changes required customers to go two miles out of their way.
What can businesses and neighborhoods do to promote good access management?

Work with FDOT and your neighbors to make your driveways safer.

How can business owners participate in the process?

Through public forums and working directly with FDOT.

PUBLIC FORUMS: One way to participate is to attend the public meetings that are held in advance of new access management projects to discuss issues specific to your property or business. Typically these meetings are announced using fliers, either mailed or hand delivered, along the roadway. Another method is to contact your District FDOT office and request that someone contact you individually to discuss your concerns or issues.

ACCESS MANAGEMENT COMMITTEES: Each FDOT District also has an access management committee responsible for making decisions regarding access management on the state highway system. If a property owner is concerned about an access management decision that affects their property or business, they can appeal to this committee and request the opportunity to present their concerns in person or in writing.

You can help us understand your needs better than anyone!

Business is our strongest Access Management partner

Access Management strategies can help businesses, even those operating on older highway corridors by providing these benefits to your customer. These benefits can be accomplished by:

• Properly designed driveways shared by multiple businesses
• Better approaches to businesses from safer and better looking medians
• Moving driveways away from traffic signal intersections allowing easier access for customers, even during times of peak congestion

There are many other ways that businesses and FDOT can work together to make access management successful. Contact your District FDOT office and someone will be happy to discuss issues specific to your business or property.
As traffic flow is made more efficient, the roadway can handle more traffic and congestion levels decrease. This results in more motorists being exposed to your business. Also, as safety of a roadway improves, motorists are more likely to be positive about the surrounding area. If it is very difficult to access a business due to a poorly designed driveway, motorists may go to businesses that do not have these problems. This is especially true of older drivers. Additionally, traffic accidents often result in motorists taking alternate routes to avoid congestion associated with accidents. Some of these diverted motorists could be potential customers.

The University of Florida conducted a statewide study of all urban and suburban multi-lane state highways. This study showed that there were significant safety improvements for roads with restrictive medians.

In another access management project on Apalachee Parkway in Tallahassee, Florida, crash statistics were compared for the five years before and the five years after the project. The overall number of accidents was reduced by 50%; the number of injuries by 41%; and the number of angle and left turn crashes (which are usually more serious) by 80%. And this was despite a significant increase in the average daily traffic.

In the national study done by the Transportation Research Board, crash data showed a strong relationship between the access points per mile and the crash rate. There are twice as many crashes when access points increase from 10 to 40 per mile. The access spacing implications are clear. Increasing the spacing between access points and providing greater separations of conflicts will reduce the number and variety of events to which drivers must respond. This translates into fewer accidents, as well as shorter delays.
U-TURNS ARE SAFER

Will customers make U-turns to access businesses?

Yes, and the latest studies show U-turns are a safe alternative to direct left turns.

A study in Orlando shows most customers do not find U-turns an inconvenience.

The answer to this question is an overwhelming yes. The most recent research on the safety of U-turns reveals that crashes causing injuries are reduced by more than 25% through encouraging right turns followed by U-turns, compared to direct left turns. Surveys of motorists have shown that a vast majority of them have no problem making U-turns to access businesses. In fact, most felt that access management improvements make roads safer and approve of the changes, despite minor inconveniences associated with U-turns. FDOT carefully evaluates U-turn locations and makes minor roadway improvements where needed to accommodate U-turning traffic. Some large vehicles, of course, may need to take alternate routes as U-turns can be very difficult for some larger trucks.

Right turn followed by U-turns are often much safer than direct left turns, especially on high volume, high speed, or congested roadways.

18% total crash rate reduction

27% injury fatality crash rate reduction

John Lu, Ph.D., P.E. University of South Florida 2001
FDOT places a special emphasis on access management in the vicinity of interchanges. The main purpose of an interchange is to move large volumes of traffic between a freeway and the crossroad. It is the interface between the high-speed freeway and lower speed crossroad. If there are intersections and/or driveways in close proximity to the interchange ramps, the efficient functioning of the interchange can deteriorate. Usually driveways located just after a ramp terminal are difficult to get into or out of, and many have extensive accident history. The resulting congestion near ramps can cause crashes and problems not only on the crossroad but also on the freeway. In order to preserve the capacity and safety of the interchange, the area surrounding the interchange must be free of conflicting movements.

Many businesses depend on trucks for deliveries and other functions. We also realize that many trucks are not typically able to make certain movements (such as U-turns). We strive to develop a plan that will accommodate truck access to businesses in a manner as convenient as possible. Sometimes this will require that trucks follow a slightly different route to arrive at the property.

Business Owner’s Opinions

64% felt no inconvenience to trucks

Why is access management critical in interchange areas?

Congestion near ramps can cause crashes and problems on the freeway or Turnpike.

Are trucks considered in the evaluation?

Yes, trucks are always taken into consideration.

90% of truck operators in a south Florida study felt that access management improvements increased safety.
Access Management

Just think about ...

... the corridors in your community that have well designed access management versus the ones with poor access management. Which ones do you like to travel on and which ones have the most vibrant businesses?

Access Management helps us preserve your investment in our highways and your business.

We hope this brochure has answered some of the questions that you as a business or property owner may have. We need and value your input as we strive to make the state highway system as safe and efficient as possible. For more information call 850 414-4900 and ask for an access management staff person.
<table>
<thead>
<tr>
<th>PHONE NUMBER</th>
<th>EMAIL</th>
<th>ADDRESS</th>
<th>NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>619-828-1962</td>
<td>326-539-2012</td>
<td>850-545-1760</td>
<td>1961 Gannett Way St. Louis, MO 63103</td>
</tr>
<tr>
<td>572-883-236</td>
<td>860-848-834</td>
<td>327 South Park Ave. New Canaan, CT</td>
<td>&quot;The Harbors&quot; 20 Waterside Ave. New Canaan, CT</td>
</tr>
</tbody>
</table>

Thursday, June 20, 2019
District Forum – North Lake Boulevard and Springhill Road

Bluerin"e
Kimley-Horn
Please provide comments regarding the Southwest Area Transportation Plan below:

[Comment Form] N. Lake Bradford and Springhill Road
DRAFT

Income of family status:
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability.

Do you speak a language other than English fluently? Yes, I speak...

75 or older
65 to 74
50 to 64
30 to 49
18 to 29
Under age 18

What is your gender?

Female
Male

What is your race?

White
African-American

Do you have a disability that limits your mobility?

Yes
No

Do you own or have access to a vehicle?

No
Yes

Do you live within the southwest area of Tallahassee/Leon County?

Yes
No
Not Sure

Please provide the street name where you live:

Your answers are confidential and will not be used for any other reasons.

The following additional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.
Please provide comments regarding the Southwest Area Transportation Plan below:

1. Access to businesses for medians
2. Narrow planted medians
3. Damage to medians
4. Sidewalks
5. Access to businesses for medians
6. Bicycle painted or different medians
7. Bicycle painted or different medians
8. Bike lane painted or different medians
9. Bike lane painted or different medians
Income or family status:
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability.

Do you speak a language other than English fluently? Yes, I speak __________________________

No

75 or older
60 to 74
59 to 69
58 to 59
57 to 58
Under age 58

What is your age?

Other

African-American
White

What is your race?

Female
Male

Do you have a disability that limits your mobility?

Yes
No

Do you own or have access to a vehicle?

Yes
No

Not sure

Do you live within the southwest area of Tallahassee/Leon County?

Yes
No

Not sure

Please provide the street name where you live:

I live on __________________________

Your answers are confidential and will not be used for any other reasons.

The following optional questions are only used for informational purposes to determine who our public involvement
OPEN HOUSE
Open House for the Southwest Area Transportation Plan

The purpose of this Open House is to provide an additional opportunity for citizen input on potential alternatives on Springhill Road (Capital Circle SW to Lake Bradford Road), South Lake Bradford Road (Capital Circle SW to Orange Avenue), and North Lake Bradford Road (Orange Avenue to Stadium Drive).

To date, we have received input on:

- Improving Student Safety
- Bike and Pedestrian Improvements
- Access Management
- Neighborhood Protection
- Improved Transit Service

Any questions, clarifications, or comments are welcome including additional comments on the above categories. This will be the last public meeting on the Southwest Area Transportation Plan for public input so please come join us, and let us hear from you.

Open House Information

Location: Pineview Elementary School
2230 Lake Bradford Rd.
Tallahassee, FL

Date: Tuesday, August 6, 2019
Time: 5:30 pm to 7:00 pm
Previously Gathered Input

Phase 1: Orange Avenue
Comments received regarding Orange Avenue included:
• *Continuous bike facilities and sidewalks are needed throughout the area.*
• *Improve and evaluate pedestrian safety and accessibility, especially near schools and in areas of high traffic.*
• *Connect the St. Marks Trail to Orange Avenue.*
The Florida Department of Transportation (FDOT) has begun a Project Development & Environment (PD&E) study for Orange Avenue to evaluate the corridor for improvements such as four laning, intersection improvements, medians, bike lanes, and more. We will be providing local input collected during Phase 1 for this PD&E study.

Phase 2: Springhill Road, South Lake Bradford Road, North Lake Bradford Road
Comments received regarding Springhill Road, South Lake Bradford Road, North Lake Bradford Road included:
• *Improvements and beautification to North Lake Bradford Road.*
• *Added sidewalks and bike facilities to South Lake Bradford Road.*
• *Maintaining community character and slowing speeds on Springhill Road.*
Blueprint IA will take the input gathered during the Southwest Area Transportation Plan, and the alternative typical sections developed for these corridors for further refinement and consideration during their Airport Gateway Project, which will begin in winter 2019/2020.

Next Steps
Compile all the analyses, input, and alternative typical sections in four individual corridor reports for adoption by the CRTPA and Blueprint IA in September 2019.

Project Team Contact Information
**Capital Region Transportation Planning Agency (CRTPA)**
• CRTPA Contact: Jack Kostrzewa
• Phone: 850-891-8625
• Email: john.kostrzewa@crtpa.org
Florida Department of Transportation (FDOT) is conducting an access management study as part of a resurfacing project along North Lake Bradford Road.

This study will determine where access management will occur along the corridor.
Example roundabout which may be located at one or more intersections along South Lake Bradford Road.

Potential intersection improvements
Springhill Road

Possible intersection improvement

Bridge sufficiency rating is 60.8 out of 100. Possibly bridge replacement may be needed

Potential intersection improvements

Potential pedestrian crossing

Possible intersection improvement
Stakeholder Input

Potential Intersection Improvements

Intersection improvements needed at S. Lake Bradford Rd. and Orange Ave.

Strengthen Traffic Safety

Maintain Glow Traffic Speed

Leave S. Lake Bradford Rd. as is

Potential Intersection Improvements for Potential Location for New USFS Office

Connect FSU Sportsplex to rest of city by bike trail

Intersection improvements needed at S. Lake Bradford Rd. and Orange Ave.

Liberty Park Neighborhood

Safe Pedestrian Crossing needed to access trail system
- Lighting and landscape needed

Potential Intersection Improvements

Potential Innovation Park Expansion

Student Crossing

Deer Lakes Park

Prospect Park

FAMU Way Phase 3/3 Extension

Parallel Parking Priority Area

Student Neighborhoods

Lake Forest Park

Lake Monticello

University Park

Student Midblock Crossing at Holton St.

Bus Access Moved to Pasco St.

Nims Middle School:
- Pedestrian Crossing needed for students entering and exiting
- Left turn lane heading west school drop off area

Access to the St. Marks Trail from Orange Avenue

Sidewalks Needed

Addition of bus stops, shelters and a bus route on Sprig Hill Road

Potential Intersection Improvements

Sidewalks needed on both sides of Springhill Road

Potential Innovation Park Expansion

Florida State University reservation

Golden Arrow Nature Preserve

Capital Circle SW Road Widening and Trail Construction

Lake Bradford Estates

Lake Bradford/Cascades Lake

Aptos Park

Potential Intersection Improvements

Potential Location for New USFS Office

Potential Location for New USFS Office

Potential Location for New USFS Office

Potential Location for New USFS Office

Potential Location for New USFS Office
Ribbon Curb Example

Existing S. Lake Bradford Road

Ribbon Curb Example
Stakeholder Meetings
- Big Bend Homeless Coalition
- Big Bend Minority Chamber of Commerce
- Bicycle Working Group
- Capital City Chamber of Commerce
- City/County Technical Team Meeting
- FAMU
- FSU
- Greater Tallahassee Chamber of Commerce
- Innovation Park (LCRDA)
- Leon County School Board
- Nimis Middle School
- Pineview Elementary
- Tallahassee Museum and US Forest
- Southside CRA Advisory Board

District Forum
- Orange Avenue
  - Existing Conditions

District Forum
- Orange Avenue
  - Alternatives

District Forum
- Springhill Rd., N. Lake Bradford Rd., S. Lake Bradford Rd.
  - Existing Conditions

Project Timeline

- Data Collection and Existing Conditions Analysis
  - Phase I & II

- Development of Alternatives for Orange Avenue

- Development of Alternatives for Phase II

- Corridor Plans for
  - Springhill Road, South Lake Bradford Road, and North Lake Bradford Road

- Airport Gateway Project
  - Initiated upon completion of Southwest Area Transportation Plan (SATP) and includes N. Lake Bradford Road, S. Lake Bradford Road, and Springhill Road
  - Pre-engineering begins Winter 2019/2020
  - Design begins late 2020
  - Construction begins 2023
  - Public involvement throughout project duration
North Lake Bradford Road

Lake Bradford Road to Gaines Street
North Lake Bradford Road

Orange Avenue to North Lake Bradford Road
Orange Avenue

Suburban
South Lake Bradford Road

Capital Circle SW to Orange Avenue
Springhill Road

Capital Circle SW to Orange Avenue

EXISTING ROW 90'
PROPOSED ROW 90'

ROW + 5

SIDEWALK 5

SWALE 11' (FUTURE TRAVEL LANE)

TRAVEL LANE 11

MEDIUM 22

TRAVEL LANE 11

SWALE 11' (FUTURE TRAVEL LANE)

21' HPR

SHARED ROW

ROW + 5

DRAFT

DRAFT
Springhill Road

Orange Avenue to North Lake Bradford Road
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>EMAIL</th>
<th>PHONE NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>C. Cromartie</td>
<td>1312 Mayde St</td>
<td><a href="mailto:Cromartie208@gmail.com">Cromartie208@gmail.com</a></td>
<td>830-212-4940</td>
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<tr>
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<td>576-872-2001</td>
</tr>
<tr>
<td>G. Caswell</td>
<td>714 Brookside Dr</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cassie Wilson</td>
<td></td>
<td></td>
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<tr>
<td>Mike Hannon</td>
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<tr>
<td>Delores Scott</td>
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<tr>
<td>Jim Durwin</td>
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<tr>
<td>Dan Secor</td>
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<tr>
<td>Barbara Norwood</td>
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<td>Edwin F. Norwood</td>
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<tr>
<td>Shelby Green</td>
<td></td>
<td></td>
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<tr>
<td>Ed Gomez</td>
<td>2002 Foxconn Bluff Rd</td>
<td><a href="mailto:edward.2002@talgov.com">edward.2002@talgov.com</a></td>
<td>850-252-1020</td>
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<tr>
<td>Kent McWaters</td>
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<td>576-281-0881</td>
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<tr>
<td>Allen Hill</td>
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</tr>
<tr>
<td>Name</td>
<td>Address</td>
<td>Email</td>
<td>Phone Number</td>
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<tr>
<td>Joe Musgrove</td>
<td>1412 Coleman St.</td>
<td></td>
<td>(550) 345-0720</td>
</tr>
<tr>
<td>Bill Lowman</td>
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<td>(550) 566-1179</td>
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<tr>
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<td>(550) 891-8273</td>
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<td>850-688-0592</td>
</tr>
<tr>
<td>Roger Hornecker</td>
<td>2086 Good Ct. Dr.</td>
<td></td>
<td>650-6521</td>
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<tr>
<td>Sue Miller</td>
<td>3691 Lakeview Dr.</td>
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<td>850-545-0061</td>
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<td>Jim Sullivan</td>
<td>2501 Callaway Rd.</td>
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<td>850-224-9400</td>
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<tr>
<td>Roger Cain</td>
<td>3377 Lakeview Dr.</td>
<td><a href="mailto:roger.cain@yahoo.com">roger.cain@yahoo.com</a></td>
<td>850-491-8721</td>
</tr>
<tr>
<td>Steve Nichols</td>
<td>2248 Elgin St.</td>
<td><a href="mailto:mepichin118@comcast.net">mepichin118@comcast.net</a></td>
<td>228-679-274</td>
</tr>
<tr>
<td>Carolyn Kigals</td>
<td>1304 Nande St.</td>
<td></td>
<td>850-576-9045</td>
</tr>
<tr>
<td>R. Blackman</td>
<td>2609 Rock Rd.</td>
<td><a href="mailto:rblackman@yahoo.com">rblackman@yahoo.com</a></td>
<td>850-678-5444</td>
</tr>
<tr>
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<tr>
<td>Ramsey Sennett</td>
<td>1410 Calien St.</td>
<td><a href="mailto:Ramsey.sennett@stanfords.com">Ramsey.sennett@stanfords.com</a> (601) 398-6769</td>
<td></td>
</tr>
<tr>
<td>Euvonne Broughton</td>
<td><a href="mailto:Vonbelle3@live.com">Vonbelle3@live.com</a></td>
<td>850 580-5300</td>
<td></td>
</tr>
<tr>
<td>Cherry Alexander</td>
<td>2606 Potokamer St.</td>
<td><a href="mailto:cherry.alexander@dmast.net">cherry.alexander@dmast.net</a> 850-591-8694</td>
<td>841-2855</td>
</tr>
<tr>
<td>Steve Snow</td>
<td>408 N Adams</td>
<td></td>
<td>850-576-8927</td>
</tr>
<tr>
<td>Larnette M. Washi</td>
<td>1304 Mand St.</td>
<td></td>
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</tr>
</tbody>
</table>
Please provide comments regarding the Southwest Area Transportation Plan below:

1) there absolutely should be accessible bike lanes on large, Bradford, and Springhill roads. It's disappointing to not even see them represented or considered in the renderings. It makes no sense to not have bike lanes on a well-traveled road that connects to a bike-friendly mad e. Bike Capital Circle SW and Gaines Street. Bike lanes or a multi-modal trail will be used due to the high % of bike users in these census tracts affected by this project. This is not only an accessibility and safety issue, but also an equity issue.

2) A very boring and ineffective open house. Barely does the bare minimum at presenting the project concepts. Very bad and confusing map. Does not show the implications of the project.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on ____________

Do you live within the southwest area of Tallahassee/Leon County? Yes ☐ No ☐ Not Sure

Have you attended other Southwest Area Transportation Plan public event? Yes ☐ No ☐ Not Sure

If yes, which event did you attend? _______________________________________________________________________

What is your gender? Male ☐ Female ☐ Other ☐

Do you own or have access to a vehicle? Yes ☐ No ☐

Do you have a disability that limits your mobility? Yes ☐ No ☐

What is your race? White ☐ African-American ☐ Other ☐

Can you adopt the same demographic parameters that the Census uses? Yes ☐ No ☐

What is your age?

Under age 18 ☐ 18 to 29 ☐ 30 to 59 ☐ 60 to 74 ☐ 75 or older ☐

Do you speak a language other than English fluently? Yes, I speak ______________. No ☒

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
Very concerned about how increased traffic will affect the neighborhoods. People like already coming into neighborhoods taking short cuts. Also, DRS is solely attended by children being transported by cars. There are no buses. There is back of parents dropping & picking up children on Plunge Ave.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on Brookridge Dr.

Do you live within the southwest area of Tallahassee/Leon County?  Yes   No   Not Sure

Have you attended other Southwest Area Transportation Plan public event?  Yes   No   Not Sure

If yes, which event did you attend? ________________________________

What is your gender?

Male   Female

What is your race?

White   African-American  Other

What is your age?

Under age 18
18 to 29
30 to 59
60 to 74
75 or older

Do you own or have access to a vehicle?

Yes   No

Do you have a disability that limits your mobility?

Yes   No

Do you speak a language other than English fluently? Yes, I speak __________. No

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
I think the ideas are great for the south side. I think that there should be a Veteran Dedication spot for military veterans like at Tallahassee Junction Bike Trail. It possible, for every branch of service, land and law enforcement and first responders.
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on **Famceee Avenue**

Do you live within the southwest area of Tallahassee/Leon County? Yes ☐ No ☐ Not Sure

Have you attended other Southwest Area Transportation Plan public event? Yes ☐ No ☐ Not Sure

If yes, which event did you attend? ____________________________

What is your gender?
Male ☐
Female ☐

What is your race?
White ☐
**African-American** ☐
Other ☐

What is your age?
Under age 18 ☐
18 to 29 ☐
**30 to 59** ☐
60 to 74 ☐
75 or older ☐

Do you speak a language other than English fluently? Yes, I speak **English** No ☐

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
OPEN HOUSE
COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

Beautiful Meeting
Learned a lot
Thank you
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on ____________________________

Do you live within the southwest area of Tallahassee/Leon County?  Yes  No  Not Sure

Have you attended other Southwest Area Transportation Plan public event?  Yes  No  Not Sure
If yes, which event did you attend? __________________________________________________

What is your gender?  
Male
Female

Do you own or have access to a vehicle?  
Yes  
No

What is your race?  
White
African-American
Other

Do you have a disability that limits your mobility?  
Yes  
No

What is your age?  
Under age 18
18 to 29
30 to 59
60 to 74
75 or older

Do you speak a language other than English fluently? Yes, I speak __________. No_____

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
Please provide comments regarding the Southwest Area Transportation Plan below:

1) **Potential Intersection Improvement Options**
   - Roundabouts are not favored by the public. Signalized intersections are needed to control traffic throughout the Southwest Sector of Tallahassee. Landscaping is too overgrown and should be removed.

2) **Existing Roundabouts at Orange Avenue need lighting improvements to increase safety during night hours and inclement weather.**

3) **Safety to Life Issue** exists along Lake Bradford to Gaines Street as narrow lanes will cause more accidents as the prime populations in the area are seniors and college students. Also, access to restaurants has not been addressed.

4) **Roundabouts on West Orange Avenue will severely impact existing neighborhoods as roadway speeds will increase speed limits invite prisoners and promote speeding thus putting pedestrians at risk.**
The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:
I live on ____________________________

Do you live within the southwest area of Tallahassee/Leon County?  Yes  No  Not Sure

Have you attended other Southwest Area Transportation Plan public event?  Yes  No  Not Sure
If yes, which event did you attend? ____________________________

What is your gender?
Male
Female

Do you own or have access to a vehicle?
Yes
No

What is your race?
White
African-American
Other

Do you have a disability that limits your mobility?
Yes
No

What is your age?
Under age 18
18 to 29
30 to 59
60 to 74
75 or older

Do you speak a language other than English fluently? Yes, I speak _________________. No_____

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.
NEIGHBORHOOD MEETINGS
Project Purpose

To develop corridor plans that enhance safety, mobility, and connectivity in the southwest area of our community. The Southwest Area Transportation Plan will:

- Preserve the character of the existing neighborhoods and environmental features
- Consider data and analysis
- Consider public/stakeholder input
Project Considerations

The Airport Gateway amendment received Blueprint Intergovernmental Agency Approval on March 1, 2018 to allocate funding to the following corridors:

**Lake Bradford Road (N/S)**
- Capital Circle SW to Orange Avenue
- Springhill Road to Gaines Street

**Orange Avenue**
- S. Lake Bradford Road to new gateway road alignment

**Springhill Road**
- Capital Circle SW to N. Lake Bradford Road

**New gateway road connecting Orange Avenue to N. Lake Bradford Road (not a part of this plan)**
- Orange Avenue to N. Lake Bradford Road
Your Comments from the Airport Gate Amenity Amendment Process

- Neighborhood entrance signs
- Multi-use trail along South Lake Bradford Road
- 11’ ft. travel lanes, roundabouts, traffic calming on South Lake Bradford Road
- Proposed lighting should be no taller than 15’ on South Lake Bradford Road
- Restricted lighting and landscaping consistent with a rural, residential roadway
- Speeding along South Lake Bradford Road a major concern
- Complete other corridors before making improvements to South Lake Bradford Road
- Concerns about safety of children
- Traffic going around speed bumps into bike lanes on South Lake Bradford Road
- Close South Lake Bradford at Capital Circle Southwest
- Concerns about increased congestion
- Mixed comments about speed bumps on South Lake Bradford Rd (remove/retain)
- Remove connection from South Lake Bradford Rd and Paul Dirac Road
- Multi-use trail on west side because there are less houses
- No-build option ⇒ make no changes at all
- Litter problem along road will get worse if airport gateway happens
- Maintain neighborhood character
- Push roadway west of Innovation Park to Paul Dirac Road
- No curb and gutter
Your Comments from the Airport Gatement Amendment Process

- Speed
- Safety
- Concerns on Increased Congestion
- Maintain Neighborhood Character
- Multimodal Improvements
- Signage
- Traffic Calming
- And more!
Completed Efforts For This Plan

- **Data Collection and Analysis**
  - Mapping
  - Existing Conditions
    - Traffic Counts
    - Crash/Safety Data
    - Land Use
    - Natural Environment
    - Transit Stops and Routes
    - Bike/Pedestrian Facilities

- **Stakeholder Outreach**
  - Leon County School Board and local schools
  - US Forest Service
  - Tallahassee Museum
  - FAMU Representatives
  - Big Bend Homeless Coalition
  - Innovation Park Representatives
  - FSU and FSU Foundation Representatives
  - Chambers of Commerce
  - Neighborhood Associations

- **Public Meetings**
  - 2 focusing on Orange Avenue
  - 1 focusing on South Lake Bradford Road, N. Lake Bradford Road, and Springhill Road
Historic Traffic Counts

Year | AADT
--- | ---
2017 | 11,500
2016 | 11,700
2015 | 11,300
2014 | 11,100
2013 | 8,600

Year | AADT
--- | ---
2017 | 13,200
2016 | 13,000
2015 | 11,600
2014 | 11,500
2013 | 13,200

Year | AADT
--- | ---
2017 | 3,400
2016 | 3,600
2015 | 3,800
2014 | 2,600
2013 | 3,300

Year | AADT
--- | ---
2017 | 17,200
2016 | 18,100
2015 | 17,700
2014 | 18,000
2013 | 16,300

Year | AADT
--- | ---
2017 | 2,400
2016 | 2,100
2015 | 2,100
2014 | 2,100
2013 | 2,000

*Year | AADT
--- | ---
2017 | 1,348
2016 | 1,315
2015 | -
2014 | -
2013 | 1,354

Year | AADT
--- | ---
2017 | 5,900
2016 | 5,700
2015 | 5,600
2014 | 5,200
2013 | 5,400

Data Source: FDOT - Historical AADT
* COT
Bluetooth Data - Distribution from Airport

The percentage of traffic that reaches the northern portion of Lake Bradford Road (shown as 3% on the trend map) utilizes two separate routes.

Data collected indicates 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.
Bluetooth Data - Distribution from N. Lake Bradford Rd.

The percentage of traffic that originates at the northern portion of Lake Bradford Road utilizes two separate routes to reach the airport (shown as 3% on map).

50% of the trips travel south on Springhill Road to Capital Circle Southwest and 50% use South Lake Bradford Road.
## Further Discussion

<table>
<thead>
<tr>
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<tr>
<td>Maintain Rural Characteristic of South Lake Bradford Road</td>
<td>Make the Corridor Safer for Children</td>
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Characteristics of a rural road include:
- wide lanes
- no curb and gutter
- limited multi-modal facilities
- Wide shoulders

Characteristics of a corridor safe for children and other non-motorized users include:
- narrow lanes for reduced speed
- curb and gutter
- sidewalks, bike lanes, or multiuse paths
- lighting
Further Discussion

<table>
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<tr>
<td>Multiple Roundabouts along South Lake Bradford Road</td>
<td>Stay within Existing Right-of-Way to not Impact Properties</td>
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Intersection treatments, such as roundabouts, are often determined by applying an Intersection Control Evaluation (ICE) process during the Project Development and Environment (PD&E) or preliminary design phase. If a roundabout is determined as an appropriate intersection control, right-of-way may be needed to implement.
Further Discussion

Concerns about increased congestion and speed

Existing traffic data show that South Lake Bradford is currently under capacity. In addition, many of the vehicles currently using the corridor have local origins or destinations.

Additional Traffic Calming Measures

Classic traffic calming measures include:
- narrow travel lanes
- curb and gutter
- on-street facilities such as bicycle lanes
- lighting, street landscaping, and furniture

Friction helps to reduce speed
Next Steps

- Improvement alternatives for N. Lake Bradford Road, S. Lake Bradford Road, Springhill Road
- Community Open House
- Finalization of Southwest Area Transportation Plan

Next Steps by Others

FDOT
- Project Development and Environment Study for Orange Avenue
  - Currently in progress
Next Steps by Blueprint Intergovernmental Agency

- Airport Gateway Project
  - Additional planning and design upon completion of the SATP
- Design 2020-2021
- Right-of-Way 2021-2022
- Construction begins 2022
We appreciate your participation!

Capital Region Transportation Planning Agency
CRTPA Contact: Jack Kostrzewa
Phone: 850-891-8625
Email: john.Kostrzewa@crtpa.org
Southwest Area Transportation Plan

Lake Bradford Estates Neighborhood Meeting
June 3, 2019
Previous Discussion Topics

- Speed
- Safety
- Concerns on Increased Congestion
- Maintain Neighborhood Character
- Multimodal Improvements
- Signage
- Traffic Calming
- And more!
What We Evaluated for S. Lake Bradford Road

- How to reduce travel speed
  - Roadway treatments
  - Roundabouts
  - Road realignment

- How to increase safety while traveling the corridor
  - Pedestrian and bicycle facilities
  - Roadway treatments

- Incorporation of multimodal improvements
  - Pedestrian and bicycle facilities
Cross Section Example

Existing Section

Not To Scale

New Typical Section

Not To Scale
Cross Section Example

Existing Corridor

Ribbon Curb Corridor Example
EXAMPLE LOCATION ONLY
Roundabout Example

Miccosukee Road and Fleischmann Road
Next Steps

• District Forum on June 20th to gather input regarding N. Lake Bradford Road and Springhill Road
• Community Open House
• Finalization of Southwest Area Transportation Plan

Next Steps by Others

FDOT
• Project Development and Environment Study for Orange Avenue
  o Currently in progress
Next Steps by Blueprint Intergovernmental Agency

- Airport Gateway Project
  - Initiated upon completion of SATP
  - Builds on public engagement from substantial amendment process and SATP findings
  - Pre-engineering begins winter 2019/2020
  - Design and construction will be phased
    - Design begins late 2020
    - Construction begins 2023
  - Public involvement throughout project duration
Southwest Area Transportation Plan

We appreciate your participation!

Capital Region Transportation Planning Agency
CRTPA Contact: Jack Kostrzewa
Phone: 850-891-8625
Email: john.Kostrzewa@crtpa.org
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**SIGN IN SHEET**

Thursday | February 21, 2019
Lake Bradford Estates Neighborhood Meeting
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<tr>
<td>Joe Miller</td>
<td><a href="mailto:Miller.Brett@Gmail.com">Miller.Brett@Gmail.com</a></td>
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<tr>
<td>Betty Miller</td>
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<td>Ken Lohrey</td>
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<td>Donna Steadch</td>
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<td>Autumn Carrier</td>
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<td>David Granger</td>
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<td>Val Lee Taylor</td>
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<td>Joanie L.</td>
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<tr>
<td>Alan Towner</td>
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</tr>
<tr>
<td>Rosemano</td>
<td><a href="mailto:Rosemano@Gmail.com">Rosemano@Gmail.com</a></td>
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**SIGN IN SHEET**

Monday, June 3rd, 2019
South Lake Product Neighborhood Association Meeting
Dear Capital Region Transportation Planning Agency (CRTPA),

Listed below are the improvements compiled from the Callen Neighborhood Residents. The improvements were outlined as needed and the Callen Neighborhood Association offers and requests they be considered for incorporation into the Southwest Area Transportation Plan. The improvements are as follows:

- COMPLETE STREET DESIGN FOR ALL IMPROVED ROADWAYS (Lake Bradford Road, Springhill Road, Orange Avenue)
- VISIBLE, AUDIBLE, TIME DELAYED CROSSWALKS WITH LED WHITE LIGHTS (like the ones on Mayo Dempsey Road near Westminster Oaks) TO PROVIDE SAFE CROSSING FOR DISABLED, SENIOR, OR PARENT PUSHING A STOLLER TO AND FROM CALLEN, LIBERTY PARK, SOUTH LAKE BRADFORD NEIGHBORHOODS AS WELL AS INNOVATION PARK
- REDESIGN OF ROADWAY FROM WEST LAKE BRADFORD ROAD TO WEST ORANGE AVENUE TO GIVE LOCAL RESIDENTS SAFE ACCESS TO HOUSES ADJACENT TO THE WEST FLORIDA ENRICHMENT CENTER AND ENTRANCES TO CALLEN NEIGHBORHOOD AT GUNN AND POTTS DAMER STREETS
- BUS BAYS (along the roadway) TO PREVENT PEDESTRIAN/CYCLIST ACCIDENTS OR BUS COLLISIONS WITH IMPATIENT MOTORISTS
- SHELTERED BUS STOPS WITH BENCHES
- SOLAR GARBAGE/TRASH COMPACTORS
- NEIGHBORHOOD SIGNS-CALLEN, ELBERTA, LIBERTY PARK, SOUTH LAKE BRADFORD, TUSKEGEE, UNIVERSITY PARK, APALACHEE RIDGE, COLLEGE TERRACE, ELBERTA EMPIRE, PROVIDENCE NEIGHBORHOODS, ETC.
- 3 LAYER GRAVEL FED SWALES WITH STORMWATER GARDENS IN SWALES (using Native Aquatic Plants)
- WATER FOUNTAINS (like on Blairstone Road)
- Landscaping with non-pollenating, low growing, shrubbery (no berry (like Holly) or flower (like Jasmine, Crepe Myrtle, Magnolia, etc. producing trees/bushes, or grasses like Pampas)
- Speed limit minimum 35 miles per hour
- Smart, solar traffic lights instead of roundabouts; no roundabouts (extremely dangerous near neighborhoods)
- Designated bike lanes (with a low median buffer between automobiles and bikes); no sharing of motorist lanes with cyclists
- Benches and designated resting places (for disabled and elderly pedestrians)
- 4-lane street (on West Orange Avenue with designated special right lane for buses, shuttles for the disabled and seniors, large company vans/trucks, and semi trucks) to minimize commute time for south west motorists frequently stuck behind slow, large vehicles on 2-lane roadways (like the multiple city vehicles daily on FAMU Way)
- LED white street lamps
- Solar lighted stop signs (like those along Osceola Street on FAMU’s Campus)
- Solar speed limit signs (like those on Monticello Drive)
- Sidewalks on both sides of the street
- No traffic calming devices such as speed bumps/humps, narrowing of traffic lanes, inclined or curves added to roadway
Neighborhood Meetings

Liberty Park Neighborhood Meeting – 7/19/18

- Traffic calming is needed along Orange Avenue for children in the area.
- Sidewalks connecting to the neighborhood and within the neighborhood are needed.
- Traffic light at Springhill backs up traffic along Orange Avenue making it more difficult to cross Orange Avenue from Liberty Park.
- Traffic has been diverted through the neighborhood when accidents occur along Orange Avenue; if this occurs, a street crossing would be needed within Liberty Park.
- Speeding in neighborhood is bad!
- Streetscaping would be really nice along Orange Avenue – similar to Capital Circle.
- Roundabout at Lake Mary Drive – or some other traffic device to calm traffic at this area.
  - Something similar to South Adams Crosswalk.
- Transit stop currently on the other side of Orange Avenue and without a pedestrian crossing, it makes it very difficult to access safely.
- Lighting is needed!
- Very dark conditions at Cypress and Orange Avenue; location where kids congregate for the school bus and in the early morning, is very dangerous for motorists to see them.
- Orange Park Neighborhood has to walk very far distances to access community bus stops nearby. Need one closed to this neighborhood as many people here use transit as their main source of transportation.
- Drainage issues and open ditches.