

# **Southwest Area Transportation Plan**

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

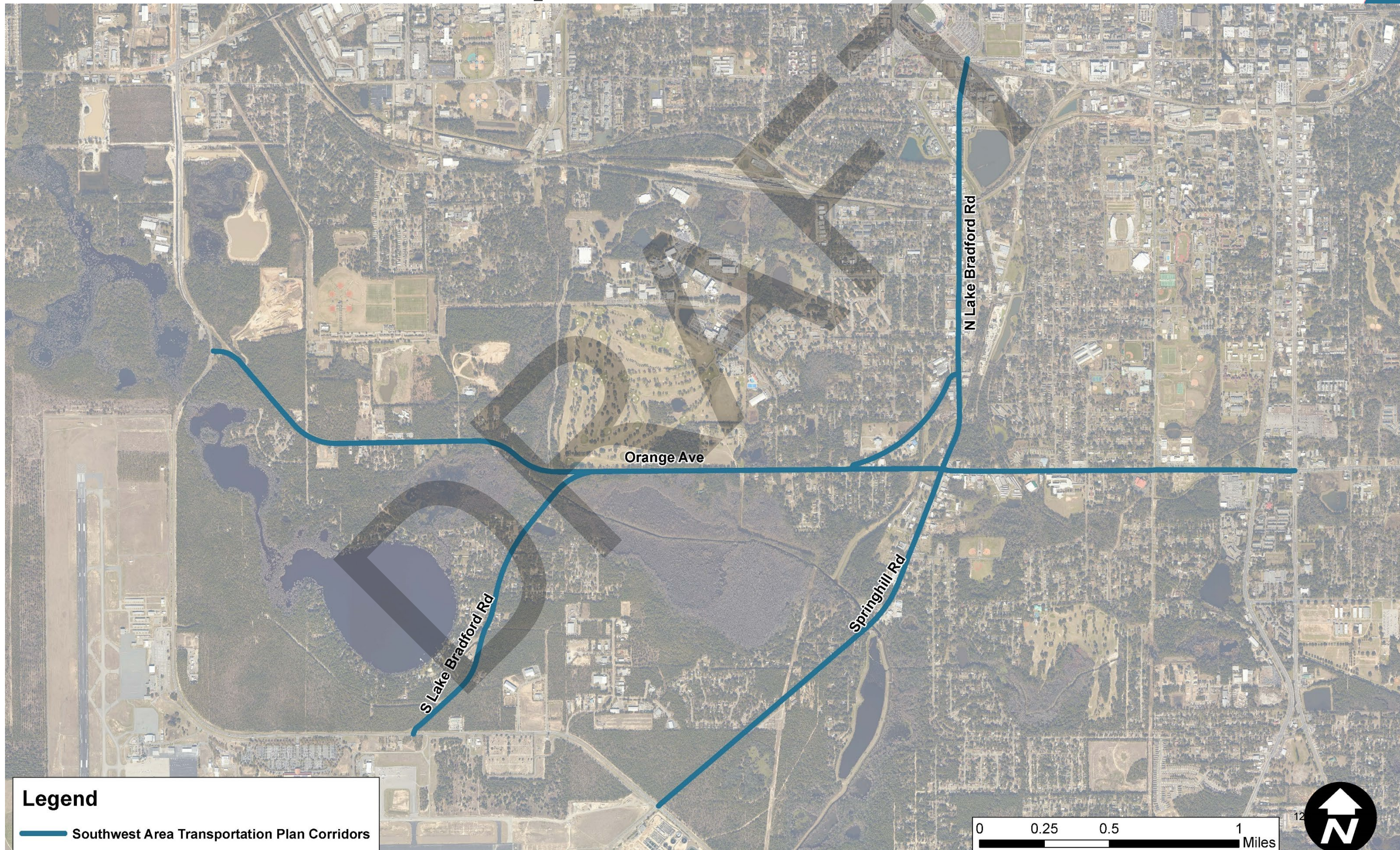
# Project Purpose

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



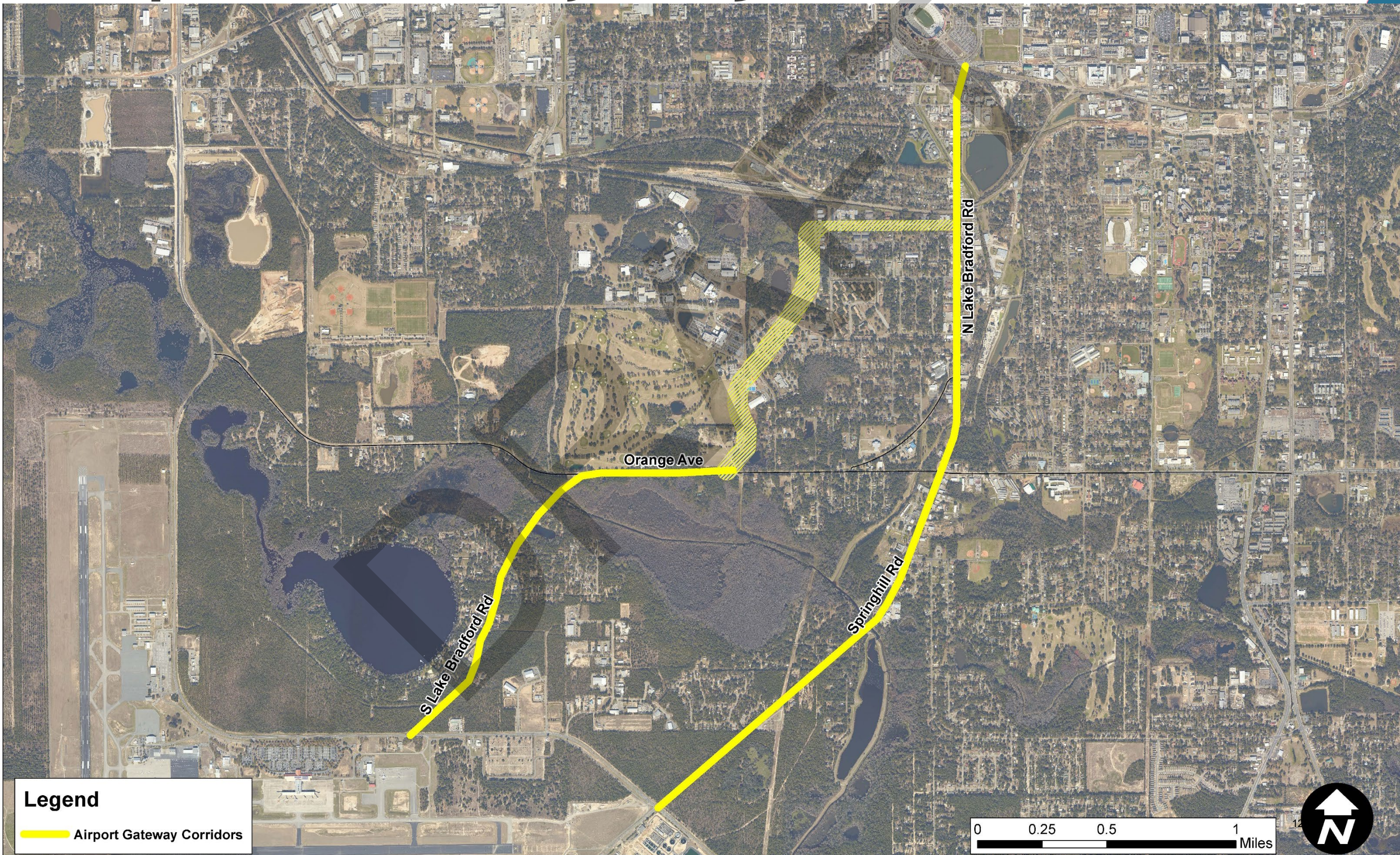


# Project Considerations

- 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



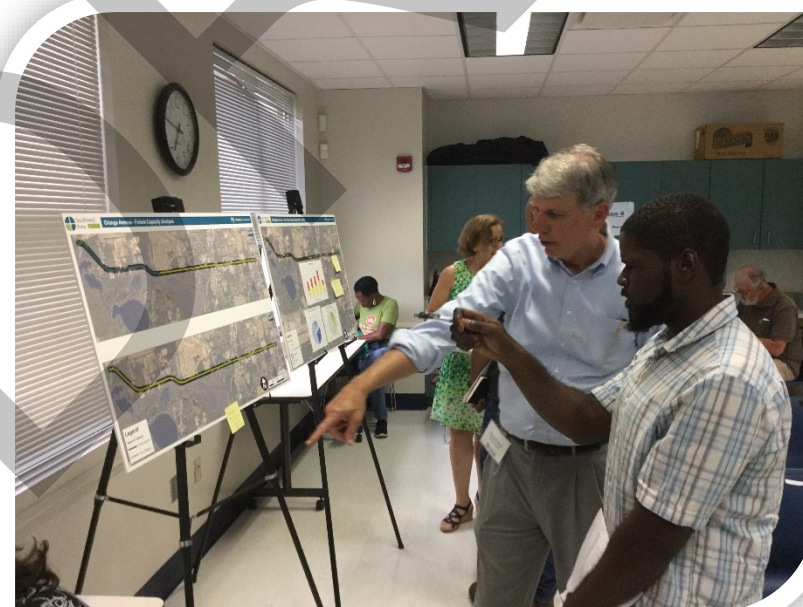
# Airport Gateway Project Corridors





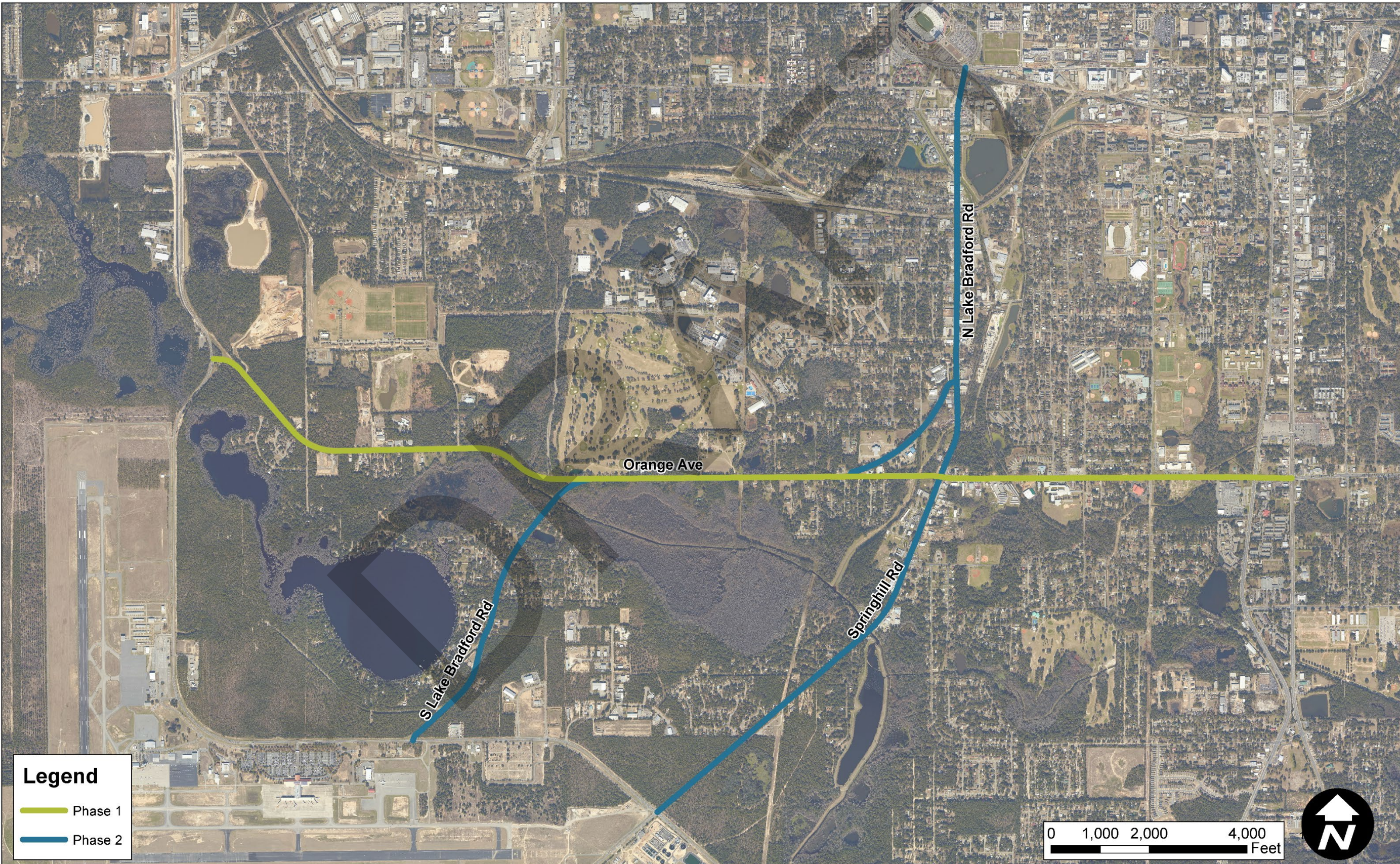
# Project Phases

- 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?

Springhill Road - Deficient bridge



# 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



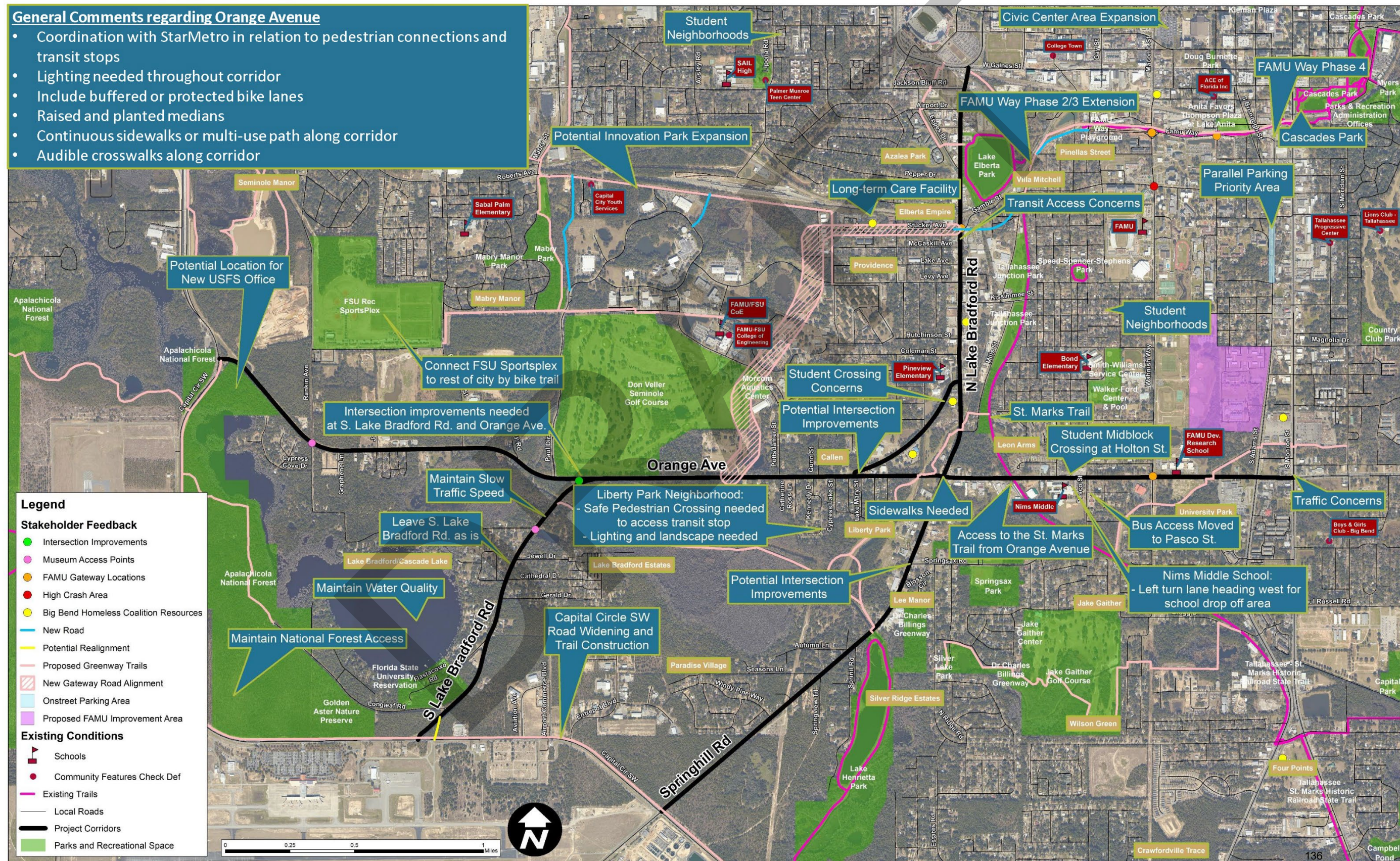
## Activity Objective

- Use the available markers and Post-it<sup>®</sup> 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

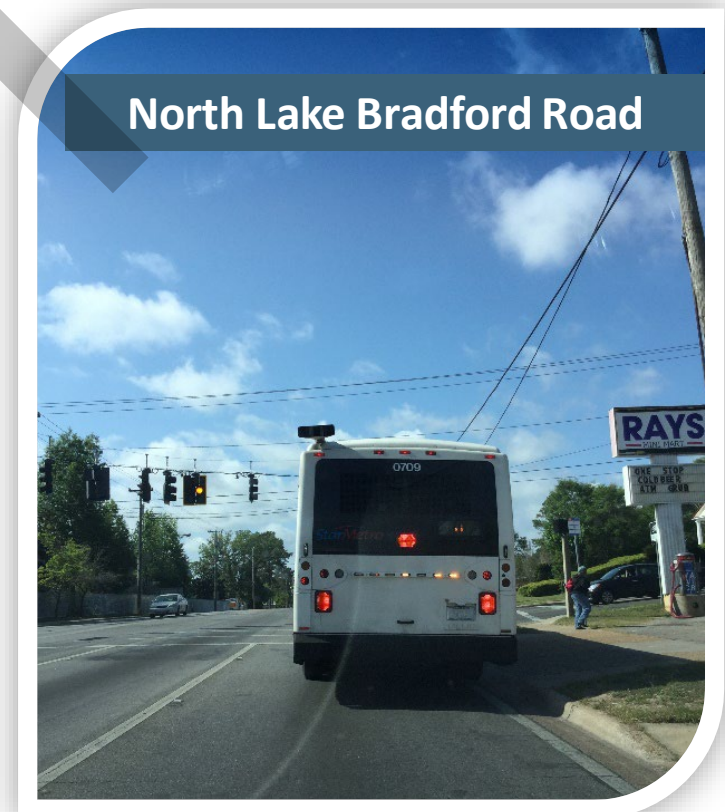




# Activity Station 3: Traffic Information

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<sup>®</sup> notes to let us know the following:
  - Are there specific areas where traffic is an issue?
  - 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.



Springhill Road



# 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

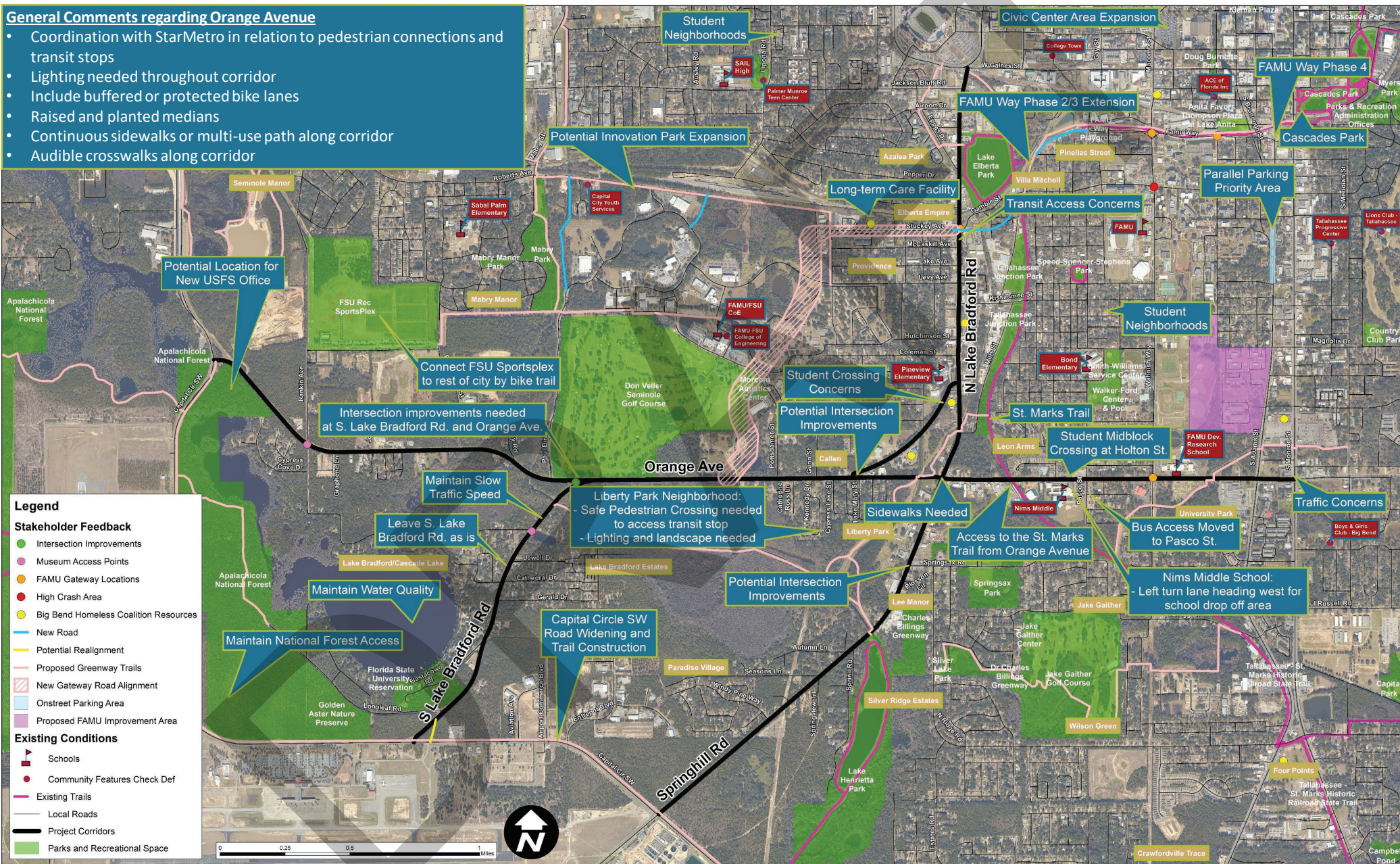
Phone: 850-891-8625

Email: [john.Kostrzewa@crtpa.org](mailto:john.Kostrzewa@crtpa.org)



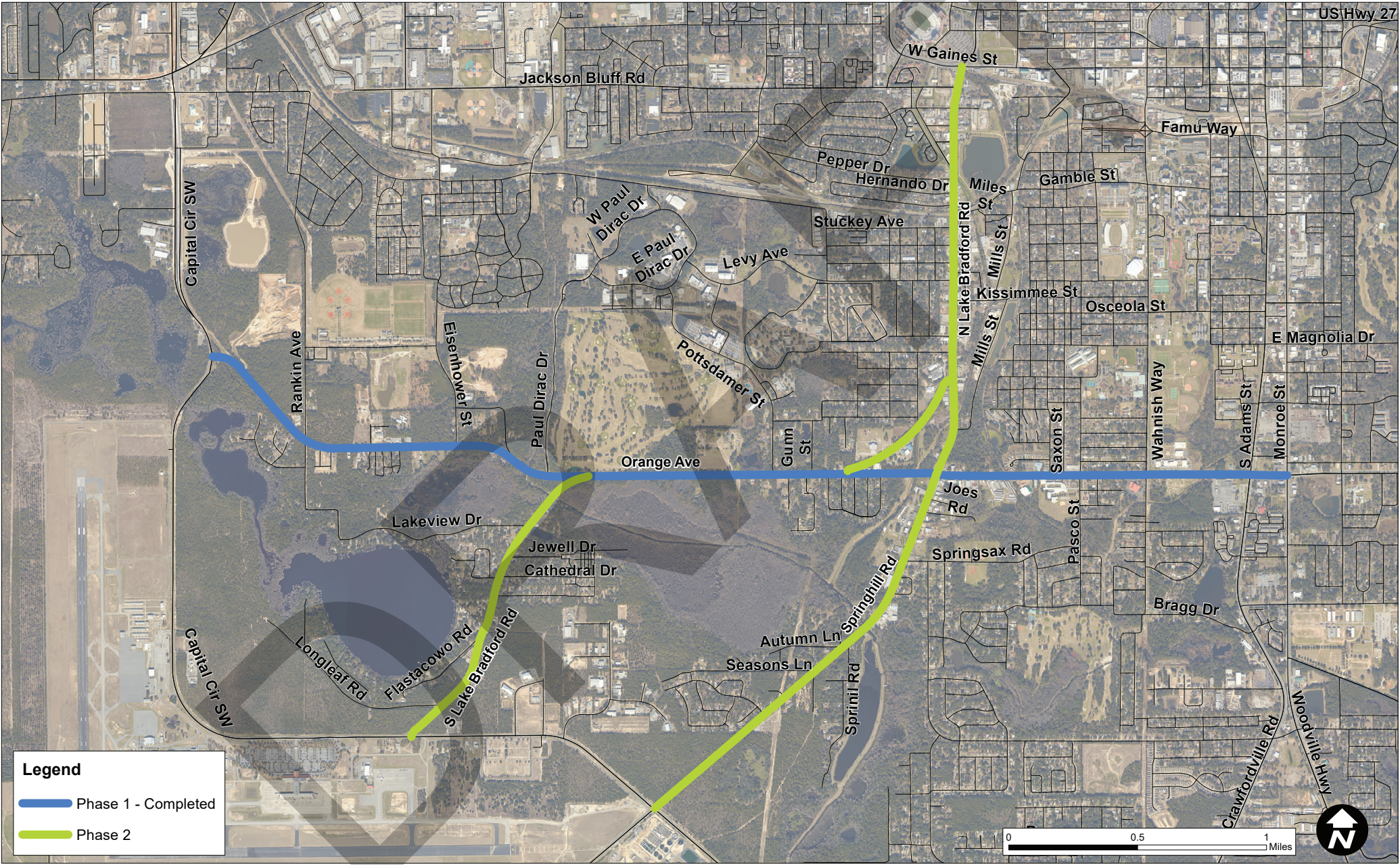
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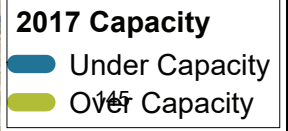
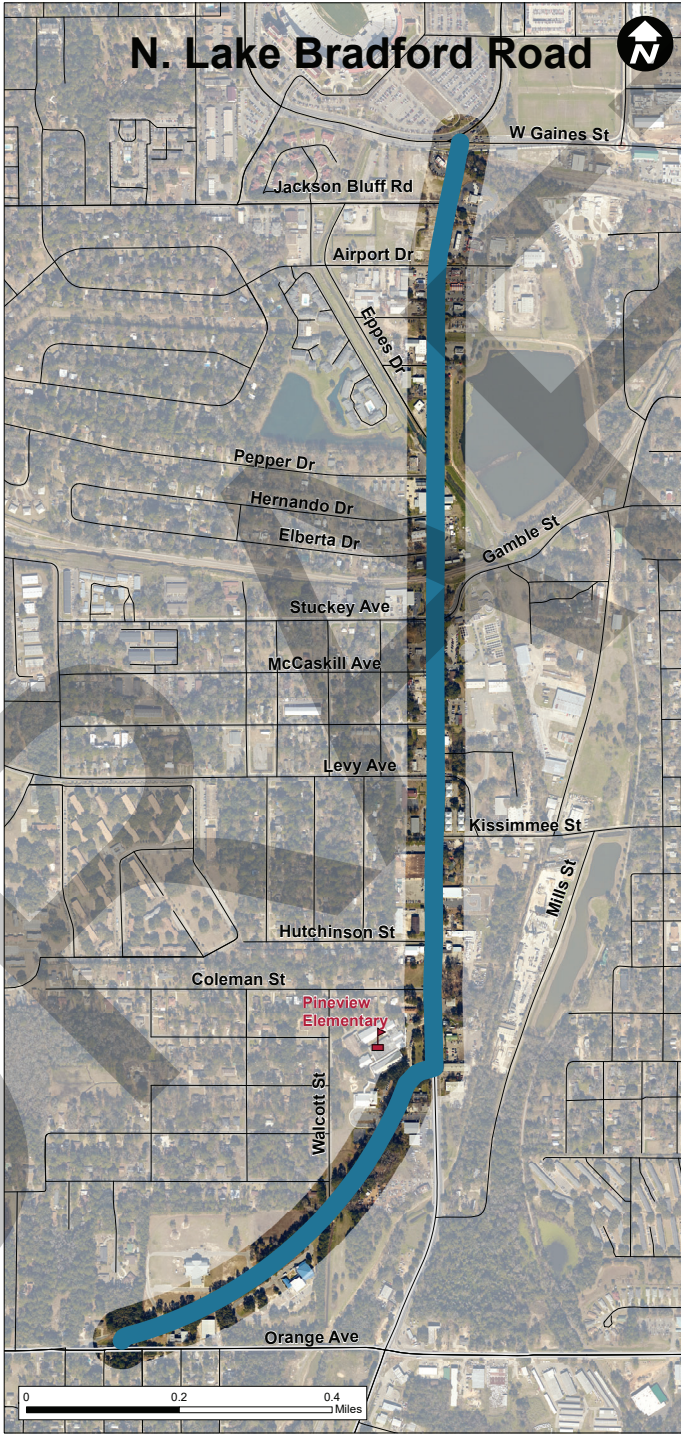




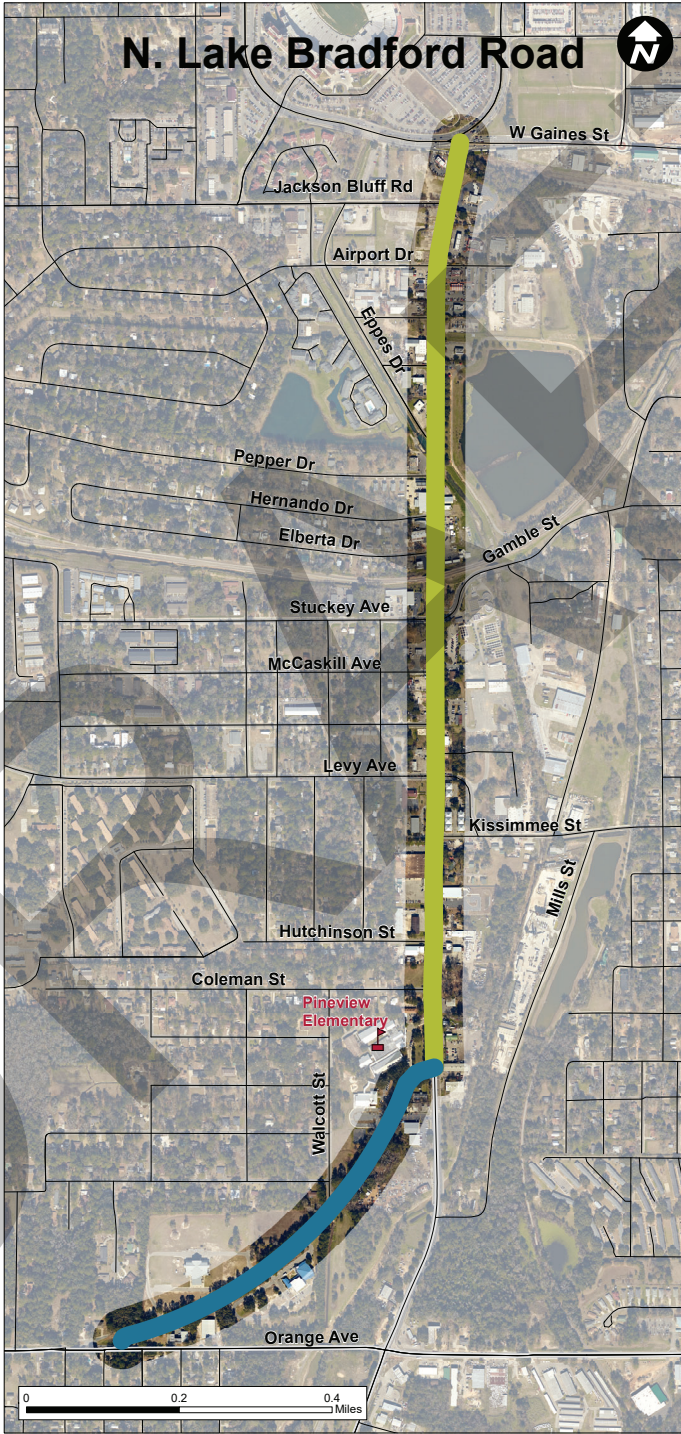
Study Area - Project Phases







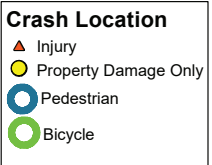
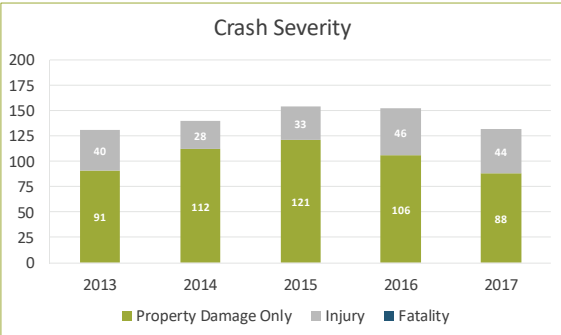
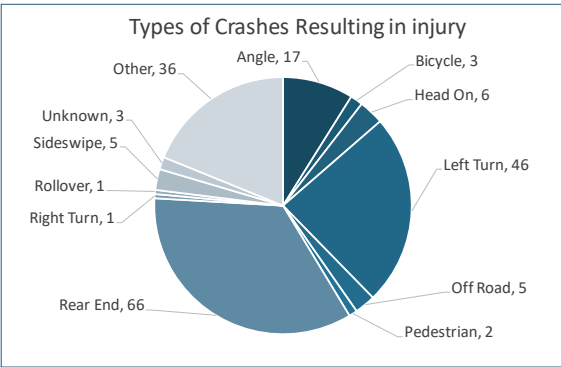
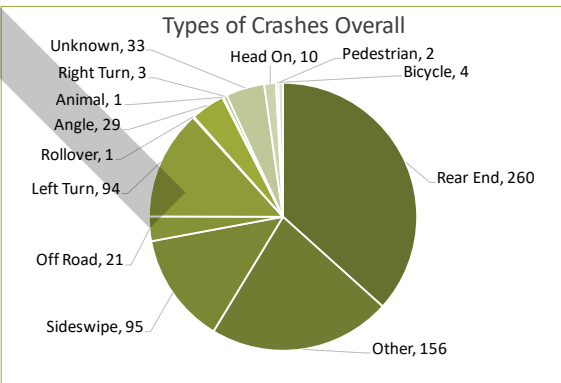
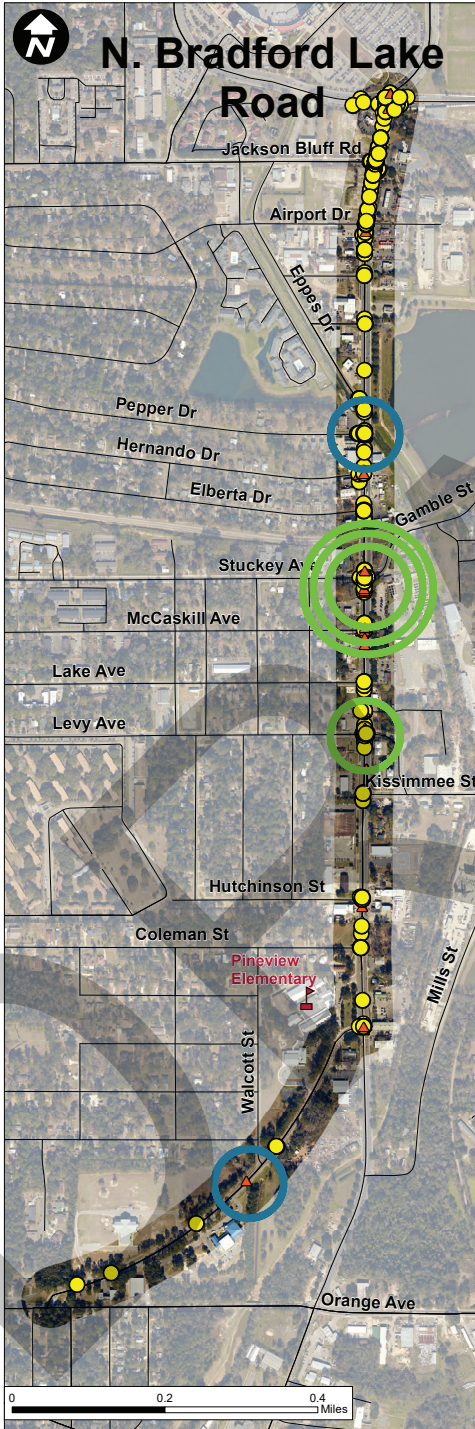
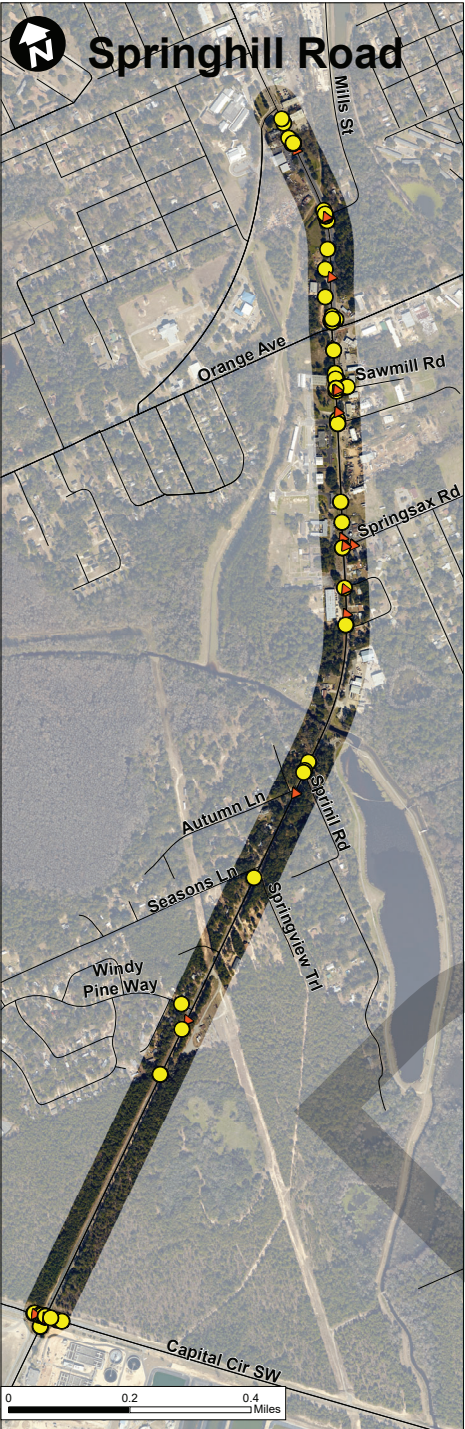




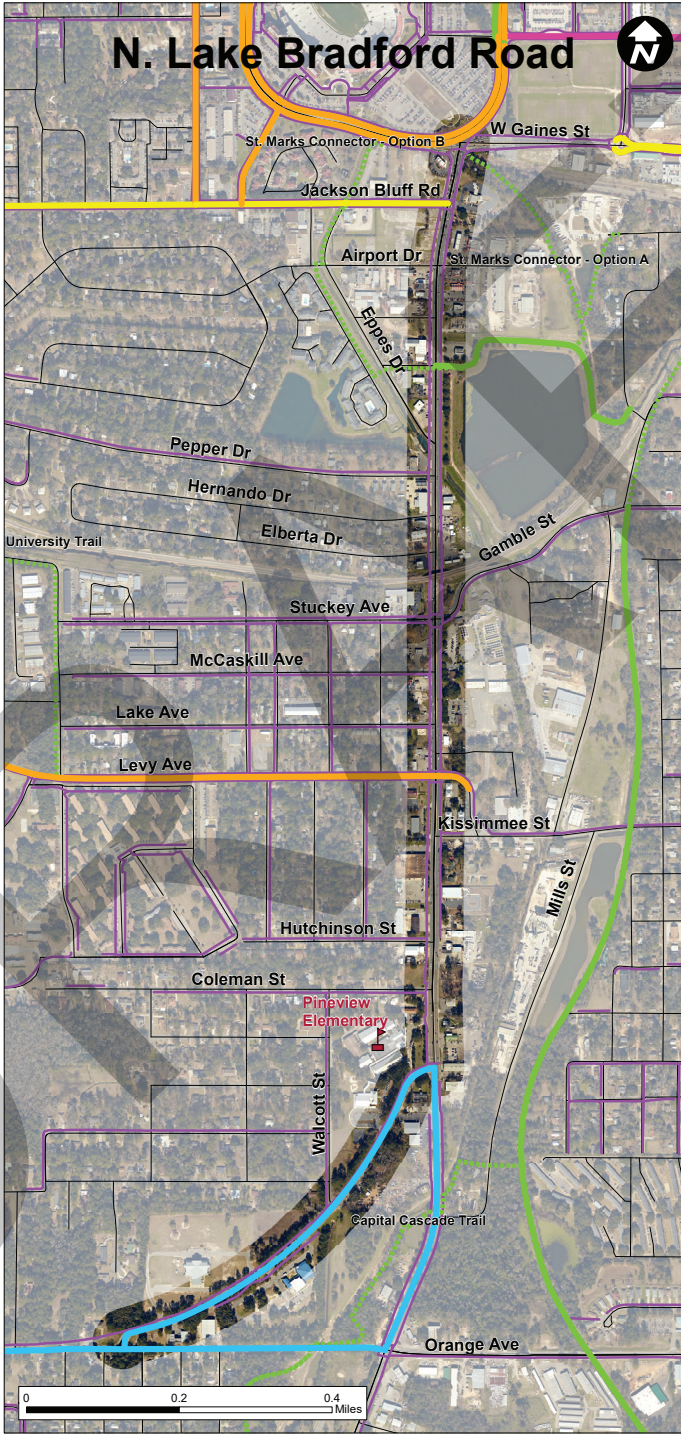
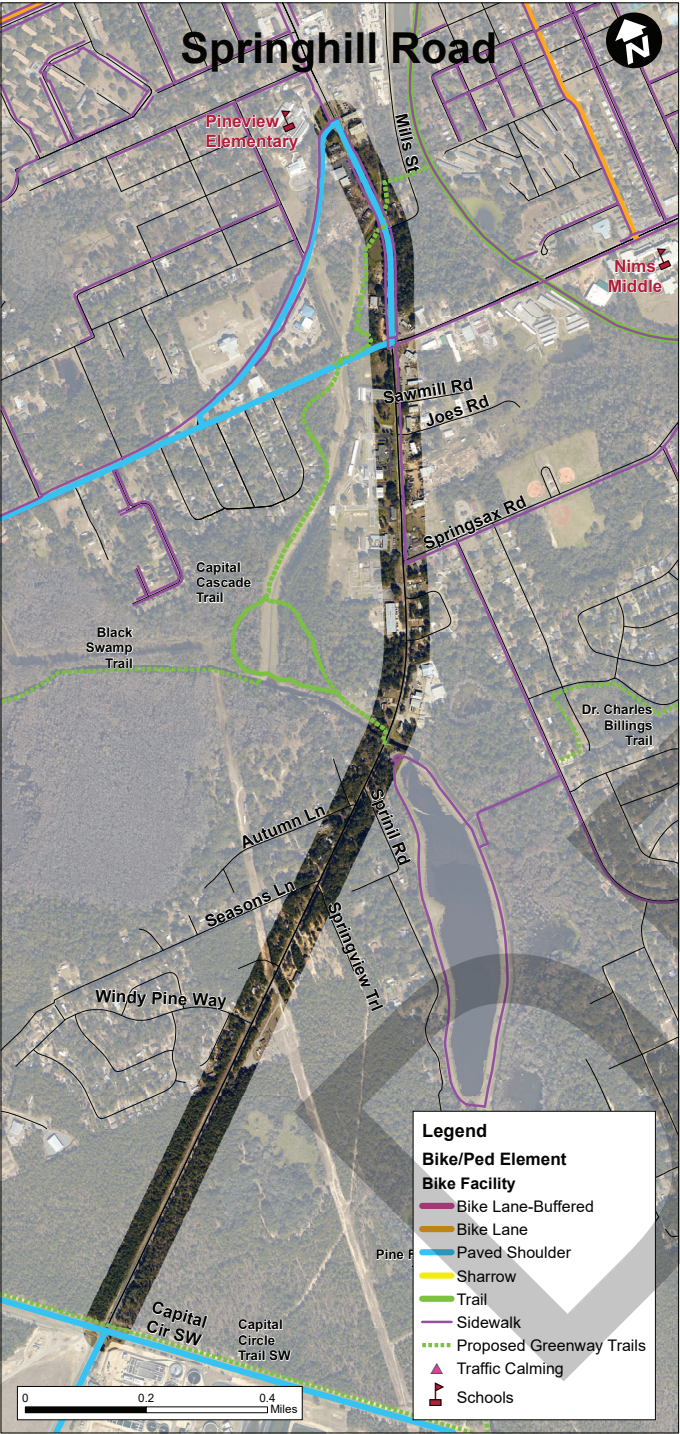
**2045 Capacity**

- Under Capacity
- Over Capacity



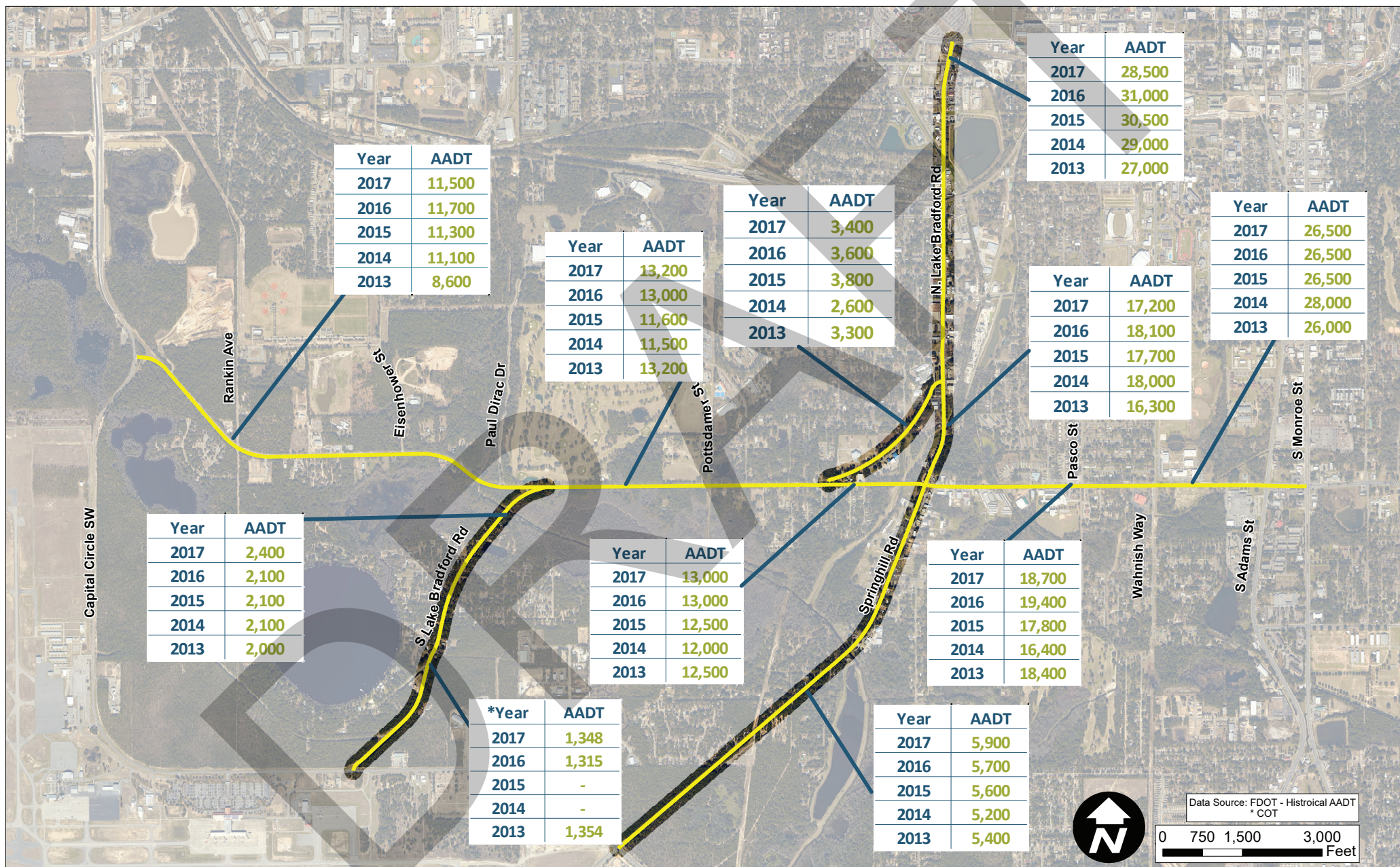








# Orange Avenue - Historic Traffic Counts



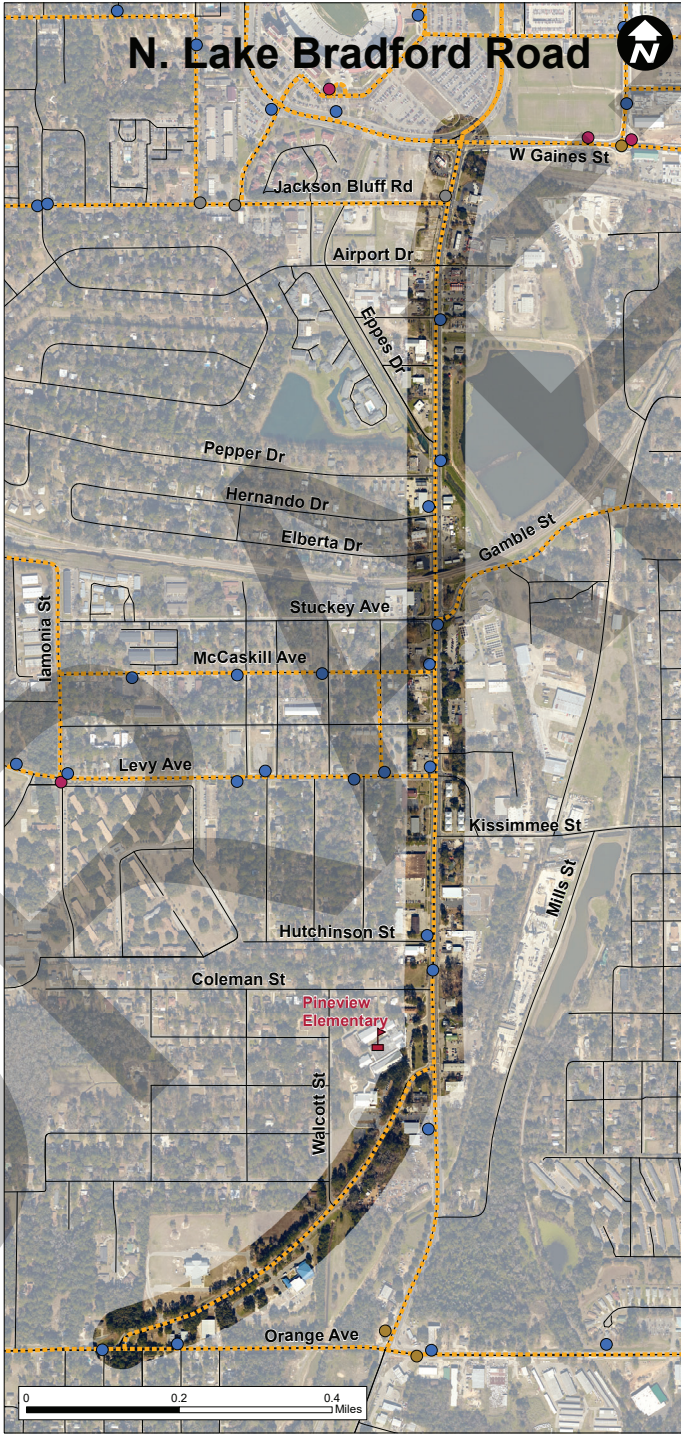














N. Lake Bradford Road, S. Lake Bradford Road and Springhill Road  
DISTRICT FORUM

SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
David & Kathy Stinch	3085 Echo Point Lane	stinch22@comcast.net	
Kim Stephens		kstephense@hntb	850-2415-9015
Sylvia Hubbard		sylviahubbard@hotmail.com	
Gladys F. Caswell	1312 Maude St	g1947f@gmail.com	(850) 933-4692
Frank Messersmith	18 Gay Buena Dr.	Frank@atl.com	850-508-5858
Arturo Calder	345 Seelham St.	arturo.calder@blueprint.org	219-1060
Heidi Miller	4063 Langlet Ct.	Kmiller@juno.com	850-580-3348
Debbie Luskay	3340 Cypress Cove	debbie.luskay@hntb	850-576-9029
Charles Lyle	2280 Miccosukee Rd	lylec@leancountryfl.gov	850-606-1846
Kristie Lemmott	POB 6808	Hammek@ghn.ro.com	850-212-3515
Janet White	1		



N. Lake Bradford Road, S. Lake Bradford Road and Springhill Road  
DISTRICT FORUM

SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
Tina Marie Mericle	1713 Rustling Pines Blvd, Mcdonough, RE 32343		
Sharon Sprintz	7253 N. Old De Talbot Ave, FL 32305		
Bill & Linda Shultz	3151 Echo Pt. Loop Tallahassee, FL 32310		
Ryan A. Wilkey	2061 Alpha Ave		
Myrtle Williams	2001 Orange Ave		
Tracey Galay	1305 Callen St		
Xavier Rejon	2882 Remington Garden		
KEVIN CIZARRAS	3043 Feeney Ct Tallahassee 32309		
J.R. Long	825 Thomasville Road		
MARK BERGLAND	1203 SANDHURST DR	mbertolami@fsu.edu	
Kent McVaters	761 River Birch Hollow	ken.mcwaters@ohiostate.edu	
Dianne Williams-Lee	2312 Morris Circle		
Dianne Norwood	3651 Lakeview Dr.	dnnorwood@fsu.edu	
Bill Norwood	3651 Lakeview Dr.		
Vicki Reich	3145 Arrowwood Ln	pschulz@fsu.edu	

N. LAKE BRADFORD ROAD, S. LAKE BRADFORD ROAD,  
AND SPRINGHILL ROAD

DISTRICT FORUM

COMMENT FORM

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 & bike & pedestrian traffic.
3. No changes to South Lake Bradford Rd. Maintain all traffic calming, no trucks, keep speed humps, 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 roadways



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 ☐

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 ☒

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.

N. LAKE BRADFORD ROAD, S. LAKE BRADFORD ROAD,  
AND SPRINGHILL ROAD

DISTRICT FORUM

COMMENT FORM

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.): W b

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

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

The city said its 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.

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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

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 ☒

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

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N. LAKE BRADFORD ROAD, S. LAKE BRADFORD ROAD,  
AND SPRINGHILL ROAD

DISTRICT FORUM

TYPICAL SECTION COMMENT FORM

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 Springhill

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

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 ☒

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N. LAKE BRADFORD ROAD, S. LAKE BRADFORD ROAD,  
AND SPRINGHILL ROAD

DISTRICT FORUM

TYPICAL SECTION COMMENT FORM

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

SEGMENT Springhill Road

Springhill Rd Mech extends 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

Amundson Ln off of Springwood

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

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 ☒

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 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 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

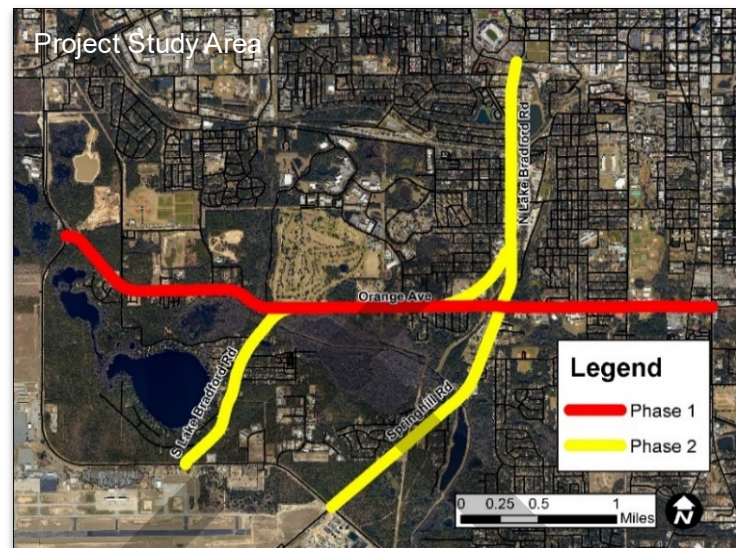


# Public Meeting for the Southwest Area Transportation Plan

## 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)

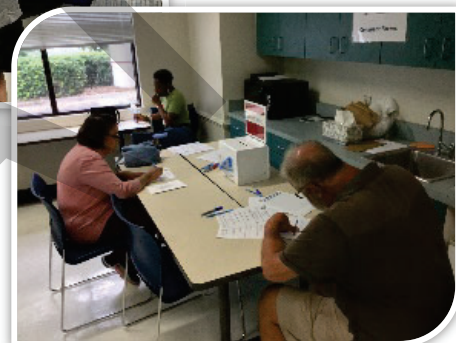
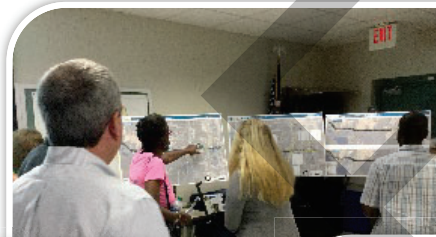
- CRTPA Contact: Jack Kostrzewa
- Phone: 850-891-8625
- Email: [john.kostrzewa@crtpa.org](mailto:john.kostrzewa@crtpa.org)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the CRTPA at (850) 891-8630 at least seven (7) days in advance of the meeting of interest.



# **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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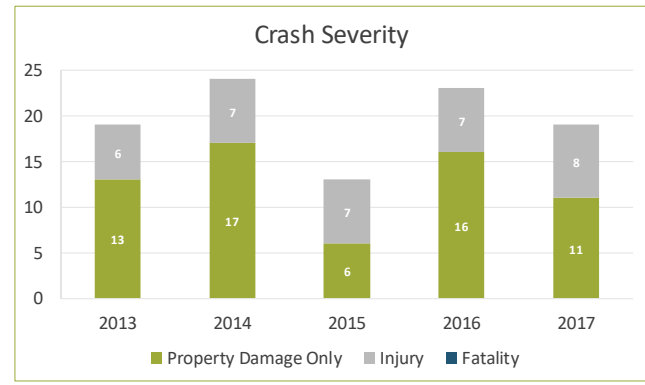
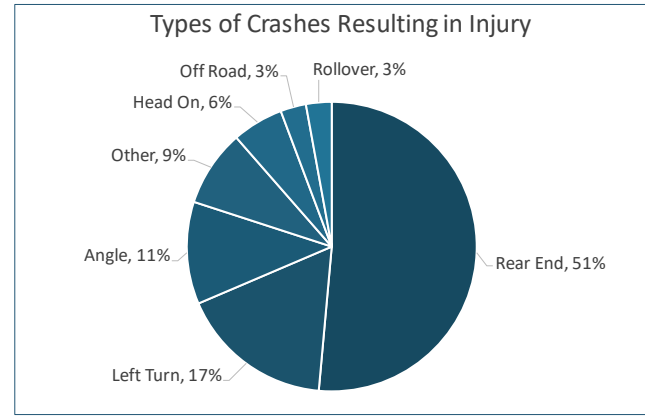
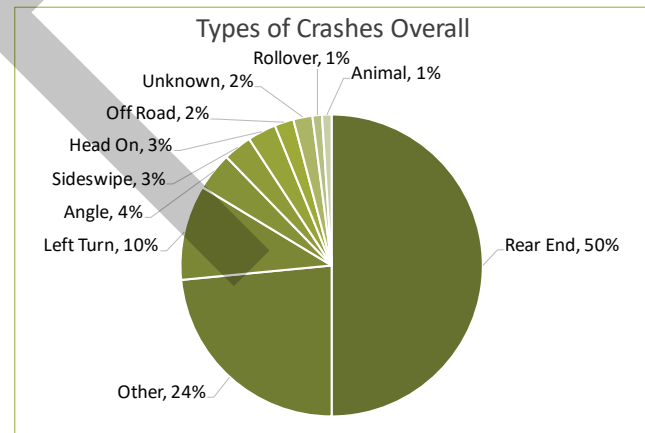
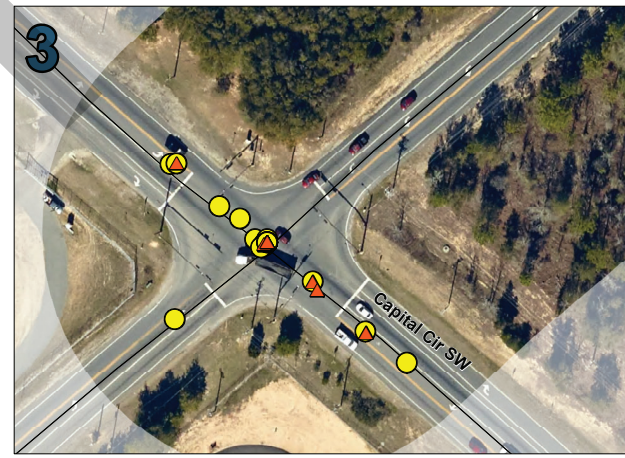
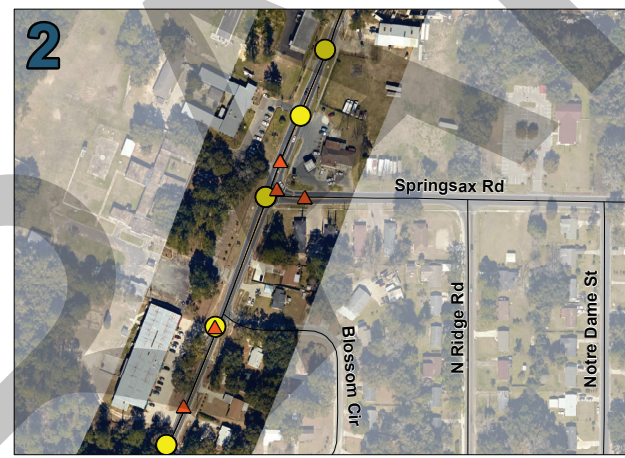
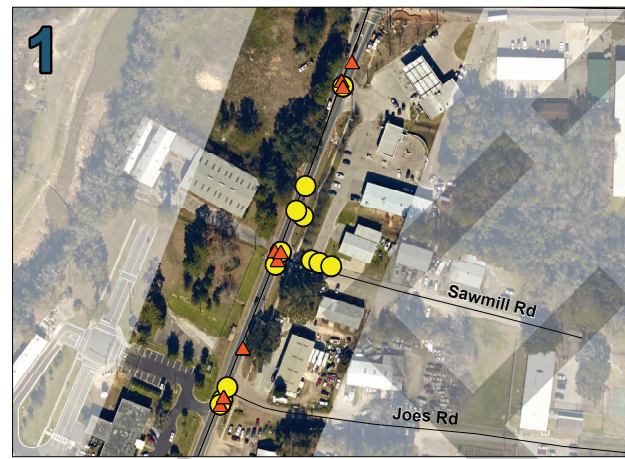
**Capital Region Transportation  
Planning Agency**

**Mobility Coordinator: Lynn Barr**

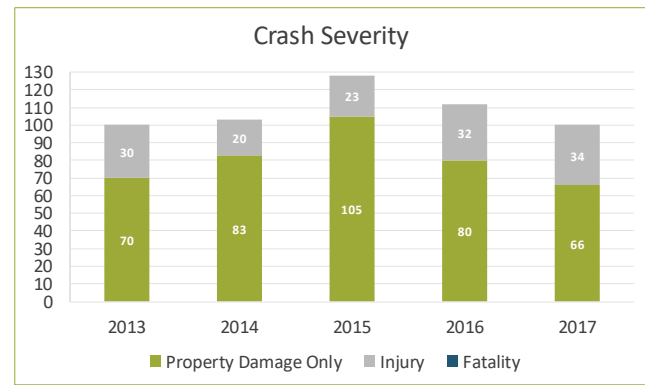
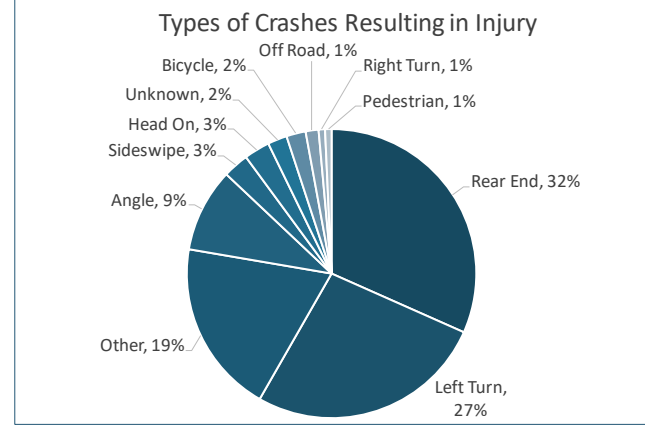
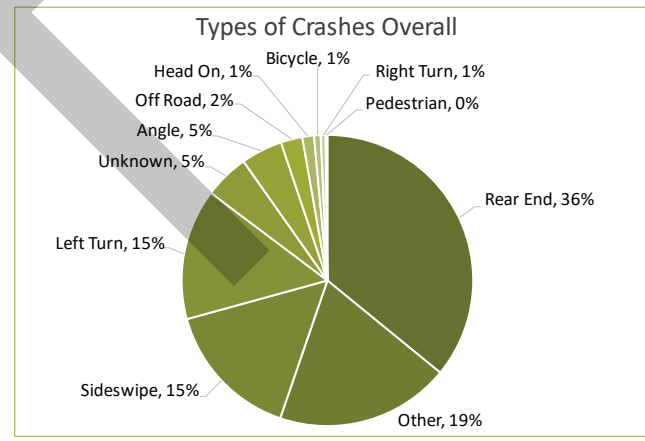
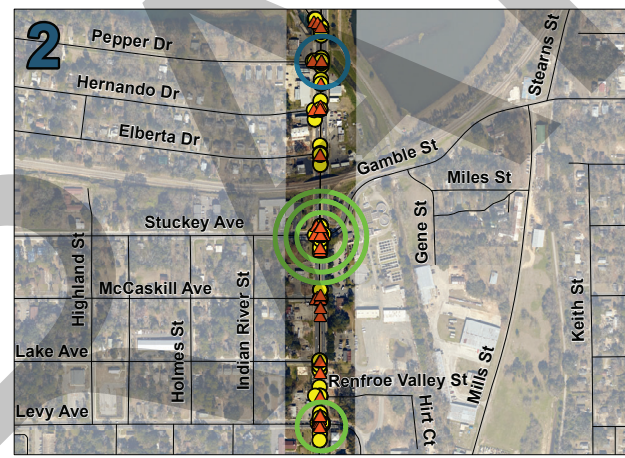
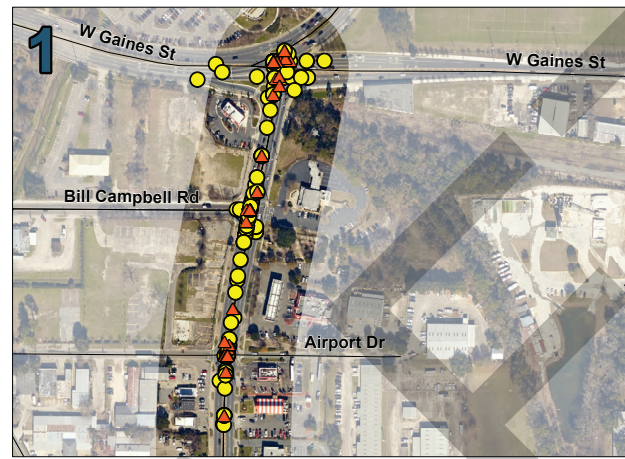
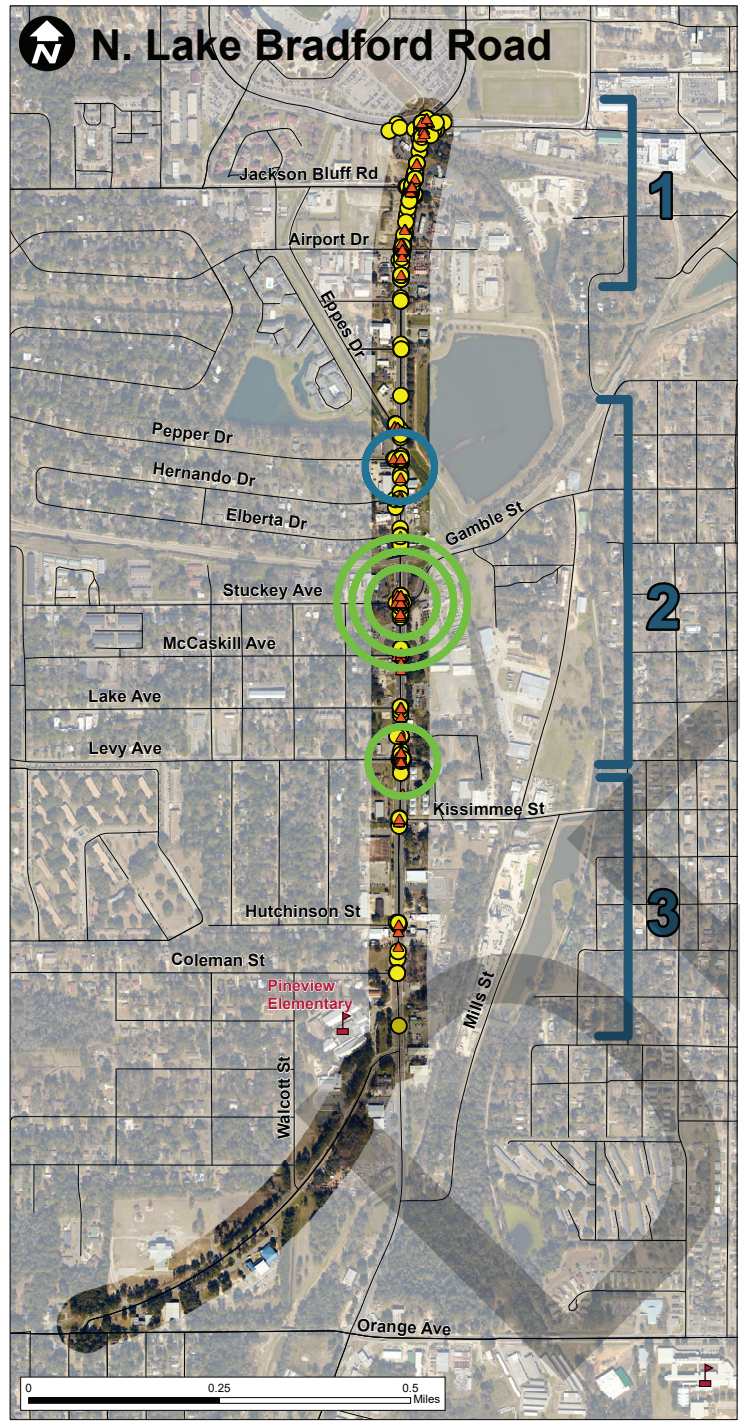
**Lynn.Barr@crtpa.org; 850.891.8630**















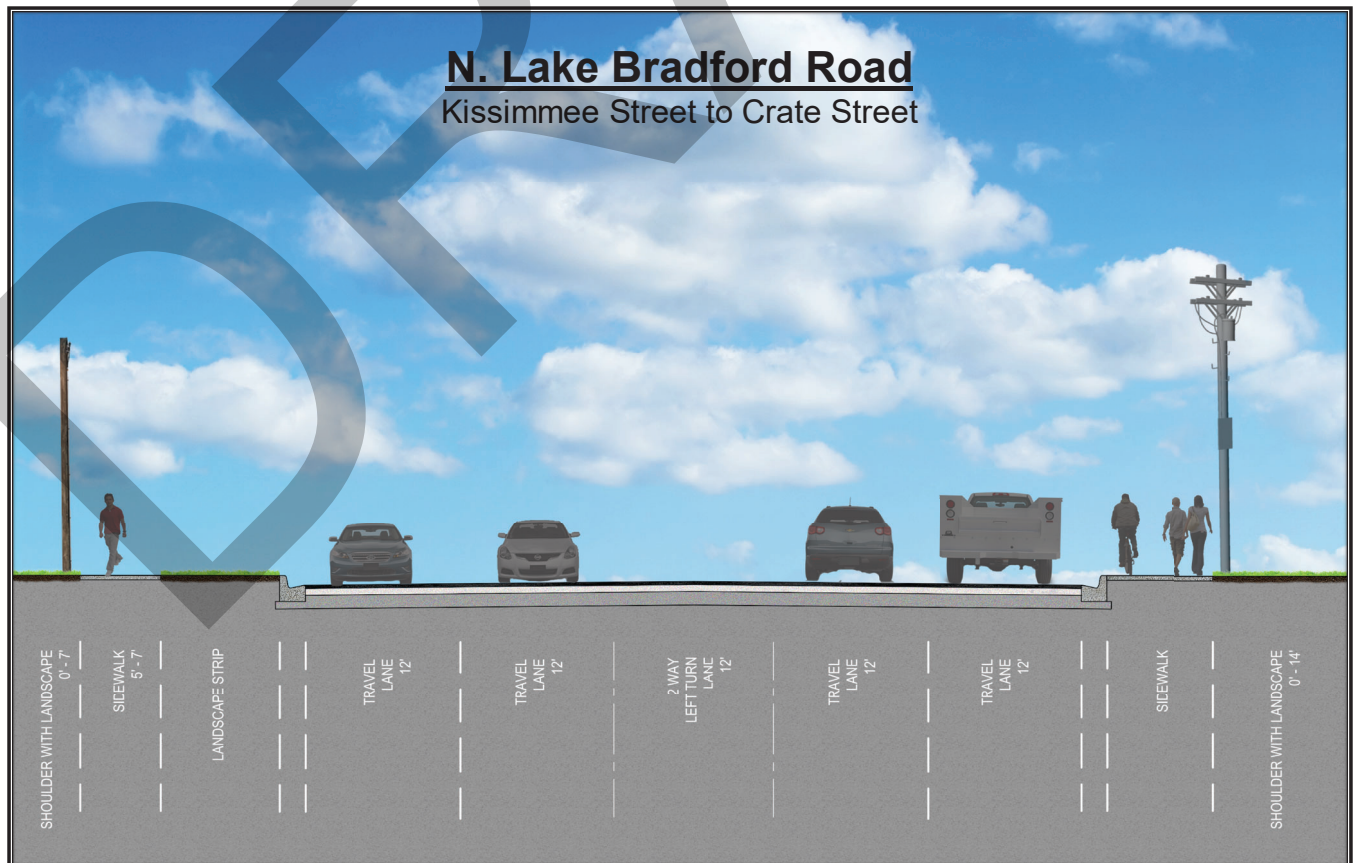
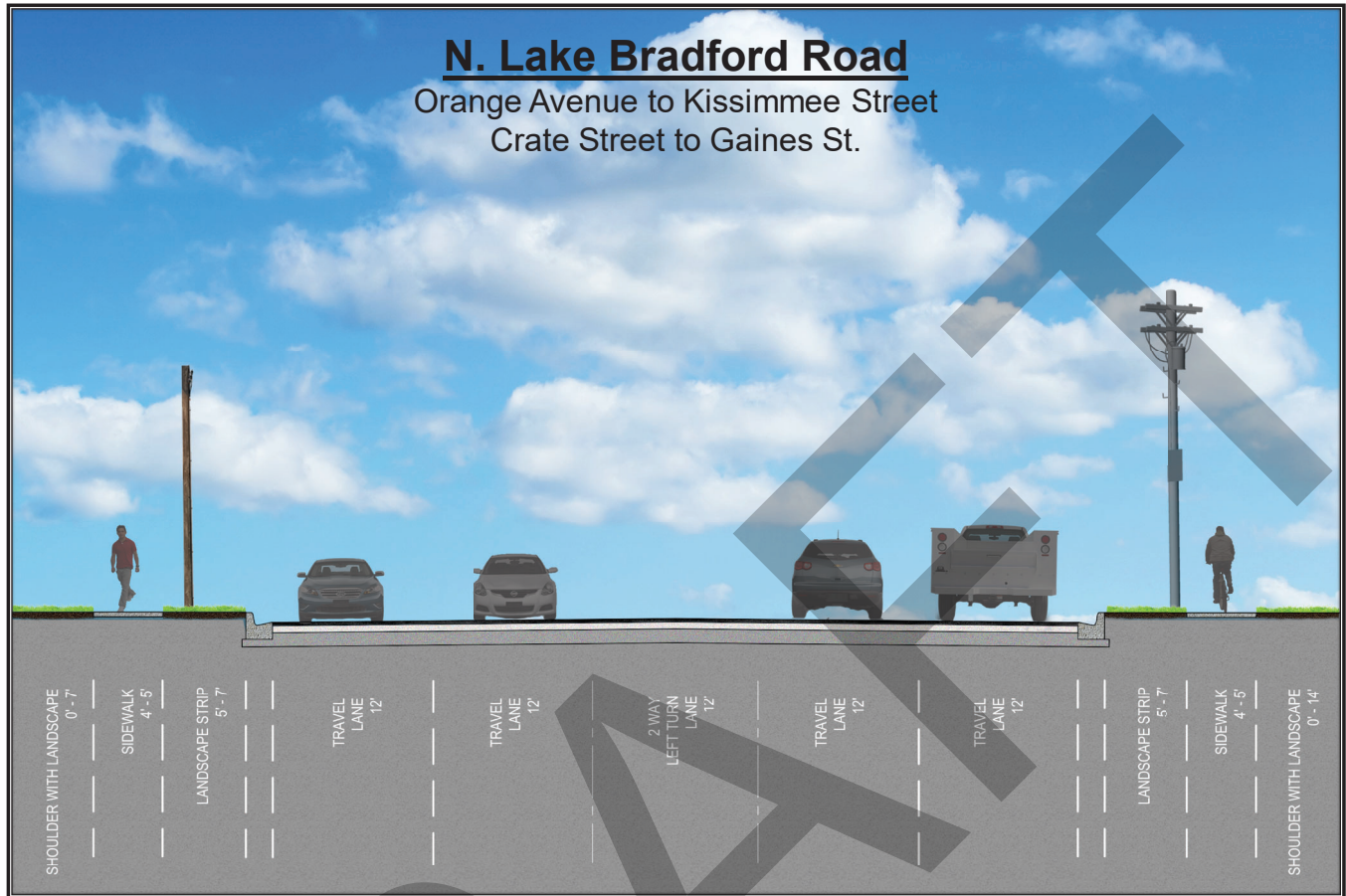














## Medians



## 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?

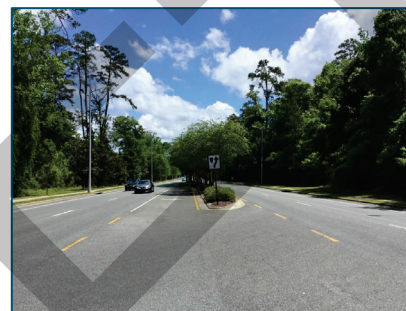
The purpose of access management is to provide access to land development in a manner that preserves the **safety** and **efficiency** of the transportation system.

## How does Access Management improve Safety?

Access management reduces conflict points and by reducing conflict points, access management reduces crashes.



Raised Median



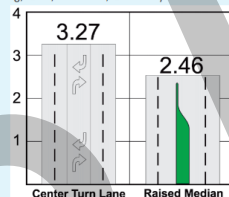
Dedicated Turn-Lanes



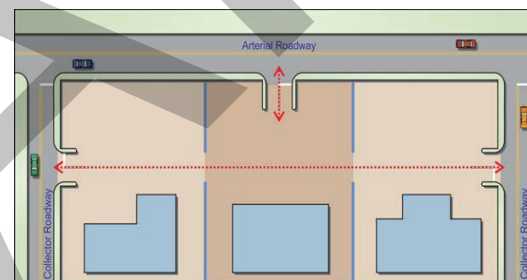
Two-Way Left Turn Lane

### Crash Rates for Median Treatments Florida Crash Study

Long, Gan, Morrison, University of Florida 1993



**25%** crash rate reduction

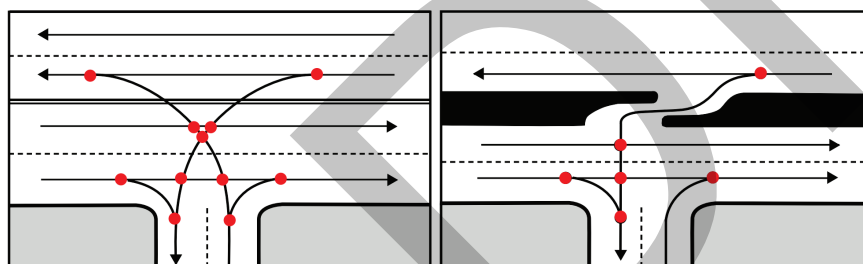


Consolidated Driveway with Cross-Connectivity



**18%** total crash rate reduction  
**27%** injury fatality crash rate reduction

John Lu, Ph.D., P.E. University of South Florida 2001



More Conflict Points

Less Conflict Points

## 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.





# ACCESS MANAGEMENT

Answers to your  
business questions



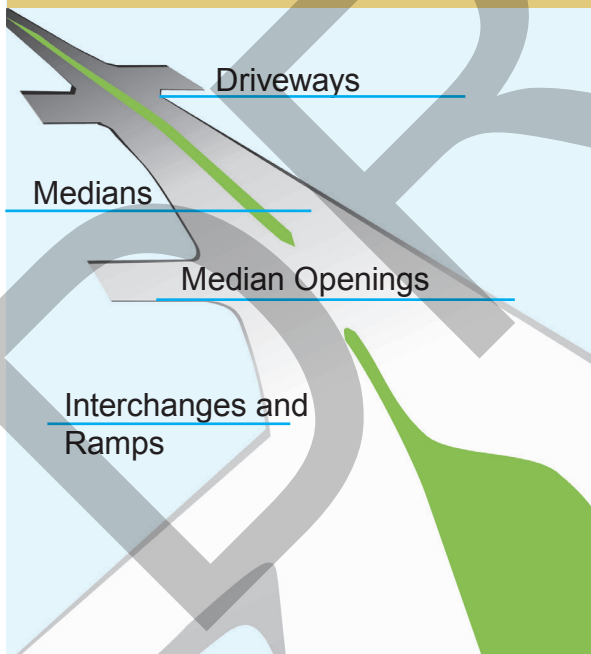
Florida Department of Transportation  
Systems Planning Office  
[www.dot.state.fl.us/planning/systems](http://www.dot.state.fl.us/planning/systems)



# ACCESS MANAGEMENT

## 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.



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.

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.



# REDUCES CONFLICTS

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.

## Does FDOT just think this stuff up?

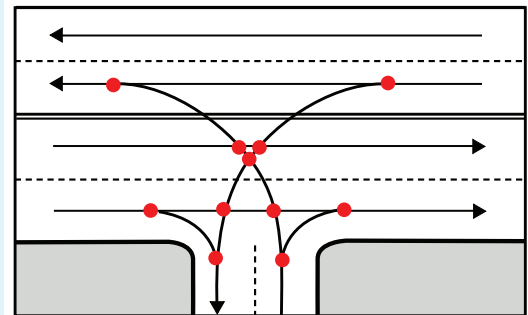
NO, the standards are based on over 40 years of experience and research.

## How does Access Management improve safety?

By reducing conflicts, Access Management reduces crashes.

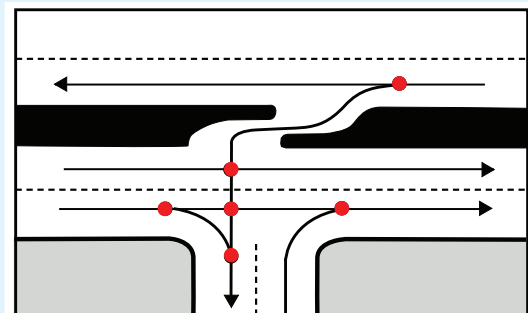
Conflict points are locations along a roadway where two vehicle's paths can legally cross. At a four way intersection there are as many as 36 conflict points. Each conflict point is a location where a crash can occur. **A basic principle of access management is to limit the number of conflict points 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.

### Before Access Management



More Conflicts

### After Access Management



Fewer Conflicts



# 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.

Congestion reduces the distance customers will travel to reach your business

## 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.**



# GOOD FOR 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)

This queue is blocking street traffic and additional customers

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



A well-designed driveway enhances business

## How did Florida's growth affect customer traffic?

Small corner properties are more difficult to access.



## What do your customer's want?

Your goods and services.  
Safe access.



# SAFE ACCESS

## Do access management projects harm businesses?

Most businesses see no loss in business due to access management improvements.

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.





# IS GOOD FOR BUSINESS

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 do your customers think of access management?

Your customers favor access managed highways 4 to 1.

## What have studies shown about business impacts of access management?

Business owners report that the actual impacts to their properties were much less than they anticipated.



# BUSINESSES ARE

## How can business owners participate in the process?

Through public forums and working directly with FDOT.



You can help us understand your needs better than anyone!

## What can businesses and neighborhoods do to promote good access management?

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

**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.

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Business is our strongest  
Access Management partner

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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.



# STRONG PARTNERS

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.

## What positive impacts will good access management have on my business?

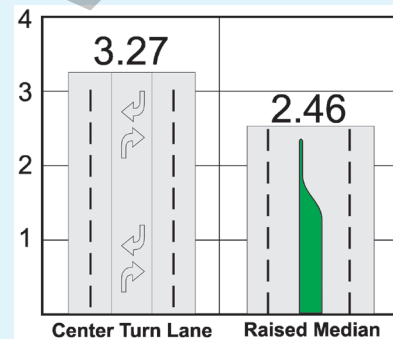
More efficient traffic flow and improved safety are two of the biggest benefits of access management.

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.

## Crash Rates for Median Treatments Florida Crash Study

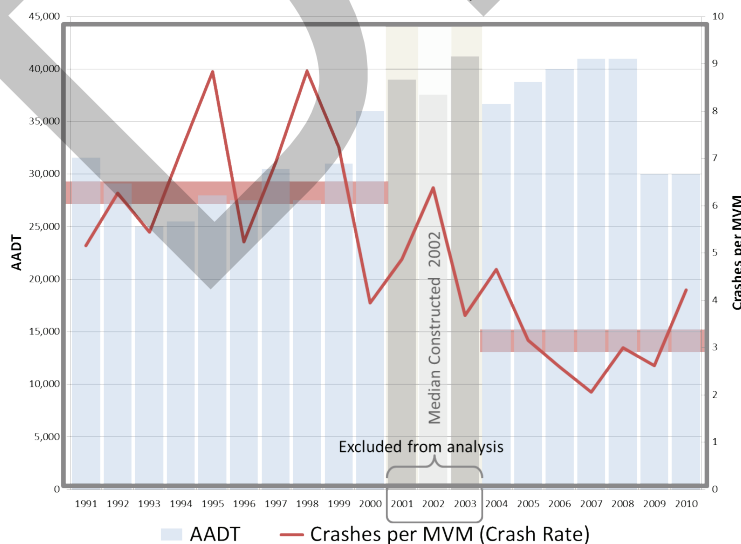
Long, Gan, Morrison, University of Florida 1993



**25%** crash rate reduction

## 2012 Apalachee Parkway Safety Study

Florida International University, 2011



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.



**18%**

total crash rate  
reduction

**27%**

injury fatality  
crash rate  
reduction

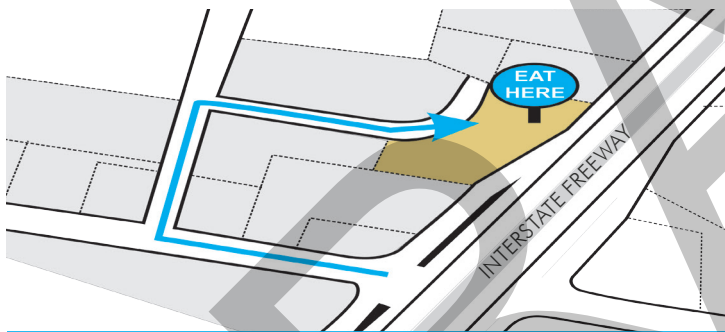
John Lu, Ph.D., P.E. University of South Florida 2001

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



# A COMPLETE SYSTEM

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 restaurant chains have learned that being in the right “vicinity” is more important than direct access

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



Which corridor would you rather have your business on?



Florida Department of Transportation  
Systems Planning Office  
[www.dot.state.fl.us/planning/systems](http://www.dot.state.fl.us/planning/systems)



Thursday, June 20, 2019

## PHONE NUMBER

NAME	ADDRESS	EMAIL	PHONE NUMBER
Maryann Jacques	2613 Springhill Road	abilitytousing@hotmail.com	544-1154
Earle & Phyllis Brittle	6046 W. Tann St		999-2591 556-8493
Robert Chap	1961 Commonwealth	rgcngcagcng.net.	521-0344.
David Jones	4219 Springhill Rd.	jonesherard78@gmail.com	856-443-3154
Donna Lora	1301 Melrose St	lornec@leonschools.net	488-2819 570-72



## District Forum – North Lake Bradford and Springhill Road

Thursday, June 20, 2019

## SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
Mike Handson Soc HANSON	1408 WOLFE AVE. HOGUE, ONTARIO	mhandson.sm@gmail	850-526-8932
Allan Moore	1937 SUNDY DAKES	TAFARIS7@gmail.com	850-545-1706
MIKE DICER	1961 SUMMIT HEIGHT LN	mdicer@gacswy.net	652-521-0344
Dionde McKhan	2286 Lake Bradford	mckhano@tenhschools.net	488-2819



## DISTRICT FORUM – N. LAKE BRADFORD AND SPRINGHILL ROAD COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

Mike Hanon has the best way to handle the street  
project in the morning from the front corner on the  
side walk to Orange Ave. to the bus stop on the  
Busses must to take in the morning has to protect  
the turn lanes for orange Ave self storage onto  
Orange Ave

Mike Hanon  
mhanon.smr@gmail.com



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 ☐

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.



DISTRICT FORUM – N. LAKE BRADFORD AND SPRINGHILL ROAD  
COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

- ① Narrow Planted Median
- ② lane width, same on Lake Bradford
- ③ # Damage / stormwater
- ④ Bike lane (painted or different media to look different from travel lane)
- ⑤ Sidewalk w/ planted Buffer
- ⑥ Beautification of the corridor
- ⑦ Access to business for medians



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 1937 Shady Oaks Dr. / Business Address 2205 Lakeland Rd.

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

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 ☒

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# OPEN HOUSE

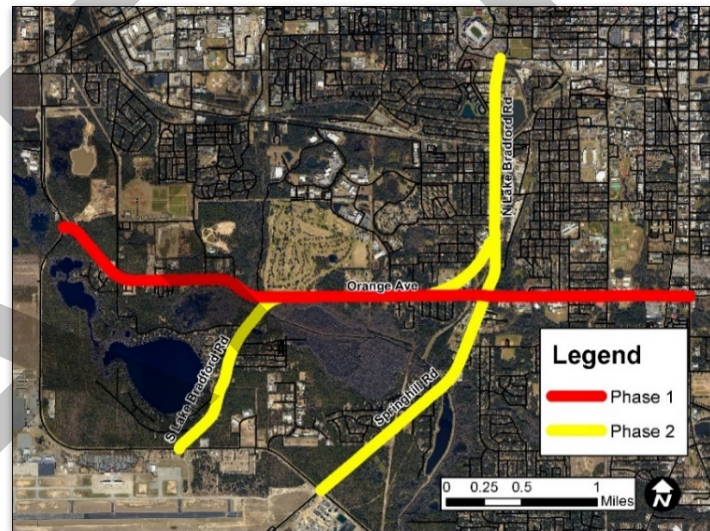


# Open House for the Southwest Area Transportation Plan

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

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the CRTPA at (850) 891-8630 at least seven (7) days in advance of the meeting of interest.



# 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](mailto: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.

Potential pedestrian crossing and intersection improvements

Potential pedestrian crossing improvements

Potential intersection improvements















# Ribbon Curb Example





# Project Timeline

## 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
- Nims Middle School
- Pineview Elementary
- Tallahassee Museum and US Forest
- Southside CRA Advisory Board

## Project Kickoff

## 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

## District Forum Springhill Rd., N. Lake Bradford Rd., S. Lake Bradford Rd.

## Plan Adoption

## Open House

## Liberty Park Meeting College Terrace Meeting Providence Meeting

## Jake Gaither Meeting

## Callen Meeting

## S. Lake Bradford Meeting

## S. Lake Bradford Meeting



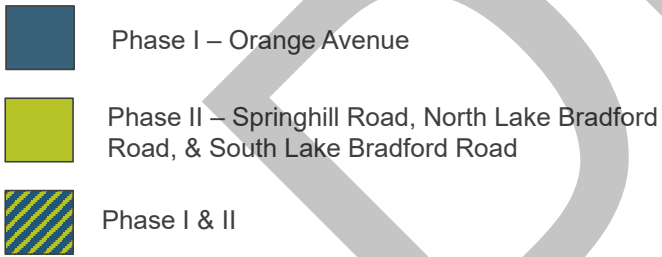
Data Collection and Existing  
Conditions Analysis  
Phase I & II

Development of Alternatives  
for Orange Avenue

Development of Alternatives  
for Phase II

Corridor Plan for  
Orange Avenue

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

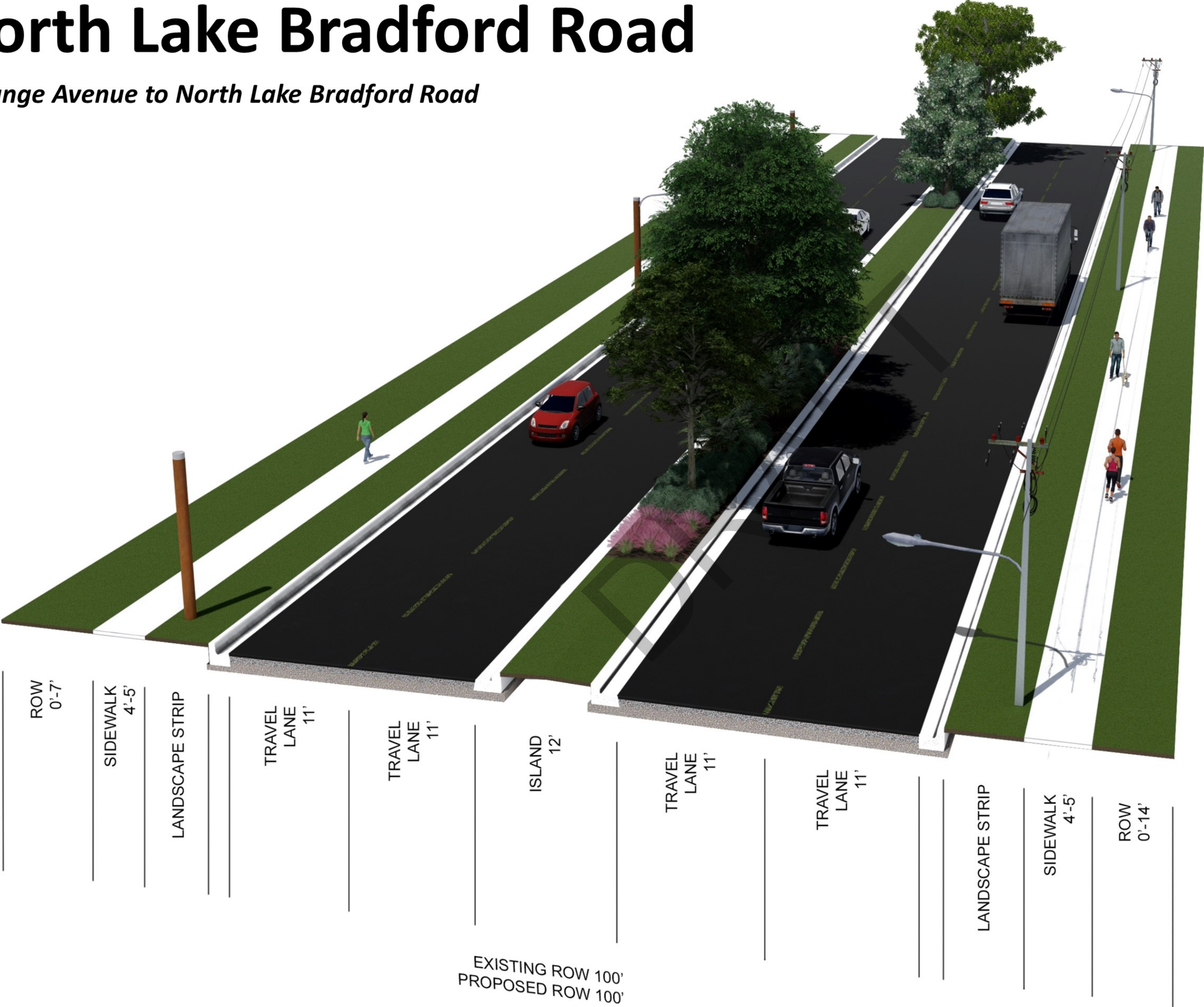
Lake Bradford Road to Gaines Street





# North Lake Bradford Road

Orange Avenue to North Lake Bradford Road





# Orange Avenue

Rural





# Orange Avenue

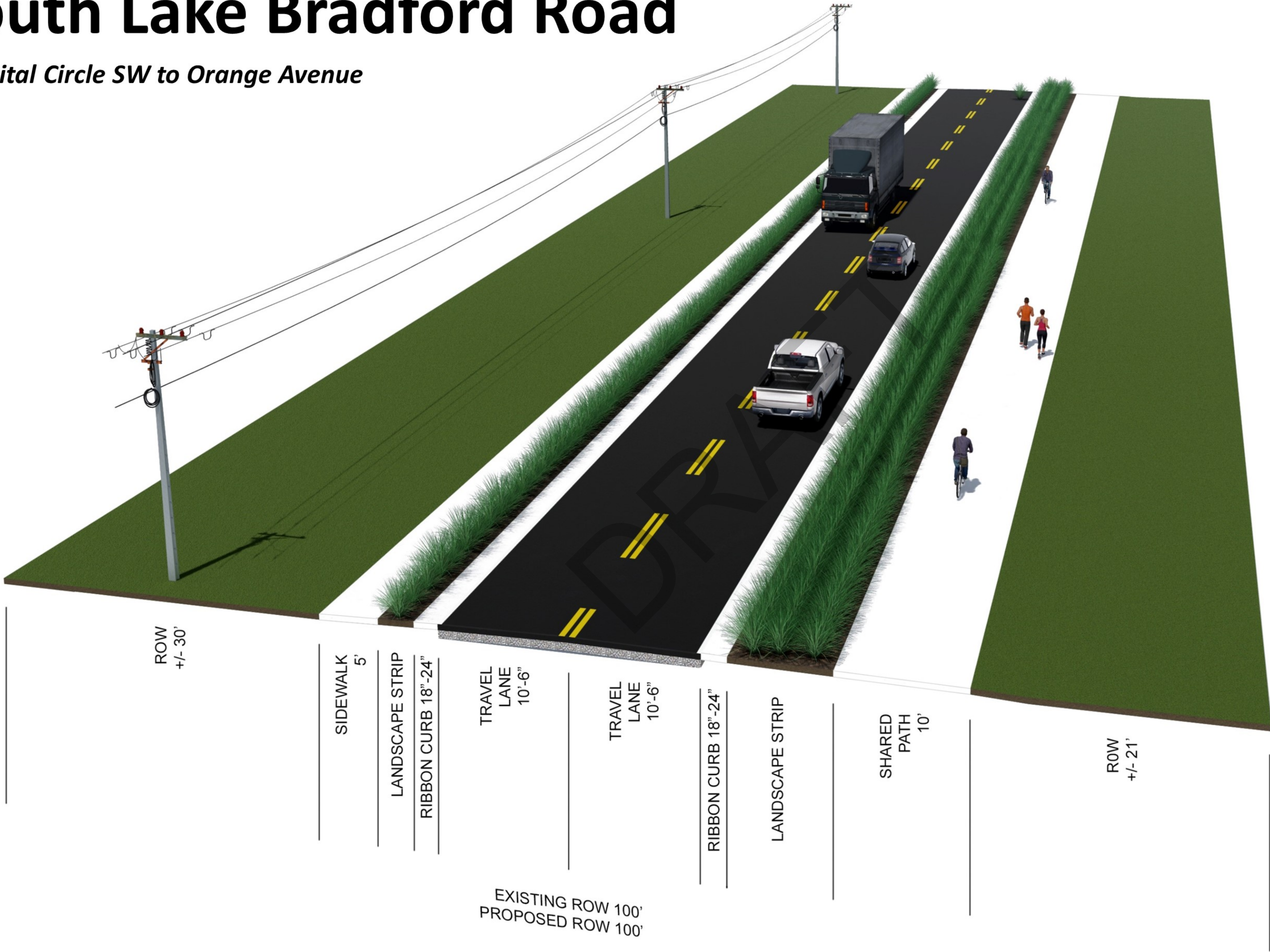
Suburban





# South Lake Bradford Road

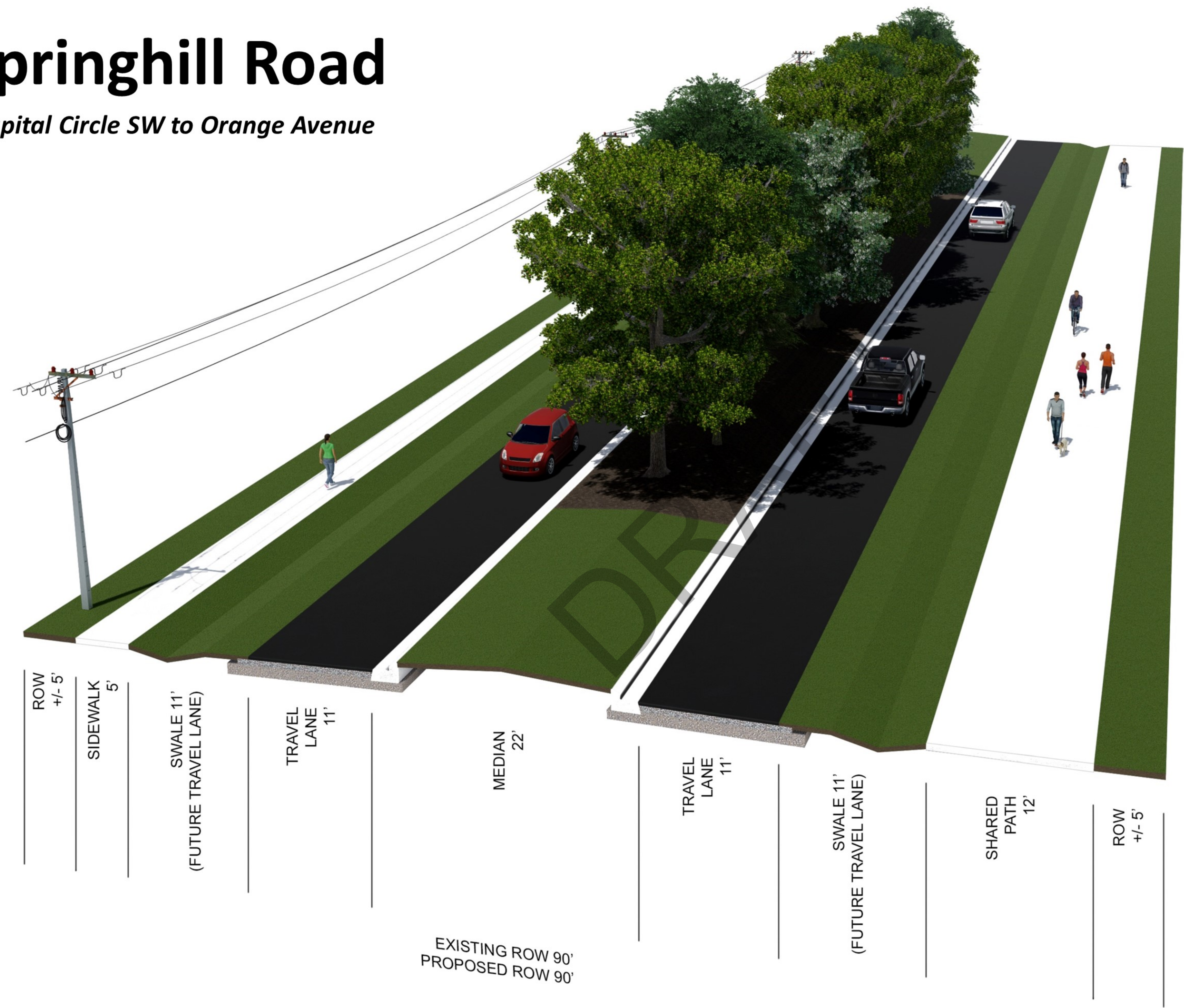
Capital Circle SW to Orange Avenue





# Springhill Road

Capital Circle SW to Orange Avenue





# Springhill Road

Orange Avenue to North Lake Bradford Road





OPEN HOUSE

Tuesday, August 6, 2019

SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
C. Cronartee		Cronartee08@gmail	850-212-4940
S. HANNON		235 C. mail	576 8772
G. Caswell	1312 Maydest	g1947f@gmail.com	(850) 933-4692
Cresie Wilson	1405 Allen St	Wilson250@aol.com	(850) 576-0753
Mike Hannon	1109 W Orange Ave	m.hannon@SMR.com	850 576 8932
Delores Jacob	1400 Victoria St	delores.scotto2030@gmail.com	(850) 575-9901
Jim Durwin	TLH Airport	Jim.durwin@falcons.com	850 891 7843
Dan Sater	Buckrent	daniel.scheere@blueprint.com	850 219 1600
Barbara Norwood		preciousbarbara@barnorwood.com	850
Edwin F. Norwood	714 Brookridge Dr	enorwood@TheEFNorwoodGroup.com	264-0207
Shelby Green			
Ed Gomez	2602 Jackson Bluff Rd	edw.gomez2@telcel.com	850-
Kevin Graham	3043 Feevey Ct	Kevin.graham@FSU.edu	
Kent McWaters	1761 River Birch Hbkr	Kent.mcwaters@gmail.com	
Prince + Carolyn + Sharon Smith	1417 Coleman		576-2810
Allen Hill	517 Fancee Ave.	thrillhill101@yahoo.com	850-264-1650



OPEN HOUSE

Tuesday, August 6, 2019

SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
Joe Musgray	1412 Coleman St.		(850) 345-0720
Bill Lowman			850 566 1179
Allen Secrest	2802 Jackson Bluff Road 32304	allen.secrest@tal.gov.com	(P50) 891-8273
Sen	368 Beverly Dr.	mcygln@nclbs@gmail.com	(850) 5701476
Suellen Wilkins	3737 Suffolk Dr.	Suellen.Wilkins@opausa.com	850-688-6592
ROGER HENDER	3005 Golf Ct. Dr.	ROGER.SUNBERG@GOLF.COM	650 6521
Joe Miller	3891 Lakeview Dr.	willer3891@comcast.net	850-545-0061
Jim Sullivan	2507 Callaway Rd	JSullivan@Hartford.com	850-224-4400
Roger Cain	3377 Lakeview Dr	roger.cain@yahoo.com	850-491-8721
STEVE Nichols	2461 ELLENDALE ST	STEVEN.NICHOLS@STARRC.COM	228-787-792
Carolyn S Byals	1304 Naudette St		850 576-9045
Rachel	2609 Ricks	unlender@yahoo.com	850 653 8940



# OPEN HOUSE

**Tuesday, August 6, 2019**

## SIGN IN SHEET

[illegible]



## OPEN HOUSE COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

1) there absolutely should be accessible bike lanes on lakebradford and springhill road. 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 road like 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 inellective 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 Jackson Bluff

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 opt?

What is your race?

White

African-American

Other

Can you adapt to the same demographic parameters that the Census uses??

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 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.



OPEN HOUSE  
COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

Very concerned about how increased traffic will affect the neighborhoods. People are already coming into neighborhoods taking short cuts. Also DRS is solely attended by children being transported ~~and~~ by cars. There are no buses. There is back of parents dropping & picking up children on Blunge 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 ☒

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 ☒

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## OPEN HOUSE COMMENT FORM

Please provide comments regarding the Southwest Area Transportation Plan below:

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. If possible, for every Branch of Service, 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 Famcee 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

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 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. I  
learned a  
lot!  
Thanks  
Ryals



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.



## OPEN HOUSE COMMENT FORM

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 narrower 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) Roundabout on West Orange Avenue will severely impact existing neighborhoods as roadways w/ 25 mph speed limits irritate drivers 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



# **Southwest Area Transportation Plan**

Lake Bradford Estates Neighborhood Meeting  
February 21, 2019



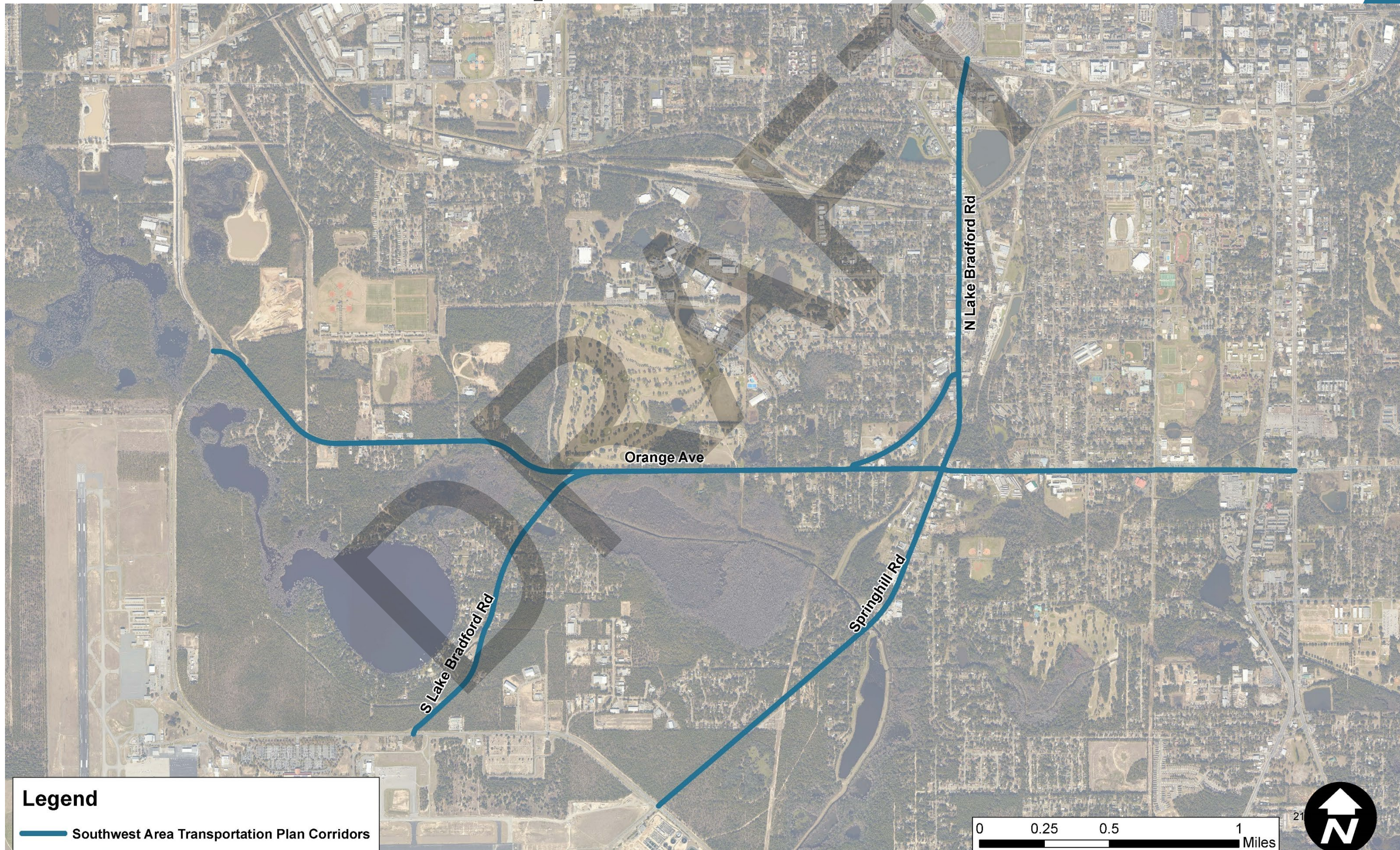
# Project Purpose

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



# SW 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
- 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 Gateway 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

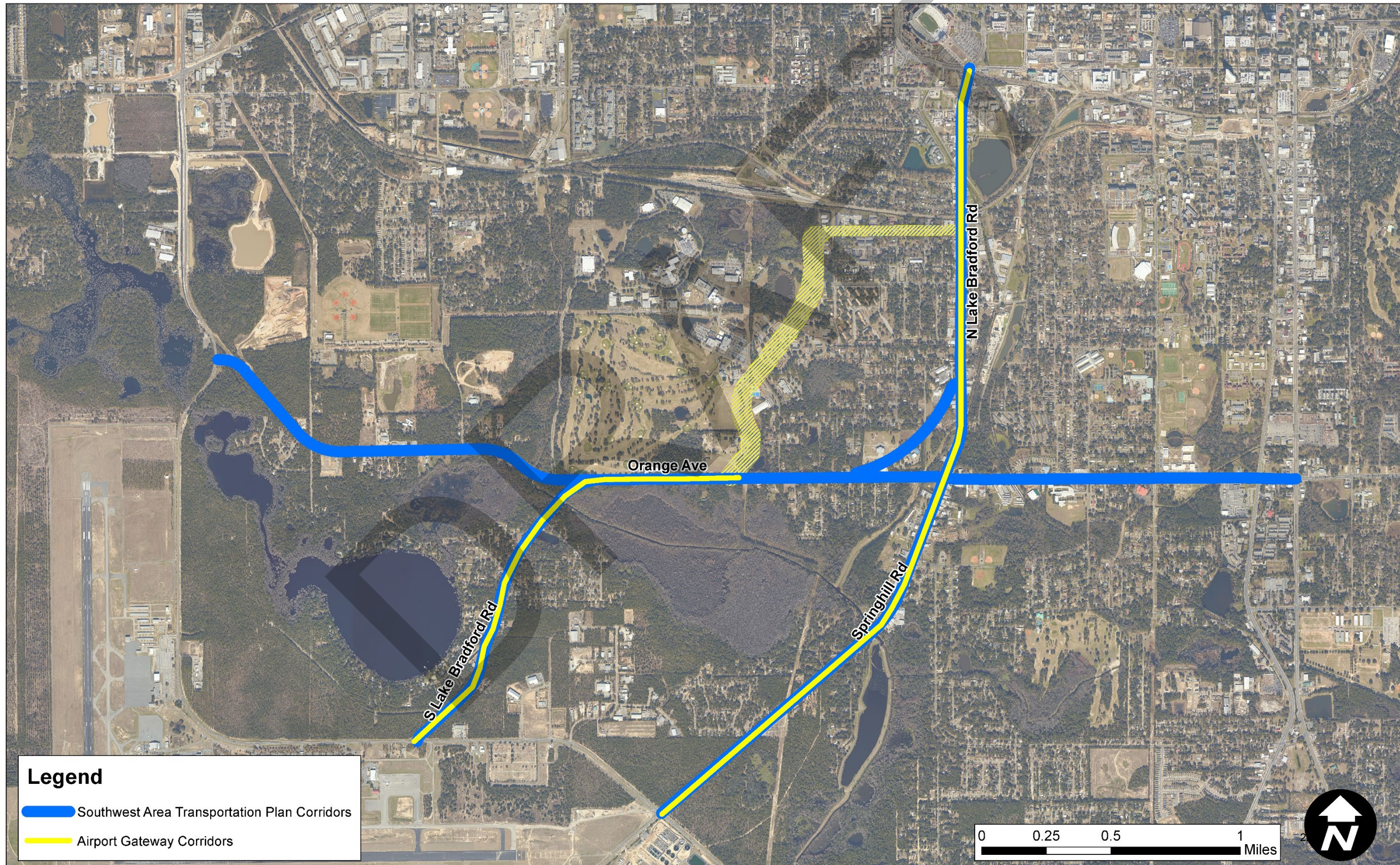


# Your Comments from the Airport Gatement Amendment Process

- Speed
- Safety
- Concerns on Increased Congestion
- Maintain Neighborhood Character
- Multimodal Improvements
- Signage
- Traffic Calming
- And more!



# Airport Gateway Project Corridors





# 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 | ○ Innovation Park Representatives        |
| ○ US Forest Service                          | ○ FSU and FSU Foundation Representatives |
| ○ Tallahassee Museum                         | ○ Chambers of Commerce                   |
| ○ FAMU Representatives                       | ○ Neighborhood Associations              |
| ○ Big Bend Homeless Coalition                |  |



- Public Meetings

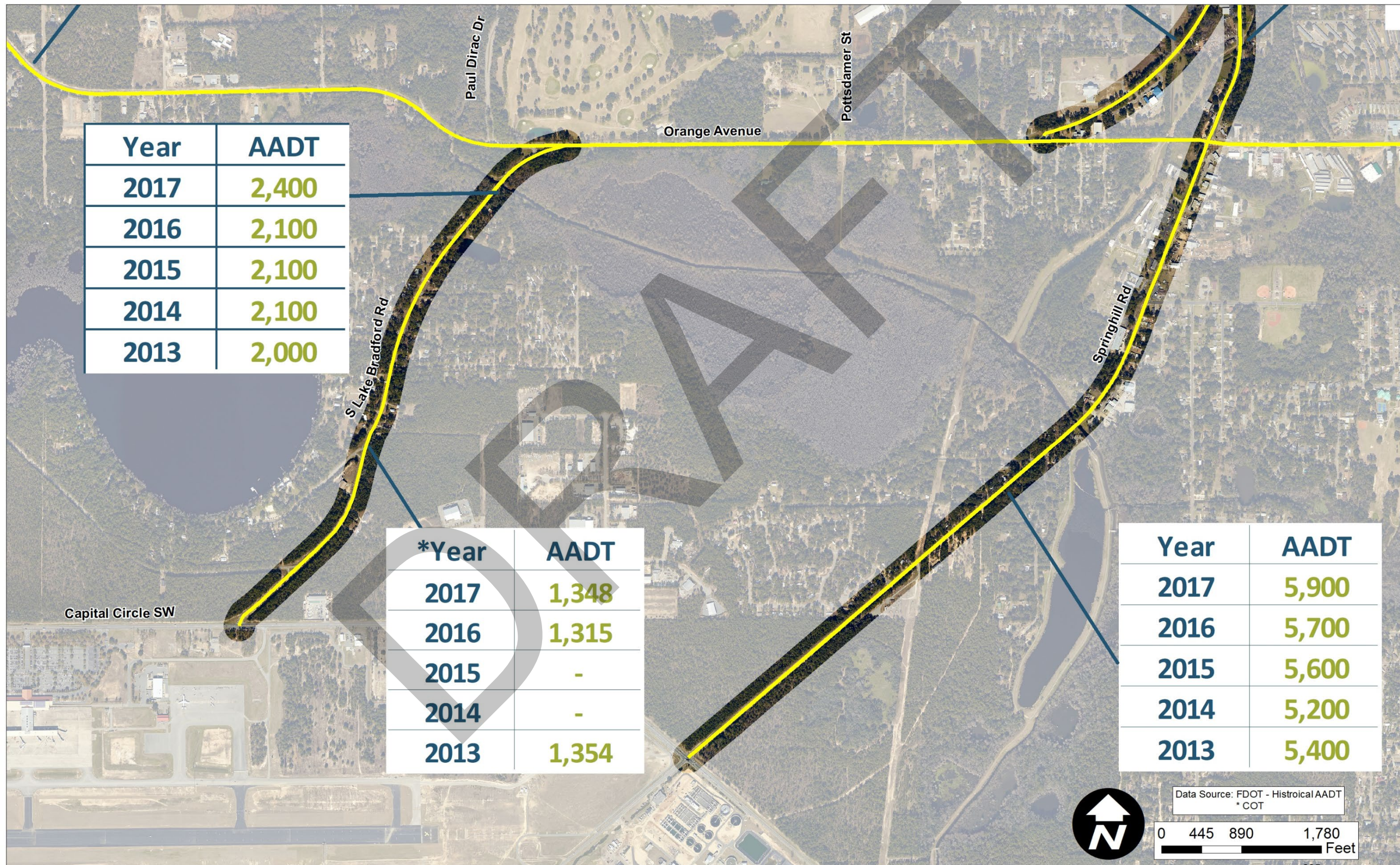
- 2 focusing on Orange Avenue
- 1 focusing on South Lake Bradford Road, N. Lake Bradford Road, and Springhill Road



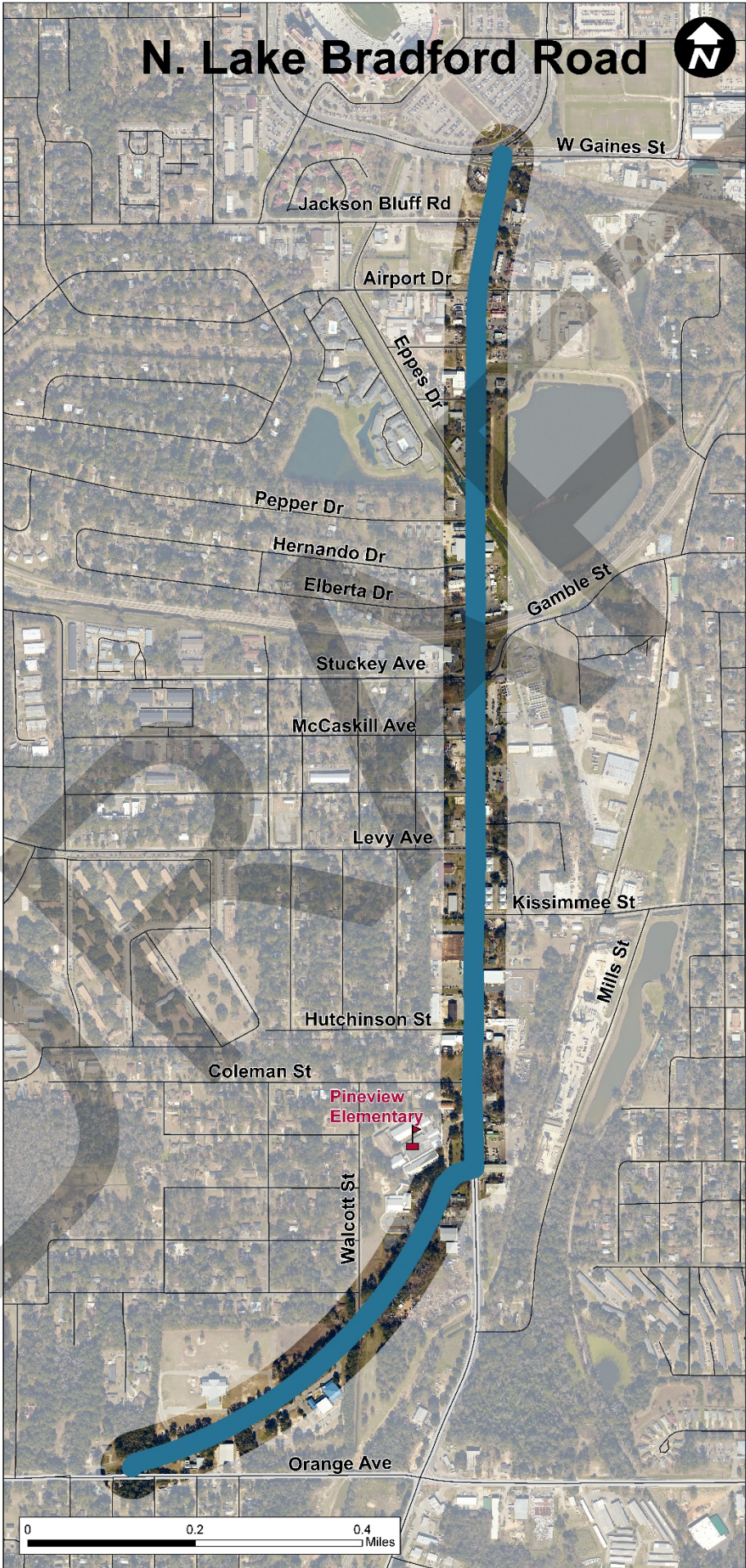
# Historic Traffic Counts





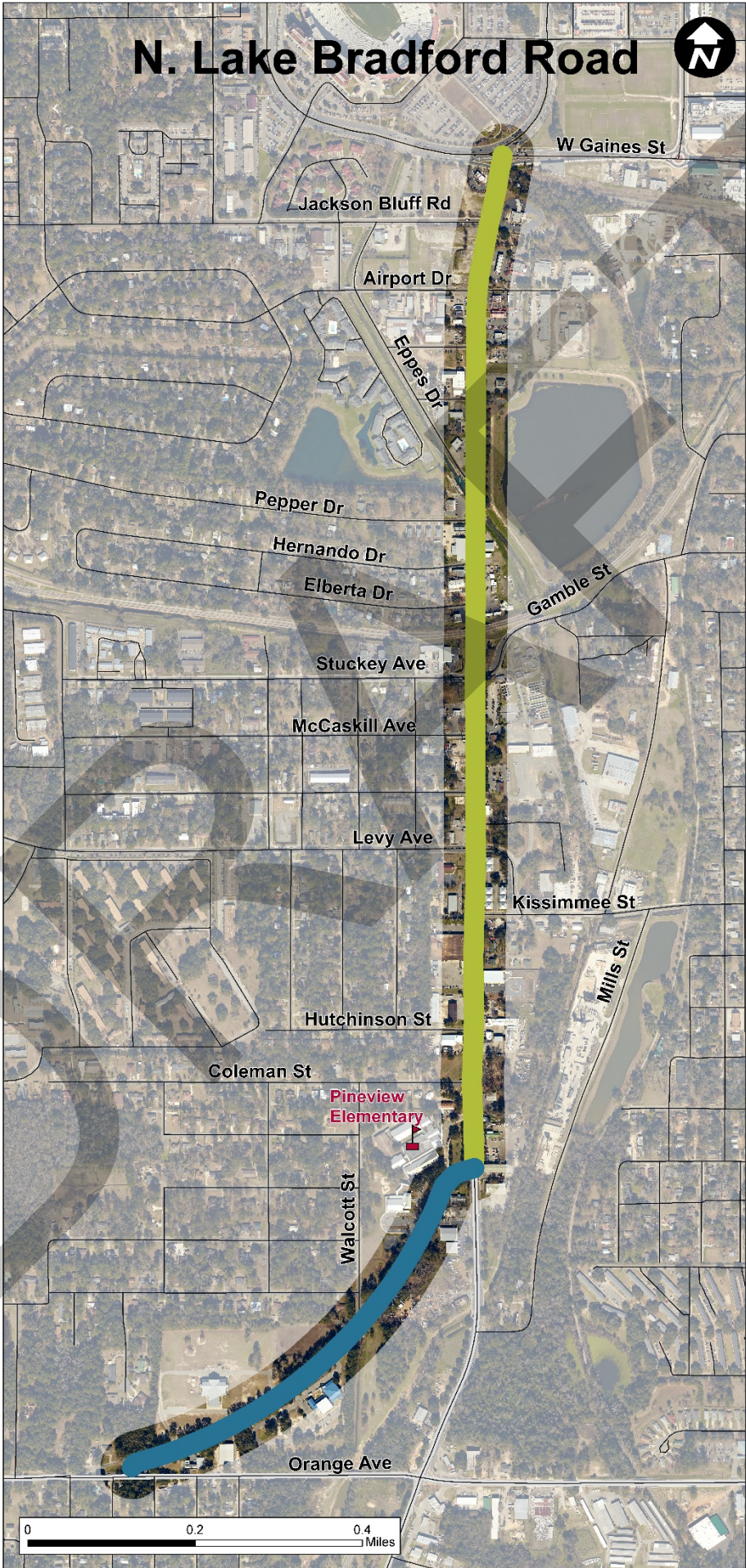






**2017 Capacity**  
Under Capacity  
Over Capacity

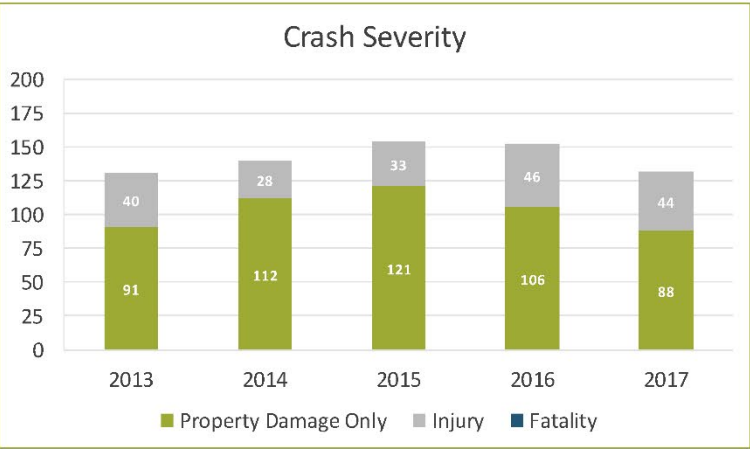
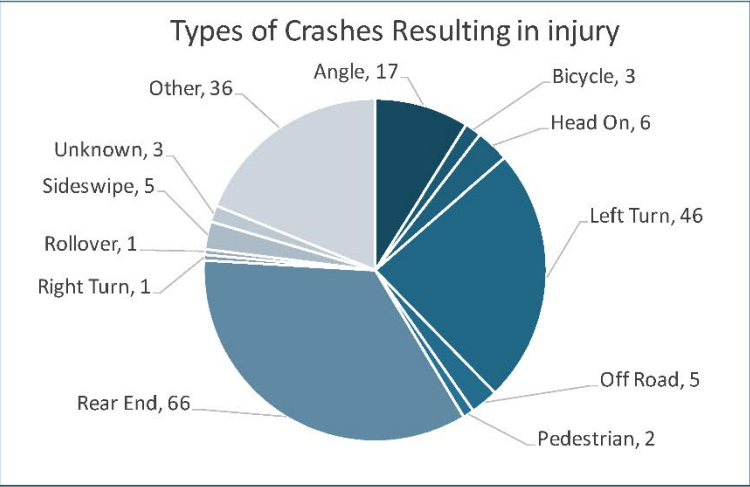
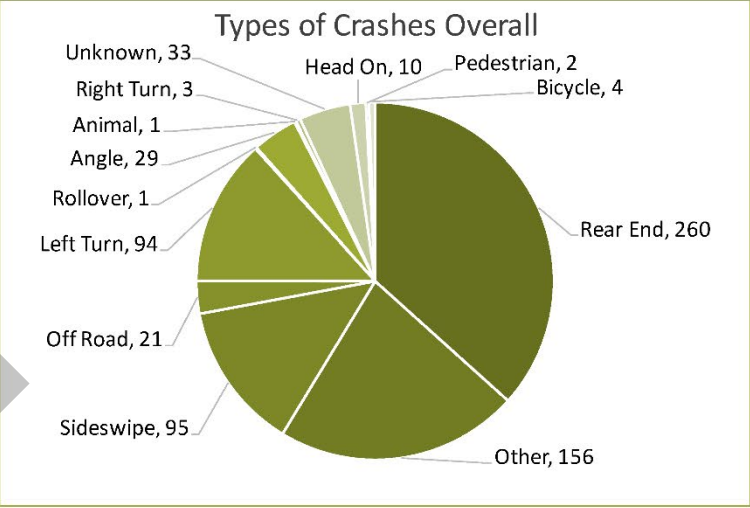
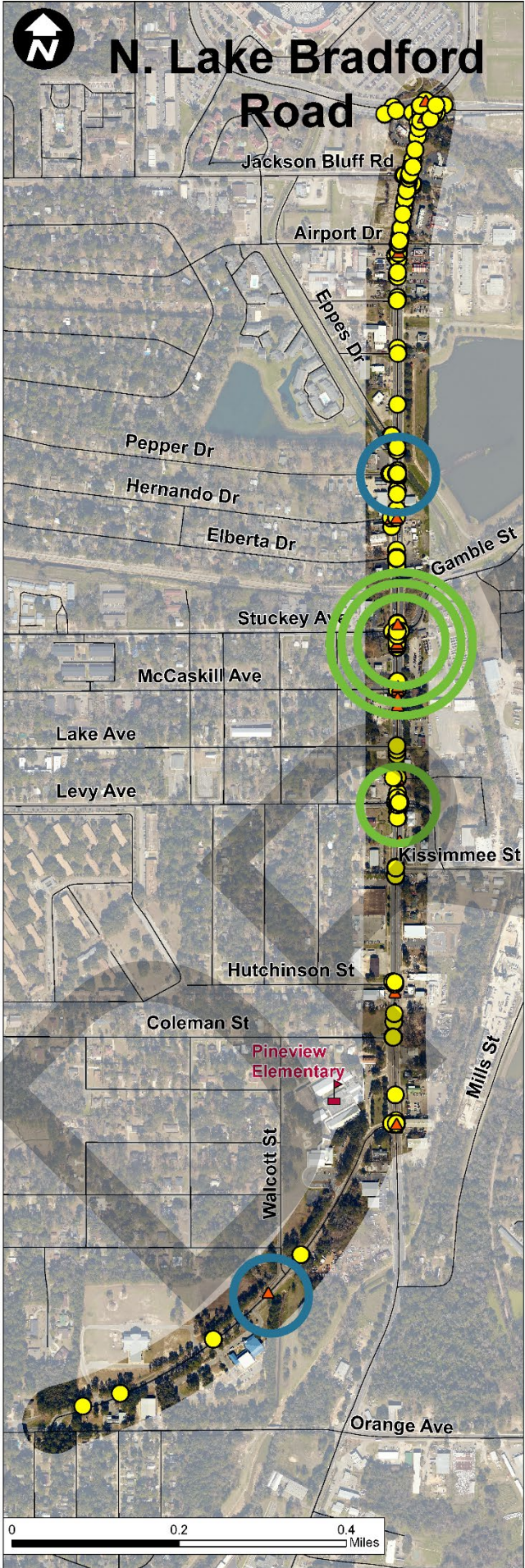
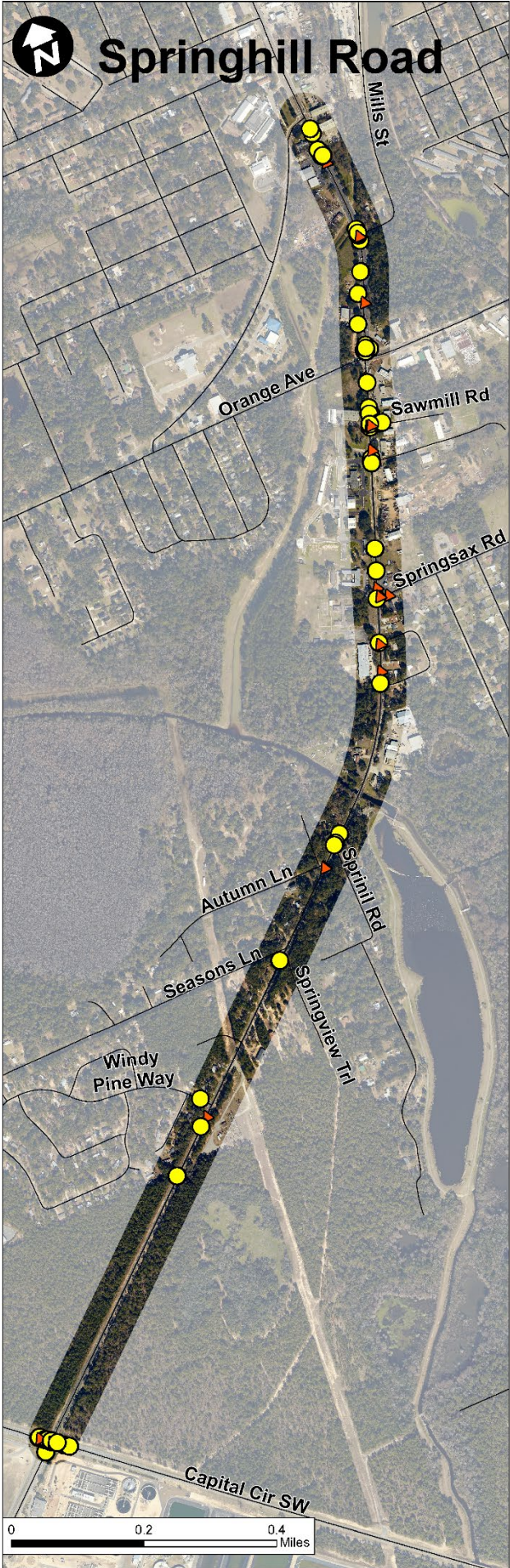




**2045 Capacity**

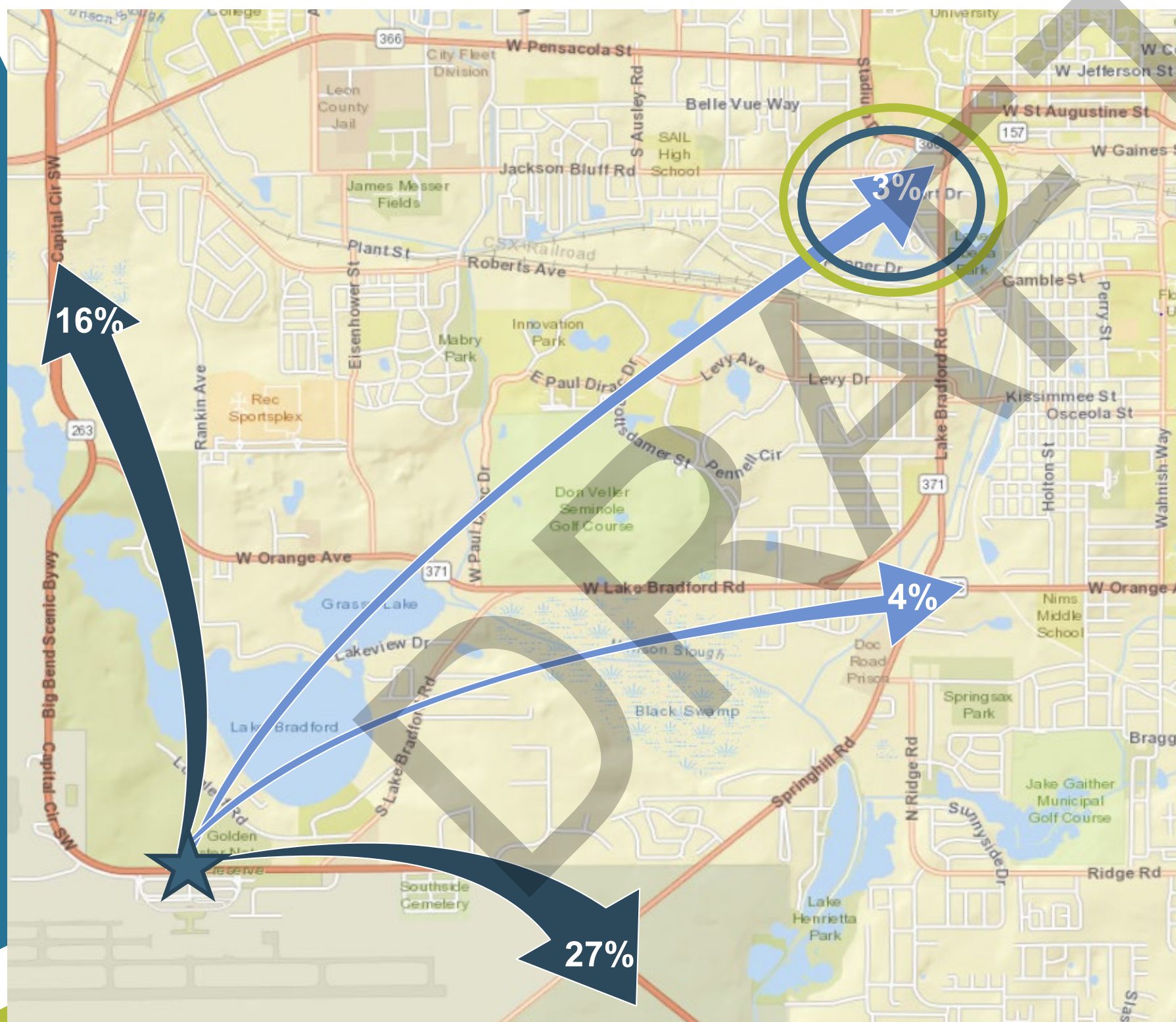
- Under Capacity
- Over Capacity







# Bluetooth Data - Distribution from Airport

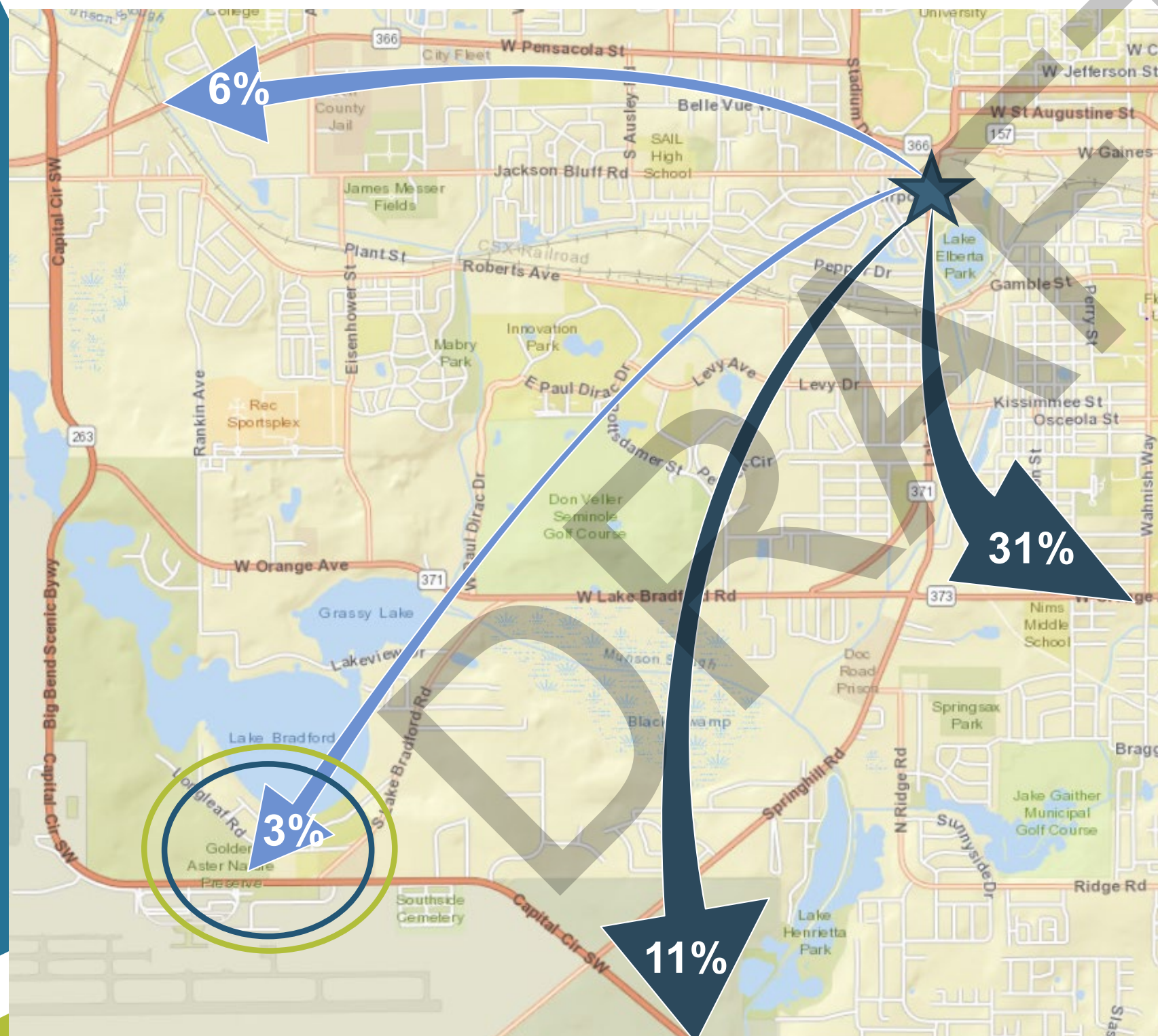


The percentage of traffic that reaches the northern portion of Lake Bradford Road (shown as 3% on the trend map) utilizes two separate routes.

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

## Comment

### Maintain Rural Characteristic of South Lake Bradford Road

Characteristics of a rural road include:

- wide lanes
- no curb and gutter
- limited multi-modal facilities
- Wide shoulders

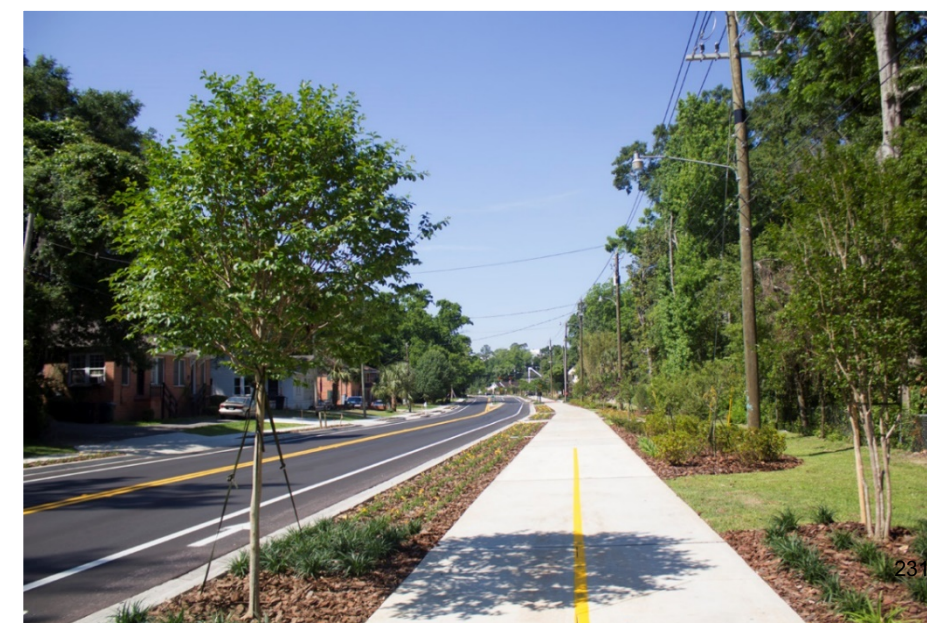


## Comment

### Make the Corridor Safer for Children

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

## Comment

Multiple Roundabouts along South Lake  
Bradford Road

## Comment

Stay within Existing Right-of-Way to not  
Impact Properties

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

## Comment

Concerns about increased congestion and speed

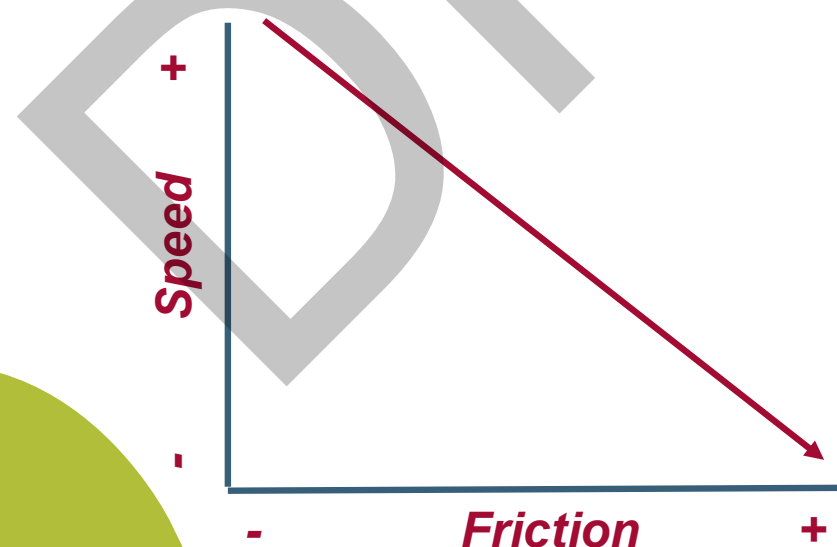
Existing traffic data show that South Lake Bradford is currently under capacity. In addition, many of the vehicles currently using the corridor have local origins or destinations.

## Comment

Additional Traffic Calming Measures

Classic traffic calming measures include:

- narrow travel lanes
- curb and gutter
- on-street facilities such a 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



# 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](mailto:john.Kostrzewa@crtpa.org)



# **Southwest Area Transportation Plan**

Lake Bradford Estates Neighborhood Meeting  
June 3, 2019



# Previous Discussion Topics

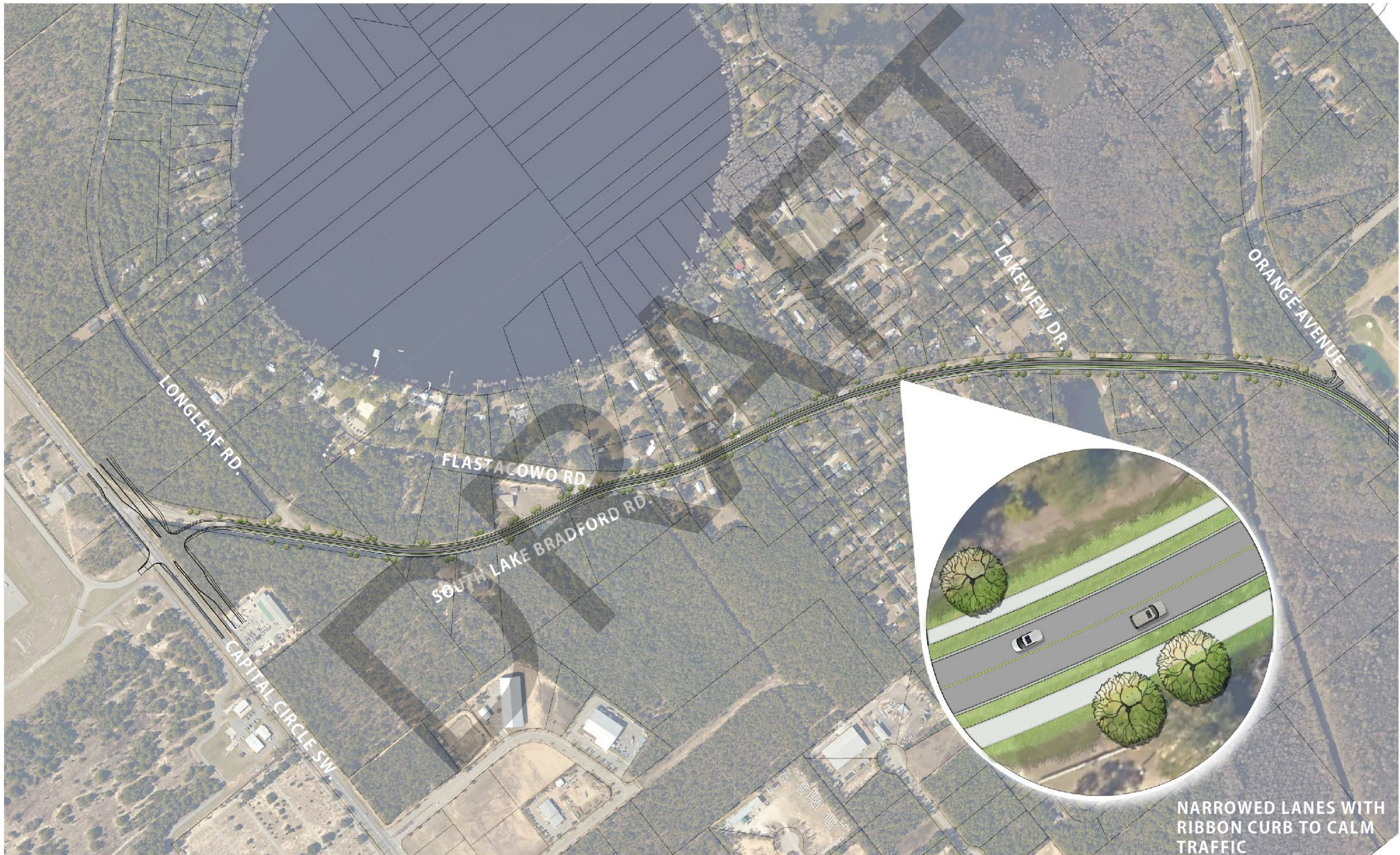
- Speed
- Safety
- Concerns on Increased Congestion
- Maintain Neighborhood Character
- Multimodal Improvements
- Signage
- Traffic Calming
- And more!



# 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



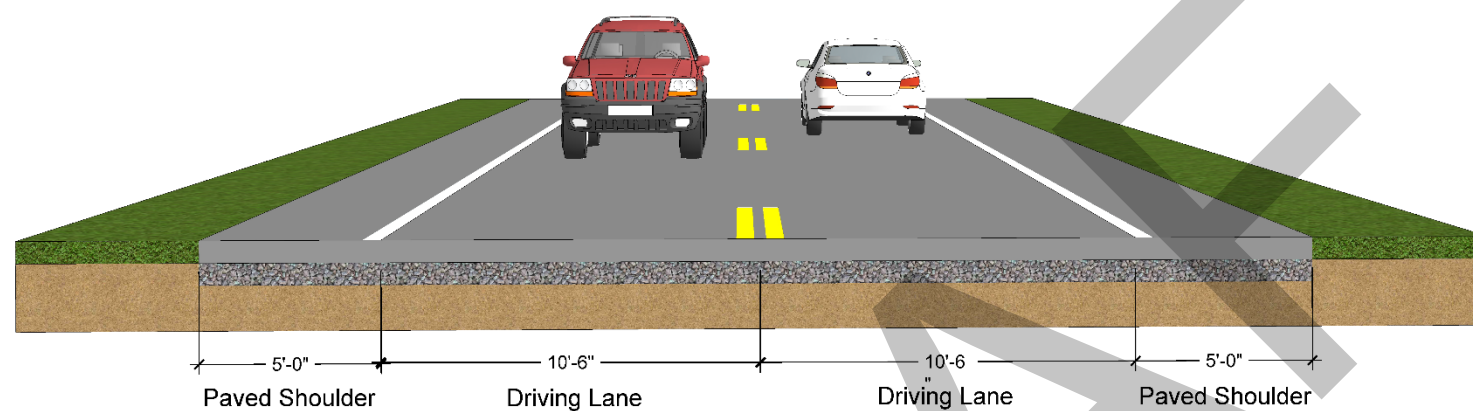






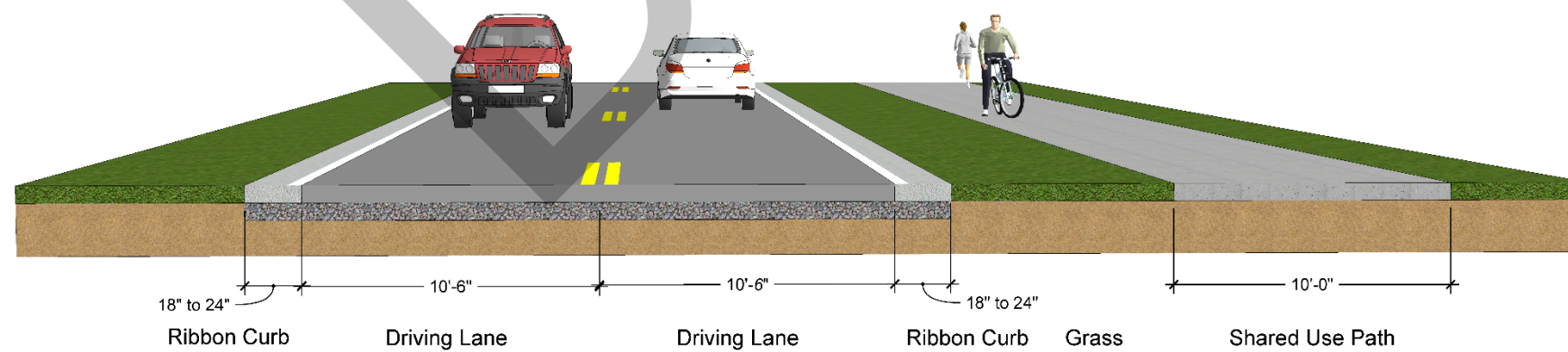


# Cross Section Example



Existing Section

Not To Scale



New Typical Section

Not To Scale



# Cross Section Example

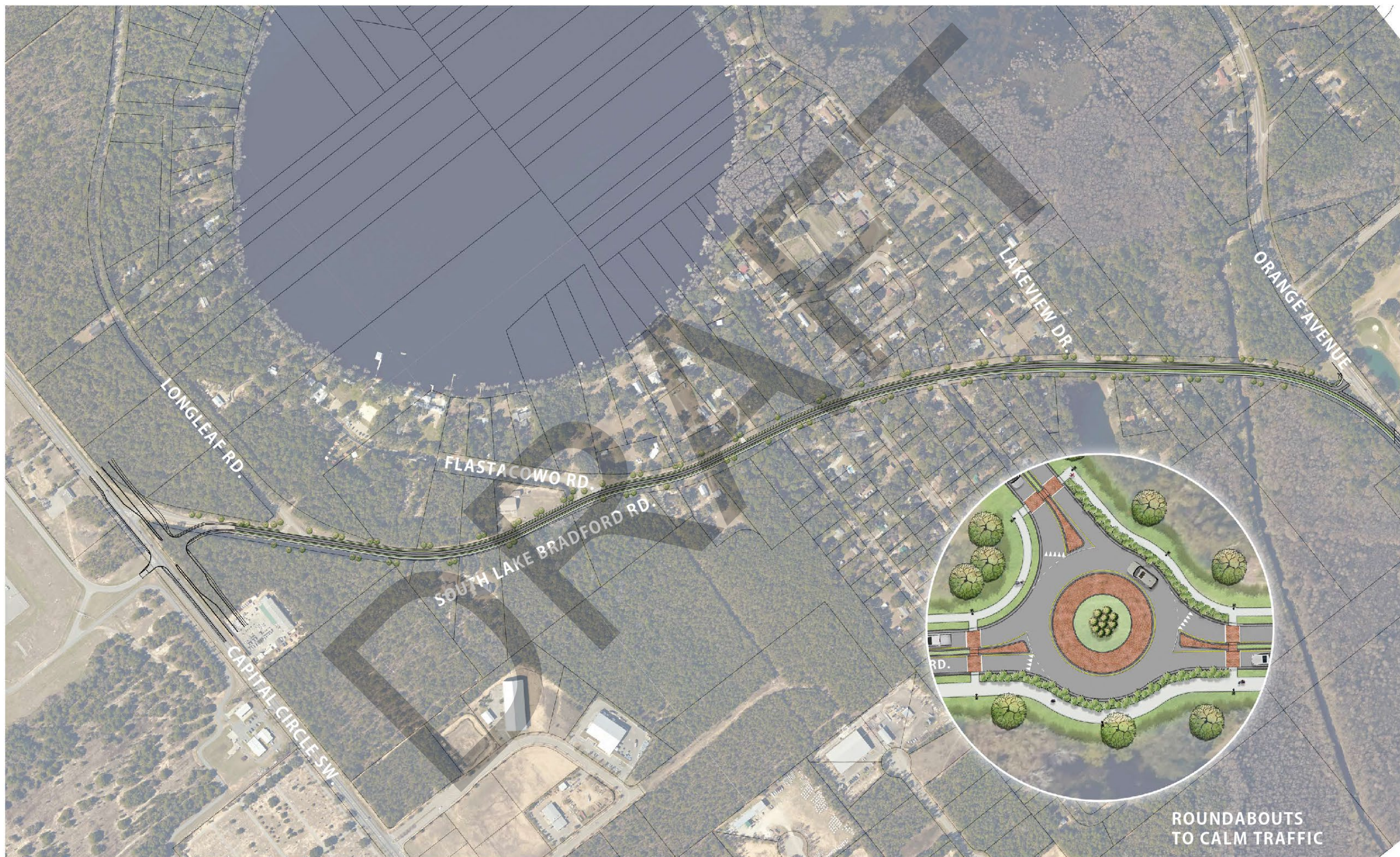
## Existing Corridor



## Ribbon Curb Corridor Example









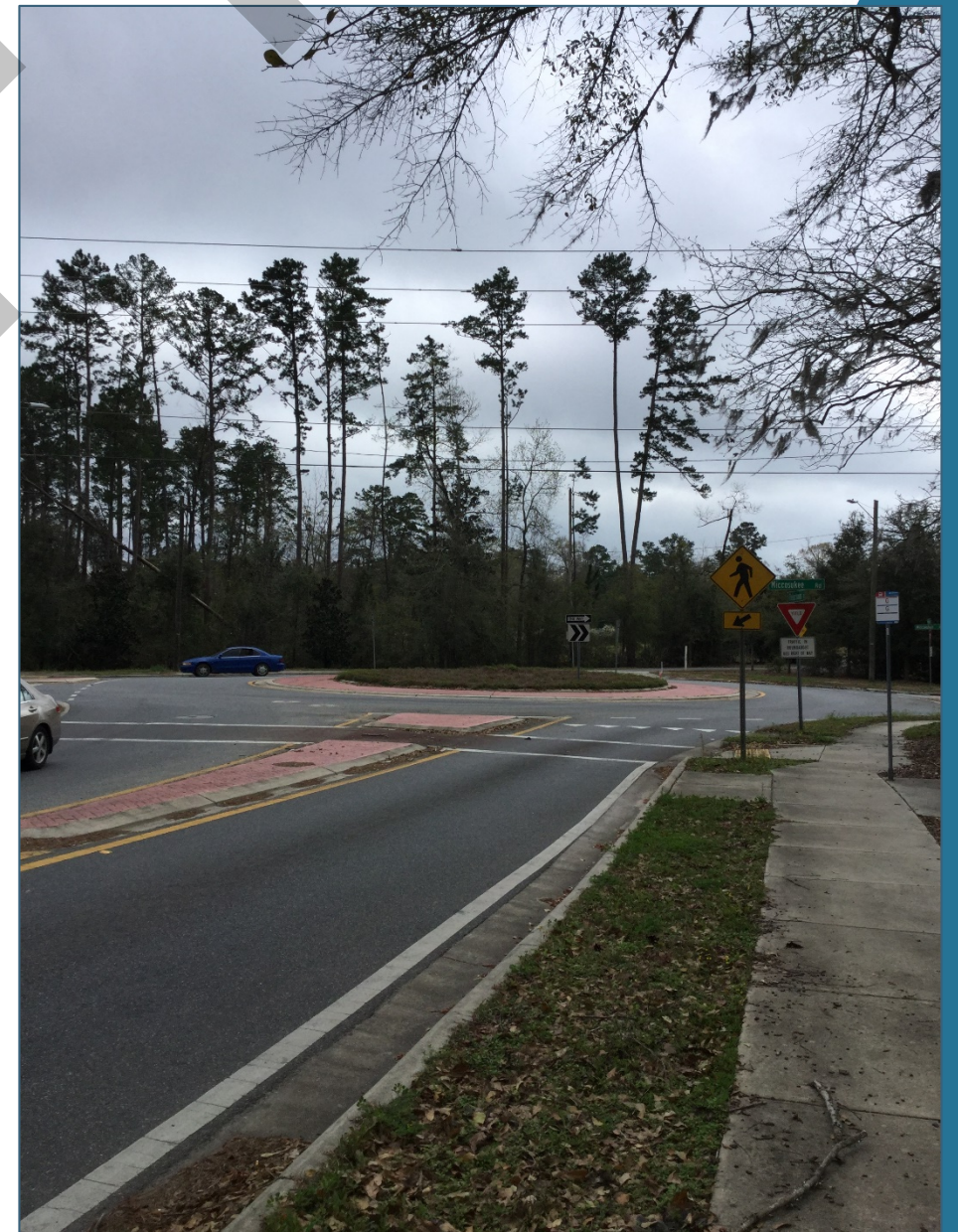
# EXAMPLE LOCATION ONLY





# Roundabout Example

## Miccosukee Road and Fleischmann Road





# Next Steps

- District Forum on June 20<sup>th</sup> 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
  - *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](mailto:john.Kostrzewa@crtpa.org)



# Lake Bradford Estates Neighborhood Meeting

Thursday | February 21, 2019

## SIGN IN SHEET

NAME	ADDRESS	EMAIL	PHONE NUMBER
Betty Miller	3841 Lakeview Dr	mliller3841@comcast.net	576-1653
Robert & Nancy HARNES	2375 Cypress Creek Dr.		576-1166
Mattie Lane	3919 Labadie Ave		576-3622
Bill & Donna Knaud	3651 Lakeview		339-9868
Kent Zaiser	4033 Longleaf Ct		576-5835
Merry Wood	2870 Lake Bradford Rd	rlw1716@aol.com	576-7770
Cameron Wood	2312 Cypress Cove Dr		509-2765
Debbie Huston	3340 Cypress Cove Dr	debbied@comcast.net	576-9029
Michael & Charlotte	3041 S. Lake Bradford	Halle2000@comcast.net	509-0835
Lindsay & Greg Hall	3144 Flagstone Pkwy		322-5390
John Mackay	4000 Longleaf Ct.		345-6966
Bill Shultz	3151 Echo Point		329-7844
Ed Holifield			
Jim Hisey	2356 Cypress Cove Dr	jambogym@gmail.com	







# South Lake Bradford Neighborhood Association Meeting

Monday, June 3<sup>rd</sup>, 2019

## SIGN IN SHEET

NAME	EMAIL
Joe Miller	miller3881@comcast.net
Betty Miller	"
Ken Jadrnych	kjadrych@outlook.com
Jamnia Jadrnych	jjadrych@fsu.edu
Autumn Calder	autumn.calder@blueprintta.org
David & Kathy Stieh	stiehda@comcast.net
Archie Taylor	Dragnuung56@AOL.com
Debbie Lightsey	debbie@comcast.net
Shirley C. Shultz	b.shultz@comcast.net
Dianne Newwood & Bill Newwood	dnewwood@fsu.edu
Marcia Esau	Mesau@att.net
Danaley Korepanov	danaleykorepanov@comcast.net
Gabriel Williams	williams.gabriel@gmail.com
Heitz Miller	hmlle@wind.net
Kent Zaisel	kzaisel@comcast.net



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 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



## 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 near by. Need one closed to this neighborhood as many people here use transit as their main source of transportation.
- Drainage issues and open ditches.