

CRTPA BOARD

MEETING OF MONDAY, SEPTEMBER 16, 2019 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

1. CALL TO ORDER AND ROLL CALL

2. AGENDA MODIFICATIONS

3. Public Comment on Items Not Appearing on the Agenda

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

4. Consent Agenda

- A. Minutes of the June 17 Meeting
- B. Fiscal Year 2018/2019 & 2019/2020 Unified Planning Work Program (UPWP) Amendment

5. Consent Items Pulled for Discussion

6. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2020 – FY 2024 TIP is proposed to be amended to reflect the addition of the following projects:

- <u>Section 5305 FTA Planning Grant Funding (Project # 4217162)</u>: Provide Section 5305 FTA Planning funding in FY 2020 (CRTPA Region).
- SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312): Provide construction funding for new roadway lighting at signalized intersections (Leon County).

7. **CRTPA ACTION**

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Southwest Area Transportation Plan – Corridor Reports

The Southwest Area Transportation Plan Corridor Reports for North Lake Bradford Road, South Lake Bradford Road and Springhill Road will be presented for Board acceptance.

B. Woodville Highway Project Discussion

A discussion related to the design of Woodville Highway (Capital Circle, SE to Paul Russell Road) will be provided.

C. Monticello Bike Trail Extension Feasibility Study

The Monticello Bike Trail Extension Feasibility Study will be presented for CRTPA Board adoption.

D. 2020 CRTPA Budget

The CRTPA's budget for 2020 has been developed for Board adoption.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

9. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided including a discussion on CRTPA Executive Committee appointments.

10. CRTPA Information

- A. Transportation Improvement Program (TIP) Administrative Amendments
- **B.** Future Meeting Dates
- C. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

11. <u>ITEMS FROM CRTPA BOARD MEMBERS</u>

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.



AGENDA ITEM 1

CALL TO ORDER AND ROLL CALL



AGENDA ITEM 2

AGENDA MODIFICATIONS



AGENDA ITEM 3

CITIZEN COMMENT



AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 17, 2019 CRTPA meeting are provided as **Attachment 1**.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 17, 2019 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the June 17, 2019 CRTPA meeting.



CRTPA BOARD

MEETING OF MONDAY, JUNE 17, 2019 AT 1:30 PM CITY OF TALLAHASSEE COMMISSION CHAMBERS 300 S. ADAMS STREET TALLAHASSEE, FL 32301 MEETING MINUTES

PUBLIC HEARING 2040 REGIONAL MOBILITY PLAN (RMP) AMENDMENT

Members Present:

Anthony Viegbesie, Gadsden County, Chair Randy Merritt, Wakulla County, Vice Chair Rick Minor, Leon County Kristen Dozier, Leon County Nick Maddox, Leon County Curtis Richardson, City of Tallahassee Jeremy Matlow, City of Tallahassee

Staff Present and Others: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Jack Kostrzewa, CRTPA; Lynn Barr, CRTPA; Greg Burke, CRTPA; Yulonda Mitchell, CRTPA; Bryant Paulk, FDOT

The Public Hearing was called to order at 1:30 with a quorum present. The Board Meeting for June 17, 2019 was held following the public hearing.

Agenda Item 1

The CRTPA is conducting a public hearing to solicit public comment on a proposed amendment to the 2040 Regional Mobility Plan.

Subsequent to solicitation of public comment, the CRTPA is to formally consider amending the 2040 RMP.

BACKGROUND: In 2018, the Florida Department of Transportation District 3 had an opportunity to include several segments of Interstate 10 into the Strategic Intermodal System (SIS) exclusively for Project Development and Environment (PD&E) studies. The successful addition of these projects to the SIS prompted the request to amend the 2040 RMP to include the following projects:

 Interstate 10 (222530-5) from West of the US 90 interchange to the Leon County Line (\$1,050,000)

- Interstate 10 (222530-6) from Gadsden County Line to West of Capital Circle, Northwest (\$630,000)
- Interstate 10 (406585-3) from East of Capital Circle, Northeast to West of SR 59 (\$2,100,000)

At this time, and at the request of the Florida Department of Transportation, CRTPA staff is seeking approval of an amendment to the Connections 2040 Regional Mobility Plan to include the three (3) Project Development and Environment (PD&E) Studies on Interstate 10 in Gadsden, Jefferson and Leon counties as listed above.

Board Action: Commissioner Merritt made a motion to approve the 2040 Regional Mobility Plan Amendment as presented by staff. The motion was seconded by Commissioner Richardson. A roll call was taken and the motion was unanimously passed.

Citizen Comments: There were no citizen comments on this item.

Public hearing was closed and the regular Board meeting began at 1:40 pm.

1. CALL TO ORDER AND ROLL CALL

2. AGENDA MODIFICATIONS

3. CITIZEN COMMENT

Ms. Sue Ellen Gardiner, 4606 Tall Oak Drive, spoke in opposition of the proposed options for Woodville Highway, Segment 5. She stated this proposed plan would eliminate lanes and only leave one lane within the segment and stated that there was currently no congestion on the segment from Gaile Avenue to Paul Russell Road. Ms. Gardiner also noted that most residents in Woodville and Crawfordville work in the Tallahassee area and stated this proposal not be helpful within this area.

Ms. Lynn Jones, 3211 Notre Dame Street, stated she was very concerned about the proposal to turn a street into a one way and also spoke against the need for round-a-bouts within the community. Ms. Jones also spoke about the StarMetro Priority Project List and stated there was a need for more covered bus stops. She also questioned the need additional funding for bike lanes within the community.

Commissioner Bill Proctor, 301 South Monroe Street, discussed concerns with the Woodville Highway project. He noted the highway was an evacuation route from Franklin and Wakulla counties. Commissioner Proctor stated the proposal would create a one-way street on Woodville Highway and would create an irregular driving pattern for drivers. He suggested the plan be revised and noted that the project would create similar problems to what happens along Thomasville Road and 7th Avenue by creating driver confusion within the area.

4. CONSENT AGENDA

- A. Minutes of the April 16 Meeting B. Public Transportation Grant Agreement
- C. Transportation Disadvantaged Planning Grant and Membership Certification

Board Action: Commissioner Merritt made a motion to accept the consent agenda as presented by staff. The motion was seconded by Commissioner Richardson seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION

6. ROLL CALL VOTE AGENDA ITEMS

A. Fiscal Year (FY) 2019 - FY 2023 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2019 – FY 2023 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 8 (I-10) 90) (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Includes an Interchange Modification Report in Midway and widening Ochlockonee Relief Bridge #'s 55 & 56 (Gadsden County).
- SR 8 (I-10) 90) (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Includes an Interchange Modification Report at the Rest Area and widening Ochlockonee Relief Bridge #'s 50 & 89 (Leon County).
- SR 8 (I-10) 90) (from east of Capital Circle (SR 261) to west of SR 59 Gamble Road) (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

Board Action: Commissioner Merritt made a motion to accept the Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment as presented by staff. The motion was seconded by Commissioner Richardson seconded the motion. A roll call vote was taken and the motion was unanimously passed.

B. Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) Adoption

The CRTPA FY 2020 – FY 2024 TIP has been developed for Board adoption. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2020 – FY 2024 Work Program.

Commissioner Richardson noted the construction of Capital Circle lane widening from Crawfordville to Springhill Road was deferred by 2 years. Mr. Greg Burke stated that was deferred based on the revenue estimates and the development of the most recent Work Program.

Board Action: Commissioner Merritt made a motion to accept the Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) Adoption as presented by staff. The motion was seconded by Commissioner Minor seconded the motion. A roll call vote was taken and the motion was unanimously passed.

7. <u>CRTPA ACTION</u>

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.

A. Fiscal Year (FY) 2021 – FY 2025 Priority Project Lists (PPLs)

The Draft FY 2021 – 2025 Priority Project Lists has been developed for board adoption. The lists to be discussed consist of the following:

- 1. Regional Mobility Plan (RMP) Roadways Priority Project List
- 2. Transportation Systems Management (TSM) Priority Project List
- 3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List
- 4. Regional Trails Priority Project List
- 5. StarMetro Priority Project List
- 6. Tallahassee International Airport Project Priority List

Board Action: Commissioner Merritt made a motion to accept the following as presented by staff: Transportation Systems Management (TSM) Priority Project List, Regional Trails Priority Project List and Tallahassee International Airport Project Priority List with the others for discussion and separate vote. Commissioner Richardson seconded the motion. The motion was unanimously passed.

7.A.1 Regional Mobility Plan (RMP) Roadways Priority Project List

Mr. Burke provided background on the RMP Priority Project List. He stated these projects are identified within the Regional Mobility Plan (RMP) and noted there were only minor changes from last year. Changes include the project funding and estimate updates, which are obtained from FDOT for next project phases; along with the combining on the Welaunee Boulevard/Northeast Gateway project. This project was previously two segments and was combined to be consistent with the recent receipt of state funding.

The board discussed funding of Woodville Highway segments and the purchase of right-of-way by FDOT. Mr. Slay noted funding for right-of-way was currently fully funded by FDOT. Mr. Slay noted construction funds were allocated on the two segments and noted the design was already completed and that the CRTPA would have to request the FDOT review the design of the plan. Mr. Bryant Paulk stated the discussed changes would be a full redesign and the timing would be based on the scale/degree of the requested changes to the design but would have to be discussed with the FDOT.

Citizen Comment:

Sue Ellen Gardiner, 4606 Tall Oak Drive, requested the one-way options be reconsidered and any right-of-way purchases be placed on hold and requested Gaile Avenue, Woodville or Crawfordville Highways be considered for widening to address traffic concerns.

Commissioner Dozier noted the public input for this project, she further noted that previous discussions didn't seem to finalize this option for the Woodville Highway project and noted the presented options were all difficult for this area. Mr. Jack Kostrzewa outlined the past options and noted that after discussions with FDOT and Federal Highway Administration it was determined that this one-way option was the best possible option to meet the future capacity and traffic needs in the area.

Mr. Slay expressed concerns with asking FDOT to halt funding with the possibility of changing the priorities.

Board Action: Commissioner Merritt made a motion to approve with the modification of switching the Crawfordville Road segment 4 (Downtown) be completed before segment 3 (South of Downtown); with any proposed right-of-way purchases being placed on hold. Commissioner Richardson seconded the motion for discussion.

Board Action: Commissioner Maddox made a substitute motion to approve the Regional Mobility Plan (RMP) Roadways Priority Project List with the modification of switching the Crawfordville Road segment 4 (Downtown) be completed before segment 3 (South of Downtown); and the Woodville Highway design options being brought back to the Board at a later date to address the comments provided by the citizens today. Commissioner Richardson seconded the motion for discussion. The motion was unanimously passed.

7.A.3 Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List Board Action: Commissioner Richardson made a motion to accept the Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List as presented by staff. Commissioner Dozier seconded the motion. The motion was unanimously passed.

7.A.5 StarMetro Priority Project List

Commissioner Richardson stated the priority order of the projects with the South City Transit Center being placed low on the priority list. Mr. Slay noted there would be some Blueprint funding available and that FDOT funding would be in 2025. Commissioner Dozier noted that bus stop upgrades was noted as #2 Project on the list and stated it would help to understand the funding sources that are available to upgrade the bus stops within Tallahassee.

Board Action: Commissioner Richardson made a motion to accept the StarMetro Priority Project List as presented by staff for discussion. Commissioner Matlow seconded the motion. The motion was unanimously passed.

Commissioner Maddox, acting as chair, modified the agenda to hear action items (Items 7.C, 7.D and 7.E)

C. FY 2018/19 – 19/20 Unified Planning Work Program Amendment

This item seeks approval to amend the FY 2018/19 - 19/20 Unified Planning Work Program to add a feasibility study for a multiuse trail along US 90 from Tallahassee to Monticello.

Mr. Slay stated this project is part of the Department of Environmental Protection Greenways List and the Bike -Ped Master Plan. The initial study will be funded by FDOT with the remainder would be funded by the SUN Trail funding.

Board Action: Commissioner Richardson made a motion to accept the FY 2018/19 – 19/20 Unified Planning Work Program Amendment as presented by staff. Commissioner Minor seconded the motion. The motion was unanimously passed.

D. Tallahassee-Leon County Bicycle and Pedestrian Plan Additional Funding

This item seeks approval of a supplemental funding request from the project consultant (Kimley Horn) associated with the development of the Tallahassee-Leon County Bicycle and Pedestrian Plan.

Board Action: Commissioner Richardson made a motion to accept the Tallahassee-Leon County Bicycle and Pedestrian Plan Additional Funding as presented by staff. Commissioner Minor seconded the motion. The motion was unanimously passed.

E. CRTPA Staff Services Agreement Update

The purpose of this item is to approve an updated staff services agreement between the CRTPA and the City of Tallahassee.

Mr. Slay stated this was an update and outlined the changes which include changes to the Audit with the City of Tallahassee; no Florida FRS option and calculations for administrative cost by the City of Tallahassee and travel policies and lastly changing the agreement time from 7 years to 5 years to be more standard.

Board Action: Commissioner Richardson made a motion to approve. Commissioner Matlow seconded the motion. The motion was unanimously passed.

B. 2045 Long Range Transportation Plan Kickoff

A kickoff to the update of the CRTPA's long range transportation plan ("2045 Regional Mobility Plan Update) will be provided by the project's consultant.

Mr. Ryan Weatherall, Kimley-Horn Associates, presented the 2045 Regional Mobility Plan. Mr. Weatherall outlined the consulting team and changes from Map-21 requirements to the new requirements of the FAST Act requirements. He outlined the process for updating the 2045 Plan which includes performance measures, prioritization and funding and pubic engagement techniques. Mr. Weatherall outlined the project milestones, initial public outreach (Sumer/Fall 2019), identify existing conditions (Fall 2019), cost feasible projects (Summer 2020), plan documentation (late 2020).

Board Action: This item was informational, therefore no action was taken.

8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

9. EXECUTIVE DIRECTOR'S REPORT

10. CRTPA INFORMATION

- A. Future Meeting Dates
- B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

11. <u>ITEMS FROM CRTPA BOARD MEMBERS</u>

Adjourned: 3:15 PM

Attest:	
Yulonda Mitchell, Recording Secretary Chairman	Anthony Viegbesie,



FY 2018/19 – 19/20 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

Type of ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the FY 2018/19-19/20 UPWP to add \$108,383 in Federal Transit Administration (FTA) Section 5305(D) funds for FY 2018/19. The funds will be used to cover personnel costs for FY 2018/19 and are the remaining balance on Contract ARL-33 which is due to expire on September 30, 2019.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 3 and recommended approval of the amendment.

RECOMMENDED ACTION

Option 1: Approve the proposed amendment to the UPWP.

ATTACHMENT

Attachment 1: FTA Section 5305(D) Funds

FTA Section 5305(d) Funds Added from Previous UPWP

ATTACHMENT 1

	FTA 5305(d) ARL-33						
		FTA		FDOT		Local	
Admin	\$	7,935	\$	992	\$	992	
Data/Safety	\$	2,170	\$	271	\$	271	
LRP	\$	11,082	\$	1,385	\$	1,385	
SRP	\$	14,171	\$	1,771	\$	1,771	
Mobility	\$	10,568	\$	1,321	\$	1,321	
Public Inv.	\$	8,839	\$	1,105	\$	1,105	
Special Proj.	\$	41,792	\$	4,979	\$	4,979	
	\$	96,558	\$	11,825	\$	11,825	



AGENDA ITEM 5

CONSENT ITEMS PULLED FOR DISCUSSION



FISCAL YEAR 2020 — FISCAL YEAR 2024 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Type of Item: Roll Call

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) to add the following projects:

- <u>Section 5305 FTA Planning Grant Funding (Project # 4217162)</u>: Provide Section 5305 FTA Planning funding in FY 2020 (CRTPA Region).
- <u>SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312)</u>: Provide construction funding for new roadway lighting at signalized intersections (Leon County).

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 3 and recommended approval of the amendment.

RECOMMENDED ACTION

Option 1: Adopt a resolution amending the FY 2020 – FY 2024 Transportation Improvement Program to reflect:

- ADD NEW PROJECT: <u>Section 5305 FTA Planning Grant Funding (Project # 4217162)</u>: Provide Section 5305 FTA Planning funding in FY 2020 (CRTPA Region)
- ADD FUNDING: <u>SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312)</u>: Provide construction funding for new roadway lighting at signalized intersections (Leon County).

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding within the State Work Program. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project as well changes to existing projects related to funding or project scope.

The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to include the following projects:

- Section 5305 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region); funding amount: \$131,046
- SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312): Provide construction funding for new roadway lighting at signalized intersections (Leon County); funding amount: \$438,801.

Subsequent to Board approval, the FY 2020 – FY 2024 TIP will be updated to reflect the projects addition.

OPTIONS

Option 1: Adopt a resolution amending the FY 2020 – FY 2024 Transportation Improvement Program to reflect:

- ADD NEW PROJECT: <u>Section 5305 FTA Planning Grant Funding (Project # 4217162)</u>: Provide Section 5305 FTA Planning funding in FY 2020 (CRTPA Region)
- ADD FUNDING: <u>SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312)</u>: Provide construction funding for new roadway lighting at signalized intersections (Leon County).

Option 2: CRTPA Board Discretion.

ATTACHMENT

Attachment 1: TIP project pages

Attachment 2: Resolution 2019-09-6A

Capital Region TPA Planning FTA 5305 Grant



Project #: 4217162

Work Summary: MODAL SYSTEMS SIS?: No

PLANNING

Lead Agency: MANAGED BY Length: n/a

CAPITAL REGION

2040 RMP Capital Transit CFP (5.11) County: LEON LRTP #:

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PLN	DU	104,836	0	0	0	0	104,836
PLN	DPTO	13,105	0	0	0	0	13,105
PLN	LF	13,105	0	0	0	0	13,105
Total	-	131,046	0	0	0	0	131,046

Prior Cost < 2019/20: 0 **Future Cost > 2023/24:** 0

Total Project Cost: 131,046

Project Description: This project was added to the TIP at the September 16, 2019 meeting and provides FTA Section 5305 planning grant funding.

SR 63 (US 27) from Faulk Dr to SR 61 Thomasville Road



Project #: 4443312

Work Summary: LIGHTING SIS?: No

Lead Agency: Managed by FDOT Length: 5.995 MI

County: LEON LRTP #: 2040 RMP Maintenance

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	ACSS	438,801	0	0	0	0	438,801
Total	•	438,801	0	0	0	0	438,801

Prior Cost < 2019/20: 0 **Future Cost > 2023/24:** 0

Total Project Cost: 438,801

This project was added to the TIP at the September 2019 CRTPA meeting and provides for new roadway lighting at all existing signalized intersections. **Project Description:**

CRTPA RESOLUTION 2019-09-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2020 – FY 2024 TRANSPORTATION IMPROVEMENT PROGRAM

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP;

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

The CRTPA amends the FY 20 – FY 24 Transportation Improvement Program to reflect:

- Section 5303 FTA Planning Grant Funding (Project # 4217162): Provide Section 5303 FTA Planning funding in FY 2020 (CRTPA Region); funding amount: \$131.046
- <u>SR 63 (US 27) (limits: Faulk Drive to Thomasville Road) (Project # 4443312)</u>: Provide construction funding for new roadway lighting at signalized intersections (Leon County); funding amount: \$438,801.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 16th day of September 2019.

Attest:	Capital Region Transportation Planning Agency
	By:Anthony O. Viegbesie, Chair
Greg Slay Executive Director	



AGENDA ITEM 7 A

SOUTHWEST AREA TRANSPORTATION PLAN CORRIDOR REPORTS FOR NORTH AND SOUTH LAKE BRADFORD ROAD AND SPRINGHILL ROAD

Type of Item: Discussion

STATEMENT OF ISSUE

The purpose of this item is to present the Draft Southwest Area Transportation Plan (SATP) – Lake Bradford Road (North and South) and the Springhill Road Reports to the CRTPA Board.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) met on September 3, 2019 and recommended approval of the SATP Corridor Reports.

RECOMMENDED ACTION

Option 1: Accept the North Lake Bradford Road, South Lake Bradford Road and Springhill Road Corridor Reports

HISTORY AND ANALYSIS

The Southwest Area Transportation Plan (SATP) is a joint project between the Capital Region Transportation Planning Agency (CRTPA) and the Blueprint Intergovernmental Agency (IA) that addresses transportation issues in southwest Tallahassee and Leon County.

This agenda presents the final three corridor plans to the CRTPA Board for approval. The three corridors include:

North Lake Bradford Road – Orange Avenue to Stadium Drive (**Attachment 1**), South Lake Bradford Road – Orange Avenue to Capital Circle, Southwest (**Attachment 2**), and Springhill Road – Capital Circle, Southwest to North Lake Bradford Road (**Attachment 3**).

In addition to the three corridors studies, included as **Attachment 4**, is the Public Involvement Summary.

The fourth Corridor, Orange Avenue, was presented and approved at the April 16, 2019 Board meeting.

The corridor information presented on the following pages are highlights from the corridor reports shown as **Attachments 1, 2,** and **3**. Further information regarding details and graphics addressing a multitude of topics from land use to corridor inventories can be found in these attachments.

North Lake Bradford Road

The North Lake Bradford Road Corridor is comprised of a five-lane section from Springhill Road to North Lake Bradford Road (Segment 1) and then transitions to a two-lane section from Springhill Road to Stadium Drive (Segment 2). Segment 2 includes two-lanes in each direction with the "fifth" lane being the dual left turn lane, often referred to as a "suicide lane". Additional details regarding the corridor is outlined on the following pages with a map of the corridor shown as **Figure 1**.

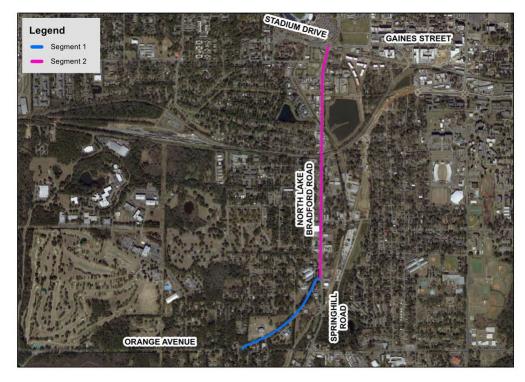


Figure 1 – North Lake Bradford Road Corridor

Pedestrian Opportunities

Short-term

- Maintenance of existing sidewalk along length of corridor.
- RRFB at Pineview Elementary School to promote access and safety of students.
- Addition of a crosswalk somewhere between Airport Drive and Pepper Drive

Following FDOT Access Management Study

Median islands to serve as pedestrian refuges.

Following Airport Gateway Survey

- Widening of sidewalks to 8-feet to serve a dual purpose amongst bicyclists and pedestrians.
- If right of way permits, a 10-foot to 12-foot multi-use path.

"Provide upgraded pedestrian and bicycle access to North Lake Bradford Road"

~ Public Comment from District Forum #1

Bicycle Opportunities

Following Airport Gateway Survey

- Widening of sidewalks to 8-feet serve a dual purpose amongst bicyclists and pedestrians.
- If right of way permits, a 10-foot to 12-foot multi-use path.

"Make bike lanes look different than the travel lanes on North Lake Bradford Road and Springhill Road"

~ Public Comment from District Forum #2

Transit Opportunities

- Improve amenities along the corridor from Low to Medium according to **Table 1**.
- Provide covered seating for stops at McCaskill Avenue, Levy Avenue, Hutchison Street.
- Provide better route options for transit users along this corridor.

"North Lake Bradford Road needs sheltered bus stops with benches"

~ Improvement requested by Callen Neighborhood Residents

Table 1 – Transit Amenity Levels

Transit Amenity Level	Amenities
Low	Limited seating, structure
Medium	Seating, structure/shelter, trash cans, lighting
High	Ample seating, structure/shelter, trash cans, lighting, wayfinding, bicycle racks

Roadway Opportunities

North Lake Bradford Road from Springhill Road to Gaines Street

- Improved access management along the corridor with the addition of a raised median along the corridor to provide friction and encourage slower travel speeds while managing left turning movements throughout the four-lane corridor.
- Narrow the outside travel lane to 11-feet.

"Maintain access to businesses from medians"

~ Comment from District Forum #2 about potential medians on North Lake Bradford Road

Summary of Opportunities

Through a combination of data collection, traffic analyses, and stakeholder and public outreach as part of the Southwest Area Transportation Plan, a set of preferred alternatives for North Lake Bradford Road are provided for consideration and inclusion in the Airport Gateway Project and FDOT's upcoming 3R (resurfacing, reconstruction and rehabilitation) project. These alternatives are presented by user type: pedestrian, bicyclists, transit riders, and motorists. Pedestrian and Bicycle improvements include maintenance and widening of sidewalks, and a multi-use path if future surveys and studies determine that it is feasible given the limited right of way along the corridor. Transit alternatives are related to improving existing amenities and providing more bus routes. These improvements are critical for accommodating residents in the area who are mobility constrained and or may not have access to a vehicle. Recommendations regarding motorists includes the construction of a raised median to improve and control access management from Springhill Road to Gaines Street and narrowing the travel lanes to be consistently 11-feet. Because of upcoming projects, surveys, and studies, these recommendations are made with the understanding that feasible alternatives may change.

Typical Sections

Figure 2 and **Figure 3** show two typical sections for North Lake Bradford Road due to the varying existing conditions and future needs of each segment of the corridor.

Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements were identified for North Lake Bradford Road. The improvements include the need for safer and more connected pedestrian facilities such as continuous sidewalks on the eastern side of the corridor, wider sidewalks, a multi-use path along the entirety of the corridor, and pedestrian crossings near schools and high traffic areas. Public and stakeholder input also indicated the desire for better bicycle facilities and transit amenities to accommodate the variety of user types often seen along North Lake Bradford Road. Future traffic volumes indicate that the roadway segment from Springhill Road to Gaines Street is expected to operate over capacity by the year 2045. The crash rates over the last five years show rates that are above the statewide average for similar facilities. Most crash types are rear-end crashes, which can often be indicative of congestion and poor access management. The coupling of the existing crash rates and types and the projected future capacity constraint supports the need for the outlined improvements.

The recommended alternatives identified in this corridor plan are based on both data analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in late 2019, including a design survey for the corridors, it is recommended that specific improvements be determined through survey, design, additional analyses during those efforts. It is also recommended that improvements outside of the curb and gutter be considered through these analyses as well. Location for medians and access management may be addressed during FDOT's (resurfacing,

reconstruction and rehabilitation (3R) project where they are conducting an access management study. These two projects will better determine the location and types of improved facilities for North Lake Bradford Road.

SIDEWALK

SIDEWALK

LANDSCAPE STRIP

TRAVEL

LANDSCAPE STRIP

TRAVEL

LAND

17

TRAVEL

TRAVEL

LAND

17

TRAVEL

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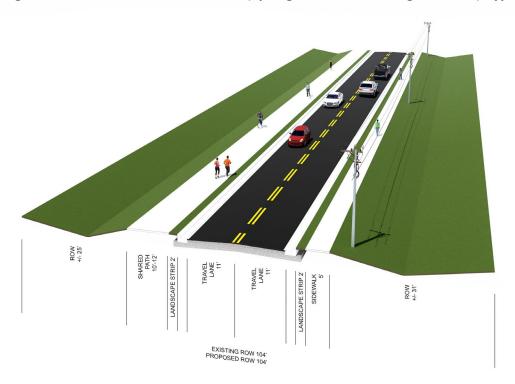
TRAVEL

LAND

TRAVEL

Figure 2 – North Lake Bradford Road (Stadium Drive to Springhill Road) Typical Section

Figure 3 - North Lake Bradford Road (Springhill Road to Orange Avenue) Typical Section



South Lake Bradford Road

South Lake Bradford Road Corridor is a two-lane Leon County Road that begins at Orange Avenue and terminates at Capital Circle, Southwest. The south-end of South Lake Bradford Road will be realigned as Capital Circle, Southwest is widened to six lanes in 2021/2022. A highlighted South Lake Bradford Road corridor is shown as **Figure 4**. There may be alterations to the intersection of Orange Avenue that will occur as a component of Blueprint's Airport Gateway process. The Southwest Area Transportation Plan will used as a starting point for the development of the Airport Gateway road system.

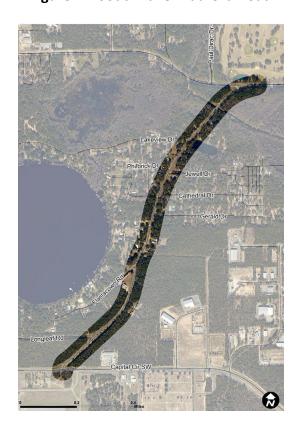


Figure 4 - South Lake Bradford Road

Project Considerations

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

South Lake Bradford Road (Leon County road)
Capital Circle, Southwest to Orange Avenue

North Lake Bradford Road
Orange Avenue to Gaines Street

Orange Avenue

South Lake Bradford Road to new gateway road alignment

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

Springhill Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

FSU Road

Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stucky Avenue (not a part of the Southwest Area Transportation Plan).

Public Involvement Feedback

Through the extensive outreach conducted focusing on gathering input for South Lake Bradford Road, the overall sentiment from participants was related to a desire to maintain calm and nonintrusive traffic conditions throughout the corridor. Some residents expressed a deep interest in maintaining the road as is with no improvements, while others were open to minor improvements that would slow traffic and provide some limited bicycle and pedestrian facilities. Suggestions related to landscaping and lighting consistent with a rural corridor were highly supported by the residents. Through traffic between Capital Circle, Southwest and Orange Avenue was also brought up as a major concern. Residents frequently see motorists ignoring the posted speed limit and using the paved shoulder to swerve to avoid speed bumps, which was perceived as highly unsafe for pedestrians and bicyclists in the area, and especially for neighborhood children walking to and from the bus stop without adequate sidewalks. Overall, residents were very engaged and proactive, requesting two separate presentations at their scheduled neighborhood association meetings to get a better grasp of what this project sought to do and how it would impact South Lake Bradford Road. The team worked with the residents of the South Lake Bradford Road area extensively to ensure that any proposed improvements were supported by the community and provided renderings and exhibits to reach common ground.

Pedestrian Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

- Addition of a 6-foot sidewalk on either the east or west side of the corridor
- Addition of a 10-foot multi-use path on either the east or west side of the corridor
- Addition of a 6-foot sidewalk on both sides of the corridor
- Addition of pedestrian crossings at potential round-a-bout locations which are undetermined
- Addition of a Rectangular Rapid Flash Beacon (RRFB) pedestrian crossing at Cathedral Drive school bus stop if not addressed by round-a-bout
- Addition of a RRFB pedestrian crossing at Kennedy Drive school bus stop

"Crossings for pedestrians are needed on South Lake Bradford Road"

~ Public Comment from District Forum #2

Bicycle Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

Addition of a 10-foot multi-use path on either the east or west side of the corridor

"Keep traffic slow."

~ Public Comment from District Forum #1

Roadway Opportunities

These recommendations will be further investigated as Blueprint furthers develops the plans for the South Lake Bradford Road corridor.

- Reduce lane width to 10 -10 ½ feet to encourage slower speeds.
- Include a 2-foot ribbon curb providing friction for the driver while maintaining the rural residential character of the roadway.
- Construct no less than two roundabouts along the corridor to encourage the local use of the corridor and slow travel speeds.

"Keep traffic calming measures in place"
~ Part of a comment regarding South Lake Bradford Road, District Forum #1

Summary of Opportunities

Through a combination of data collection, traffic analysis, and stakeholder and public outreach, a set of preferred alternatives for South Lake Bradford Road are provided for consideration into the Airport Gateway Project. Because of high public interest and engagement with the surrounding community of South Lake Bradford Road, the desire to maintain the rural character of the road while also promoting safety was a core focus of these recommended alternatives. These alternatives are presented by user type; pedestrian, bicyclists, and motorists. Pedestrian and bicycle improvements include the addition of both sidewalks and a multi-use path to address safety concerns on the corridor and provide facilities that serve a dual-use and accommodate both bicyclists and pedestrians. These facilities will also provide for multi-modal transportation trips for residents in the area by connecting to multi-use paths on nearby corridors, as well as make connections to points of interest like the FSU Reservation. In providing these, efforts will be made to maintain native landscaping and swales. Recommended alternatives regarding motorists include reducing lane width from 11 feet to 10 ½ feet, and the addition of a ribbon curb consistent with layouts associated with rural corridors instead of curb and gutter. Multiple roundabouts are also recommended to

encourage slower approach speeds and create a safer environment for pedestrian traffic, especially neighborhood children walking to and from the bus stop. Roundabouts will also provide much needed pedestrian facilities such as crosswalks and refuges.

Typical Section

Figure 5 shows a typical section for South Lake Bradford Road. The community preferred typical is consistent with what is displayed in **Figure 5** which contains a sidewalk and multiuse path. This typical section was designed with the feedback that was received from district forums and the neighborhood association meetings with the communities surrounding South Lake Bradford Road.



Figure 5 - South Lake Bradford Road Typical Section

Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for South Lake Bradford Road have been proposed. The improvements address the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input indicated the desire to maintain the rural atmosphere of the road and recommended alternatives in this corridor plan are consistent with a rural corridor. Ribbon curbs, roundabouts, and reduced lane widths are suggested to address the community's request as well as accommodate different user types maintain the rural residential character, discourage non-local traffic and slow through traffic speeds.

Future traffic volumes indicate that the roadway segment from Capital Circle, Southwest to Orange Avenue is expected to operate under capacity by the year 2045. Although there is not a capacity concern there is a concern by residents pertaining to the effectiveness of the existing traffic calming

devices (speed bumps) installed along the corridor. The suggested traffic calming measures could encourage drivers to travel at slower speeds while maintain the existing character of the roadway. The recommended alternatives identified in this corridor plan are based on both preliminary data analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in September 2019, including a design survey for the corridors, it is recommended that specific improvements be determined through survey, design, additional analyses during those efforts. South Lake Bradford Road is not a FDOT maintained roadway and is not slated for any resurfacing or improvement projects as such, and it is recommended that these alternatives be adopted by Blueprint, and that the location for the roundabouts, pedestrian crosswalks, and a multiuse path be refined through the Airport Gateway Project's implementation.

Springhill Road

The Springhill Road Corridor is comprised of a two-lane section from Capital Circle, Southwest to Orange Avenue (Segment 1) and then transitions to a five-lane section from Orange Avenue to North Lake Bradford Road (Segment 2). Segment 2 includes two-lanes in each direction with the "fifth" lane being the dual left turn lane, often referred to as a "suicide lane". Additional details regarding the corridor is outlined on the following pages with a map of the corridor shown as **Figure 6**.



Figure 6 – Springhill Road (North Lake Bradford Road to Capital Circle, Southwest)

Project Considerations

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

South Lake Bradford Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

North Lake Bradford Road

Orange Avenue to Gaines Street

Orange Avenue

South Lake Bradford Road to new gateway road alignment

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

Springhill Road (Leon County road)

Capital Circle, Southwest to Orange Avenue

FSU Road

Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stucky Avenue (not a part of the Southwest Area Transportation Plan).

Public Involvement Feedback

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

Pedestrian Opportunities

Capital Circle, Southwest to Orange Avenue

- Maintain sidewalk connectivity along entire length of corridor.
- Provide pedestrian crossing at Springsax Road.
- Addition of a 5 to 6-foot sidewalk on either the east or west side of the corridor.
- Addition of a 10 to 12-foot multi-use path on either the east or west side of the corridor.

Orange Avenue to North Lake Bradford Road

• Maintain sidewalk connectivity with sidewalks on North Lake Bradford Road.

Bicycle – Opportunities

Capital Circle, Southwest to Orange Avenue

• Addition of a 10-foot multi-use path on either the east or west side of the corridor.

Orange Avenue to North Lake Bradford Road

• On-street 7-foot buffered bike lanes.

"Include a bike lane on Springhill Road that is distinct from the travel lane"
-Comment from District Forum #2

Roadway - Opportunities

Capital Circle, Southwest to Orange Avenue

 Maintain two-lane road, with addition of wide landscaped median for future corridor improvements.

Orange Avenue to North Lake Bradford Road

• Removal of the two-way left-turn lane and construct a raised median.

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

-Comment from District Forum #1

Summary of Opportunities

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

Springhill Road - Capital Circle, Southwest to Orange Avenue

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

Springhill Road - Orange Avenue to North Lake Bradford Road

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

Typical Section

Figure 7 and **Figure 8** shows two typical sections. **Figure 7** is related to the segment of Springhill Road between Capital Circle, Southwest to Orange Avenue, and shows a two-lane corridor with a wide, landscaped median, a multi-use path, and a sidewalk. **Figure 8** shows a typical section for the segment of Springhill Road between Orange Avenue and North Lake Bradford Road made up of a four-lane road, planted median, a multi-use path, and a sidewalk.

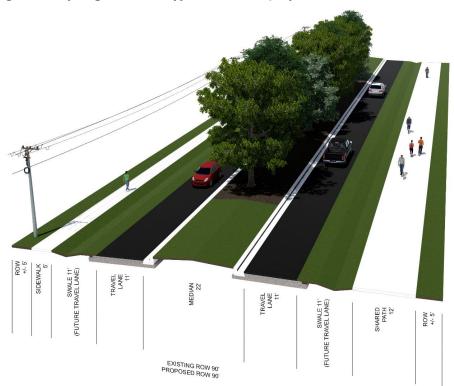


Figure 7 - Springhill Road Typical Section (Capital Circle, Southwest to Orange Avenue)



Figure 8 - Springhill Road Typical Section (Orange Avenue to North Lake Bradford Road)

Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for Springhill Road have been identified and are recommended. The improvements include the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input, as well as the desire for paths along the corridor, indicated the need for better pedestrian and bicycle to accommodate the variety of user types often seen along Springhill Road. Future traffic volumes indicate that the roadway segment from Capital Circle, Southwest to North Lake Bradford Road is expected to operate under capacity by the year 2045. The crash rates over the last five years show rates that are above the statewide average for similar facilities and majority of crash types are rear-end crashes which crashes are indicative of distracted driving and trailing cars too close. The coupling of the existing crash rates and types support the planning for the future widening of the southern segment corridor to four lanes. The recommended alternatives identified in this corridor plan are based on both preliminary analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in late 2019, including a design survey for the corridors, it is recommended that specific improvements be refined through survey, design, additional analyses. It is recommended that these alternatives be considered for adoption by Blueprint, and that the location of pedestrian crosswalks, and a multi-use path be refined through the Airport Gateway Project's implementation.

NEXT **S**TEPS

- Any comments the Board has will be incorporated into the individual Corridor Plans.
- CRTPA staff has moved forward with implementing several short-term projects to address safe pedestrian access across Orange Avenue at Nims Middle School, Liberty Park neighborhood and North Lake Bradford Road.
- Additional short-term efforts address possible intersection improvements at the intersection of Springhill Road and Orange Avenue (in conjunction with the Orange Avenue PD&E)
- The Project Team will continue to work with FDOT on the Orange Avenue PD&E Study.

OPTIONS

- Option 1: Accept the North Lake Bradford Road, South Lake Bradford Road and Springhill Road Corridor Reports. (Recommended)
- Option 2: CRTPA Board Discretion.

ATTACHMENTS

- Attachment 1: North Lake Bradford Road Orange Avenue to Stadium Drive Corridor Report
- Attachment 2: South Lake Bradford Road Orange Avenue to Capital Circle, Southwest Corridor Report
- Attachment 3: Springhill Road Capital Circle, Southwest to North Lake Bradford Road Corridor Report
- Attachment 4: Southwest Area Transportation Plan Public Involvement Summary

September 16, 2019



AGENDA ITEM 7 B

WOODVILLE HIGHWAY

Type of Item: Discussion

STATEMENT OF ISSUE

The purpose of this item is to present information regarding the Woodville Highway Master Plan (Corridor Study and Project Development and Environment Study) from Gaile Avenue to Paul Russell Road.

HISTORY AND ANALYSIS

Woodville Highway Master Plan

The Woodville Highway Master Plan documents the Corridor Study and Project Development and Environment (PD&E) Study for the corridor from Capital Circle, Southeast to Paul Russell Road. This was done to create a seamless transition for public engagement and project progression, as opposed to having two separate projects.

The approach with the Master Plan that was initiated in 2010. The Master Plan was divided into a Woodville Highway Southern Corridor Study (Coastal Highway to Capital Circle, Southeast) and a Woodville Highway Northern Corridor Study (Capital Circle, Southeast to Gaile Avenue). This agenda item specifically details the Woodville Highway Northern Corridor Study and Project Development and Environment (PD&E) Study.

The objective of the Master Plan was to create a vision for the corridor and to make sure the vision is consistent with the local comprehensive plan. Community trust is a foundational objective, which helped to drive the project process. The Master Plan followed an approach that was designed to balance land use, environmental impacts and transportation needs for the area following the community vision. This is accomplished with building public support.

The approach to the corridor study included:

- 1. An engaged project management team to help provide objectives and methodology and provide a foundation and buy-in for the project approach.
- 2. Define and document previous community and area issues in visioning related to land use, the environment and transportation.
- 3. Collect baseline existing corridor data.
- 4. Obtain input and confirmation of issues and concerns through general public meetings, stakeholder meetings and interviews.

- 5. Study and analysis of multimodal alternatives, including what are the future corridor needs and alternative land use scenarios.
- 6. Determine what types of connections are needed and where are they needed when considering alternative modes and future land uses.
- 7. Obtain corridor concept ideas in Design Charrette with the Community.
- 8. Develop alternatives.
- 9. Evaluate the alternatives.
- 10. Conduct a community meeting to present recommended alternatives for public input and community buy-in.

The Master Plan served as a guide for the Woodville Highway North Corridor and set forth recommendations and implementation strategies to promote the desired vision for the future development of the Woodville Highway North Corridor study area. The Plan provided a basis for future policy discussions while providing the local governments and FDOT with a usable, working document that provided alternatives for the assignment of priorities and implementation tools.

Corridor Study Public Involvement

The vision and concepts were developed through the results of public workshops and stakeholder meetings that served as the foundation for future planning decisions. Details regarding this information can be found on pages 18 – 21 in the Woodville Highway Corridor Master Plan, shown as **Attachment 1**, as well as the Corridor Study/Project Development and Environment Study (PD&E timeline (**Figure 1**).

Public involvement for the Master Plan was a multifaceted approach that included Project Team Meetings, Kick-off Meeting with the Public, Stakeholder Interviews, Corridor Design Charrette/Workshop, Corridor Alternatives Workshop and CRTPA Committees and Board. Each of these is briefly described below:

Project Team Meetings

This team included transportation professionals from FDOT (District 3), StarMetro, City of Tallahassee (utilities and Public Works), Leon County (Public Works), Florida Department of Environmental Protection, Tallahassee-Leon County Planning, Apalachee Regional Planning Council, Wakulla County, the consulting team, and CRTPA Staff.

The intent of the Project Team and the team meetings was to brief government agencies on the activities associated with the Master Plan and get feedback on the concepts being developed, the presentations made to the public, and the comments heard from the public. It was an opportunity for the CRTPA and their consultant to coordinate with the other agencies and officials regarding the specific work occurring related to the Master Plan. Meetings were held throughout the process of developing the Master Plan at specific milestones to allow for reviews and feedback from Team members. The following meetings were held with the Project Team:

 May 2010 – To kick-off the Master Planning process, introduce the project and the consultant team. Additionally, the upcoming Public Kick-off Meeting was discussed.

- August 2010 To review the input received from the Public Kick-off Meeting and discuss preparations for the Corridor Charrette to be held in the fall.
- October 2010 To follow-up on the input received at the Charrette and receive feedback from the Team on the concepts that were beginning to take shape.
- February 2011 The consultant team presented the refined concepts that were developed and would be presented to the Public at the upcoming Corridor Alternatives Meeting for review and feedback from the Team prior to the Public Meeting.
- May 2011 The consultant team presented the draft final concepts to the Team prior to presenting the concepts to the CRTPA Board.

Public Kick-Off Meeting

A public kick-off meeting was held on July 15, 2010 at the Jack L. McLean, Jr. Community Center to provide the public and agency officials with the opportunity to learn about the upcoming efforts, ask questions of the project team, and begin to provide input into the Master Planning process. A presentation introduced the project team, identified the study area, provided an overview of the project objectives and schedule, provided information regarding the upcoming corridor charrette, and gave contact information for the project team. Following the presentation, attendees were given the opportunity to ask questions of the project team, provide comments, and review materials prepared for the meeting by the project team. Approximately 40 members of the community attended the meeting and provided feedback regarding the project. Comments ranged from the need to widen the road and economic development suggestions for the area, to beautification enhancements as well as bicycle/pedestrian facilities and safety concerns. Copies of the meeting agenda and public comments are included in the **Public Involvement Appendix** (shown as **Attachment 2**, starting on page 2).

Stakeholder Interviews

Stakeholder interviews were conducted during the months of August and September 2010. The stakeholder list was developed to give a broad representation of business leaders, neighborhood associations, school officials and educators, planning and permitting agencies, and recreational users of the resources of the area. Meeting specifically with representatives from each of these groups provided a greater understanding of the conditions, desires, and needs for the area. This information, along with information received from the community and the project management team provided the consultant team with the strong understanding of the direction that was needed for the Master Plan. The meetings with the stakeholders were held early in the master planning process and their input was used to help design the Charrette, which was held in the fall of 2010. In addition to getting information from stakeholders, these meetings were also used as an opportunity to engage and involve them further with the development of the Master Plan.

Stakeholder meetings were held with the following:

- St. Joe Company
- Representatives of the City/County Commission
- Capital City Cyclists
- Leon County Stormwater
- City of Tallahassee Stormwater

- Tallahassee-Leon County Planning Department
- Tallahassee Growth Management
- Leon County Growth Management
- Council of Neighborhood Associations
- Oak Ridge Neighborhood Association
- Leon County School Board
- Oak Ridge Elementary PTO and Principal
- Southside Merchants Association
- Tallahassee Economic Development/Community Redevelopment Agency
- Tallahassee-Leon County Economic Development Council
- Tallahassee Area Chamber of Commerce
- Capital City Chamber

The questions that were used to direct the discussions with each stakeholder are included in **Attachment 2**, page 17. In general, the questions posed to the stakeholders concerned the functionality of the corridor, needs and assets, improvements, and land use objectives. The goal was to collect responses to as many of the questions as possible during the discussion with each stakeholder or stakeholder group and for each interview to generally address the same topics. Comments were gathered from each of the stakeholder meetings and summarized into seven categories:

- Parks and Amenities
- Trail and Trail Amenities
- Land Use and Zoning
- Drainage and Utilities
- Bicycle and Pedestrian Connectivity
- Transit Service
- Roadway and Intersections

The comments themselves were similar in scope to those received in the kick-off meeting from the public and ranged from aesthetics to growth and development as well as safety and roadway design. Copies of the comments are provided in *Attachment 2*, starting on page 21.

Three-Day Charrette

The three-day Charrette was held September 30th through October 2nd. The goals of the Charrette were to provide the community tools to better understand the needs and desires of the community and develop concepts that would improve the transportation network and community along the Woodville Highway corridor.

Day 1 of the Charrette was held from 5:30 to 8:00 PM at the Jack L. McLean, Jr. Community Center and included approximately 30 participants from the community. The activities of day 1 included a presentation from the consultant team followed by group work by the community members in attendance. Two groups were formed, and the groups reviewed existing conditions materials prepared by the consultant team, defined the current and future function of the corridor, and developed concepts that would encourage and accommodate this future function. The discussion

focused on the following seven topics; Parks and Amenities, Trail and Trail Amenities, Land Use and Zoning, Utilities and Drainage, Bicycle and Pedestrian Connectivity, Transit Service and Roadway and Intersections.

Day 2 of the Charrette was a project team work-day. The project team took the comments and input provided by the community on Day 1 of the Charrette and began to develop concepts for each of the topics, as well as summarize the comments that lead to the development of the concepts. The concepts were prepared for graphical review and further comment by the community on Day 3 of the Charrette.

Day 3 of the Charrette included a presentation by the project team that reviewed the community's work on Day 1 and the resulting concepts developed by the project team on Day 2. Following the presentation, the graphical concepts were presented to the community on boards at eight stations included; Parks and Amenities, Trail and Trail Amenities, Land Use and Zoning, Utilities and Drainage, Bicycle and Pedestrian Connectivity, Transit Service, Roadway and Intersections, and General Corridor Comments and Concerns.

Day 3 followed an open-house format and the community members were able to mingle and wander from station to station reviewing the concepts, asking questions of the team members, and making note of comments, questions, and concerns on the provided comment form. The comment forms completed by the attendees were used to further refi ne the concepts presented at the Charrette in preparations for Corridor Alternatives Meeting.

Attendance at Day 3 included approximately 25 community members. Additional feedback from the attendees was provided after a review of the concepts the project team had developed.

Comments from received from the public throughout the Charrette are included in **Attachment 2**, starting on page 60, with several the comments relating to land use and zoning issues as well as safety, economic development, corridor beautification, and topics related to the roadway improvements.

Corridor Alternatives Workshop

The Corridor Alternatives Workshop was held with the public on February 28, 2011 at 5:30 PM at the Jack L. McLean, Jr. Community Center. The purpose of the workshop was to allow the public the opportunity to refi ne the concepts. The workshop included a presentation made by the project team where the Master Plan activities to-date were reviewed, the concepts that resulted from the Charrette were presented, and the next steps were discussed, including what would follow the completion of the Master Plan. The key categories of the corridor alternatives workshop were:

- Modal Connectivity
- Parks and Amenities
- Land Use
- Roadway and Trail Concepts

Following the presentation by the project team, the concepts in graphic form were depicted on boards throughout the meeting room and the workshop transitioned into an open-house format where the community could review the concepts at each station, ask questions of the project team members, and make comments or suggestions for refinement on their comment forms and to the project team members at the station. Following the meeting, the community's comments were summarized, and final adjustments were made to the Master Plan concepts.

Nineteen community members were in attendance. The comments received at the workshop are included in *Attachment 2*, starting on page 89 and were similar in nature to the responses from the Charrette and the project kick-off and stakeholder meetings.

CRTPA Committees and Board

The project team has met with and made presentations to the CRTPA Board (May 3, 2011), Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Multimodal Advisory Committee (MAC) (all on May 16, 2011). The intent of these meetings was to update the Board and Advisory Committee members on the status of the project, result of the public meetings, and receive further input and direction.

Corridor Plan Alternatives

The concepts developed and analyzed have been separated into four categories:

- Modal Connectivity,
- Parks and Amenities,
- Land Use and Zoning, and
- Roadway and Trail Concepts.

There is substantial information including graphics and tables regarding the above topics on pages 22 through 27 in *Attachment 1*.

Concepts (Gaile Avenue to Paul Russell Road)

The concepts developed for the corridor included rotaries, the four points overpass and the one-way loop. These concepts are shown as *Figure 2, 3,* and *4*, respectively. These concepts were studied further in the Woodville Highway Project Development and Environment (PD&E) phase. The Woodville Highway Northern Corridor Study Report was approved by the CRTPA Board on March 26, 2012.

Figure 1 – Master Plan Timeline

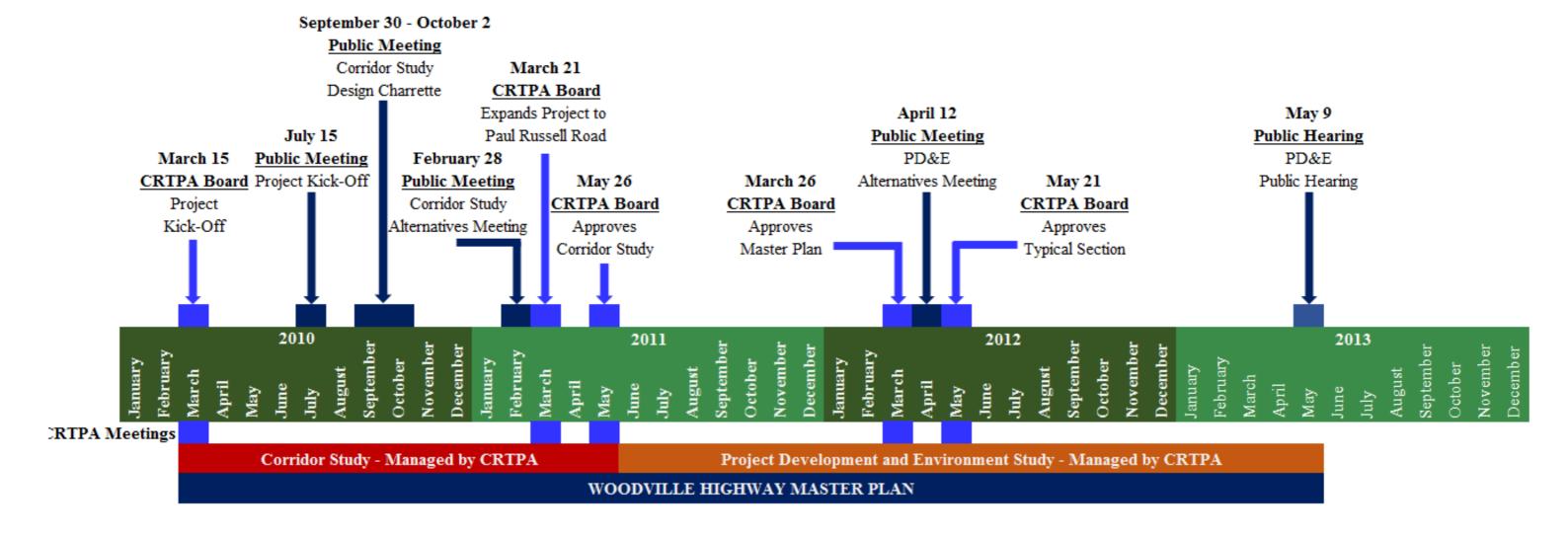


Figure 2 – Rotary Concept for Gaile to Paul Russell Road

PROVIDE HEAVY LANDSCAPING WITHIN THE TRAFFIC ROTARIES. KEEP LANDSCAPING LOW LIMIT DRIVEWAYS ALONG THE ONE-WAY ALONG THE PERIPHERY OF THE LANDSCAPED PORTION OF THE CONNECTOR AND AREA TO PROVIDE PROPER SIGHT DISTANCE LANDSCAPE HEAVILY TO CREATE PARKWAY **EFFECT ENHANCE LANDSCAPING ALONG THE** PORTION OF THE EXISTING R/W NOT **USED FOR CONSTRUCTION ENCOURAGE REDEVELOPMENT OF** LARGE PARCELS FRONTING THE TAKE ADVANTAGE OF THE TALLAHASSEE-TRAFFIC ROTARY, WOODVILLE HIGHWAY, ST. MARKS HISTORIC RAIL TRAIL AS A UNIFYING . AND CRAWFORDVILLE ROAD AMENITY WITHIN THE DISTRICT

Figure 3 - Crawfordville/Woodville Fly-Over Concept

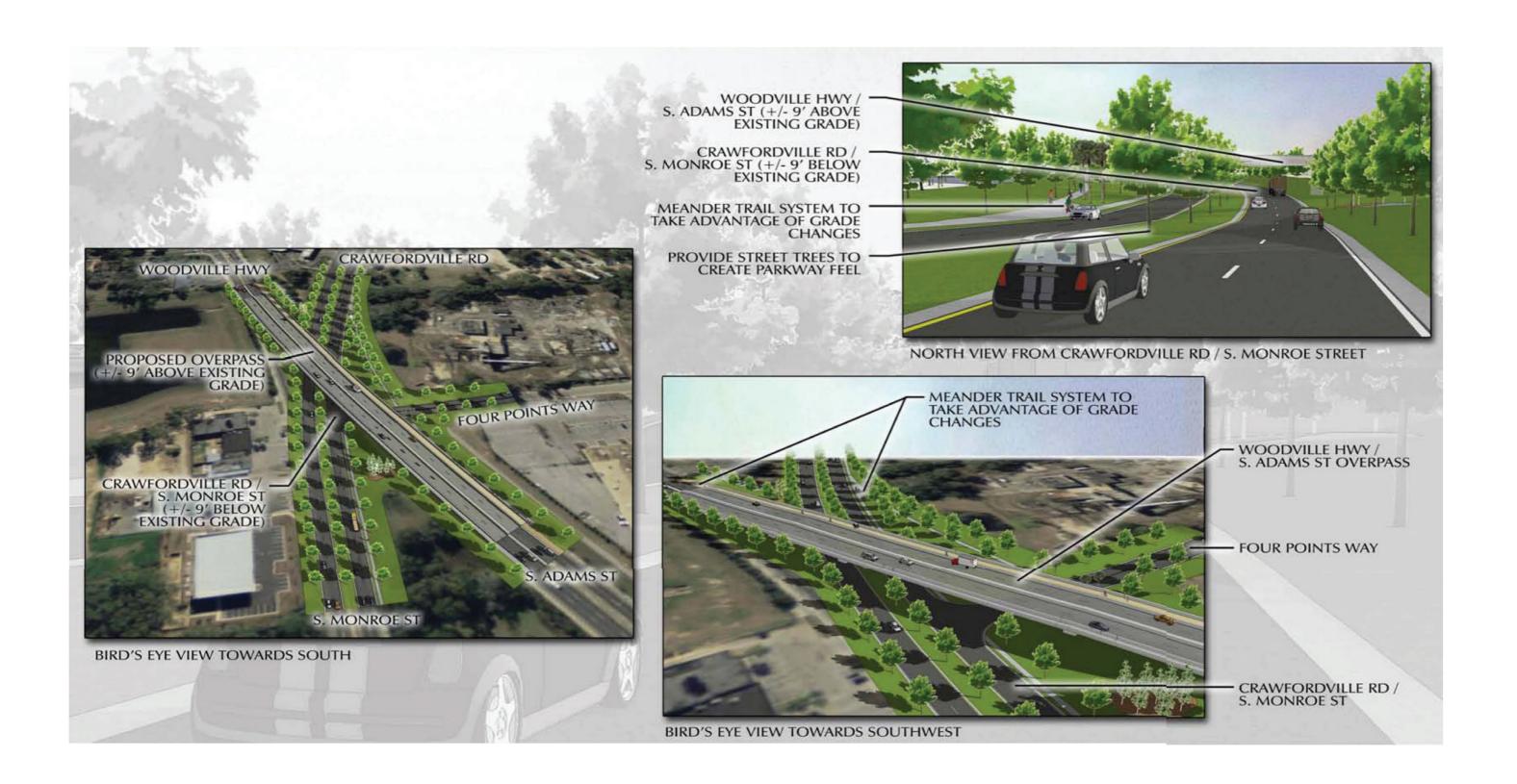
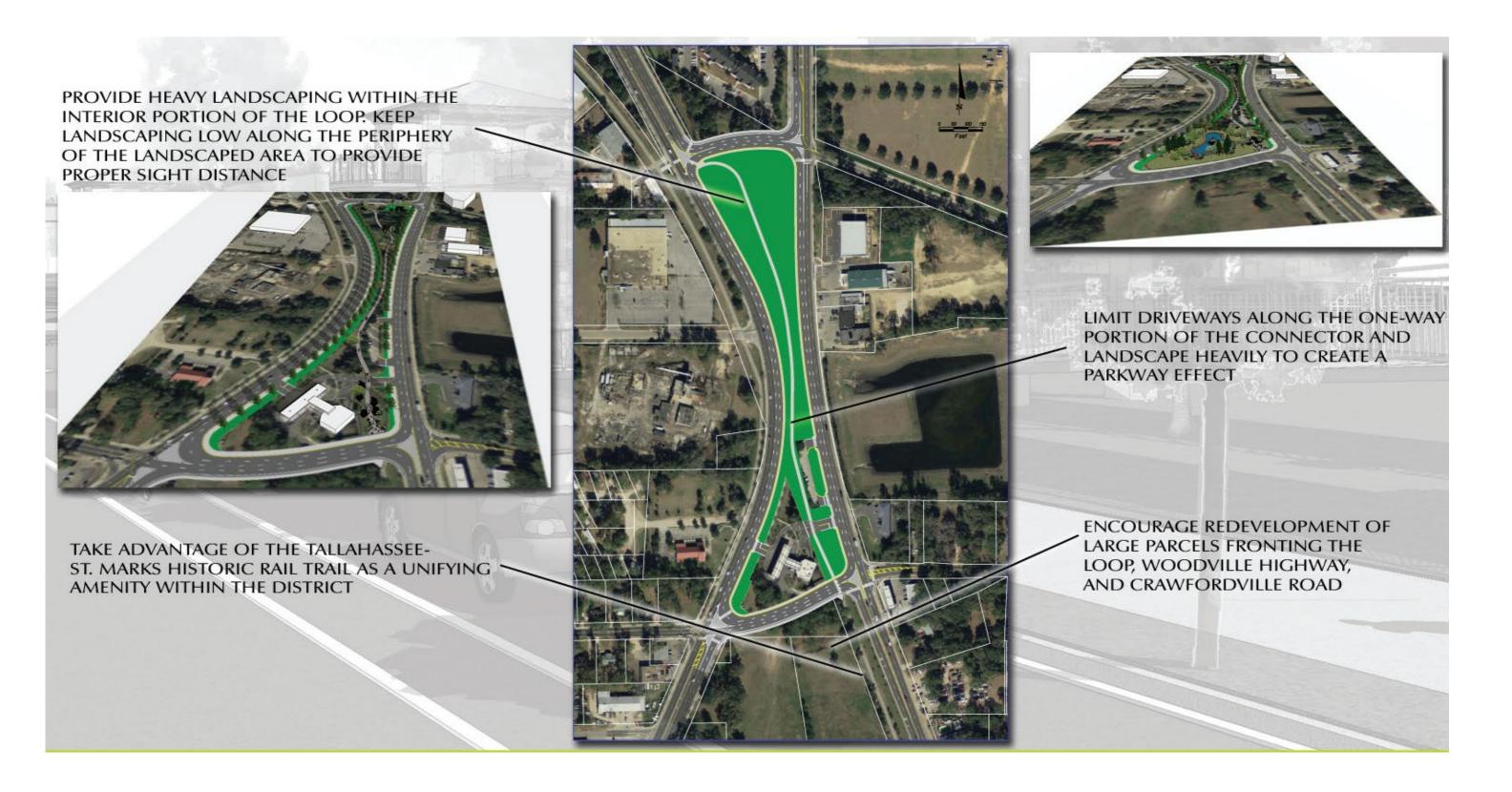


Figure 4 – Loop Concept for Gaile Avenue to Paul Russell Road



Woodville Highway Project Development and Environment (PD&E) Study

Phase II of the Woodville Highway effort was the initiation of the Project Development and Environment (PD&E) Study. The Woodville Highway PD&E included two documents; a Preliminary Engineering Report (PER), *Attachment 3*, and a Type 2 Categorical Exclusion (CE) for the environmental documentation. The questions that were raised at the June 17, 2019 CRTPA Board meeting were more aligned with the engineering of the "loop" and the PER instead of the CE. Therefore, staff used the PER for a reference.

The Public process for the PD&E Study was continued from the Corridor Study to provide a seamlessly, continual effort that ending with the PD&E Public Hearing. This process kept citizens, elected officials and transportation staff engaged in the process from beginning to end. Within the PER, the Public Involvement Materials Appendix begins on **Attachment 3**, page 195.

Within the PD&E process there were two events to engage to community, the PD&E Alignment Alternatives Meeting ang the Public Hearing. These two events are briefly described below

Woodville Highway PD&E Alignment Alternatives Public Meeting

A public alternatives meeting was held on April 12, 2012 at the Jack L. McLean, Jr. Community Center. The purpose of the meeting was to allow the public the opportunity to refine the design concepts. The meeting included a presentation made by the project team where the project activities to date were reviewed, the concepts that resulted from the Charrette were presented, and the next steps were discussed. Following the presentation by the project team, the concepts in graphic form were depicted on boards throughout the meeting room and the workshop transitioned into an open-house format where the community could review the concepts at each station, ask questions of the project team members, and make comments or suggestions for refinement on their comment forms and to the project team members at the station. Following the meeting, the community's comments were summarized, and final adjustments were made to the concepts.

Most of the comments received following the public alignment alternatives meeting concluded the urban option as the preferred alternative for Segment 1 (Capital Circle, Southeast to Gaile Avenue). For Segment 2 (Gaile Avenue to Paul Russell Road), most of the public comments showed a preference for the loop alternative. Overall, there was a desire of increased bicycle and pedestrian facilities and accessibility. See **Attachment 3, Appendix H** for the comments received and a list of attendees at this meeting.

Approval of Typical Section

The alternatives and results of the Alignment Alternatives Public Meeting were presented to and approved by the CRTPA Board on May 21, 2012. The Woodville Highway agenda item for this meeting is shown as **Attachment 4** (with **Attachments 4A**, **4B**, and **4C** focusing on the "Loop" as the Preferred Alternative). This was the point in the PD&E Study when all alternatives were considered. The CRTPA Board approved the "Loop" as the Preferred Alternative, at this meeting, eliminating **Figure 2** and **Figure 3** from consideration.

Building on the Loop as the Preferred Alternative, *Attachment 4A* is a Loop Alternative that focused on improving Tram Road and Gaile Avenue while maintaining a two-way operation throughout the

Loop. The downside of this Loop option is it didn't reduce the traffic delay from the "No-Build" option, meaning congestion would still be the same as not building any improvements. The Loop one-way operation alternative, *Attachment 4B*, reduced delay by always 20 hours in peak hour conditions, a significant reduction. A comparison of the two Loop options to the No-Build option is shown as *Attachment 4C*.

Woodville Highway Public Hearing

A Public Hearing was held at the Jack McLean Community Center on May 9, 2013 in order to present the findings of the study and to obtain public comments. There were forty people in attendance at the meeting. The Public Hearing was advertised in the Florida Administrative Register on April 26, 2013 and the local newspaper, the Tallahassee Democrat, on April 10, 2013 and May 1, 2013. Notifications to property owners were mailed on April 15, 2013. Draft project documents were made available to the public from April 10, 2013 through May 20, 2013 at the Dr. B.L. Perry, Jr. Branch Library.

The format of the hearing consisted of an initial open house followed by a formal presentation and opportunity for public comment. Throughout the open house portion of the hearing, comments from attendees on the proposed improvements were generally positive and included questions concerning the schedule for completion. During the official public comment period, two persons provided comments. One commenter spoke in favor of the project and suggested increased stability of the reconstructed St. Marks Trail Extension at intersections with side roads/business driveways. The other commenter asked questions concerning the construction let date, length of construction, status of the project in the five- and ten-year work plan, and whether FDOT would work with affected property owners on the locations of driveways. After the Public Hearing (and during the 11-day public comment period), six written comments were received. These comments covered the following topics: improvements to the St. Marks Trail Extension and overall construction concerns (e.g. construction length, access to businesses, potential impacts to the Oak Ridge neighborhood). A copy of the verbatim transcript from the Public Hearing, as well as copies of the written comments received after the Public Hearing and written responses, is provided in *Attachment 3, Appendix H*. Additionally, the timeline for the PD&E Study is shown as **Figure 1**.

Woodville Highway Design

The Notice to Proceed for the Design Phase of Woodville Highway was provided on September 11, 2014. This phase of the project included two opportunities to provide comments regarding the design of the Woodville Highway project from Capital Circle, Southeast to Paul Russell Road.

The first meeting was a Public Information meeting was held at the North Florida Fairgrounds, Building 2, on December 8, 2015 with 60 citizens in attendance. The flyer for this meeting and associated sign-in sheets and comments are shown as **Attachment 5**, **6** and **7**, respectively.

The second Public Information Meeting was held on October 4, 2016 at the North Florida Fairgrounds, Building 2, with 41 citizens in attendance. The flyer for this meeting and associated sign-in sheets and comments are shown as **Attachment 8**, **9** and **10**, respectively.

The Final design of the Loop is shown as **Attachment 11**. To assist putting the size of the Loop into perspective, Travel distances, and times at 30 MPH, at the posted 35 MPH speed, and at 40 MPH) are shown below:

From	То	Distance (feet)	Speed (in seconds)		
			30	35	40
Point A – Gaile Avenue at	Point B – Tram Road at South	1500	34	29	26
Woodville Highway	Monroe Street				
Point B – Tram Road at South	Point C – Tram Road at South	375	9	7	6
Monroe Street	Adams Street				
Point C – Tram Road at South	Point D – Crawfordville Road at	1600	36	31	27
Adams Street	Gaile Avenue				
Point D – Crawfordville Road at	Point A – Gaile Avenue at	533	12	10	9
Gaile Avenue	Woodville Highway				

Additionally, the timeline for the Design Phase is shown as Figure 5.

Response to Citizen Comments at June 21, 2019 CRTPA Board Meeting

<u>Tram Road connection to South Monroe Street</u>

There were two comments regarding the connection of Tram Road and Monroe Street to the loop. The first comment related to westbound travelers being forced to go through the loop. There is a right-hand turn lane on Tram Road as it connects to South Monroe Street, so users will simply make a right hand turn and not proceed through the loop. The second comment related to not being able to go through the intersection at Tram Road and South Monroe Street to connect to Crawfordville Road. In the original graphic this was difficult to see due to a signal head being placed over the intersection. Travelers will be able to move through the intersection and make a connection to Crawfordville Road heading south or to take South Adams Street to the north.

For assistance to visualize the intersections please see the following figures:

- Figure 6 Tram Road at South Monroe Street/Woodville Highway
- Figure 7 Tram Road at South Adams Street/Crawfordville Road
- Figure 8 Crawfordville Road at Gaile Avenue
- Figure 9 Woodville Highway at Gaile Avenue

Meeting with Leon County Public Works

An additional meeting was held with Leon County Public Works on September 5, 2019 to answer the following questions from staff and administration:

1. The westbound traffic on Tram Road will no longer be able to turn south on Monroe Street after Monroe Street becomes one-way street between Tram Road and Gaile Avenue.

FDOT Response – Motorists traveling westbound on Tram Road will need to proceed through the loop to continue south on Monroe Street or to access properties between Gaile Avenue and Tram Road on Monroe Street.

2. The southbound traffic from Monroe Street cannot reach the properties at the southeast corner of Tram Road and Monroe Street without circling around Crawfordville Highway and then cut through two or three lanes to the right.

FDOT Response – Motorists traveling southbound on Monroe Street will need to proceed through the loop to access properties, such as the Tax Collector's office, between Gaile Avenue and Tram Road on Monroe Street. While motorist will need to change lanes, please keep in mind that the speed limit will be posted at 35 mph on Monroe Street with additional traffic calming expected by virtue of the loop geometry itself, and there is about 500' between the end of the gore area and the nearest commercial driveway within which to make lane changes. Also, there will be the ability to turn left from Monroe Street onto Tram Road so the properties directly on the southeast corner of Tram Road can be accessed from Monroe Street without circling the loop.

3. The eastbound traffic on Gaile Avenue will not have access to Gaile Avenue on the east side of Monroe Street.

FDOT Response – Motorists traveling eastbound on Gaile Avenue who wish to continue east on Gaile Avenue on the east side of Monroe Street will turn south on Monroe Street and make a Uturn to reach the continuation of Gaile Avenue.

4. The westbound traffic from the east side of Gaile Avenue cannot access through the intersection at Monroe street and Gaile Avenue without circling around the loop to Crawfordville Highway side.

FDOT Response – That is correct, but the intersection of Gaile Avenue with Crawfordville Road fails in the design year without the loop configuration.

5. The Aerial Map shows a southbound left turn lane on Monroe Street further (Woodville Highway) south of Gaile Avenue. I am assuming there will be a median opening to allow U-turns. This will be the only access for the southbound traffic to reach the properties in the southeast quadrant of Monroe Street and Gaile Avenue.

FDOT Response – Correct. A median opening is provided at the end of the turn lane you reference to allow for U-turns.

Right-of-Way Phase (as of June 20, 2019)

The right of way schedule for the Woodville Highway segment from Capital Circle, Southeast to Gaile Avenue is:

- A "Notice to Owner" has been sent to all property owners that FDOT is acquiring property from on this project.
- Negotiations began in August of 2018 and will continue through June of 2020.
- Offers have been made on some parcels and waiting for appraisals to make remaining offers.

The design plans identified the following for right of way:

Type of Acquisition	Number of Properties Affected	
Temporary Construction Easement	16	
Fee Take Only	9	
Fee and Temporary Construction Easement	7	
Total Property Owners Affected	32	

For this segment there is \$4,866,285 allocated for right of way in the current fiscal year.

The right of way schedule for the Woodville Highway segment from Gaile Avenue to Paul Russell Road is:

- A "Notice to Owner" has been sent to all property owners that FDOT is acquiring property from on this project.
- Negotiations began in February of 2019 and will continue through September of 2020.
- No offers have been made on this project waiting for appraisals.

The design plans identified the following for right of way:

Type of Acquisition	Number of Properties Affected		
Temporary Construction Easement (TCE)	2		
Fee Take Only	3		
Fee and TCE	4		
License Agreement	1		
Total Property Owners Affected	10		

For this segment of the Woodville Highway project there is \$6,260,948 allocated in the current fiscal year for the right of way phase.

Lastly, the timeline for the Right of Way Phase is shown as **Figure 10**.

Construction Phase (NOT FUNDED)

Funding for the construction phase is not currently funded. Below is the estimated, cost (current dollars) of construction:

- Gaile Avenue to Paul Russell Road \$,8,400,000.
- Capital Circle, Southeast to Gaile Avenue \$18,600,000.

ATTACHMENTS

Attachment 1: Woodville Highway Master Plan
Attachment 2: Public Involvement Appendix
Attachment 3: Preliminary Engineering Report

Attachment 4: Woodville Highway May 21, 2012 Agenda Item

Attachment 4A: Loop Alternative - Tram Road / Gaile Avenue Alternative

Attachment 4B: Loop Alternative – One Way Operation Attachment 4C: Evaluation Matrix for Loop Alternatives

Attachment 5: December 8, 2015 Woodville Highway Design Meeting Flyer
Attachment 6: December 8, 2015 Woodville Highway Design Sign-In Sheets
Attachment 7: December 8, 2015 Woodville Highway Design Comments
Attachment 8: October 4, 2016 Woodville Highway Design Meeting Flyer
Attachment 9: October 4, 2016 Woodville Highway Design Sign-In Sheets
Attachment 10: October 4, 2016 Woodville Highway Design Comments

Attachment 11: Woodville Highway Loop Design

Figure 5 – Design Phase Timeline

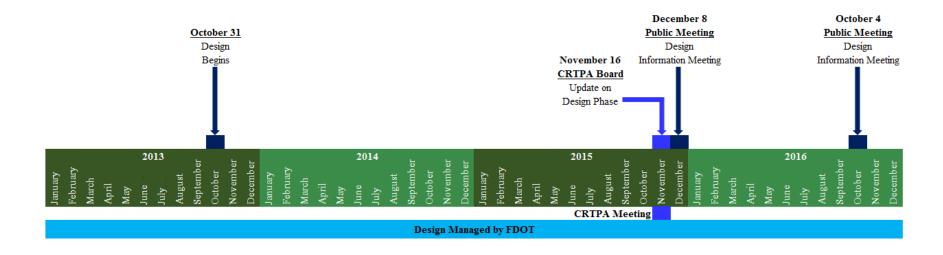
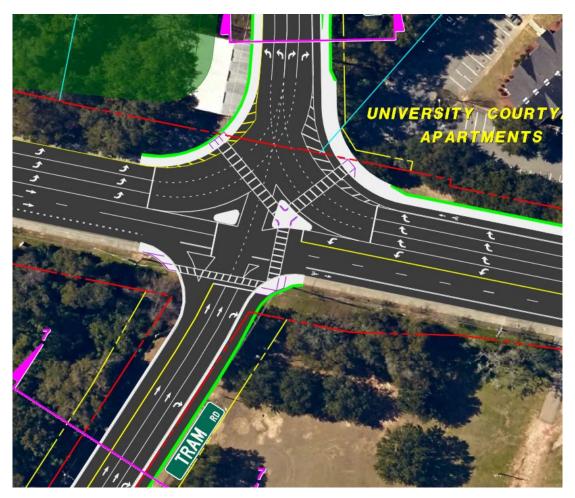


Figure 6 – Intersection of Tram Road and South Monroe Street/Woodville Highway (Signal Head Removed)

This intersection is signalized, but the graphic of the signal head was removed to show the allowable movements at the intersection.

Additionally, pedestrians can safely cross by using an actuated signal.



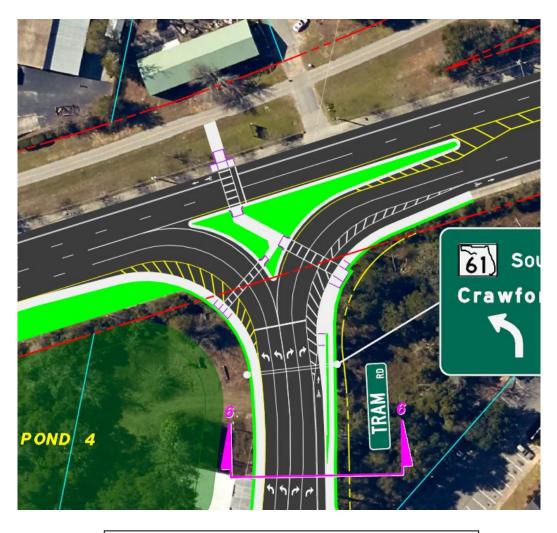


Figure 7 – Intersection of Tram Road and South Adams Street/Crawfordville Road

North

This intersection is not signalized for motorists, except for pedestrian signals to allow for safe pedestrian movements through the intersection.

Figure 8 – Intersection of Crawfordville Road at Gaile Avenue

This intersection is signalized, but the graphic of the signal head was removed to show the allowable movements at the intersection.

Additionally, pedestrians can safely cross by using an actuated signal.

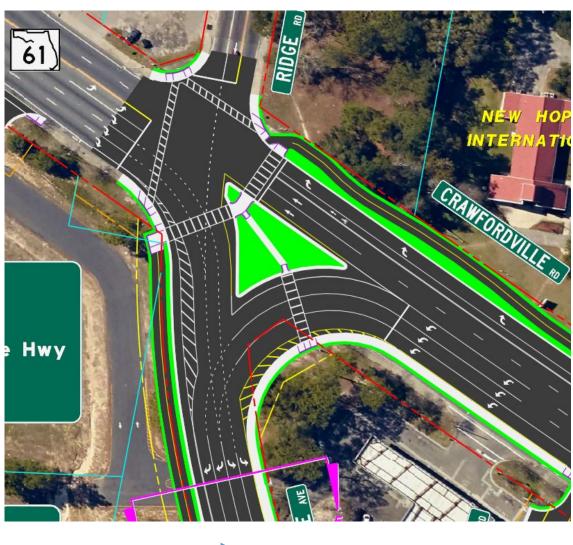






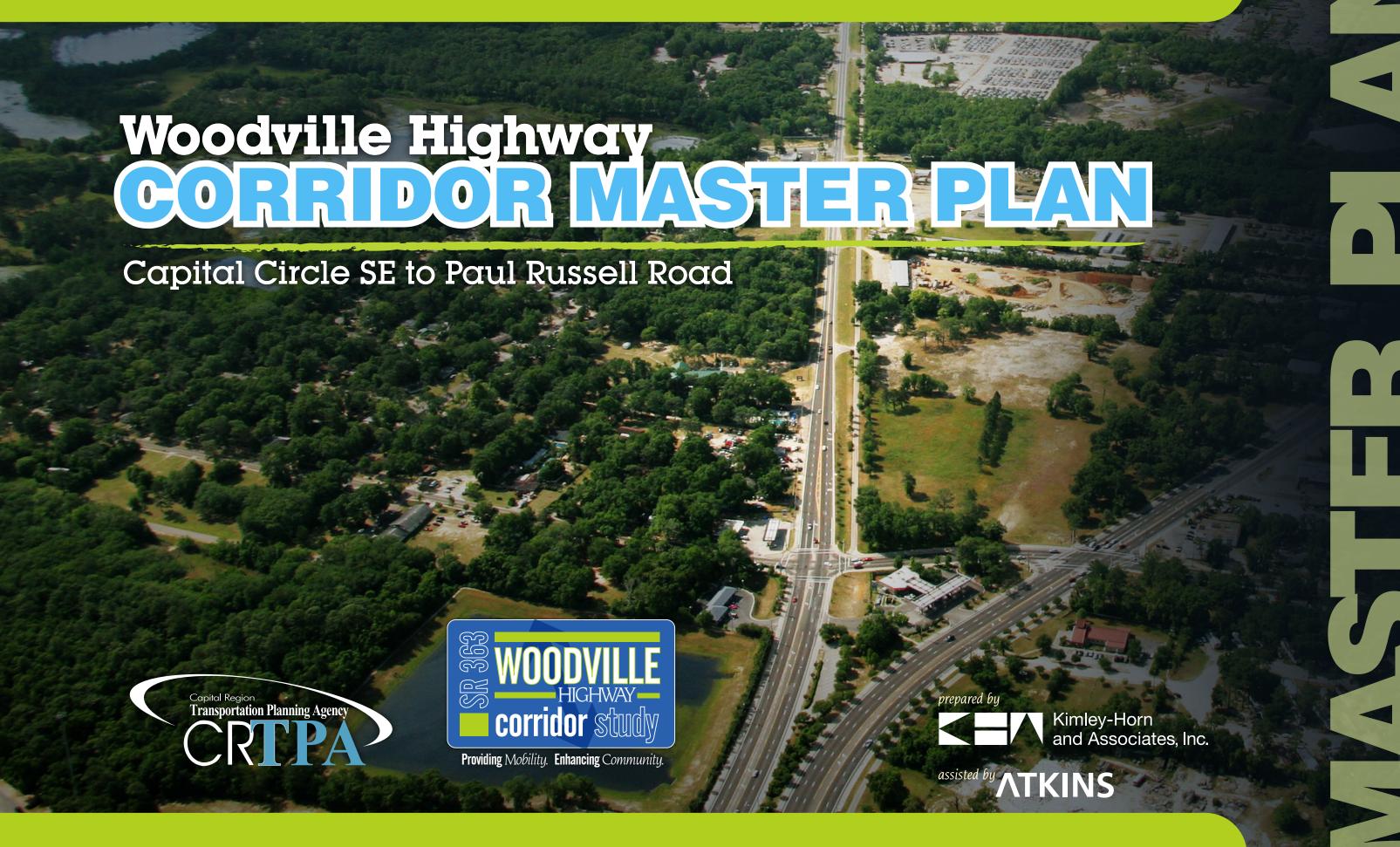
Figure 9 – Intersection of Woodville Highway at Gaile Avenue

North

This intersection is not signalized for motorists, except for pedestrian signals to allow for safe pedestrian movements through the intersection.

Figure 10 – Right of Way Phase Timeline





ACKNOWLEDGEMENTS



Providing Mobility. Enhancing Community



November 22, 2011

Board Members

Capital Regional Transportation Planning Agency

Box A-19

Tallahassee, Florida 32301

Woodville Highway Corridor North Master Plan; Capital Circle to Paul Russell Road

Honorable Board Members:

We are pleased to submit this Master Plan for the Woodville Highway North Corridor project. This Master Plan workbook contains the summary of the corridor project process and presentation of alternative concepts. It is a compilation of issues, analyses and recommendations discussed to date with stakeholders, the steering/project team, CRTPA staff and committees, and the

From the very beginning of the project, it has been evident that this is more than just a roadway project. Stakeholder and a large amount of community feedback has clearly indicated a desire to address key issues such as improvement of quality of life, preservation of adjacent neighborhoods and enhanced provisions for pedestrians, bicyclists and transit users, in addition to better accommodation of vehicular traffic. Through the corridor study, alternatives have been identified in order to achieve this vision. This master plan identifies preferred alternatives, short-term and long-term recommendations, and contains the transportation and land use recommendations in moving forward with the Project Development and Environment (PD&E) study. This document will be an effective tool for future decision-making, and can help guide the community in this area of Leon County.

We appreciate the opportunity to be part of this exciting project.

KIMLEY-HORN AND ASSOCIATES, INC.

Richard R. Barr, AICP Principal

The Woodville Highway North Master Plan was initiated through a joint effort by the Capital Region Transportation Agency (CRTPA), Leon County, and the Florida Department of Transportation.

This Master Plan was prepared by Kimley-Horn and Associates, Inc. with assistance from Atkins North America, Inc. and Wendy Grey Land Use Planning LLC. Additional support was provided by Environmental and Geotechnical Specialists, Inc. and Keystone Field Services, Inc.

Overall project administration came from CRTPA staff including Harry Reed, Executive Director; Jack Kostrzewa, Project Manager; and Lynn Barr, Mobility/ Public Involvement Coordinator.







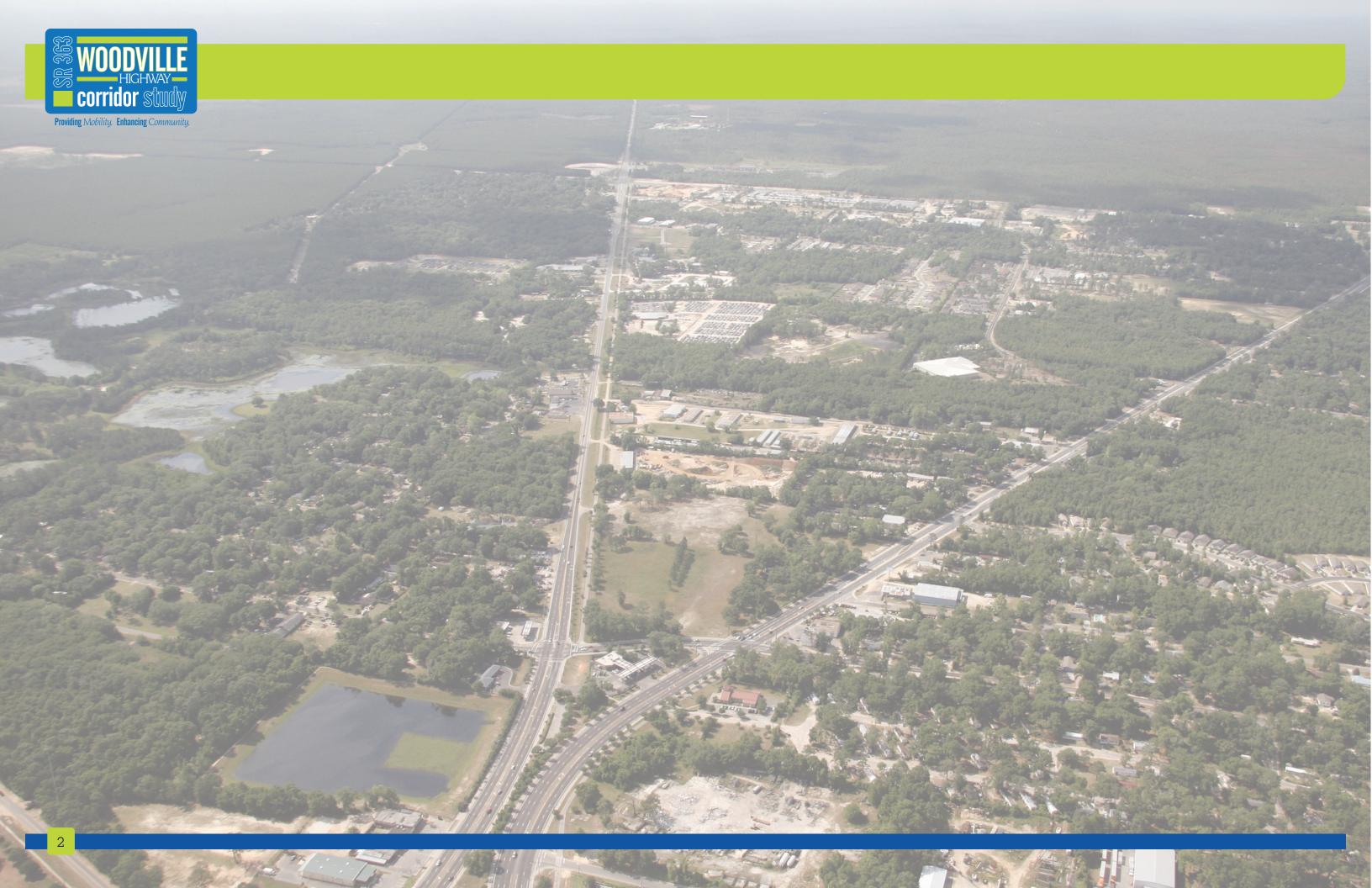


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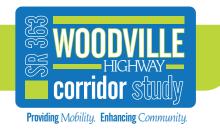
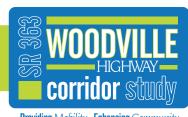


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View South on Woodville Highway from Gaile Avenue intersection towards St. Marks



Providing Mobility. **Enhancing** Community

The Woodville Highway Corridor North Master Plan is a coordinated transportation land use plan that addresses future mobility needs and supports future development in a form that is consistent with the vision for the surrounding communities. The study area is defined as the Woodville Highway (SR 363) North Corridor, Capital Circle Southeast at the south, and Paul Russell Road on the north with a corridor length of approximately 2.13 miles (*Figure 1*). This corridor is a highly traveled roadway located in southwest Leon County approximately 2.5 miles from downtown Tallahassee and the State Capitol. Woodville Highway between Capital Circle Southeast and Gaile Avenue is a two-lane undivided arterial roadway. The St. Marks Trail runs along this section, which is within the Florida Department of Transportation (FDOT) right-of-way and is maintained by the City of Tallahassee through an agreement with FDOT and Leon County. North of Gaile Avenue, Woodville Highway is an improved five-lane undivided arterial roadway.

Woodville Highway is not only a key link for the Region but also to the local community, as the roadway is an important commercial and industrial corridor and serves a diverse group of residents living in proximity to the corridor. It provides a key northsouth link between Tallahassee, the State Capitol; Wakulla County to the south; and the surrounding coastal communities. Vehicular traffic has continued to grow over the years and its importance as a community transportation link continues to increase. Additionally, use of the Trail as a community resource continues to grow.

Because of the vitality of Woodville Highway and future growth potential in the area, improvements are identified in the Capital Region Transportation Planning Agency's (CRTPA) recently completed Regional Mobility Plan. The Mobility Plan is a longrange transportation plan for the entire CRTPA area, which includes Leon, Wakulla, Jefferson, and Gadsden counties. While the Mobility Plan takes an overall look at mobility and considers the entire transportation system, it does not address the details of each specific corridor's characteristics, vision, and individual scenarios that will influence what the corridor can become. The corridor study and resulting Master Plan is a more detailed look at what the corridor specifically will look like, or should look like, to accommodate growth over the next fifty to seventy-five years as well as what the community needs to do between now and then as the community and its demands change.

This Master Plan is more than just a roadway project or roadway plan. The Corridor Master Plan is developed with the goal of balancing transportation with land use, environmental impacts and neighborhood preservation. This Master Plan provides the specific vision for land use and for effective mobility of all surface modes (vehicles, bicycles, pedestrians, and transit). A primary goal of the Master Plan is to improve connectivity to/from Woodville Highway and to/from areas that Woodville Highway serves. Improved roadway connectivity is key to accommodating local traffic circulation,

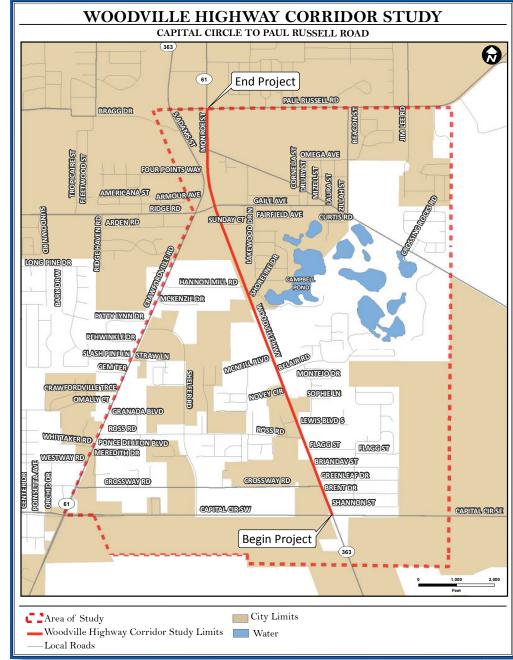


Figure 1 - Project Study Area

while also reducing the long term burden on Woodville Highway as the primary access to properties within the study area. This includes:

- Connectivity between different modes of travel
- Connectivity between land uses

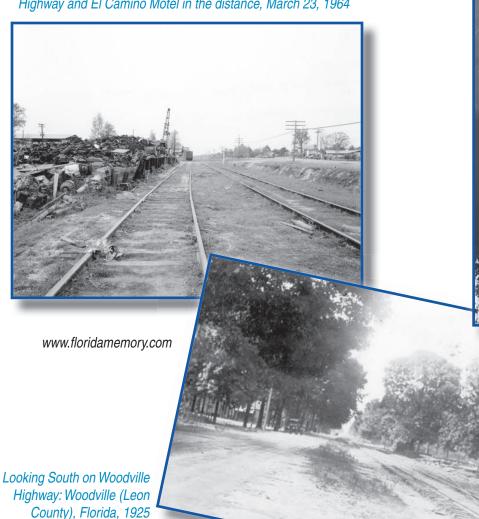
- Connectivity between other local and regional roadways improving the grid
- Connecting the community by connecting neighborhoods
- Connectivity to schools
- Connectivity to the St. Marks Trail
- Connectivity to recreation areas
- Connectivity to businesses
- Connectivity to reduce the dependency on Woodville Highway

This Master Plan includes a vision of the community; a vision of those who live, work and recreate in the area; a vision of those that drive within and through the Woodville Highway North corridor. This plan has been developed to help guide future growth and help ensure that an efficient transportation system meets the future needs of the community.





Looking north at Hannon Lumber Company with Woodville Highway and El Camino Motel in the distance, March 23, 1964



Tallahassee Fire Department firefighter fighting fire at the Hannon Lumber Company on Woodville Highway, August 1960

A major industry along the Woodville Highway North Corridor section through the 1950's was timber. There was a large lumber mill, Hannon Mills, positioned adjacent to the railroad and Woodville Highway within the limits of this corridor study area. This mill supported the economy in this area for a number of years; however, the booming industry came to an end in August of 1960 with a blazing fire that destroyed the mill. As times changed, the railroad became obsolete and was abandoned in 1983. In 1985 citizens organized the Tallahassee-St. Marks Rails to Trails Coalition. The trail was dedicated to the public in 1988, and has seen many improvements in the subsequent years. Many of the local citizens and visitors alike enjoy the scenic path from the Capital City to the coastline via the St. Marks Trail, which has become a very important part of this community for recreation and commuting.

Review of Existing Plans

The Woodville Highway North Corridor is within the Southern Strategy Area (SSA) of Tallahassee and Leon County. The Southern Strategy Area is targeted for redevelopment to reverse a historic trend of depopulation, unemployment, and general stagnation. The boundary of the Southern Strategy Area and policies intended to promote redevelopment are contained within the Tallahassee-Leon County Comprehensive Plan. Implementation of the Southern Strategy is proposed to occur, in part, through the development and implementation of sector plans. The Woodville Highway Corridor North also falls within the Oak Ridge Sector. A summary of the status of the Southern Strategy and a report on the Oak Ridge Sector Plan are presented below.

Southern Strategy

In 2010, Tallahassee and Leon County published a State of the Southern Strategy Report. This report provides data and analysis on land use and socioeconomic conditions in the Area, contains updates on relevant projects, and assess the success in achieving Comprehensive Plan policies. While the Woodville Highway North Corridor is a small part of the Southern Strategy Area (the Southern Strategy

Area encompasses over 17 square miles), it shares many characteristics with other communities within the Area. Findings and conclusions that particularly relevant to the Woodville Highway North Corridor are provided below.

Economic Development and Infrastructure

- There are few large vacant properties in the Southern Strategy Area (SSA). In 2009, of the 2,100 vacant parcels within the SSA, only around 300 of those parcels were larger than one acre and only 14 were larger than 25 acres. With limited ability to subdivide the remaining acreage, growth in the SSA will occur mainly through redevelopment. The time and cost associated with land acquisition, assembly, and site preparation can be the largest barriers to redevelopment and the marketing of housing in a diverse price range.
- The 2010 update to the City's Master Sewer Plan demonstrated that extending sewer to all unsewered areas of the USA would be cost prohibitive. Instead, a phased 20-year capital improvement plan was approved that focuses on implementing capacity and operational improvements. In 2009, the project cost to serve the Lake Munson Unsewered Area was estimated at \$9,680 per connection. (Note: The Lake Munson Unsewered Area includes three areas within the Woodville Highway North Corridor: two areas inside the Triangle bounded by Capital Circle Southwest, Crawford Road, and Woodville Highway, and an area east of Woodville Highway, including Belair, Annawood, and Woodside Heights. The estimated cost of the project is approximately \$30.6 million)
- There are multiple business assistance or business incentive programs available in the SSA. The most favorable business incentive programs are demonstrably linked to quality jobs and advancement opportunities; encouraging recipient companies to fill a certain percentage of new jobs with local people; linking incentives to company investments in technology and human resource development; encouraging companies to offer health care insurance for employees; insisting that strong environmental management and compliance records be kept; targeting companies important to key industry clusters, and analyzing the costs and benefits of all incentives packages to ensure the best decision possible.

Public Health and Safety

- The location of medical facilities within the SSA would give residents convenient access to health care.
- As a share of the City's total population, the occurrence of violent and property crimes appears higher in the SSA compared to the rest of the City.
- Incidents of crime and violence in schools in the SSA are higher than elsewhere in the County.

History

The corridor has been enhancing commerce and interconnectivity between Tallahassee and the surrounding coastal region for nearly two centuries. In 1836 the St. Marks Railroad began operations, running parallel to the current Woodville Highway roadway, providing a valuable link to the coast. Historically, goods were brought into and out of the mouth of the St. Marks River, then transferred to and from Tallahassee via rail. This rail also provided transportation for troops to defend the coast during the Civil War. One significant battle fought south of the limits of Woodville Highway North Corridor section was the battle of Natural Bridge, protecting north Florida and south Georgia from the severe economic loss that covered many of the southern states.



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Housing

- The highest foreclosure risk areas in Tallahassee are in the Southern Strategy Area and Greater Frenchtown neighborhood.
- In the past decade, the volume of new residential units constructed in the SSA has been proportionate with the rest of Leon County. Total housing units in the SSA increased by 17.6% during 2000–09, while housing units for the rest of the County increased by 17.8% at that time.
- Between 2003 and 2009, housing market values in the SSA were not as adversely
 affected relative to the overall housing market countywide. The overall market
 value of owner-occupied housing in the SSA has remained stable relative to the
 rest of Leon County.
- Around ten City and County programs can help in the purchase, construction, rehabilitation, or emergency repair of housing. Money for housing assistance in both the City and unincorporated area comes from the State or Federal government, except the Affordable Housing Trust Fund that uses City money to give low interest loans for affordable housing projects. The Community Redevelopment Agency is another important source of affordable housing funds.

Environment

- Surface water quality in the SSA remains good, mainly because of limited development in the drainage basins.
- Most chronic flooding problems have been addressed.

Oak Ridge Sector Plan

The Oak Ridge Sector Plan was accepted by the Tallahassee City Commission and the Leon County Board of County Commissioners in September 2005. The 2010 State of the Southern Strategy Report states: "The City/County division causes different standards and rules to apply within the Oak Ridge area, including code enforcement concerns. Due to the lack of participant agreement, there was no policy direction by the Commissions to proceed with implementation". Although formal implementation has not proceeded, the Sector Plan contained findings that are also identified in the Woodville Highway North Master Plan. These include the following:

Business Development

• Promote the Oak Ridge Sector as a Southside environment for nurturing entrepreneurial and non-franchised business. Unlike an independent business, the owner of a franchise unit must pay franchise fees and comply with the franchiser regarding constraints on how the unit may be operated. The main shortcoming of franchising is the difficulty of adapting the franchised brand to the local market. The Oak Ridge Sector currently is a reasonably priced setting conducive to homegrown, non-retail and wholesale oriented business.

Recreation

Develop strategies to incorporate active recreational uses in current parks.

<u>Preservation of Existing Neighborhoods</u>

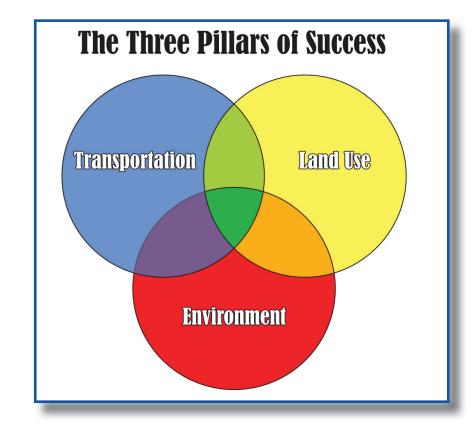
• Improve facilitation between interested neighborhoods in the Oak Ridge area and City of Tallahassee Neighborhood and Community Services and Leon County Housing and Human Services in forming homeowners associations.

Project Approach For Developing Corridor Master Plan

The objective in the development of the Corridor Master Plan is to create a vision for the corridor and to make sure the vision is consistent with the local comprehensive plan. Community trust is a foundational objective, which helps to drive the project process. The development of the Corridor Master Plan follows a holistic approach that is designed to balance land use, environmental impacts and transportation needs for the area following the community vision. This is accomplished with building public support. The "three pillars of success" are the balancing of land use, the environment, and transportation needs. The idea is to balance these foundational items throughout the project so that no one pillar becomes more significant than the others.

The following project approach outline was used in this corridor study and development of the Corridor Master Plan.

- 1. Engage project management team to help provide objectives and methodology for the Master Plan and provide a foundation and buy-in for the project approach.
- 2. Define and document previous community and area issues in visioning related to land use, the environment and transportation.
- 3. Collect baseline existing corridor data.
- 4. Obtain input and confirmation of issues and concerns through general public meetings, stakeholder meetings and interviews.
- 5. Study and analysis of multimodal alternatives, including what are the future corridor needs and alternative land use scenarios.
- 6. Determine what types of connections are needed and where are they needed when considering alternative modes and future land uses.
- 7. Obtain corridor concept ideas in Design Charrette with the Community.
- 8. Develop alternatives.
- 9. Evaluate the alternatives.
- 10. Conduct a community meeting to present recommended alternatives for public input and community buy-in.



This Master Plan document is intended to be a flexible document that serves as a guiding document for the Woodville Highway North Corridor and sets forth recommendations and implementation strategies to promote the desired vision for the future development of the Woodville Highway North Corridor study area. The Plan provides a basis for future policy discussions providing the local governments and FDOT with a usable, working document that provides alternatives for the assignment of priorities and implementation tools.

The Plan vision and concepts were developed through the results of public workshops and stakeholder meetings that form the basic philosophies that serve as the foundation for future planning decisions.

The chapters that follow present the inventory and analysis of existing conditions and identifying opportunities, consensus development through public involvement, development of the Master Plan concepts, and phasing and implementation strategies. The Master Plan recommendations are gathered into four different categories:

- Modal Connectivity
- Parks and Amenities
- Land Use and Zoning
- Roadway and Trail



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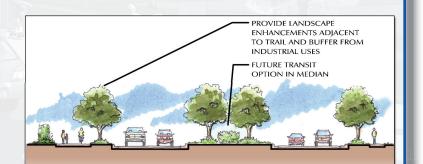


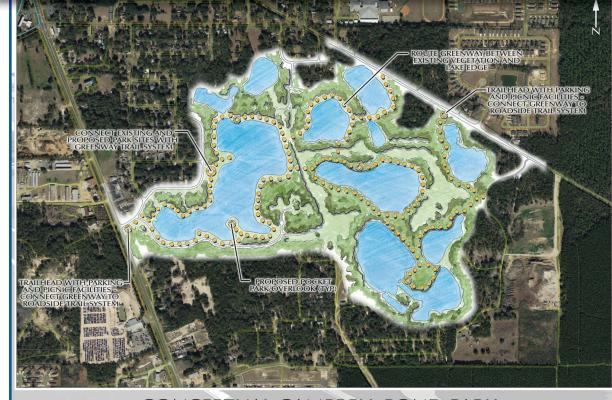


- POWERLINE ON EAST SIDE
- TWO-LANE UNDIVIDED TRAVEL WAY
- 12' ST. MARKS TRAIL ON WEST SIDE
- MINIMAL LANDSCAPE ENHANCEMENTS

NEAR-TERM ALTERNATIVE

- NO R-O-W NEEDED FOR ROADWAY
- R-O-W NEEDED FOR STORMWATER PONDS
- OPTION FOR TRANSIT IN THE FUTURE





CONCEPTUAL CAMPBELL POND PARK



Providing Mobility. Enhancing Community

During the course of the Woodville Highway North Corridor Study, the study team identified and evaluated the existing community and natural features within the study area. This has included a review of existing streets and highways, bicycle and pedestrian facilities, trails and multi-use paths, transit accommodations, and land uses within a larger context area along the corridor as well as sites and facilities that they connect to at present. A thorough review of multi-modal accessibility and connectivity opportunities was then performed and reviewed with citizens during the public workshops. Citizen comments were extremely positive regarding the opportunities for additional bike/ped/transit facilities and services in addition to adding more capacity to Woodville Highway to accommodate anticipated future growth. In addition, there was strong support for increasing interconnectivity between existing streets as well as connections between non-vehicular facilities and existing streets. A summary of the existing conditions and potential improvement options initially reviewed are presented below.

Physical Environment

Roadways and St. Marks Trail: Within the study area, there are two major north-south roadways, Woodville Highway and Crawfordville Road. Both of these facilities service south Leon County and Wakulla County. There are six primary east-west roadways within the study area consisting of Paul Russell Road, Tram Road, Gaile Avenue, Ross Road, Crossway Road, and Capital Circle Southeast.

The segment of Woodville Highway from Capital Circle to Gaile Avenue is approximately 1.6 miles in length and much of the corridor is a rural two-lane roadway with a posted speed limit of 45 miles per hour and no sidewalks or bike lanes. The segment from Gaile Avenue to Paul Russell Road, approximately 0.6 miles in length, is an urban five-lane roadway with sidewalks, bike lanes, and a posted speed limit of 35 miles per hour.

It should be noted that Woodville Highway immediately north and south of the Capital Circle intersection has recently been widened to four lanes with turn lanes at the intersection. This was done as part of the Blueprint 2000 project that expanded Capital Circle to six lanes. This project included construction of raised medians, bike lanes, and sidewalks on both Capital Circle and a half-mile section of Woodville Highway.

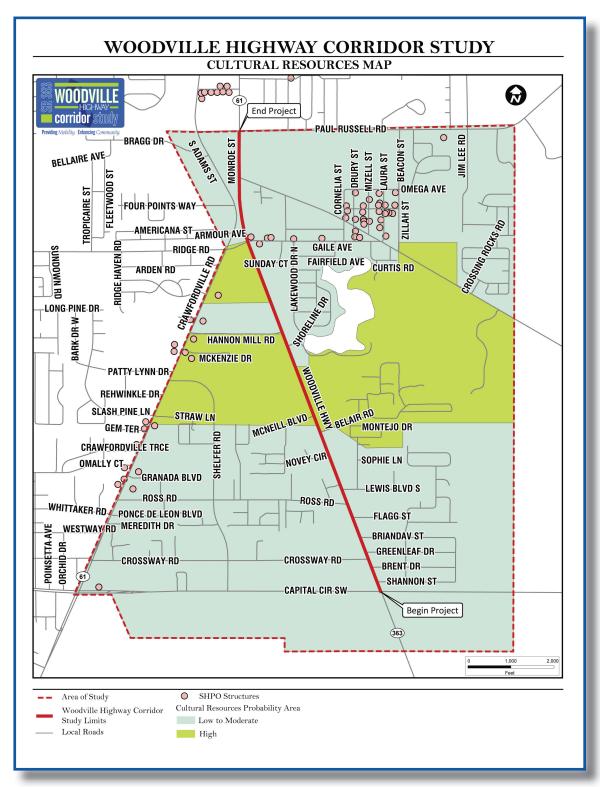
The other major roadway in the study area is Tram Road. Tram Road is a two-lane collector facility, extending southeast from Woodville Highway. It intersects with Capital Circle and provides access to the SouthWood neighborhood and the Capital Circle Office Complex. The roadway does not contain bike lanes and sidewalks are only present along short segments.



The St. Marks Trail is located within the Woodville Highway corridor and serves as a paved, recreational and commuter trail for bicyclists, walkers, joggers, and skaters. The trail runs on the abandoned railbed of the old Tallahassee-St. Marks Railroad along the western side of Woodville Highway. At Gaile Avenue, the St. Marks Trail is located on the north side of Gaile Avenue, crossing Crawfordville Road, and then north along the western side of Crawfordville Road before diverging away and further west. The St. Marks Trail is within the Florida Department of Transportation's right-of-way in the Woodville Highway corridor north of Capital Circle.

Historical and Cultural Features: Within the Woodville Highway study area, there are over 50 recorded historic structures located along Crawfordville Road, Gaile Avenue, and the Campbell Park neighborhood located off Tram Road. Additionally, there are unrecorded structures along Woodville Highway which are over 50 years old and will be documented as part of the next phase of this project, Project Development and Environment (PD&E) Study, which will follow the Corridor Master Plan. Additionally, as stated previously, the St. Marks Trail is located within the study area and is positioned along the abandoned railbed of the old Tallahassee-St. Marks Railroad. which was in existence from 1836-1983.





A Cultural Resources Map, *Figure 2*, was developed as part of the Master Plan. The area within the vicinity of Campbell Pond is the only area designated as "High" probability due to soils, relative elevation, and proximity to freshwater. This area will be analyzed further in the upcoming Woodville Highway PD&E Study.

Community Facilities: Two public schools (Oak Ridge Elementary School and Fairview Middle School) and two private schools (MLC Christian Academy and Sakkara Youth Institute) are located within the study area. The high school that services the study area is James S. Rickards High School, which is located just north of the northern study area limits. The North Florida Fairgrounds and the Jack L. McLean, Jr. Community Recreation Center serve as the only two Community Centers for the study area. There are 6 community and neighborhood parks within the study area, with Jack L. McLean, Jr. Community Recreation Center being the most significant in terms of size (52 acres) and use by the immediate community. Additionally, there are over 20 churches or religious centers located within the study area. The locations of these community facilities can be found on Figure 3. Through community outreach it was ascertained that these religious centers are also at the nucleus of community activities.

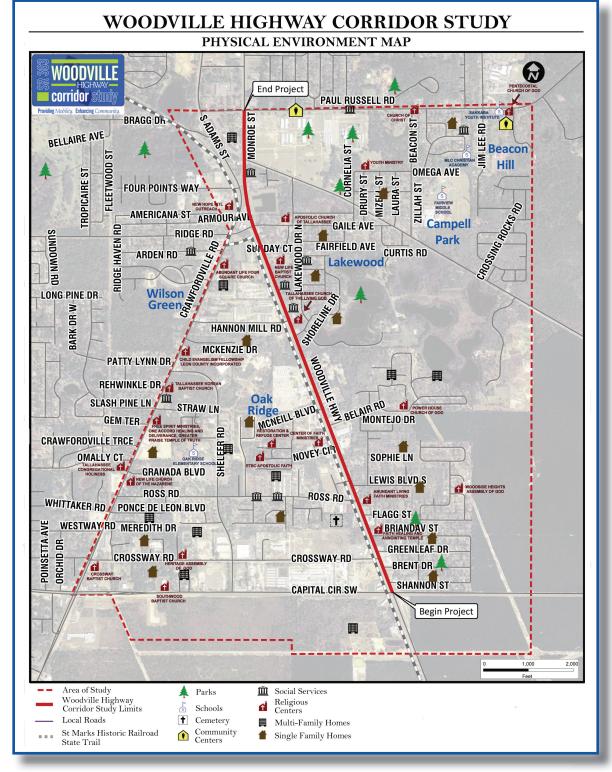


Figure 3 – Physical Environment Map

Figure 2 – Cultural Resources Map



Providing Mobility. Enhancing Community

Demographics: According the 2010 U.S. Census, nearly 19,000 residents live in 5,800 households within the study area. The racial makeup of the area is primarily black (68.56%), followed by white (27.18%) and other races represented in much smaller percentages (see the *Table 1* below).

Table 1: Racial Distribution within the Woodville Highway Study Area			
Race	Number	Percent	
Black	12,906	68.56%	
White	5,116	27.18%	
Hispanic	548	2.91%	
Asian	176	0.94%	
American Indian	52	0.27%	
Pacific Islander	7	0.04%	

Source: 2010 U.S. Census Data

All age ranges are well represented in the study area. Young and middle-aged adults are present in roughly equal numbers. There are many children in the study area, constituting over a third of the population, while the over-65 population is small, accounting for less than 10 percent of the area's total. For the full age distribution, see *Table 2* below.

Table 2: Age Distribution within the Woodville Highway Study Area			
Age Range	Number	Percent	
0-5	1,034	6.79%	
5-21	4,290	28.19%	
22-29	1,706	11.21%	
30-39	2,135	14.03%	
40-49	2,587	17.01%	
50-64	2,090	13.73%	
65+	1,377	9.04%	

Source: 2009 Update to the 2000 U.S. Census Data

Neighborhoods: A large portion of the residents within the Woodville Highway study area live in established neighborhoods. Within the study area there are five organized homeowner associations: Wilson Green Homeowners Association, Oak Ridge Neighborhood Association, Lakewood Area Neighborhood Association,

Campbell Park Neighborhood Association, and Beacon Hill Homeowners Association. The locations of these neighborhoods can be found on the Physical Environment Map.

Utilities: The City of Tallahassee provides the following utility services within the study area: electric, water, sewer, and natural gas. These services are available to most of the study area, with main supply lines running along Woodville Highway, Crawfordville Road, Capital Circle Southeast, Gaile Avenue and Paul Russell Road. However, the utilities do not reach the entire study area and some residents still depend on well and septic tank systems. Talquin Electric Cooperative also provides utility services within a limited segment of the eastern portion of the study area.

Natural Environment

Karst Topography: Karst topography is present throughout the study area and is susceptible to the development of sinkholes. These conditions are most prevalent around the Campbell Pond area and in areas southeast of the Ross Road/Shelfer Road intersection. Overall, there are 686 acres identified by Tallahassee-Leon County GIS as Karst within the study area, accounting for over 30% of the overall study area. These areas are identified on the Natural Environment Map, *Figure 4*.

Wetlands: There are 103 acres of wetlands within the project area. These wetlands are predominately located to the east of Woodville Highway, specifically in the Campbell Pond area, south of Gaile Avenue and Tram Road. There are no wetlands adjacent to Woodville Highway, Crawfordville Road, or Capital Circle Southeast. Overall, the wetlands account for only 5% of the study area. The locations of wetlands within the study area are shown on *Figure 4*.

Species and Habitat: According to the Florida Natural Areas Inventory, there are no occurrences of threatened or endangered species or specially designated habitat within the limits of the study area.

Contemination: Due to some of the industrial uses, both current and past, within the study area, there are approximately 66 potential contamination sites within the project area. Most of these sites contain fuel storage tanks (e.g. convenience stores) or store hazardous materials as part of the business use of the properties (e.g. automobile repair shops). These sites are predominately located in the "triangle" formed by Crawfordville Road, Woodville Highway, and Capital Circle Southeast.

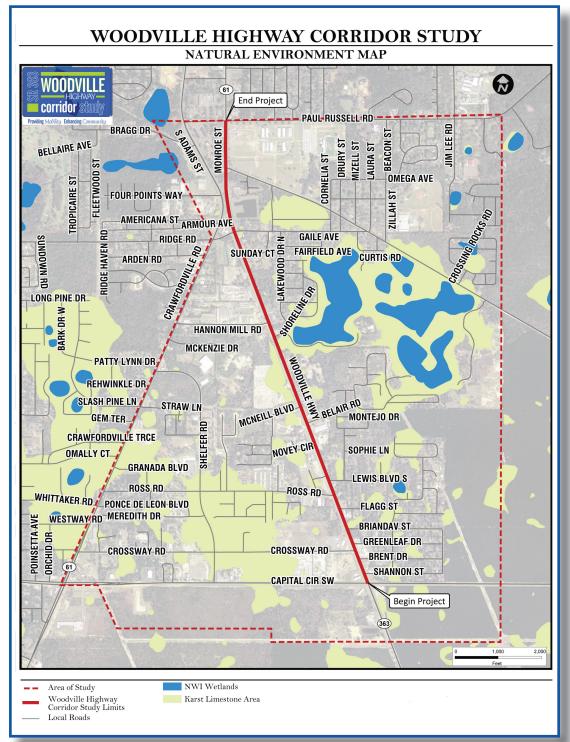
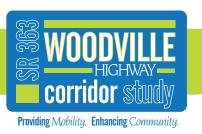


Figure 4 – Natural Environment Map



Regional Long Range Transportation Plan

Roadway improvements to Woodville Highway are included in the CRTPA 2035 Long Range Transportation Plan (LRTP) or Regional Mobility Plan. The project is noted as widening of Woodville Highway from Capital Circle Southeast to Gaile Avenue from 2 to 4 lanes, with funding projected to come from private sources such as developer contributions. Furthermore, improvements to Woodville Highway are part of the Capital Legacy Project, which is a joint effort of the CRTPA, the Tallahassee-Leon County Planning Department, and StarMetro (the primary local transit provider). The Capital Legacy Project is a combination of the 2035 Regional Mobility Plan; a regional transit study for Leon, Gadsden, Wakulla, and Jefferson Counties; an updated route system for StarMetro; implementation of the Tallahassee-Leon County Multimodal District through the Community Code and Downtown Overlay; and in a Mobility Element for the Tallahassee-Leon County Comprehensive Plan which will outline sustainable transportation policies for the next 20 years.

Existing Transit Routes

Through the summer of 2011, two StarMetro routes served the southern portion of the study area:

- Route 2 ran south along Woodville Highway, west along Ross Road, south on Shelfer Road to Capital Circle, then to Crawfordville Road back to Ross Road and north then along Shelfer Road to Crawfordville Road.
- Route 32 ran south along Woodville Highway, west along Ross Road, north on Shelfer Road, and on to Crawfordville Road.

Two additional routes served the northern portion of the study area:

- Route 5 ran south on S. Adams Street to Bragg Drive and then west on Bragg Drive to the Jake Gaither Golf Course neighborhoods, then comes back through the study area running east on Ridge Road then north on Crawfordville Road, then north to downtown.
- Route 7 ran west along Paul Russell Road to S. Adams Street, along S. Adams St. to Gaile Avenue and east along Gaile Avenue to Tram Road and Zillah Street.

All of these routes connected in downtown at StarMetro's C.K. Steele Plaza station.



Figure 5 – StarMetro NOVA 2010 Map

In the summer of 2011, StarMetro began implementing their NOVA route decentralization plan. Routes were modified and renamed. The system now includes 12 weekday routes, 10 Saturday routes, and 6 night/Sunday routes. Of the 12 weekday routes, 3 serve the study area. These are:

- Big Bend serving South Monroe St and Paul Russell Road
- Gulf serving Paul Russell Road and Bragg Street
- Moss serving South Monroe St, Woodville Hwy, Ross Rd, Crawfordville Hwy, & South Adams St

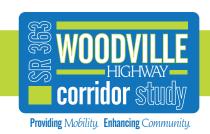
The Moss route primarily replaced the old Route 2, and runs on 20 minute headways. The Big Bend route runs every 30 minutes and the Gulf route runs every 35 minutes. All three of the area routes also operate on Saturday, with more limited schedules. On evenings and Sundays, StarMetro operates the N2 and N5 routes within the study area. The N2 serves Paul Russell Road and runs every hour, while the N5 (replacing the old Route 32) follows the same path as the Moss route within the area and also runs every hour.

Existing Traffic and LOS

The current level of service (LOS) standard adopted locally for Woodville Highway is "D". The two-lane section from Capital Circle to Gaile Avenue has a daily capacity of approximately 16,500 vehicles per day, while the five-lane section from Gaile Avenue to Paul Russell Road has a daily capacity of 36,700. Year 2009 Annual Average Daily Traffic (AADT) volumes on the two-lane portion of Woodville Highway between Capital Circle and Gaile Avenue range from a low of 10,500 to 12,600, yielding an existing LOS of C. Year 2009 AADT on the four-lane section between Gaile Avenue and Paul Russell Road ranges from 15,800 to 18,500, which yields an LOS of B.

A review of historical AADT counts on the two-lane section of Woodville Highway between Capital Circle and Gaile Avenue reveals that traffic has been relatively constant over the last 15 years. However, traffic counts on Woodville Highway north of Tram Road have increased by about 30 percent over the same period, reflecting growth in southeast Tallahassee and increased usage of Tram Road.

In addition to evaluating AADT, peak hour traffic counts were collected along segments of Woodville Highway and at six intersections on the corridor. In 2010, volumes ranged from approximately 850 vehicles just north of Capital Circle to over 1,200 at Gaile Avenue during the PM peak hour. These volumes correspond to LOS B and C respectively. North of Gaile Avenue, traffic increases to over 1,900 vehicles in the PM peak hour, which yields an LOS of B for the four-lane section.



Analyses of the major intersections along the corridor revealed that they are all currently operating at a good level of service (LOS C or better). The existing and projected future daily traffic volumes are shown on *Figure 6*.

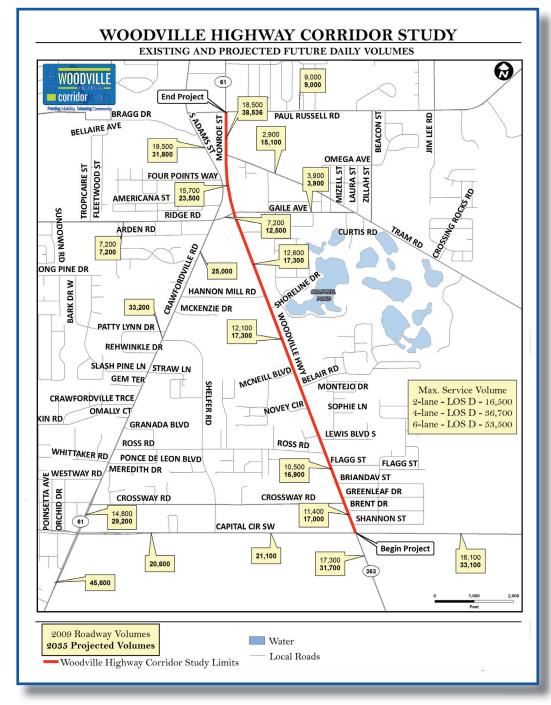


Figure 6 – Existing and Projected Future Daily Volumes

Regional Travel Patterns

As noted above, there are major differences in traffic on Woodville Highway between the two-lane section south of Gaile Avenue and the five-lane section north of Gaile Avenue. During the study it was determined that this is due in part to the "weaving" of traffic from Crawfordville Highway to Woodville Highway and vice versa (see *Figure 7*). This unique pattern was created in the early 1990's, when the Four Points intersection was reconstructed, aligning Woodville Highway with Monroe Street and Crawfordville Highway with Adams Street. Connections between the two corridors are now made via Gaile Avenue and Paul Russell Road in the vicinity of the Four Points intersection.

Crawfordville Highway and Monroe Street have since both been widened from 2 lanes to 4 and 5 lanes respectively, as they serve a majority of the traffic in the area. However, this has led to increased "weaving", as traffic on these two roadways has increased while Woodville Highway and Adams Street have remained fairly constant.

Traffic Projections

Socioeconomic data, taken from Traffic Analysis Zones (TAZs) of the CRTPA travel demand model, were used to analyze projected changes between 2007 and 2035 in total dwelling units, total population, and total employment. The TAZs were grouped together by location: those surrounding the Woodville Corridor study area; those located in the southeastern portion of the City of Tallahassee; those located adjacent to / within the community of Woodville; and those in Wakulla County.

Using these population and employment projections, the CRTPA travel demand model projects 2035 traffic volumes on Woodville Highway between Capital Circle Southeast and Gaile Avenue to increase to approximately 17,000 average daily vehicles for this corridor, which yields an LOS of F. The five-lane portion is projected to have over 38,000 vehicles north of Tram Road, also yielding an LOS of F.

In addition to projecting daily traffic, an analysis was conducted on existing and projected future PM peak hour traffic along the corridor. Peak hour traffic is projected to grow by 3 to 4 percent each year from 2009 to 2035. As with the daily LOS, without improvements, the peak hour LOS on Woodville Highway is projected to be F for much of the corridor.

In addition to evaluating projected conditions on Woodville Highway, other roads in the study area were examined. All other roadways are expected to operate at LOS D or better in 2035, although increased congestion on Tram Road is expected. Gaile Avenue is inadequate to accommodate future traffic due to its weaving pattern between Woodville Highway and Crawfordville Road.

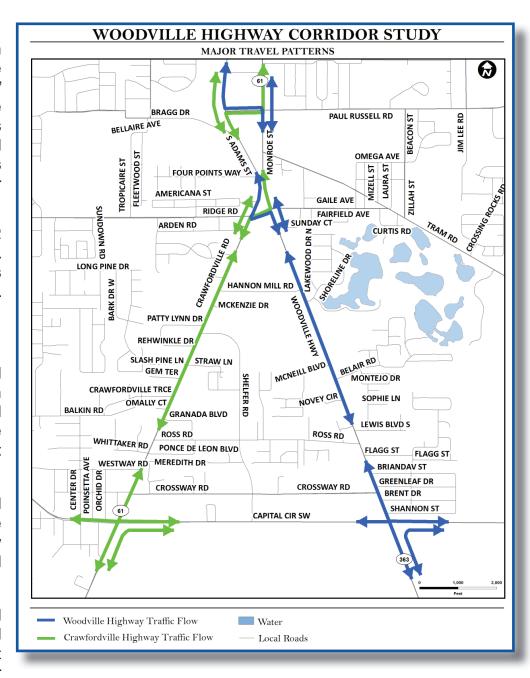


Figure 7 – Major Travel Patterns



Safety and Crash Analysis

Crash report data were obtained from the Florida Department of Transportation for Woodville Highway within the project limits. The most recent five years of certified available crash data were analyzed to identify specific crash patterns and locations that may indicate a safety problem within the corridor. A total of 142 crashes, including 67 injury crashes and 1 fatal crash, were reported over the five-year period from January 1, 2004 to December 31, 2008. The number of crashes per year decreased in 2006 but has remained relatively constant overall. *Table 3* summarizes the total number of crashes that occurred on Woodville Highway within the study area from Capital Circle to Gaile Avenue.

Table 3: Summary of Crashes by Year						
Year	Total Number of Crashes	Number of Injury Crashes	Number of Fatal Crashes	Number of Dark Crashes	Number of Wet Crashes	Number of Truck Crashes
2004	27	17	1	5	5	2
2005	31	13	0	4	5	3
2006	24	8	0	7	5	2
2007	30	16	0	11	6	2
2008	30	13	0	4	4	3
TOTAL:	142	67	1	31	25	12
Average per Year:	28.4	13.4	0.2	6.2	5.0	2.4
PERCENT:		47.2%	0.7%	21.8%	17.6%	8.5%

Several parameters were used to analyze the crash data to determine trends in the circumstances involved in the crashes. Approximately 22 percent of all the crashes within the study limits occurred on a Friday. The peak period for crash frequency occurred between the hours of 4:00 PM to 7:00 PM and smaller peaks in frequency occurred between the hours of 7:00 AM to 9:00 AM and 2:00 PM to 3:00 PM. The leading contributing causes of crashes within the study limits were documented in the crash data as careless driving (38.7 percent) and failure to yield right-of-way (26.1 percent). A crash type analysis was also conducted for the corridor. The predominant crash types were rear-end crashes (31.0 percent), left-turn crashes (17.6 percent), and angle crashes (16.2 percent). *Table 4* summarizes the number of crashes that occurred by type of crash.

	Table 4: Summary of Crashes by Crash Type							
Туре	2004	2005	2006	2007	2008	Total	Percent	
Rear-End	11	9	9	9	6	44	31.00%	
Left-Turn	5	8	1	4	7	25	17.60%	
Angle	2	8	3	8	2	23	16.20%	
Sideswipe	1	1	4	1	3	10	7.00%	
Head-On	2	1	1	0	2	6	4.20%	
Fixed Object	0	1	2	1	2	6	4.20%	
Right-Turn	0	0	1	2	2	5	3.50%	
Backed Into	1	1	1	0	0	3	2.10%	
Bicycle	1	0	1	0	0	2	1.40%	
Overturned	1	0	0	0	1	2	1.40%	
All Others	3	2	1	5	5	16	11.40%	
TOTAL	27	31	24	30	30	142	100.00%	

The study corridor is divided into five separate crash rate categories based on roadway cross section:

- Urban, 4-lane, divided, raised median (U-4DR) from milepost 7.297 to milepost 7.489 (Capital Circle SE to N. of Green Leaf Drive)
- Suburban, 4-lane, divided, paved median (S-4DP) from milepost 7.489 to milepost 7.561 (N. of Green Leaf Drive to N. of Briandav Street)
- Suburban, 2-lane, divided, paved median (S-2DP) from milepost 7.561 to milepost 7.793 (N. of Briandav Street to N. of Lewis Boulevard)
- Suburban, 2-lane, undivided (S-2UN) from milepost 7.793 to milepost 8.838 (N. of Lewis Boulevard to S. of Gaile Avenue)
- Urban, 4-lane, divided, paved median (U-4DP) from milepost 8.838 to milepost 8.945 (S. of Gaile Avenue to Gaile Avenue)

These crash rate categories were used to compare the actual crash rate of each of the categorized segment of the corridor to the statewide average crash rate for similar facilities from 2004 to 2008. The confidence level, which is a measure of the statistical significance of the comparison, was also calculated when the actual crash rate was greater than the statewide average crash rate. A confidence level above 99.50% for a suburban section and 99.95% for an urban section is considered significant.

The analysis revealed that the first categorized segment of the corridor from milepost 7.297 to milepost 7.489 in the vicinity of Capital Circle has experienced abnormally high crash rates at the 99.99% confidence level as compared to similar locations statewide each year from 2004 to 2008. *Table 5* summarizes the results of the crash rate analysis for the five segments.



Table 5: Summary of Segment Crash Rates (number of crashes per million vehicle miles)							
Segme	nt		2004	2005	2006	2007	2008
Capital Circle SE		Actual Crash Rate	10.483	14.240	8.414	13.677	11.762
to N. of Green	U-4DR	Statewide Average	2.669	2.692	2.547	2.429	2.309
Leaf Drive		Confidence Level	99.99%	99.99%	99.99%	99.99%	99.99%
N. of Green Leaf		Actual Crash Rate	3.020	5.475	3.069	3.145	N/A
Drive to N. of	S-4DP	Statewide Average	2.176	2.136	2.035	1.916	N/A
Briandav Street		Confidence Level	82.12%	97.44%	84.85%	87.29%	N/A
N. of Brianday		Actual Crash Rate	4.686	1.699	2.857	3.904	3.662
Street to N. of	S-2DP	Statewide Average	2.489	2.419	2.253	2.118	2.066
Lewis Boulevard		Confidence Level	95.99%	N/A	77.04%	94.29%	93.19%
N. of Lewis		Actual Crash Rate	1.248	0.943	1.269	1.300	0.813
Boulevard to S.	S-2UN	Statewide Average	1.117	1.027	0.972	0.928	0.847
of Gaile Avenue		Confidence Level	68.79%	50.80%	81.33%	85.77%	56.36%
S. of Gaile		Actual Crash Rate	N/A	2.154	3.212	1.141	6.669
Avenue to Gaile	U-4DP	Statewide Average	N/A	3.717	3.650	3.684	3.497
Avenue		Confidence Level	N/A	N/A	51 99%	N/A	97.06%

The crash data were additionally analyzed to determine the prominent spot locations where crashes occurred during the five-year period. The criterion used to define a high crash location was a location experiencing more than 8 crashes per year, or 40 crashes over the analysis period. The limits of each intersection were taken to be 0.05 miles in each direction of the intersection milepost. *Figure 8* illustrates the number of crashes by milepost for the corridor.

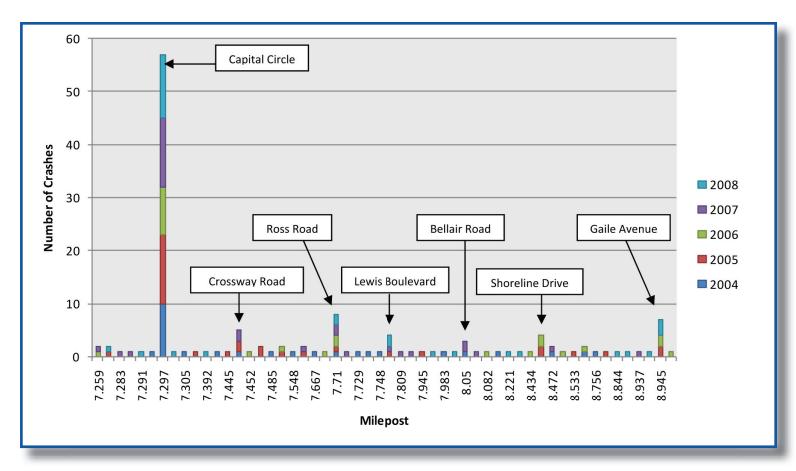
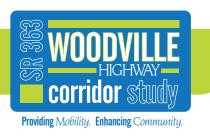


Figure 8 – Summary of Crashes by Milepost

The only crash concentration occurred at the intersection of Woodville Highway and Capital Circle within the limits of the U-4DR crash rate category. Approximately 48 percent (68 crashes) of all the crashes in the study area occurred at this intersection. The actual crash rate for the intersection was calculated and compared to the statewide average crash rate for similar facilities from 2004 to 2008. The analysis revealed that the intersection has experienced abnormally high crash rates above the 99.95% confidence level as compared to similar locations statewide each year except 2005. *Table 6* summarizes the results of the crash rate analysis for the intersection. It should be noted that the crash data available for this analysis occurred prior to the recent improvements being made at this intersection.

Table 6: Summary of Intersection Crash Rates (number of crashes per million vehicles)						
		2003	2004	2005	2006	2007
	Actual Crash Rate	1.071	1.330	0.910	1.447	1.343
Capital Circle Signalized Intersection	Statewide Average	0.453	0.457	0.420	0.422	0.394
	Confidence Level	99.95%	99.99%	99.69%	99.99%	99.99%



The crash data were further analyzed at the Capital Circle intersection and several crash trends were noted. The most common crash types were rear-end (29 percent), left-turn (19 percent), and angle (19 percent). Nearly 18 percent of the crashes occurred during wet conditions and 25 percent of the crashes occurred during dark conditions. The highest frequency of crashes occurred from 5:00 PM to 6:00 PM during the typical PM peak period. The majority of the rear-end crashes were in the westbound direction. The predominant direction of travel for the at-fault vehicle in the left-turn and angle crashes was southbound. The single fatality in the study corridor occurred at the intersection of Capital Circle in 2004. The crash resulted from a southbound-westbound angle collision at 12:30 PM on a Friday during dry conditions. The listed contributing cause was disregarding the traffic signal.

The FDOT High Crash Segment List and High Crash Intersection List were reviewed to determine if the study corridor was associated with any high crash areas during the years 2004 to 2008. The U-4DR segment and the intersection of Capital Circle were classified as high crash each year. The segment was classified under two different milepost limits from 2004 to 2006 and from 2007 to 2008. The intersection of Shannon Street was also classified as a high crash intersection; however, the classification is actually a false positive, which is a common issue when looking at very closely spaced intersections. The crashes occurring at Capital Circle are being flagged at both intersections by the methodology used to create the high crash list. *Table 7* summarizes the high crash locations by year within the study limits.

In summary, the portion of Woodville Highway under study is comprised of five distinct segments based on crash rate category. Crash report data were compiled and reviewed for the five-year period from 2004 to 2008 and compared to statewide average data. The segment classified as urban, four-lane, divided, raised median from milepost 7.297 to milepost 7.489, the northern leg of Capital Circle Southeast intersection with Woodville Highway, has experienced crash rates that are significantly higher than similar facilities statewide. Additionally, the intersection of Woodville Highway at Capital Circle, which falls within the limits of this segment at milepost 7.297, has also experienced statistically significant crash rates. This segment and the intersection have appeared on the FDOT High Crash Lists each year of the crash analysis. The predominant crash type at the intersection is a rear-end crash and the predominant crash period is the PM peak hour. Based on this, it can be concluded that traffic congestion is a significant contributing factor to the high crash rates. The second and third most predominant crash types at the intersection are left-turn and angle crashes, and one fatal angle crash was reported in 2004. It is recommended to monitor the impact the reconstruction of the intersection will have on crashes to determine whether further safety measures may need to be taken.

Table 7: Summary of FDOT High Crash Segments and Intersections								
Location	Туре	Begin Milepost	End Milepost	2004	2005	2006	2007	2008
S. of Lakes at San Marco to N. of Shannon Street (U-4DR)	Segment	7.098	7.387	_	_	_	Yes	Yes
N. of Lakes at San Marco to N. of Shannon Street (U-4DR)	Segment	7.106	7.385	Yes	Yes	Yes	_	_
Capital Circle	Intersection	7.2	297	Yes	Yes	_	Yes	Yes
Shannon Street	Intersection	7.3	344	Yes	Yes	Yes	Yes	Yes

Land Use and Community

The Woodville Highway North Corridor is comprised primarily of mature development that occurred at a time when this area was on the "outskirts" of the Tallahassee urban core. The area contains a wide mix of uses, including residential neighborhoods; community facilities (Oak Ridge Elementary School and numerous churches), recreational amenities (St. Mark's Trail and Campbell Pond Park), retail shopping, and businesses that employ the nearby residents. The three most common land uses in the corridor are: Vacant (34.43%), Single Family (22.10%), and Open Space (14.07%). In addition, Warehouse (9.55%) land use is prominent in parcels adjacent to Woodville Highway, as well as properties along Capital Circle Southeast between Crawfordville Road and Woodville Highway. Approximately 94% of land within the study area is privately owned, while 6% is publicly owned. *Table 8* summarizes the current land use distribution within the corridor study area and existing and future land uses are shown in *Figure 9* and *Figure 10*.

Table 8: Existing Land Use Distribution within the Woodville Highway Study Area						
Existing Land Use	No. of Parcels	Acres	Percent Total			
Vacant	573	694.65	34.43%			
Single Family	1,192	445.99	22.10%			
Open Space	53	283.95	14.07%			
Warehouse	71	192.59	9.55%			
Multi-Family	62	145.42	7.20%			
School	4	63.86	3.17%			
Religious	19	48.47	2.40%			
Retail	26	47.51	2.36%			
Government	5	40.93	2.03%			
Office	14	28.39	1.41%			
Water	1	24.94	1.24%			
Motel/Hospital/Clinic	1	0.71	0.04%			
TOTAL	2,021	2,017.42	100.00%			

Source: Tallahassee-Leon County Planning Department, 2010

Commercial and religious uses line the east side of the Highway. Behind these uses are several established residential subdivisions and the Campbell Pond Park. St. Joe property is located to the east of these neighborhoods.



Providing Mobility. Enhancing Community

To the west, Woodville Highway, Capital Circle, and Crawfordville Highway create a triangular area that is mixed in character. The St. Mark's Trail runs along the west side of Woodville Highway from Capital Circle to Gaile Avenue. Behind the Trail is a mix of commercial and industrial uses. The same mix of uses is found at the northern and southern ends of the Triangle. In the central area of the Triangle are established residential neighborhoods and the Oak Ridge elementary school.

The non-residential development within the Triangle can be characterized as somewhat disjointed. There is limited interconnectivity among the uses. There are large properties that are currently unused or under utilized. At the present time, the Triangle area lacks

the infrastructure (streets, stormwater treatment, and central water and sewer) and a cohesive, thought-out land plan to attract new development.

Just to the north of the study area is the Leon County Fairgrounds. As the Woodville Highway Corridor Master Plan began, the Leon County Board of County Commissioners indicated an interest in studying the potential of the redevelopment of the Fairgrounds as mixed use project. At this time, however, the County is not actively pursuing redevelopment.



Established Business



Well Established Neighborhoods



Campbell Pond Park



Local Business Along Corridor

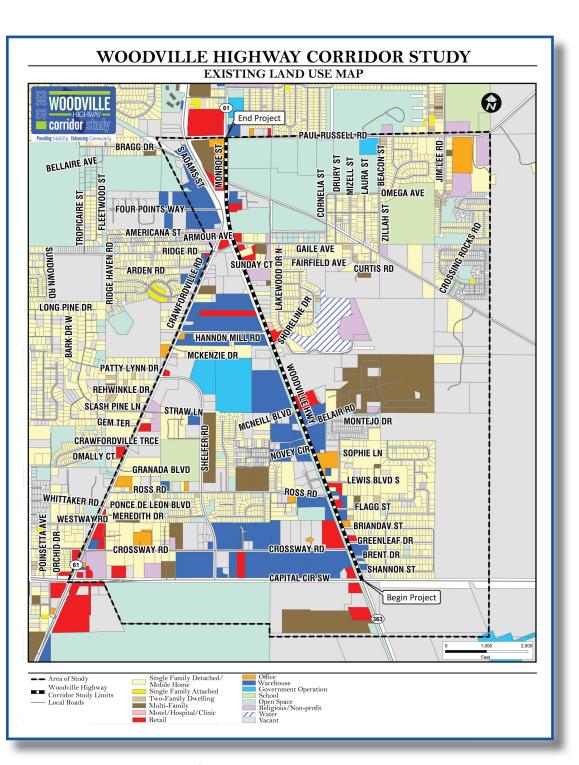


Figure 9 - Existing Land Use Map





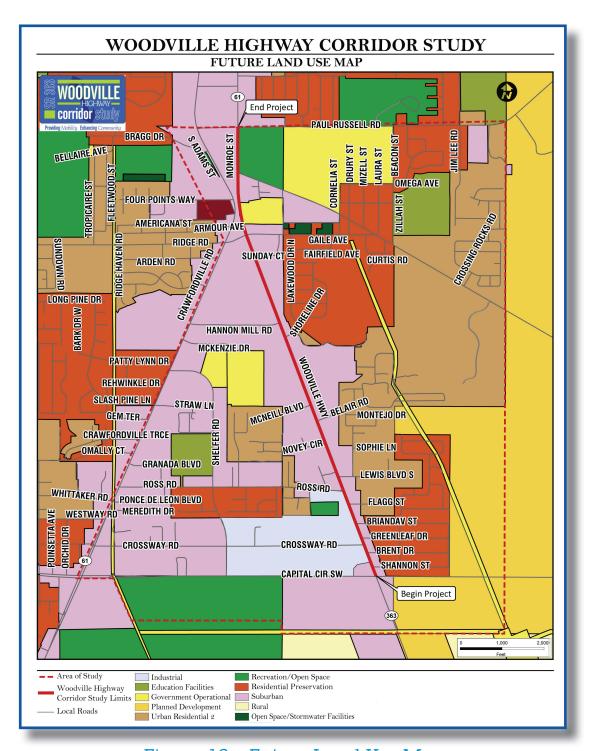


Figure 10 – Future Land Use Map



Oak Ridge Elementary



Development and Growth



Opportunities for Development and Economic Growth



Provide an identity GATEWAY

Unified redevelopment of a mixeduse block as an activity center

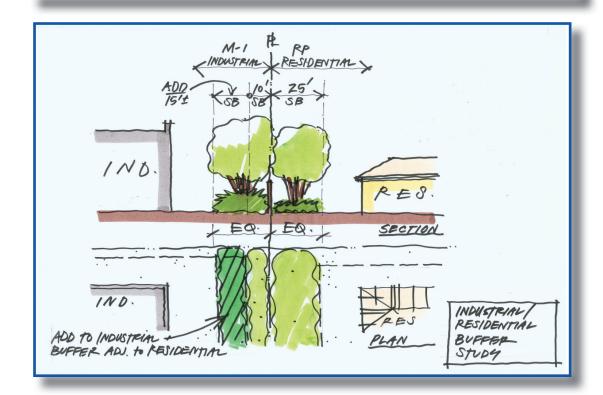
Parking located interior to

Bring buildings forward toward the right-of-way line and provide wide pedestrian walks along each blockface

Eliminate driveways along arterials

Use mid-block access drives along
Wilson Green Boulevard to interior
parking

Woodville Highway Corridor Study





Providing Mobility. Enhancing Community

Since the initiation of the project, CRTPA staff has worked with the consultant team to complete analyses of the study area's existing and projected future (year 2035) conditions and complete effective public involvement activities. An important element of the development of the Woodville Highway North Corridor Master Plan was involvement of the public to obtain input on their perceptions, issues, ideas, and vision for the corridor. CRTPA staff and the consultant team led an effective public involvement process to engage the public at appropriate steps in the corridor study to ensure an inclusive process in identifying opportunities and alternatives for the corridor. During the study, the following public involvement activities occurred to help build consensus and shape the eventual Corridor Master Plan presented herein:

- Project Team Meetings
- Kick-off Meeting with Public
- Stakeholder Interviews
- Corridor Design Charrette/Workshop
- Corridor Alternatives Workshop
- CRTPA Committees and Board

This chapter summarizes the public involvement activities and included comments and ideas.

Project Team Meetings

The project team was developed to help guide the study and assist in the technical aspects of the project. The project team included representatives of CRTPA staff, Florida Department of Transportation District 3, Florida Department of Community Affairs, StarMetro, City of Tallahassee Utilities, Florida Department of Environmental Protection (FDEP), City of Tallahassee Public Works, Leon County Public Works, Tallahassee-Leon County Planning Department, Apalachee Regional Planning Council, Wakulla County, and the consultant team.

The intent of the Project Team and the team meetings was to brief government agencies on the activities associated with the Master Plan and get feedback on the concepts being developed, the presentations made to the public, and the comments heard from the public. It was an opportunity for the CRTPA and their consultant to coordinate with the other agencies and officials regarding the specific work occurring related to the Master Plan. Meetings were held throughout the process of developing

Greeting meeting attendees

the Master Plan at specific milestones to allow for reviews and feedback from Team members. The following meetings were held with the Project Team:

- May 2010 To kick-off the Master Planning process, introduce the project and the consultant team. Additionally, the upcoming Public Kick-off Meeting was discussed.
- August 2010 To review the input received from the Public Kick-off Meeting and discuss preparations for the Corridor Charrette to be held in the fall.
- October 2010 To follow-up on the input received at the Charrette and receive feedback from the Team on the concepts that were beginning to take shape.
- February 2011 The consultant team presented the refined concepts that were developed and would be presented to the Public at the upcoming Corridor Alternatives Meeting for review and feedback from the Team prior to the Public Meeting.
- May 2011 The consultant team presented the draft final concepts to the Team prior to presenting the concepts to the CRTPA Board.



Project Introduction Presentation by consultant team.

Kick-off Meeting with Public

A public kick-off meeting was held on July 15, 2010 at the Jack L. McLean, Jr. Community Center to provide the public and agency officials with the opportunity to learn about the upcoming efforts, ask questions of the project team, and begin to provide input into the Master Planning process. The meeting began at 6:00 PM and included a presentation from the project team. The presentation introduced the project team, identified the study area, provided an overview of the project objectives and schedule, provided information regarding the upcoming corridor charrette, and gave contact information for the project team. Following the presentation, those in attendance were given the opportunity to ask questions of the project team, provide comments, and review materials prepared for the meeting by the project team. Approximately 40 members of the community were in attendance at the meeting and provided

feedback regarding the project. Comments ranged from the need to widen the road and economic development suggestions for the area, to beautification enhancements as well as bicycle/pedestrian facilities and safety concerns. Copies of the meeting agenda and public comments are included in the *Public Involvement Appendix*.

"Bicycle facilities at the intersections need great attention."

"Consider separating the pedestrian and bike trails – this section is used by a lot of walker, joggers, and cyclists, and will be used more heavily in the future."

"Can the new road be designed with trees, a nice turn lane, and maybe a center median to break up the asphalt?"

"Keep the speed low!"

"The current design of the road often results in large amounts of sand spreading across the trail after rain, making for unsafe passage on skinny tires. Please correct during the project.



Stakeholder Interviews

Stakeholder interviews were conducted during the months of August and September 2010. The stakeholder list was developed to give a broad representation of business leaders, neighborhood associations, school officials and educators, planning and permitting agencies, and recreational users of the resources of the area. Meeting specifically with representatives from each of these groups provided a greater understanding of the conditions, desires, and needs for the area. This information, along with information received from the community and the project management team provided the consultant team with the strong understanding of the direction that was needed for the Master Plan. The meetings with the stakeholders were held early in the master planning process and their input was used to help design the Charrette, which was held in the fall of 2010. In addition to getting information from stakeholders, these meetings were also used as an opportunity to engage and involve them further with the development of the Master Plan.

Stakeholder meetings were held with the following:

- St. Joe Company
- Representatives of the City/County Commission
- Capital City Cyclists
- Leon County Stormwater
- City of Tallahassee Stormwater
- Tallahassee-Leon County Planning Department
- Tallahassee Growth Management
- Leon County Growth Management
- Council of Neighborhood Associations
- Oak Ridge Neighborhood Association
- Leon County School Board
- Oak Ridge Elementary PTO and Principal
- Southside Merchants Association
- Tallahassee Economic Development/Community Redevelopment Agency
- Tallahassee-Leon County Economic Development Council
- Tallahassee Area Chamber of Commerce
- Capital City Chamber

The questions that were used to direct the discussions with each stakeholder are included in the *Public Involvement Appendix*. In general the questions posed to the stakeholders concerned the functionality of the corridor, needs and assets, improvements, and land use objectives. The goal was to collect responses to as

many of the questions as possible during the discussion with each stakeholder or stakeholder group and for each interview to generally address the same topics. Comments were gathered from each of the stakeholder meetings and summarized into seven categories:

- Parks and Amenities
- Trail and Trail Amenities
- Land Use and Zoning
- Drainage and Utilities
- Bicycle and Pedestrian Connectivity
- Transit Service
- Roadway and Intersections

The comments themselves were similar in scope to those received in the kick-off meeting from the public and ranged from aesthetics to growth and development as well as safety and roadway design. Copies of the comments are provided in the *Public Involvement Appendix*.

"Improvements are needed to the corridor that address all users and modes."

"Add neighborhood entrance features such as the ones used in Eastgate."

"Campbell Pond can be an asset to this area and growth in the corridor; add a trail connection."

"Favor growth in the area – jobs are needed."

"Area is prone to flooding; a real drainage system is needed."

September/October 2010 - Three-Day Charrette (Public Workshop)

The three-day Charrette was held September 30th through October 2nd. The goals of the Charrette were to provide the community tools to better understand the needs and desires of the community as a whole and develop concepts that would improve the transportation network and community along the Woodville Highway corridor.

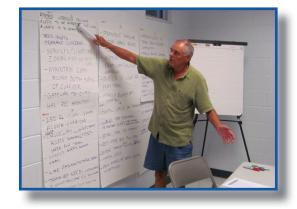
Doty 1 of the Charrette was held from 5:30 to 8:00 PM at the Jack L. McLean, Jr. Community Center and included approximately 30 participants from the community. The activities of day 1 included a presentation from the consultant team followed by group work by the community members in attendance. Two groups were formed and the groups reviewed existing conditions materials prepared by the consultant team, defined the current and future function of the corridor, and developed concepts that would encourage and accommodate this future function. The discussion focused on the following seven topics:

- Parks and Amenities
- Trail and Trail Amenities
- Land Use and Zoning
- Utilities and Drainage
- Bicycle and Pedestrian Connectivity
- Transit Service
- Roadway and Intersections

Dory 2 of the Charrette was a project team work-day. The project team took the comments and input provided by the community on Day 1 of the Charrette and began to develop concepts for each of the topics, as well as summarize the comments that lead to the development of the concepts. The concepts were prepared for graphical review and further comment by the community on Day 3 of the Charrette.



Group work and concept development.



Reporting to project team and other groups.



Providing Mobility. Enhancing Community





Informational presentation by consultant team

Interactive - one on one discussion and review.

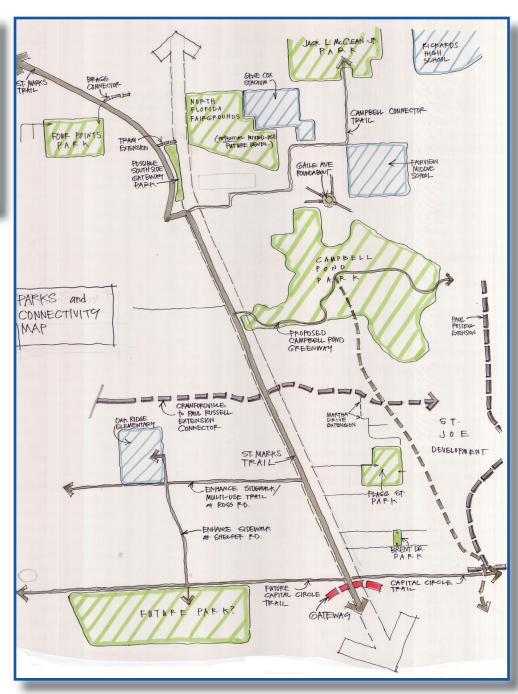
Dcry 3 of the Charrette included a presentation by the project team that reviewed the community's work on Day 1 and the resulting concepts developed by the project team on Day 2. Following the presentation, the graphical concepts were presented to the community on boards at eight stations:

- Parks and Amenities
- Trail and Trail Amenities
- Land Use and Zoning
- Utilities and Drainage
- Bicycle and Pedestrian Connectivity
- Transit Service
- Roadway and Intersections
- General Corridor Comments and Concerns

Day 3 followed an open-house format and the community members were able to mingle and wander from station to station reviewing the concepts, asking questions of the team members, and making note of comments, questions, and concerns on the provided comment form. The comment forms completed by the attendees were used to further refine the concepts presented at the Charrette in preparations for Corridor Alternatives Meeting.

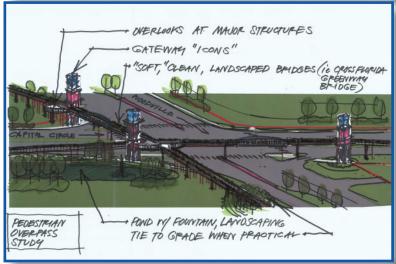
Attendance at Day 3 included approximately 25 community members. Additional feedback from the attendees was provided after a review of the concepts the project team had developed.

Comments from received from the public throughout the Charrette are included in the *Public Involvement Appendix*, with a number of the comments relating to land use and zoning issues as well as safety, economic development, corridor beautification, and topics related to the roadway improvements.



The Makings of a Plan: Creating the Plan through Public Input





"Maintain historic trail alignment.."

"Encourage buffering of Industrial adjacent to residential."

"Flex Tech is good. Lower intensity in short-term with potential for increase."

"Keep the speed low!"

"4-lane Woodville Highway."





Conceptual Campbell Pond Park

Corridor Alternatives Workshop

The Corridor Alternatives Workshop was held with the public on February 28, 2011 at 5:30 PM at the Jack L. McLean, Jr. Community Center. The purpose of the workshop was to allow the public the opportunity to refine the concepts. The workshop included a presentation made by the project team where the Master Plan activities to-date were reviewed, the concepts that resulted from the Charrette were presented, and the next steps were discussed, including what would follow the completion of the Master Plan. The key categories of the corridor alternatives workshop were:

- Modal Connectivity
- Parks and Amenities
- Land Use
- Roadway and Trail Concepts

Following the presentation by the project team, the concepts in graphic form were depicted on boards throughout the meeting room and the workshop transitioned into an open-house format where the community could review the concepts at each station, ask questions of the project team members, and make comments or suggestions for refinement on their comment forms and to the project team members at the station. Following the meeting, the community's comments were summarized and final adjustments were made to the Master Plan concepts.

WOODVILLE HIGHWAY CORRIDOR STUDY LAND ISSEARD ZONING MAP AND TO PROSTREM. BASE SECTION. BASE TO PROSTREM. BASE SECTION. CONTROLLED TO PROSTREM. BASE SECTION. CONTROLLED TO PROSTREM. BASE SECTION. CONTROLLED TO PROSTREM. CONTROLLED TO P

Nineteen community members were in attendance. The comments received at the workshop are included in the *Public Involvement Appendix* and were similar in nature to the responses from the Charrette and the project kick-off and stakeholders meetings.

"To ensure pedestrian and cyclist safety at minor cross-roads, use a raised section for the vehicular traffic."

"Remember that safe routes to schools are very important and the bridges over Capital Circle and Woodville Highway provide just that."

"Make everything community friendly."

"Support establishment of small locally owned businesses in the area."

"Campbell Park – Good Idea!"



Alternatives "Stations" - Individual discussions with consultant team



Discussion concepts at stations with consultant team

CRTPA Committees and Board

The project team has met with and made presentations to the CRTPA Board (May 3, 2011), Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Multimodal Advisory Committee (MAC) (all on May 16, 2011). The intent of these meetings was to update the Board and Advisory Committee members on the status of the project, result of the public meetings, and receive further input and direction.



The concepts developed and analyzed have been separated into four categories: Modal Connectivity, Parks and Amenities, Land Use and Zoning, and Roadway and Trail Concepts.

Modal Connectivity Alternatives

The concepts developed relative to modal connectivity focused on expanding the transportation grid network, providing modal choices to the community, improving the connections between origins and destinations, and connecting gaps between facilities. The focus was on the bicycle, pedestrian, multi-use trail, and roadway facilities, as well as transit service. The community also supported the concept of connecting the existing development in the area to proposed future development to the east (Southside DRI and Sembler developments), whenever these progress via an extension of Belair Road.

The study reviewed opportunities for making effective interconnections between existing streets. In some cases these connections can make a great difference in the ability of the transportation system to absorb and distribute traffic system-wide extending the effective capacity and life of existing facilities further into the future. In addition, some interconnections can alleviate congestion at the surrounding intersections and improve both capacity and safety conditions at congested intersections. Locations where effective interconnections can be made are noted in *Table 9* as potential improvement options to the existing facilities. Both purpose and benefits are discussed. These modal connectivity alternatives are shown in *Figures 11a and 11b*.

Table 9: Street and Roadway Connectivity Alternatives						
		within the Study Context Area				
Facility	From/To	Purpose and Benefit				
Paul Russell Road Extension	South Adams Street to Bragg	Purpose:				
	Drive	More direct route between Paul Russell Road and Bragg Drive.				
		More effective distribution of traffic.				
		Allows Bragg Drive connection with South Adams Street at a signalized intersection.				
		Benefit:				
		Eliminates a circuitous route from the intersection of Paul Russell Road with South Adams Street south to the intersection of Bragg Drive with Adams Street.				
		Allows a potentially more direct, perpendicular, safe crossing of the St. Marks Trail at Bragg Drive.				
2. Tram Road Extension	South Monroe Street (Woodville	Purpose:				
	Highway) to South Adams Street	More direct route between Tram Road and South Adams Street.				
	(Crawfordville Highway)	More effective general distribution of traffic.				
		Benefit:				
		Eliminates a circuitous route from the intersection of Tram Road with South Adams Street either south or north to connect to Adams Street.				
		Allows Tram Road to connect with South Adams Street to provide a more direct route for state employees to access the Capitol Complex.				
3. Straw Lane Extension and	Extension of Straw Lane from	Purpose:				
Bellair Road Extension	Crawfordville Highway to	Interconnectivity between Crawfordville Highway and Woodville Highway.				
	Woodville Highway (crossing and connecting to Shelfer Road)	More effective general distribution of traffic.				
	Future extension of Bellair Road	Future extension and connection to Paul Russell Road Extension provides interconnection with future development of St. Joe Company parcels.				
	to Paul Russell Road Extension	Benefit:				
		Future direct connectivity of St. Joe development to Woodville Highway and Crawfordville Highway.				
		Future connectivity of neighborhoods to and through St. Joe parcels and on to Tram Road.				
		Provides alternative route for access to Oak Ridge Elementary School.				
		Provides additional roadway access for potential development of vacant land zoned commercial and/or industrial.				
4. Martha Drive Extension	Extend neighborhood street to	Purpose:				
	connect with Bellair Extension	More effective general distribution of traffic.				
		Future extension and connection to Paul Russell Road Extension provides interconnection with future development of St. Joe Company parcels.				
		Benefit:				
		Future connectivity of neighborhoods to and through St. Joe parcels and on to Tram Road.				
5. Meridian Street Extension	Tram Road to Paul Russell	Purpose:				
		Reconnect Meridian Street through the Fairgrounds site				
		More effective general distribution of traffic				
		Benefit:				
		Enhanced connectivity of neighborhoods north and south of the Fairgrounds				



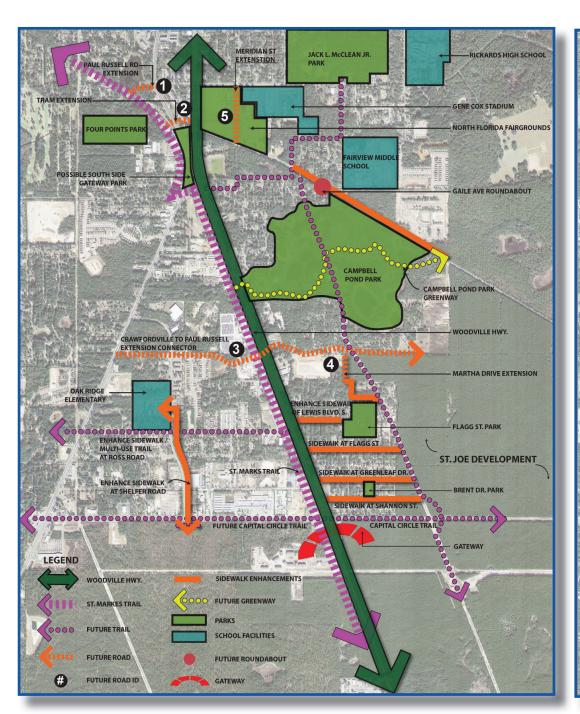


Figure 11a - Modal Connectivity: Trails,

Road Connections, Sidewalks

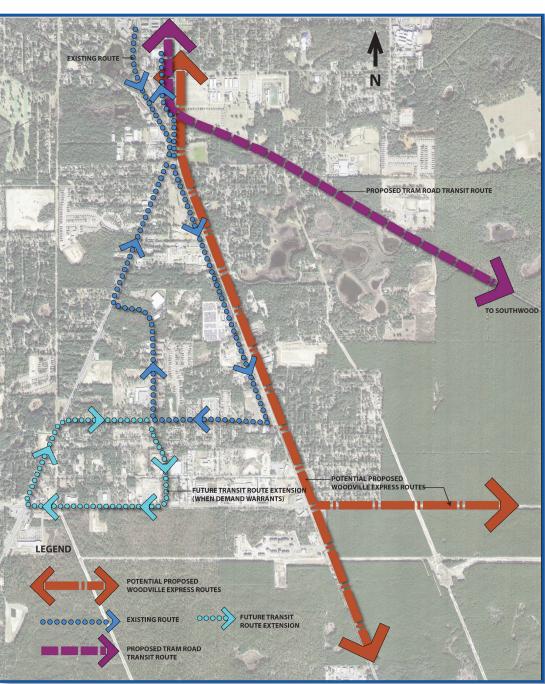


Figure 11b – Modal Connectivity: Transit

Multi-use Paths

Additional study area multi-use path routes were also discussed and evaluated by the public. A multi-use path is under development to connect the Fairgrounds area with Tram Road neighborhoods and ultimately to Campbell Pond Park, with portions of this trail already completed or under construction. A new multi-use path was identified to provide connection of the Campbell Pond Park with the newly constructed multi-use path along the south side of Capital Circle Southeast, and by way of that connection on to the St. Marks Trail. This path would follow the existing powerline right-of-way from Campbell Pond Park to Capital Circle Southeast. Connection to this trail by connecting pedestrian walkways from the neighborhood including Flagg Street, Brianday Street, Greenleaf Drive, Brent Drive, and Shannon Street sidewalk improvements and extensions would allow extensive bicycle and pedestrian connectivity throughout the corridor study area. Addition of a sidewalk on Tram Road connecting this trail with the Campbell Pond Park greenway was also identified.

Two other possible multi-use paths, or enhanced sidewalks, could be located along Ross Road between Woodville Highway and Crawfordville Highway (this route would link both highway corridors and Oak Ridge Elementary School); and, along Shelfer Road from the Oak Ridge Elementary School area to Capital Circle (linking the school area to possible connection to the improved Capital Circle Southeast and on to the St. Marks Trail. Importantly, all of these proposed facilities would interconnect neighborhoods, schools, parks, employment centers, commercial and business locations, and recreational facilities with Woodville Highway.

Bicycle and Pedestrian Facilities

As noted above with the analysis of multi-use path locations and function, dedicated bicycle and pedestrian facilities should be located throughout the study area to augment and connect with the proposed bike/ped facilities recommended for incorporation into the design of the future Woodville Highway improvements. Most streets within the study area do not have sidewalks, except Crawfordville Road. None have bike lanes except along Crawfordville Road, and the paved shoulder along Woodville Highway. The important multi-use path connections noted above will provide adequate connection between Woodville Highway and Crawfordville Road (and to Oak Ridge Elementary) but, lacking sidewalks along the major neighborhoods streets, access to these facilities would still be absent.



Providing Mobility. **Enhancing** Community

Transit Facilities

StarMetro currently runs routes that serve the southern and northern portions of the study area. Each of these routes connected to other routes downtown at the central C.K. Steele Plaza station. However, as part of the NOVA plan, system routes and stations have been decentralized. Route 2 was renamed the Moss route and modified, no longer providing access to Capital Circle. As part of the study, it became clear that this portion of Route 2 may need to be reinstated as the area continues to grow. Other routes, including service down Tram Road and express service to Woodville should also be explored. The proposed route on Tram Road could evolve into a fixed-route service with dedicated transitway for bus rapid transit (BRT), or streetcar/light rail. Finally, there is a short-term need for adequate bus shelters throughout the study area and this should be made a priority.

Long-Term Transit/Light Rail Corridor

A possible future long-term alternative of sharing the right-of-way with light rail within a multi-modal corridor was also analyzed and discussed. The alternatives developed include a range of potential uses, including future widening of the roadway, a possible service road, bike lanes, sidewalks, a dedicated transit-way, and retention of the existing trail. During the study review and public meetings, the full range of present, near-term, and future alternatives for improvements to all modes of transportation along the Woodville Highway North corridor and within the study area were discussed. including the possible long-term future alternative of reactivating rail use of the St. Marks Trail corridor from south Leon County north to the heart of Tallahassee at the Florida State University campus and Gaines Street districts. This alternative was viewed as an opportunity that should be included in the final recommendations for the corridor improvements in order to not eliminate the possibility in the future. Citizens reviewing this alternative were reluctant to support abandonment of the present trail use but supported the idea of the two facilities coexisting in the same corridor. One alternative typical section was generated that showed this transit corridor option. Transit within this corridor could be either rubber tired buses within a dedicated bus transit lane, or light rail/trolleys/streetcars. As a long-term alternative, citizens supported the idea. The additional former rail right-of-way along the western edge of the Woodville Highway corridor affords the opportunity to consider this innovative multi-modal alternative in the future, even if the need is not shown presently.

Parks and Amenities Alternatives

As a result of community input, concepts developed and analyzed with respect to parks and amenities focused on the Campbell Pond area, although other opportunities along Gaile Avenue, east of Woodville Highway, and north of Gaile Avenue, between Crawfordville Road and Woodville Highway, were investigated



Figure 12 – Parks and Amenities

earlier in the study. These early options either are not feasible or were not supported by the community. The community agreed that the Campbell Pond area would be an ideal place to locate those recreational spaces. The Campbell Pond area provides these opportunities for passive and active recreation as well as stormwater management. The area today is low-lying and is undeveloped. The area is also included in the Tallahassee-Leon County Greenways and Trails Master Plan. Creating a park or greenway area similar to those found near Pedrick, Miccosukee, and Meridian Roads could be a significant asset for this segment of the community.

Figure 12 shows the components of the parks and amenities that have been analyzed and presented to the public to be incorporated into the Campbell Pond park area. These features are listed as follows:

- 12-foot paved multiuse bike path along the corridor that connects the SouthWood/ Tram Road greenway corridor with the St. Marks Trail at Shoreline Drive.
- Natural trails that meander around each water feature
- Park amenities such as additional shaded picnic areas or outdoor gazebos
- Landscaping and limited clearing
- Signage and wayfinding
- Drainage/stormwater improvements



Land Use and Zoning Alternatives

The stakeholder interviews and community meetings provided a significant amount of input to the project team relative to the long-term land use vision for the area. The project team repeatedly heard that this is an area where people, live, work and recreate, and in the future the area needs to continue to have a healthy mix of housing, recreation, education, shopping, and employment opportunities. The existing residential neighborhoods are generally stable, and the elementary school and recreation center both serve as community centers that provide services for many of the residents in the area. The St. Marks Trail is widely recognized as an asset to the community and region. It is used as a fitness and recreation facility, as well as a path used by local residents to walk and bike back and forth to different destinations. Commercial services in the area are limited; expansion of these services in the future is desired.

It is expected that, in the long term, the St. Joe Southside property will develop as a mixed use project, providing commercial services to residents in the immediate area and beyond. This will affect the redevelopment of Woodville Highway. The vision for Woodville Highway, therefore, is intended to be flexible, allowing a mix of commercial, residential, and community services that respond to the market. Land development regulations will reinforce a sense of place by ensuring that new development and redevelopment have a consistent pattern (e.g., buildings have similar setbacks, landscaping, and parking layout). Development standards will encourage higher density and intensity at key nodes along the Highway – Shoreline Drive, Belair Drive, Lewis Boulevard/Ross Road and Capital Circle - to promote alternate forms of mobility and to discourage strip development.

The City of Tallahassee and Leon County Mahan Corridor Node (MCN) District can be used as a template for such a district. The MCN District includes the following intent statements that, with minor modification, can be applied to Woodville Highway:

- Preserve the attractive gateway corridor
- Preserve the through-traffic mobility function and limit congestion by limiting direct access and promoting an interconnected local street network.
- Accommodate mixed use development at major intersections to provide convenience for area residents by providing access to common goods, services, and recreation within a short distance from home.
- Provide a development pattern that is transit supportive, based on a high degree of interconnected streets and a compact layout of use that addresses streets and sidewalks.
- Create a development pattern that maximizes infrastructure and environmental efficiency by concentrating non-residential uses around major intersections.
- Protect community health and safety by minimizing automobile dependency and

- reducing vehicle miles traveled through design supporting a variety of travel modes.
- Create a community where travel by foot and bicycle is safe, convenient, and comfortable.
- Minimize stormwater runoff by limiting surface are devoted to parking.
- Facilitate compatibility with nearby neighborhoods through buffers, transitioning building mass and scale, and through careful site design.

Figure 13 shows the recommended changes to the land use and zoning map. Changes to the zoning map and land development code within the Woodville Highway North Corridor will potentially affect existing businesses and structures by making them non-conforming. Property owners and business owners frequently object to becoming non-conforming because it can affect their ability to improve their property or obtain insurance. Since most participants in the Charrette accepted the wide range of uses in the Woodville Highway North Corridor, it is recommended that careful attention be paid to the impact of new regulations on existing businesses. Separate standards can be applied to buildings and uses that may not comply with new standards but are not necessarily detrimental to the neighborhood. The City of Tallahassee currently administers the Pre-Existing Land Use Compliance Certificate (PELUC) process which addresses this issue on a case-by-case basis. While industrial uses are not currently eligible to use the PELUC process, the City may wish to consider amending the ordinance to allow its application for light industrial uses with the Woodville Highway North Corridor.

Development and redevelopment will also be affected by the setbacks established to protect the required right-of-way for the future road. Currently, both Tallahassee and Leon County require setbacks to preserve road right-of-way (see City Code Section 10-416 and County Code Section 10-7.530). The current standards should be reviewed and revised, following completion of the more detailed right-of-way needs analyses, which are being completed in conjunction with the PD&E Study. The update to the standards will better ensure that the future vision for Woodville Highway can be realized.

Major redevelopment is envisioned for the Triangle, the area bordered by Woodville Highway, Crawfordville Highway, and Capital Circle Southeast. The new Flex Tech district recognizes that the historical separation of light industrial from other uses is no longer needed. Through design standards, many businesses that produce goods can be incorporated into a neighborhood that also includes commercial uses and housing. The Flex Tech district will provide for a wide variety of uses, including assembly facilities, machine shops, building supply businesses, new green business start ups, iron work, and cabinetry making. Live work units will be encouraged, as will studio and loft housing.

WOODVILLE HIGHWAY CORRIDOR STUDY LAND USE AND ZONING MAP

Figure 13 – Land Use and Zoning Map



Providing Mobility. Enhancing Community

Offices for engineers, architects, landscape architects, planners, and other professionals will also be allowed. Cafés, pubs, and shops will serve Triangle residents and employees.

The district will also incorporate warehousing and storage facilities. These businesses, along with uses such as towing and auto services, will be located and designed to minimize incompatibilities with the other uses in the neighborhood.

New infrastructure will be required to serve the Triangle. There will be two internal transportation networks – one serving autos and business vehicles and one serving cyclists and pedestrians. These networks will connect to the larger transportation networks in the area. Low impact stormwater designs will be incorporated into redevelopment projects and will be supplemented by regional or district scale stormwater treatment facilities as needed. The entire Flex Tech district will be served by central water and sewer.

The Flex Tech and Woodville Highway Corridor Mixed Use zoning districts can be applied within the Suburban Future Land Use Category. Implementation of these zoning districts can begin the areas designated Suburban on the Future Land Use Map. In the long term, heavy industrial uses should be encouraged to relocate to less urban areas and the Heavy Industrial Future Land Use designation should be replaced with the Suburban Future Land Use Category.

It was recommended at the Charrette that no industrial uses be allowed on the east side of Woodville Highway. Currently, several properties at the intersection of Belair and Woodville Highway are zoned M-1.

Land Use Incentives

There can be incentives that could be used to encourage development and redevelopment of the corridor, or that encourage existing uses to enhance their appearance. These include:

 Extend central sewer to key redevelopment sites within the study area. Service is not available along Crawfordville Highway south of Shelfer Road or, with very few exceptions, within the Triangle.

Mix of Uses in MU-1 and MU-1G

MU-1 and MU-1G districts should include urban housing types such as townhouses and loft apartments, neighborhood commercial, and appropriately scaled institutional uses. Developers should strive to mix uses vertically within the same building, if possible.





Mix of Uses in MU-2 and MU-2G

MU-2 and MU-2G districts should include higher density urban housing types, general commercial, institutional, and compatible light industrial uses.





- Provide Density and intensity bonuses for mixed use or master planned developments (see Mahan Corridor Node Zoning District and the MU-2 District example).
- Fully market the Tallahassee/Leon County Enterprise Zone. The Triangle, as far south as Ross Road, is within this zone. A variety of tax credits and tax refunds are available to businesses within the Enterprise Zone. These incentives should be more strongly marketed.

Roadway and Trail Alternatives

Roadway Concepts

From analyses of existing and projected future traffic conditions in the area, and from significant input from stakeholders and the community, roadway alternative concepts were addressed in addition to the adjacent St. Marks Trail. First, the future need to widen the section of Woodville Highway from just north of Capital Circle Southeast to the existing five-lane section that begins just south of Gaile Avenue to increase capacity along this segment addressing future travel demand was analyzed. To address the future need to widen the roadway, three typical sections were initially developed that followed the "complete street" concept, which includes opportunities for all modes of surface travel.

Near-Term Alternative

The near-term alternative typical section was developed to limit the roadway right-of-way (ROW) needed and to generally fit within the existing +/- 130 feet of FDOT ROW that exists today. The typical

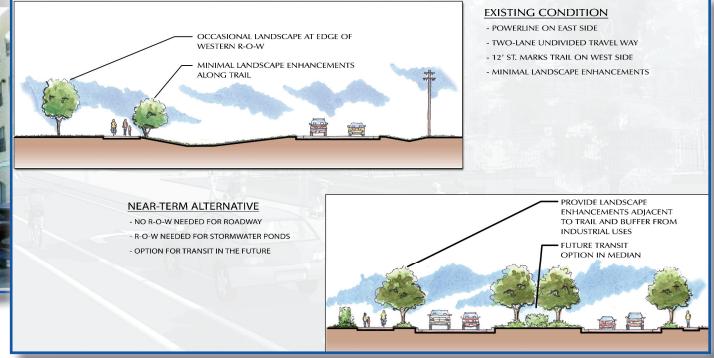


Figure 14 - Typical Sections Near-Term Alternative





LONG-TERM MASTER PLAN ALTERNATIVE

- R-O-W NEEDED FOR ROADWAY
- WOULD ALLOW FOR ADDITIONAL WIDENING
- WOULD ALLOW FOR FUTURE TRANSIT (4 LANES)
- WOULD ALLOW FOR FUTURE CONVERSION OF TRAIL-TO-RAIL AND SWALE-TO-TRAIL

Figure 15 – Typical Sections Long-Term Master Plan Alternative

section includes a landscaped median, four vehicular travel lanes, bike lanes, a five-foot sidewalk on the east side of the roadway and retains the twelve-foot St. Marks Trail on the west side of the roadway. The curb and gutter design would collect stormwater and through underground piping would convey the water to stormwater treatment ponds adjacent to the corridor.

Long-Term Master Plan Alternative

The long-term Master Plan alternative typical section as presented in *Figure 15*, was developed to provide greater separation between the trail and the roadway as well as preserve ROW for future modes of travel, such as a dedicated transit way, additional roadway lanes, a frontage roadway, or something yet to be identified and defined. This typical includes all the same travel characteristics – a landscaped median, four vehicular lanes, bike lanes, a five-foot sidewalk, and the St. Marks trail. However, this typical section envelop general measures 180 feet in width, approximately 50 feet more than exists today. This additional fifty feet of ROW includes paved shoulders and swales for collecting and conveying stormwater, which will ultimately be treated in ponds adjacent to the corridor.

Section with Frontage Road - Eliminated

The third alternative, which was eliminated during the development of the Master Plan, based input from the community, required approximately the same amount of ROW as the long-term Master Plan alternative and provide specific space for a frontage roadway on the west side of the St. Marks Trail, putting the Trail between the frontage road and Woodville Highway. The community generally did not support this concept or see the value of the additional ROW for a frontage road and as a result it was eliminated from further consideration and inclusion in the Master Plan.

North End Corridor Concepts

In addition to this future widening need, an analysis of the interaction between Crawfordville Road/Adams Street and Woodville Highway/Monroe Street was completed. The traffic analyses and modeling demonstrate what many local drivers already know: a significant number of people travel between Woodville Highway/ Monroe Street, and Crawfordville Road/Adams Street, using Paul Russell Road and Gaile Avenue as the connection between the two north/south roadways. The distance between Crawfordville Road and Woodville Highway at these respective cross streets is limited and congestion currently occurs during the peak periods, and the demand is projected to be even greater in the future. As a result, solutions that extend north of Gaile Avenue to Paul Russell Road were identified to address this congestion. Three were developed to address the north end and will be studied further in the PD&E phase of the project. The concepts are presented in Figure 16, 17, and 18.

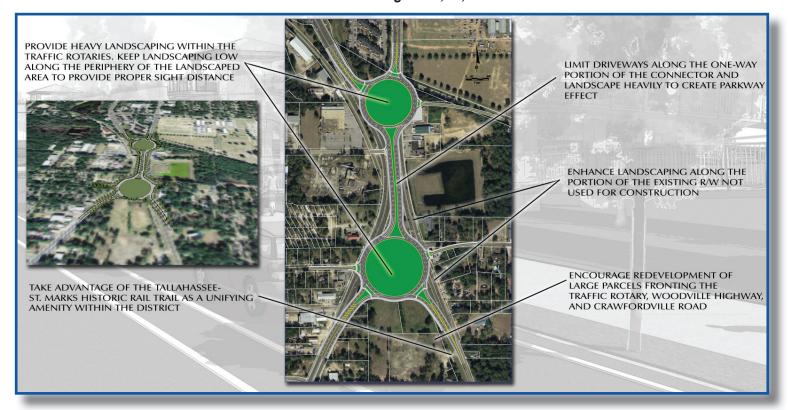


Figure 16 – North Corridor Concepts: Rotaries



Providing Mobility. Enhancing Community

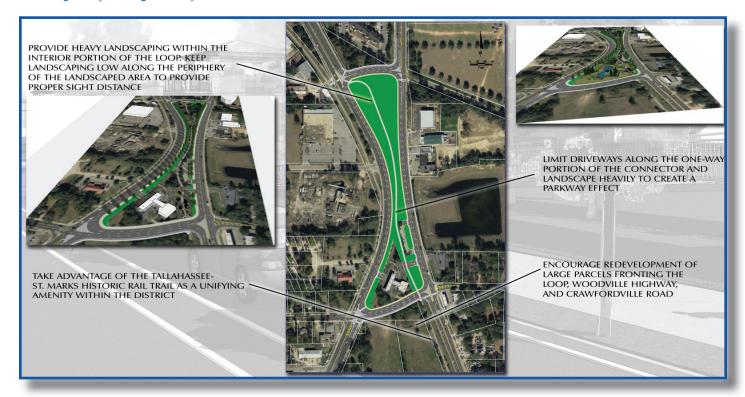


Figure 17 – North Corridor Concepts: One-Way Loop

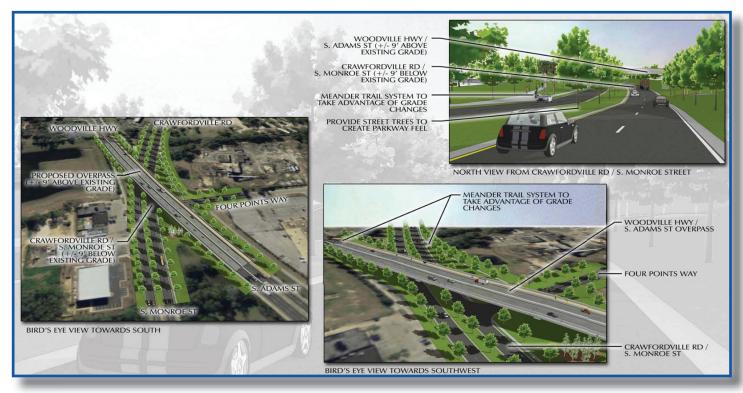


Figure 18 - North Corridor Concepts: Four Points Overpass

St. Marks Trail

An analysis related to the St. Marks Trail in the study area was completed. The 12-foot wide St. Marks Trail is a prominent feature along the west side of Woodville Highway through the study corridor, and north and south of the study area. During discussions in the public workshops it was clearly communicated that there is much public support for the trail and that its future use and function should be protected. Ways to improve the aesthetic conditions and opportunities for enjoyment of the trail were discussed and included screening of the trail from adjacent commercial, business, and industrial uses, landscaping of the trail, and the use of the trail right-of-way for enhanced stormwater management in adjacent landscaped wetland swales. *Figure 19* shows trail enhancements that were developed from the various citizen comments regarding these features.

Through the analysis and public input, the following is a summary of the St. Marks Trail design and amenity features:

- Standard design width of 12 feet (greater widths were considered, but 12 feet was considered sufficient by the public).
- Minor trailhead located near Gaile Avenue with water, seating and signage in a well shaded area. Due to the close proximity to the main St. Marks Trailhead, just a small trailhead along the study area trail should be provided.
- ◆ Landscaping should be improved with the addition of trees added to the trail that can provide shade to trail users. These trees should be significant so as to provide the maximum shade and beauty. These should be evenly spaced so when they are mature, they provide maximum shade for trail users. When this project moves to the PD&E phase, and depending on what typical section is selected, the stormwater provisions should be coordinated with the need to maintain a high amount of visibility along the trail corridor. This may be a factor if a bioswale design is used.
- All existing bushes should be removed to improve safety, security and visibility for users. Currently, the existing bushes can block visibility from the surrounding areas and the Woodville Highway corridor. This visibility provides a safer environment for trail users.
- Minimal lighting should be considered at each roadway intersection to provide lighting for pedestrians. Since the St. Marks Trail will be closed at sunset, lighting will not be required for the trail corridor itself.
- Signage and wayfinding should be included for the St. Marks Trail at strategic locations. An overall map at the minor trailhead mentioned above could be provided that provides overall information including the connections to the Campbell Pond and Capital Circle trail corridors.



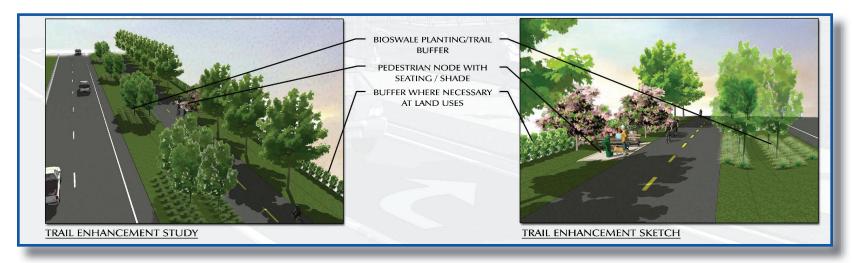


Figure 19 – Trail Enhancements

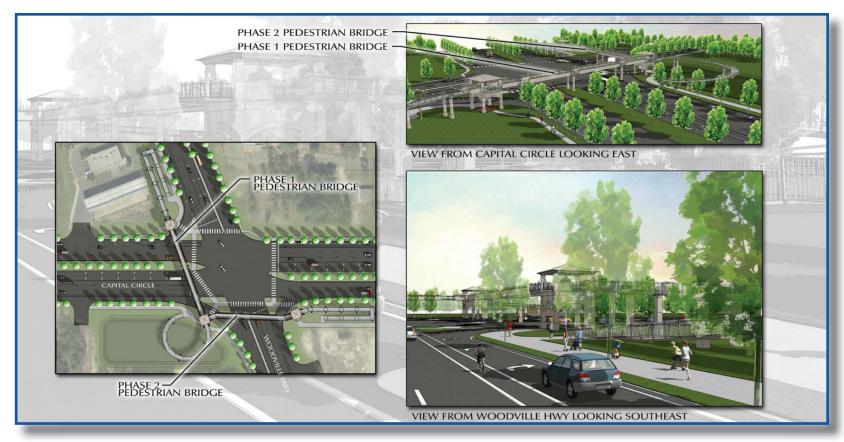


Figure 20 – Overpass to St. Marks Trail

An additional concept that was developed and presented was related to an overpass for the Trail at Capital Circle Southeast. The recent widening of Capital Circle, with channelized right-turn lanes, has made the intersection a large intersection that can be a challenge for trail users to cross. Safety concerns at this intersection were voiced by the public. Additionally, other comments heard during the public involvement meetings included discussions desiring a gateway feature on this side of town. The pedestrian overpass for trail users could potentially be that gateway feature. The concept developed for the overpass includes two phases. The first phase connects the St. Marks Trail across the intersection. A second phase connects the meandering asphalt sidewalk built by Blueprint 2000 in the southeast quadrant of the intersection across to the trail and the second meandering sidewalk in the southwest quadrant of the intersection that Blueprint 2000 is constructing. The Trail Overpass concept is shown in *Figure 20*. Like several of the other concepts developed, the pedestrian overpass could be pulled out as a standalone project as funding becomes available.

A summary of pedestrian bridge design concepts and features is as follows:

- Received very high ranking from the public involvement process
- ◆ Should be considered as a standalone project
- ◆ May be considered a safety project to attract safety funds
- ♦ Will provide a significant gateway into the City of Tallahassee
- ♦ Would serve both pedestrians and bicyclists
- ♦ Will be designed to Americans with Disabilities Act standards
- Would not require a significant amount of additional right-of-way if any



PHASING AND IMPLEMENTATION

Providing Mobility. Enhancing Community

The concepts developed have been separated into four categories: Modal Connectivity, Parks and Amenities, Land Use and Zoning, and Roadway and Trail Concepts. This section summarizes the implementation strategies for the concepts in the Master Plan and are identified as either short-term (next ten years) or long-term (beyond ten years) strategies. Each of the short and long-term concepts would require coordination with the primary agency (the CRTPA) as well as other permitting and maintaining agencies. The lead agencies and potential funding sources which were provided in the materials presented at the Corridor Alternatives Meeting (illustrated to the right and on the following two pages). Detailed costs will be developed during the PD&E phase of this project, immediately following this Corridor project.

Modal Connectivity Strategies

Short Term Concepts

- Enhance sidewalks along Shelfer Road to Oak Ridge Elementary and in the Anna Wood and Woodside Heights area
- Incorporate a multiuse trail along Ross Road
- Develop a greenway and multiuse trail through the Campbell Pond area
- Construct a trail overpass at Capital Circle Southeast for trail connectivity and St. Marks Trail users
- · Incorporate a minor trail head north of Capital Circle Southeast

Long Term Concepts

- Extend Paul Russell Road south into the Southside Development of Regional Impact
- Realign Bragg Avenue to connect to Paul Russell Road
- Extend Tram Road west to Crawfordville Highway
- Develop a multiuse trail along the power line route east of Woodville Highway
- Expand transit service along Shelfer and Ross Roads
- Create a new connection between Crawfordville Road and the future Paul Russell extension
- Improve transit headways and amenities in the area
- Extend Meridian Road through the Fairgrounds property

Parks and Amenities Strategies

Short Term Concepts

- Create a Master Plan for the Campbell Pond Park area
- Acquire the property necessary for the park (approximately 275 acres)
- Create the park and develop trail connections from Tram Road and the St. Marks Trail along Woodville Highway

Coordination with Tallahassee-Leon County Planning Department and the City of Tallahassee Parks & Recreation Department to complete a Master Plan/Feasibility Study for the design, construction and full implementation of the Campbell Pond Park area should occur. The feasibility study should document the property ownership, right-of-way, utilities, natural and environmental issues related to the area that will be needed to construct the park.

MODAL CONNECTIVITY POTENTIAL FUNDING **IMPLEMENTAION** LEAD AGENCY **Shorter Term** City/County Public Works PASS, FDOT Safety Funds, SRTS Sidewalk Enhancements City/County Public Works PASS, SRTS, FDEP RTP grant Ross Road trail Enhancements, FDEP RTP grant, Parks Campbell Pond Greenway CRTPA, City/County Parks and and Recreation general fund, grants CRTPA, FDEP, FDOT, FDOH Overpass for trail Statewide Enhancement Funds St. Marks Trail minor trailhead City Public Works, FDOT FDOT, FDEP RTP grant, general funds Longer Term Paul Russell and Tram Extensions City/County Public Works Proportionate Fair Share CRTPA, City Utility Powerline trail Your Own Utilities, grants, general New Transit Routes StarMetro Grants, Proportionate Fair Share, Crawfordville - Paul Russell Connector CRTPA, City/County Public Works Proportionate Fair Share, Public Private Grants, Proportionate Fair Share, Transit headways and amenities StarMetro Public Private Partnership, County, Fairgrounds Meridian Road extension

Figures 11a and 11b on page 23 illustrate the Modal Connectivitity Alternatives

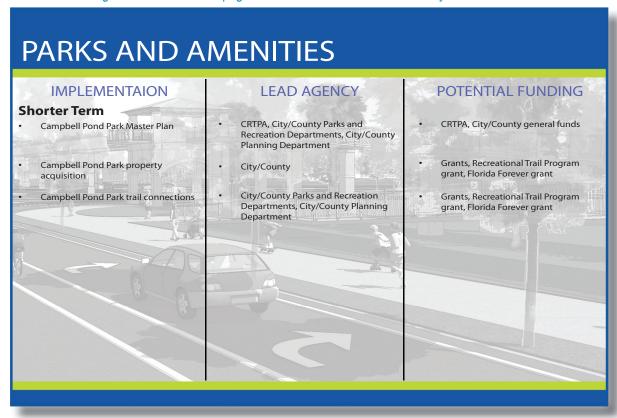
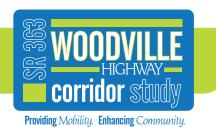


Figure 12 on page 24 illustrates the Parks and Amenities components

PHASING AND IMPLEMENTATION



Land Use and Zoning Implementation Strategies

Short Term

- Create a new zoning district to implement the Woodville Highway Corridor Gateway District
 - It is recommended that this process be modeled on the Mahan Corridor project, with working groups, including representatives of area property owners, residents, and businesses, involved in this process
- Develop and implement strategies for redevelopment of the Triangle into the Flex Tech District
 - Create new zoning district
 - Develop access and circulation plan to accommodate future redevelopment plans
 - Review and revise City and County Land Development Codes regarding set-backs to preserve right-of-way needed for future corridor improvements. This activity can be undertaken following completion of the right-of-way analyses conducted in conjunction with the PD&E Study.
 - Establish schedule and funding source for the provision of central water and sewer to the area
- Develop and implement an economic development incentive package for the Triangle

Long Term

- Change Heavy Industrial Future Land Use designation to Suburban
 - · Facilitate the relocation of existing heavy industrial uses
 - · Change zoning to Flex Tech

LAND USE IMPLEMENTAION POTENTIAL FUNDING **LEAD AGENCY Shorter Term** General Funds Consolidate existing City and County City/County Planning Department zoning districts where appropriate Establish the Woodville Highway General Funds City/County Planning Department Gateway and Flex Districts City Public Works and County Public General Funds Revise City and County codes to protect right-of-way for future road **Longer Term** General Funds City/County Planning Department Change Heavy Industrial Land Use to City/County Planning Department Change zoning to Flex Tech • Non-monetary assistance, technical City/County Planning Department, Facilitate the relocation of existing **Economic Development Commission**

Figure 13 on page 25 illustrates the recommended changes to the land use and zoning map

Roadway and Trail Implementation Strategies

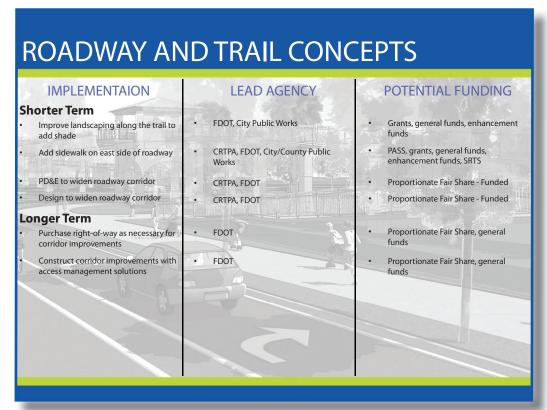
ROADWAY AND TRAIL CONCEPTS: CAPITAL CIRCLE TO GAILE AVENUE

Short Term

- Improve landscaping along the Trail to add shade
- Add sidewalks on the east side of Woodville Highway
- Complete the PD&E to widen Woodville Highway
- Complete design for the widening of Woodville Highway
- Design both phases of the pedestrian overpass
- Construct first phase of the pedestrian overpass, the portion for the St. Marks Trail

Long Term

- Acquire the right-of-way to accommodate the designed improvements
- Construct the corridor improvements, including the access management solutions
- Construct second phase of the pedestrian overpass, connecting the meandering sidewalk on the south side of Capital Circle



Figures 16 - 18 (pages 27 & 28) and Figures 19 & 20 (page 29) illustrate these concepts



PHASING AND IMPLEMENTATION

ROADWAY AND TRAIL CONCEPTS – NORTH END OF CORRIDOR

Short Term

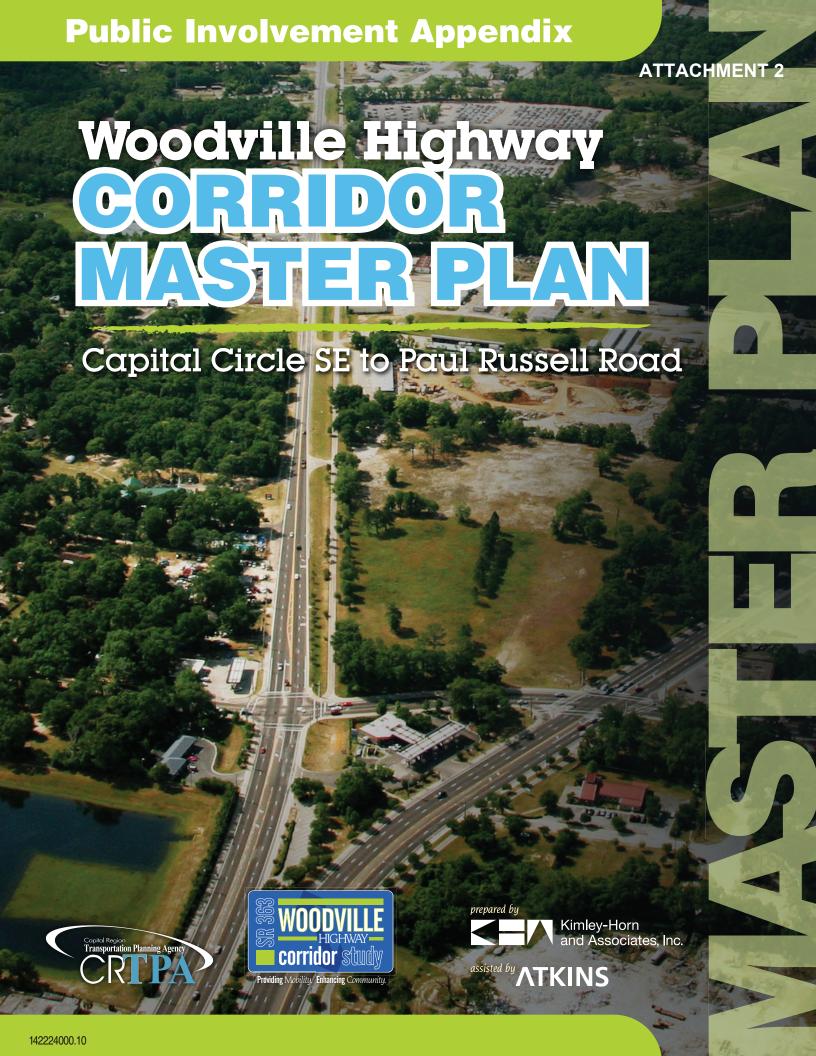
- Conduct additional analysis and modeling of future travel demand and study concepts in the Project Development and Environment Study (PD&E) phase. Identify a preferred solution for the corridor between Gaile Avenue and Paul Russell Road
- Design preferred solution

Long Term

- Acquire right-of-way to accommodate the designed improvement
- Construct designed solution to address the cross-movement between Crawfordville Road/ Adams Street and Woodville Highway/ Monroe Street

IMPLEMENTAION	LEAD AGENCY	POTENTIAL FUNDING
Study options in PD&E and select preferred solution Design selected option Onger Term Acquire right-of-way Construct cross movement solution between Crawfordville Road	 CRTPA, FDOT CRTPA, FDOT FDOT CRTPA, FDOT 	 Proportionate Fair Share, general funds Proportionate Fair Share, general funds Proportionate Fair Share, general funds Proportionate Fair Share, general funds, TRIP funding
/Woodville Highway/Adams Street/Monroe Street		









June 25, 2010

RE: Woodville Highway (SR 363) Corridor Study Kick-off Meeting Capital Circle Southeast to Gaile Avenue

Dear Property Owner/Resident,

The Capital Region Transportation Planning Agency (CRTPA) is beginning the process of developing a Corridor Master Plan for the Woodville Highway Corridor from Capital Circle Southeast to Gaile Avenue. A Kick-off Meeting is scheduled for July 15, 2010, from 6:00 p.m. to 7:30 p.m. at The Jack McLean, Jr. Community Recreation Center at 700 Paul Russell Road, Tallahassee, Florida 32301 to familiarize the community with the project, the master planning process, and begin to get public input into the development of the Master Plan. The map on the reverse of this shows the study area for this project, the Woodville Highway Corridor, and the meeting location.

This Kick-off Meeting will be an opportunity for the CRTPA and its consultant Kimley-Horn and Associates, Inc. to introduce the project; discuss the schedule and opportunities for public input into the Corridor Master Plan; and for the community to share information about the area, provide comments, and ask questions of the project team. The schedule for the meeting is as follows:

- 6:00 p.m. Informal gathering and discussion with project team
- 6:30 p.m. Presentation by project team, followed by comment and question period
- 7:30 p.m. Meeting is concluded

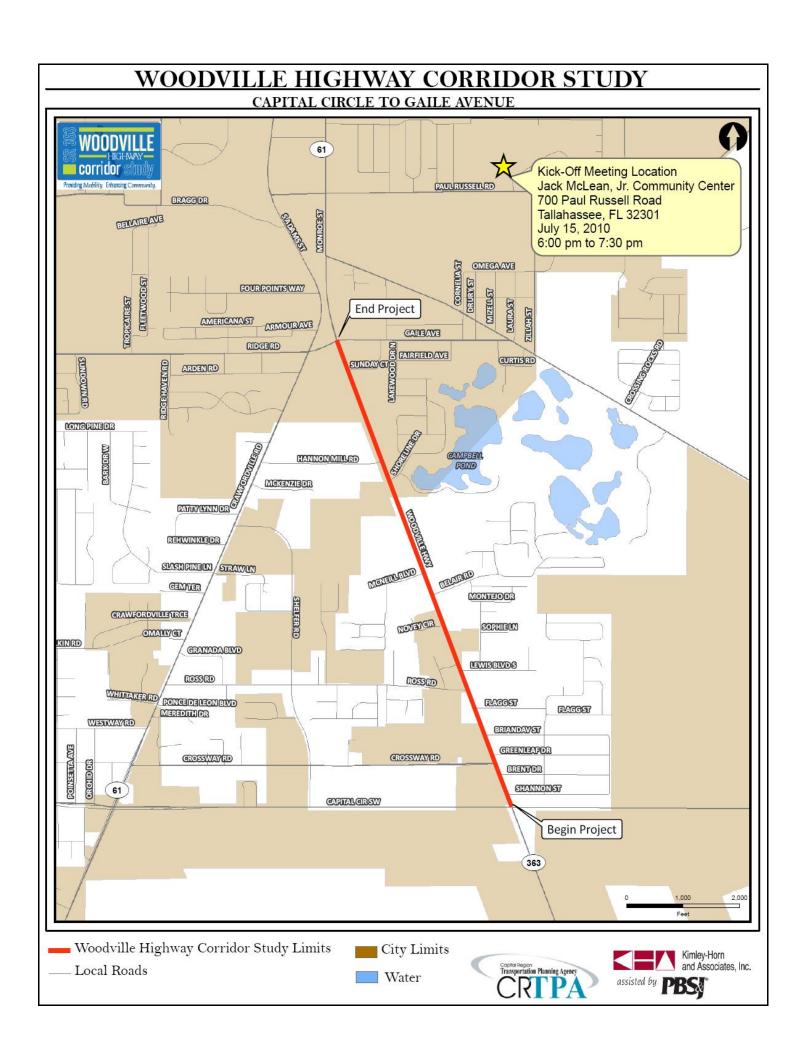
Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact me by email at <u>jack.kostrzewa@talgov.com</u> or at (850) 891-6809 at least seven (7) days prior to the meeting.

If you have any questions about the project or scheduled Kick-off Meeting, please contact me by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated.

Sincerely,

Jack Kostrzewa

CRTPA Project Manager



Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Kick-off Meeting Agenda July 15, 2010

Jack McLean, Jr. Community Recreation Center

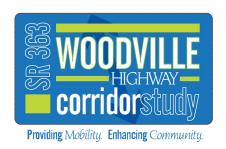
700 Paul Russell Road

Tallahassee, Florida 32301

- I. 6:00 p.m. Informal Gathering and Discussion with Project Team
- II. 6:30 p.m. Presentation by Project Team, Followed by Comment and Question Period
- III. 7:30 p.m. Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.







WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING

CAPITAL CIRCLE TO GAILE AVENUE FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 July 15, 2010 - 6:00 p.m. – 7:30 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
Sandra Wilton	3562 Jim Lee Rd. Tallahassee	Sardra_wilton@yahoo.com	regident
Slas Lewis	2929 Municiple Way 323 c4	Lewis SO Xeon County fl. gov	/ -
Bobbie TURNER	3615 Woodville Hwy 32305	Southeachicles a comeast Net	
Chuck Turner	3615 Weodyille Hun 32305	a Lially con	
Jim Olmstead	1008 Shadow / AWD De 32312	EAPOIN@ Dettally.com	Til.
KAD Olmstend	(00 0)		-
Dan Lucas		dan, lucase talgovicom	TLEPD
Jessie Levels	4151 Woody, 1/ethan 32305		
Mohan van Tol	1215 Buckingham Dr		
Equie Thomas	969 Learning Way Suite 109, Tally 32306	LR thomas@admin. Fsuedo	F.S.U. Facilities
E. Sweeting	202 Hazelwood Rd Talla 32305		,
Lene nehn	4173- Woodvier		
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WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING
CAPITAL CIRCLE TO GAILE AVENUE

FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 July 15, 2010 - 6:00 p.m. – 7:30 p.m.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
I James Rean			CRTPA
Tithe Brown	~		
Moneria Muno	e 316 Gaile Ave.	Monekka Munroe @ FA	mu. ESU.



WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING

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NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
Lynn Barr	CRTPA	lynn. barratalgaco	M CRTPA
DEIL Gray	197 Hazel wood Rd.	Kell green 290 gol-con	
Rosallas	3085 GOV. CT. DR	ROSER SUNBERN 660 /AHOO on	MAC
GUADON Meren	1/35 N. Macomb St	Dookne erse lean county ff, gov	Loon Co.
Kathya Art Erwillis	er 719 Briandau St	Atwig Cembergma	
Robert Pards (Fi	3917-Cussen/le HyTAY PM.	tobate reautocycle, comcastbiz	
Anne Glass	715 Lewis Blvd So, 3230	anne 2580 @ msn, co	m Resident
Harriet C. Brown	2825 W. Orange Ave 323105911	hebtwin @ concest, net	Bruges Paint & Stole Shed
Louis Gossos	813 Brianday 57 7230		A COSTO
BRYANT PAULK	FDOT	bryant paule dot state . Flus	FOOT
Sue Gambill	509 CURTIS RD. Tally 32305		Rosident
Edward Cornelius	3686 Woodills Huy.		Bisness
MANOS REVELS	4151 Upo Duille Huy		Basiness



WOODVILLE HIGHWAY CORRIDOR STUDY PROJECT KICK-OFF MEETING
CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
JULY 15, 2010 - 6:00 P.M. - 7:30 P.M.

P	IAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
	John Smíth	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
	May Raynords	1519 Wyoming Ave yet	mary feyrouse mil	fessive!
7	TIRANE TRACTOR	Lynn Haven, TLA		V
	7	3919 Woodylle Harry	MISSIONARY PARY CONTA	stret
	BOB FULFORD	231 weethidge D.	bobfulfor antally con	selfs
	Ac Nosford	200 MAHAN DA TIN, FG. 32308	00	FH
	Doug Rocheguez	(/- 0	LANDETURE BSCAMERIES.	som BSCAMerica
	DR.JB Williams	4213 WOUDVILLE HUY	ALFMTALE GUALL. COM	ABUNDANT LIVING FISTH
	Ryan Culpapper	435 N. Mosomb St 2 H, Tall, FL 32301	culpapperr 2/con county Fl. sou	Lean County GEM
	10m Collins	P.O. Boy 13945, Tall 32317	Homeollies @ adl. com	lansowner
	Laure Tenace	319 Coule Ave	Laurie, Tenace Ogmail. com	home owner
	Leon & allen allen	722 SHANNON ST.	V	
	Leigh Brooks	81 Water Mant Dr. Havana FL		NWFUMD
	Wayde Lawhon	4185 woodville Huz		Lard Over

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Public/Agency Kick-off Meeting

July 2010

Comments from Hans Van Tol:

- Consider separable pedestrian and bike trail this section is used by a lot of walkers, joggers and cyclist, and will be used more heavily in the future
- Bicycle facilities at intersections need great attention
- Consider bike/ped overpass/underpass at Capital Circle
- Use common sense when designing intersections- Gaines and Monroe is a bad example.

Comments from sticky notes off of study boards:

Positives:

- Widen
- Beatification
- Stimulate economy on Southside

Negatives:

None

Other Comments

- Speeding control
- East/west bike lanes e.g., Paul Russell or Tram
- Plan for sidewalk connections from Zillah to Fairview
- Open ditch
- Speed issues on Gaile Avenue need for traffic calming and speed enforcement
- No truck enforcement
- Cycle crossing at Capital Circle
- Southern chicks 3 lanes converting to 2 lanes. How would transition affect property 5 years?
- Need more parking for existing business
- Would like to see more retail
- Zoning of art studio
- Noise barrier on Capital Circle SW adjacent Woodside Heights Subdivision
- Bike/ped facilities needed down Tram Road

Comments from Mr. Dell Green:

• Right-hand turn lane on Gaile Ave. at Woodville Highway like the right-hand turn lane on Gaile Ave. at S. Adams St.

Comments from Ms. Sue Gambill:

- Concerning the bike trail along the corridor
 - Sand spreads across the trail after it rains, mainly at the driveways and roads that cross the trail making unsafe passage for skinny bike tires- can this be corrected during this project?
- Bike lane added on Tram Rd. it would enhance bike traffic and mobility.
 - o Something like the off-road bike land on the S.E. Capital Circle Project
 - o Not safe for cyclists & pedestrians in its current condition

Comments from Mr. Jim Olmstead:

- How will bike trail users get across the 6-lane truck route? Safely? Flyover? Tunnel? Transporter beam?
- Can the new road be designed with trees and a nice turn lane?
- How about a center median to break-up asphalt?
- Keep the speed low
- Expect growth in the area so don't give design to the industrial needs of the current status.



Are you

COMMENT FORM

WOODVILLEHIGHWAY CORRIDOR STUDY
CAPITL CIRCLE TO GAILE AVENUE
PROECT KICK-OFF MEETING
FINANCIA PROJECT ID NUMBER: 424009-3

JACK MCLEA, JR. COMMUNITY RECREATION CENTER 700 PAUL RUSSELL ROAD TALLAHASSEE, FL 32301 JULY 15, 2010 - 6:00 P.M. – 7:30 P.M.

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

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Please provide your comments below. If more space is needed, feel free to use an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **July 22, 2010.**

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and S. Adams St. i.e.	
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(Circle one) Name	Please return comments to:
197 Hazel nood lid	Mr. Richard Barr, AICP 1725 Hermitage Blvd.
Address Fl. 32305	Tallahassee, FL 32308
City, State, Zip Code 345 -056 8	Email: Richard.Barr@kimley-horn.com (850) 553-3500
Phone Number 29 (a) ad-com	Comments postmarked by
Email Address	Comments postmarked by July 22, 2010.



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
PROJECT KICK-OFF MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 July 15, 2010 - 6:00 p.m. – 7:30 p.m.

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before **July 22, 2010**.

O Concerning bike trail along this corridor - the way it's currently		
designed the driveways & roads that cross it often result in large		
swarths of sand spreading across the trail after a rain particularly		
Some driveways), making for unsafe passage on skinny tires.		
wonder if this could be corrected during this project.		
(2) As I suggested to someone at the meeting and he said he		
took note of it since it falls within the area of study) -		
while tram Road expansion is not on the funding list get I		
assyme that will happen at some future point. In the		
mean time if a bike lane could be added on tram it		
would enhance bike traffic & mobility. It would be great		
if something like the siffroad like on the S.E. Capital		
Circle project could be added to Tram Road in the near		
(PLEASE PRINT CLEARLY) future rather than years from now		
Mr./Mrs./Ms.) Sue Gambail People bike that road a lot & It's (Circle one) Name Please return comments to:		
509 CURTS RD. not Safe in Mr. Richard Barr, AICP		
Address 1725 Hermitage Rlvd		
TALLAHABSEE FL 32305 Tallahassee, FL 32308		
City, State, Zip Code Email: Richard.Barr@kimley-horn.com		
850-942.6597 Condition (850) 553-3500 Phone Number		
Those runner		
Email Address Comments postmarked by		
Email Address Pedestrans) July 22, 2010. And move housing is being		
added along tram.		



COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
PROJECT KICK-OFF MEETING
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 July 15, 2010 - 6:00 p.m. – 7:30 p.m.

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. How will bike trail	isers get across
the 6-lane truck yout	1. Sofler ? Beyones?
turnel? transporter beam?	08,17
· Can the new road	? be designed
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· Keep the speed to	W
· Expect growth in the	area so don't
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of the current status	
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(PDEASE PRINT CLEARLY) (Mr/Mrs./Ms.) im Olm Stead	
(Circle one) Name	Please return comments to:
Address \ \ \lambda \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Mr. Richard Barr, AICP
Address tall. H. 32312	1725 Hermitage Blvd. Tallahassee, FL 32308
City, State, Zip Code 860 570.4463	Email: Richard.Barr@kimley-horn.com (850) 553-3500
Phone Number KADOM @ NEHAlly .com	
Email Address	Comments postmarked by July 22, 2010.



COMMENT FORM

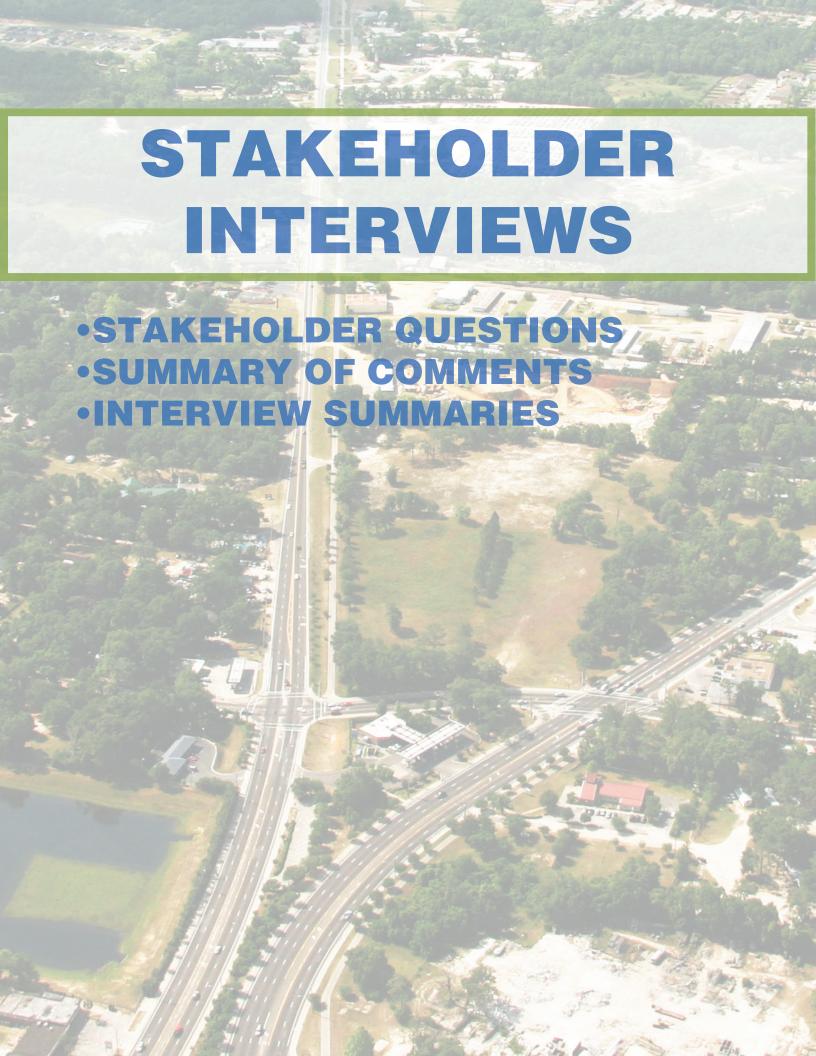
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Consider separable pedishrian and be is used by a lot of walkers, joggers, and cyc used more heavily in the furtise Binjale facilies at intersections need of Consider beliefeed overpass/undersass Use common sense when designing indesand Monsoe is a bad example.	reat attention s at Cap Circle
(Circle one) Name 1215 Bucking ham Dr Address Tallahasse Fl 32308 City, State, Zip Code 850 765 8050 Phone Number 10 han Van tolla yahoo. com Email Address	Please return comments to: Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308 Email: Richard.Barr@kimley-horn.com (850) 553-3500 Comments postmarked by July 22, 2010.



Woodville Highway Corridor Study

Northern Section – Capital Circle Southeast to Gaile Avenue Stakeholder Questions

August 19, 2010

- What is the function of Woodville Highway now and what should it be in the future?
- What is the greatest asset in the Woodville Highway corridor?
- What is the greatest need in the Woodville Highway corridor?
- What type of strategies could be used to enhance the economic viability of the Woodville Highway corridor?
- What role should Woodville Highway play in the context of a regional transportation network; specifically connectivity with parallel corridors, greenways, and transit?
- How should the St. Marks Trail be incorporated into an enhanced Woodville Highway corridor?
- What land use strategies (including past sector plans, economic plans, and identified goals, objectives, and strategies) should be incorporated into the Woodville Highway Corridor Master Plan?
- What improvements would you like to see made to the Woodville Highway corridor?
- Is there anything else that should be considered during the development of this plan?
- What is your 50-year vision for the Woodville Highway corridor and this portion of the community?





WOODVILLE HIGHWAY CORRIDOR STUDY – CAPITAL CIRCLE TO GAILE AVENUE STAKEHOLDER COMMENTS

Parks and Amenities

We need more community centers and parks in the area

Add neighborhood entrance features like Eastgate

Consider greenways

Campbell Pond can be an asset to this area and growth in the corridor; add trail connection

Trail and Trail Amenities

St. Marks Trail – Greatest asset of the Corridor and should be protected and preserved

The trail aesthetics could be improved

Need better maintenance of the St. Marks Trail

Let's integrate the trail into existing land uses and future development

St. Marks Trail needs shade, water fountains, benches, lighting

Trail crossing at old 4 Points intersection is a problem

Trail can be form of economic development – part of an Iron Man type of event

Consider separating cyclists and walkers; striping of Trail

Land Use and Zoning

Preserve the nice, family-friendly, and walkable neighborhoods in the area

Want to keep affordable housing and convenient work locations in the area

Changes to land uses are needed. We need to have more retail and services (restaurants, hotels, banks, big box along with "mom and pop" businesses, veterinarians, and medical facilities)

Don't want land uses targeted to more students (i.e. no more apartments)

Need police and Post Office sub-stations

We have code enforcement concerns – residential and commercial properties

We have non-conforming uses along the corridor; zoning needs to be reviewed

We need to incentivize development inside Urban Service Area

Fairgrounds are underutilized; consider mixed-use development

Create a commercial node along this corridor

Redevelop west side of study area into housing

Protect existing neighborhoods

We need to preserve the jobs of the existing businesses along the corridor

Identify locations for additional affordable housing

New commercial development should require the buildings near the street and parking in the rear

Need to keep industrial and commercial uses on Woodville Highway

Allow existing industrial uses to remain and be allowed to expand. Over time, economics may move some of these uses out

Change land uses to eliminate some industrial uses

Favor growth in the area – area needs jobs

Drainage and Utilities

Area lacks central sewer- will limit development and redevelopment

Woodville Highway needs curb and gutter

Consider multiple, shallow ponds – area prone to sinkholes

Area is prone to flooding – need a real drainage system for the area

Bicycle and Pedestrian Connectivity

New Campbell Connector is good idea – need connections to Campbell Park and to universities

Want sidewalks on both sides of Woodville Highway

Need to maintain crosswalk at Ross Road when road is widened

Bicycling needs to be a prominent feature of the corridor

Bicycle usage/safety at Capital Circle/Woodville Highway needs to be addressed; also at Gaile Avenue

Woodville Highway needs sidewalks

Transit Service

Transit may be helpful in the future if the routes are faster than my car

Need for transit service south of Capital Circle – apartment complex, elderly needs

Consider transit

The only road widening should be done as transit/HOV lanes

Roadway and Intersections

New road should look like Blair Stone Road; landscaped but need to consider maintenance

Need improved road capacity

Too much cut-through traffic on Gaile Avenue

Existing and any future curb cuts create a problem for the Trail – look at policies to protect and enhance Trail

Trucks in/out of businesses need to be able to stop safely out of roadway; cyclists need to yield to trucks

Consider parallel corridors

Consider parallel access/frontage road west of trail

Woodville Highway should be the City's gateway to nature and the coast

Improvements to the corridor should consider all users and modes

We need a good access management plan

Concern over increases in speed if road is widened

Median size needs to consider school buses and trucks in the area

Would like to see a 4-laned road and/or safety upgrades; traffic is heavy at times

Keep Trail and roadway separate

Add bicycle lanes when Woodville Highway is widened in addition to the Trail

Add landscaping between Trail and road

WOODVILLE HIGHWAY CORRIDOR STUDY STAKEHOLDER MEETING: St. Joe Company – Jorge Gonzalez OCTOBER 8, 2010

ATTENDEES: Richard Barr Jorge Gonzalez

Development plans are on hold for the Southside DRI. The DRI was almost complete before things stalled out because of the economy. He says this project will eventually move forward and statements said to Commissioners earlier are still true regarding their plans.

He doesn't see a significant traffic impact on Woodville Highway from the Southside DRI or Southwood, mainly because of the existing network in the area and plans for the Paul Russell/Jim Lee Road extension.

He said the big box projects on the Sembler-owned parcels on the north side of Capital Circle were very close to moving forward until the economy went bad.

In addition, there will be approximately 1,000,000 new square feet of non-residential area in this southeast Capital Circle area, as proposed by the Southside DRI, and will serve the residential areas along Woodville Highway.

He thought the previously-mentioned east-west road connecting Tram to approximately Belair Road would be a good connection for the area.

A previously-mentioned VA hospital is not going on St. Joe property in this area.

He would like to have Bill Weir be St. Joe's contact person. He said to send Bill future notices of meetings and get him information on what's been done so far.

WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING: COMMISSIONER ANDREW GILLUM AUGUST 25, 2010

ATTENDEES: Ryan Wetherell Wendy Grey

Function of Woodville Highway

- High level of commuting from Gadsden, Wakulla Counties to Leon County
- Provide alternative forms of transportation bike lanes, HOV lanes. Harry Reed has mentioned light rail.
- With 120 foot ROW, should allocate lanes for other modes.

Be bold about the vision

- Find out about "City by the Sea" or City to the Sea" proposal for trail from coast. Woodville Highway is an important connector.
- Trail can be form of economic development e.g., part of an Iron Man type of event.
- Corridor is immersed in the environment that should be basis for economic development. Contrast this image with the function of Capital Circle.
- Woodville Highway should be "the City" (Tallahassee's) gateway to nature and the coast.

Housing

• City had looked at flipping trailers to site built housing. Reach moderate income families (80 – 120% of AMI).

Economic Development

- There is a problem with part of the area being inside the City and part outside. Can there be an "honest broker," like Blueprint, that can take the lead in promoting economic development?
- Lack of central sewer limits development.
- Need a careful, strategic plan for corridor not just canoe rentals and horseback riding.
- Ball fields may be good to promote economic development, but does not really see the area as suited for clear cutting.
- What role can St. Joe play?
- How can the lakes in the Campbell Pond area be promoted?
- Ryan discussed the Campbell connector.
- Create connection to nature, transition from City to forest, and provide economic development and a concrete land use plan to support this.

Priorities

- Change uses to eliminate some industrial uses.
- Wants to know what neighborhoods would like to see.

Follow up:

- Send neighborhood stakeholder report.
- Find out about "City by the Sea" or City to the Sea" proposal for trail from coast. Woodville Highway is an important connector.

WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING: COMMISSIONER BILL PROCTOR AUGUST 26, 2010

ATTENDEES:
Richard Barr
Wendy Grey
Regina, Aide to Commissioner Proctor
Aaron, Aide to Commissioner Proctor

There is greater demand for improvements in the northern section of Woodville Highway (Capital Circle to Gaile).

 Redevelopment of this area is consistent with Comprehensive Plan policies on urban infill and the USA line.

Road should be widened on the east side- the trail side has a deep ditch.

Vision: Sees Capital Circle NE as the long term model

- Commercial uses like restaurants, retail stores, entertainment. Likes the
 variety of uses along Capital Circle NE. Alternatively, start by creating a
 commercial node, e.g., by Revels Market. Level of commercial services in
 study area is inadequate. Need to create more convenient shopping
 opportunities.
- Neighborhood entrances like Eastgate.
- West side of study area redevelop vacant area into housing. Need a lot of money to buy out trailers and redevelop and not in favor of that.
- Does not see industrial uses relocating.
- Protect existing neighborhoods.

Economic Development – challenges to generating more commercial activity

- People in this area don't have cars, so need to preserve jobs.
- Lack of central sewer inhibits redevelopment.
- City/county line creates awkward jurisdictional situation.

Has heard that Rickards is going to be relocated into study area. If so, development in the area around the school needs to be planned carefully.

Need to look at this area within the broader Southside context.

- What is status of English property?
- St. Joe property development will have an influence on Woodville Highway
- Need to have the Jim Lee/Paul Russell extension tie into Tram and possibly Woodville Highway
- Proposed Target and Lowes on Capital Circle Southeast
- Property south of Capital Circle needs to be opened for development larger lots, higher end development. (Advised Commissioner that this segment is within the southern section scope.)

Priorities:

- Get money for road widening.
- Get central sewer these residents are close to treatment plant, but don't have service.
- Get zoning in place to promote vision.
- Identify locations for affordable housing.

Follow Up:

Check on possible relocation of Rickards.

Woodville Highway Corridor- Stakeholder Meeting Oak Ridge Elementary School August 31, 2010

Attendees:

Taka Mays, Principal of Oak Ridge Elementary

Mattie Freeman, member of School Advisory Council

Vincent Mokwenye, member of School Advisory Council

Greg Vaughn, PBS&J

Bryant Brantley, PBS&J

Summary of Comments

- All were in favor of the project.
- The greatest asset to the area is the St. Marks Trail and preservation of the trail is a priority.
- Everyone expressed a desire for economic revitalization within the corridor and would like to see more retail move into the area.

How is Woodville Highway currently utilized? Main utilization would be for commuting from communities to the south such as Woodville and Crawfordville.

What is the greatest asset of the area? The St. Marks Trail

What are the greatest needs of the area? Economic needs such as retail. Other facilities needed in the area are transit services, medical facilities, community centers, parks with recreational opportunities (basketball, tennis). Zoning amendments to the community are looked upon as needed. The participants would like to see more retail without industrial use. Strip mall type areas with stores such as Publix, Target, Walmart, etc. in combination with "mom and pop" type businesses. When informed about land use plans and potential changes that could occur to the zoning to help foster this growth, they all agreed that those changes were needed. Another concern of the participants was the transit needs to reach further south towards Woodville and provide transportation opportunities to the elderly south of Capital Circle.

How can we enhance the St. Marks Trail? The Trail aesthetics could be improved. One participant mentioned that in its current state, you cannot tell it's a trail.

Woodville Highway Stakeholder Meeting Summary – Oak Ridge Elementary School August 31, 2010

Does the community utilize Jack Mclean Park? Some do. The main reason is that it is the only park within the area.

Is there anything else to add? Participants would like to see more security in the area (ex. Police substations) and see a presence of law enforcement. There would be an overall calming effect to the area. An area post office was mentioned by one of the participants.

Participants requested questions posed and information on the upcoming Charrette.

Summary of participant feedback: Desire to be involved and informed, want economic (retail) growth and landscape beautification in the area, as well as the widening of Woodville Highway with protection of the St. Marks Trail.

WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING: TLCPD, LC GROWTH MANAGEMENT, COT GROWTH MANAGEMENT SEPTEMBER 7, 2010

ATTENDEES:

Steve Hodges

David McDevitt

Ryan Guffey

Scott Brockmeir

Ryan Culpepper

Wiatt Bowers

Ryan Wetherell

Wendy Grey

Function of Woodville Highway

- Hurricane evacuation route
- Limited permitting activity over the past three years
- Been some shift in land uses from industrial to commercial, including contractor services and auto salvage
- Road is gateway, with terminus at fairground
- South of Capital Circle see four lanes
- North of Capital Circle considerfour lanes and other modes, coordinated with Star Metro and more intense development
- Interconnectivity to west of Highway is good, but not to the east

Land use Issues

- There are issues of code compliance for residential and commercial
- Some commercial uses are non-conforming uses –uses changed from industrial, but there was no zoning change. Zoning needs to be reviewed
- Review Southeast Sector Plan for consistency with land use for this area

Economic Development

- Area lacks central sewer
- Even with lower level of service and the proportionate share process,, transportation concurrency is a problem. Projected costs of road improvements have resulted in high prop share costs
- Incentivize development inside Urban Service Area

Assets

- Trail opportunities have not been exploited. Integrate trail into land uses
- Fairground is underutilized. Has full urban services, Consider mixed use development as catalyst
- Campbell Pond government wanted to buy good habitat. Consider using as mitigation for four laning.

St. Marks Trail

- Treat trail as trunk line with connections to Campbell Park and to universities.
- Need better connection to west (toward universities)
- Need more shade on trail
- There is no data on trail usage
- Trail crossing at old Four Points intersection is problematic
- Office of Greenways and Trails is resurfacing and widening may increase usage
- Used mostly for recreation. Can it be better integrated as part of multimodal approach?
- What is policy for new curb cuts along the trail? Consider Comp Plan policies to protect and enhance the trail
- Some residents object to trail. This could be because it is not integrated into the corridor

Road Design

- Need to address access management and interconnections as part of road widening
- Median planting is nice (e.g. Blair Stone) but need to consider maintenance and watering demands
- Integrate trail as part of multimodal approach.

Other issues:

- Schools are not considered best
- Comp plan proposes to allow more intensity in Woodville community
- Annexation issue is fractious
- Code enforcement issue is fractious- some oppose code enforcement as government interference
- Identify major property owners and involve them e.g. Novey and Collins (Mr. Collins was at kick off meeting)

Follow Up

- Review SESP
- ID major land owners
- Make sure all City and County staff get notice of charette.

WOODVILLE HIGHWAY PD&E STAKEHOLDER MEETING: ECONOMIC DEVELOPMENT SEPTEMBER 7, 2010

ATTENDEES:

Kim Williams

Jay Townsend

Beth Kirkland

Roxanne Manning

Michael Parker

Rick McCraw

Tom Lewis

Richard Barr

Rosemary Woods

Wiatt Bowers

Wendy Grey

Function of Highway

- Commuter traffic to/from Wakulla and South Leon County
- Truck traffic sand and material recovery
- Access to industrial park
- Highway is regional connector leading to downtown

Land use Issues

- There has been loss of industrial zoned property
- Residents on southside need nearby access to jobs, need to keep industrial and commercial on frontage/also noted that industrial doesn't have need for frontage that commercial does.
- Long term change in land use at fairgrounds?
- Redevelopment of Gaines and South Monroe may push some uses further south into this area
- Impacts of Southwoodand Southside DRIs may have affect on land uses and traffic on this corridor.
- Benefits to having an area that is affordable for small businesses
- Types of business include distribution, machine shops, cabinet making, manufacturing, material recycling, defense contractor. Retain these uses in future.
- Can non-conforming uses be retained? There is a desire to allow the existing industrial uses to remain and be allowed to expand. Over time, economics may move some of these uses out, but that's okay.

Road Design

- Use utility ROW for 2 lane road through St. Joe (?)
- Option of integrating trail into the road cross section

St. Marks Trail

- 20% of Kim William's workforce uses trail to bike to work
- Trail needs shade
- Conflicts between cyclists with cars and especially trucks with trailers.
 Cyclists need to yield to trucks; trucks need to be able to stop safely out of roadway.
- Need access management
- · Need water fountains and benches on trail
- Improve lighting on trail
- Consider parallel access road west of trail

Strategies

- Opportunities for land aggregation?
- Get trail to interface with commercial campuses
- Incorporate way finding into road design
- Identify brownfield sites
- Consider aguifer vulnerability
 - Businesses need to comply with environmental regulations
 - Consider regional stormwater facility
- If central sewer is not available, needs to be provided

Follow Up

- Models of industrial/residential compatibility from Roxanne (US 1 in West Palm Beach and Lake Worth)
- Confirm location of central sewer.

Woodville Corridor – Stakeholder Interview

Theresa Heiker, Leon County Stormwater September 1, 2010

Alisha Wetherell (Kimley-Horn) and I met with Ms. Heiker to discuss the project and gain input concerning issues related to stormwater and flooding within the Woodville Highway Corridor.

General Comments:

- Ms. Heiker expressed concerns with drainage and flooding within the Corridor, specifically severe flooding over Tram Road as well as flooding in the Capital Park area off Tram Road, along Crossway Road (flash flooding), and the streets in the northeast corner of the Woodville Highway/Capital Circle intersection (Shannon Street to Briandav Street).
- General concerns in the area revolve around old developments constructed at flat grades with undersized facilities and conveyance, and the lack of a real drainage system for the area, which contribute to flooding.
- While flooding issues have not been particularly bad in recent years, this could be attributed to our drought conditions. As the normal rainfall has returned this year, there have been more flooding issues and complaints from property owners.
- Coordination with the City of Tallahassee needs to occur to determine the flooding that may/may not be occurring around Campbell Pond. Additionally, the City may have purchased property in the area for flood control that may be potential sites for joint projects to relieve flooding.
- Our team will want to coordinate with Blueprint 2000 on the Capital Circle projects at
 the intersection of Woodville Highway since Ms. Heiker commented about
 commitments that have been made for the Capital Circle project concerning drainage.
 She was particularly concerned about the commitments made in the process of
 transferring water from basins on the west side of Woodville Highway to the east side.
- Additionally, we may be able to obtain information concerning the Karst conditions of the area from the NWFWMD and the Wakulla Springs Working Group. They have done extensive research into the underground hydrology of this area associated with study of the Tram Road spray fields and the Wakulla Springs contributing basin.
- Greatest needs concerning drainage in the Corridor:
 - o Historic lack of conveyance from Paul Russell Road
 - Improvements for Tram Road (however, Leon County does not have improvements currently planned)
 - o Flooding south of Gaile Avenue and Tram Road
 - Managing expectations from the public from the standpoint of the utilization of swales and how that is possibly the best solution due to the Karst conditions

 Overall education of the public concerning drainage within the corridor due to the topography of the area. This is a real opportunity to provide educational monuments in the area of the Cody Scarp about that element of our unique topography of the area.

Woodville Highway Corridor- Stakeholder Meeting Leon County Schools – Transportation Division September 13, 2010

Attendees:

Becky Temples, Leon County Schools Transportation Supervisor, *TemplesB@leonschools.net*Fred Johnson, Leon County Schools Transportation, *JohnsonsF@leonschools.net*Michael R. Moore, Leon County Schools Transportation Director, *MooreM@leonschools.net*Debbie Burger, Leon County Schools Transportation, *BurgerD@leonschools.net*Greg Vaughn, Bryant Brantley, PBS&J

Summary of Comments

- Current school bus stops along Woodville Highway and the following streets:
 - o Greenleaf Drive
 - o Flagg Street
 - o Belair Road
 - o McNeil Boulevard
 - o Shoreline Drive
- Need to maintain the crosswalk at Ross Road and Woodville Highway for children walking to Oak Ridge Elementary.
- Median size and speed limit considerations will be critical to school transportation.
- The buses need either a median opening with a "transition lane" or a traffic light at the Belair Road intersection to allow buses to turn south onto Woodville Highway from Belair Road. Also something similar at Greenleaf Drive.
- The group wants the traffic light at Ross Road to remain.
- Gaile Avenue is the biggest concern in reference to backed-up traffic.

What are the greatest needs of the area? The group would like to keep Woodville Highway flowing correctly. The roads need better marking and sidewalks need to be included on both sides of Woodville, as with the existing footprint. Access management is needed for school buses.

Is there anything else to add? Speed should be an important factor when analyzing Woodville Highway. The staff recommends nothing higher than the current posted 45 mph, as traffic tends to speed up when a road is widened which will cause concerns for school buses which will need to cross traffic. With a median, most likely school buses will need to pick up riders along one side of the roadway and then u-turn to pick up those on the other side. Also on a side note, the timing of the construction would be important (construction during morning rush-hour will make the school bus driver's job more difficult, especially in making left turns).

Woodville Highway Stakeholder Interview

Hans Van Tol, Chair of Bicycle Advocacy Committee, Capital City Cyclists

- 1. Four lanes on Woodville Highway makes sense; traffic is fairly heavy at times. For cyclists, this will be a crucial connection: CCSW Trail, St. Marks Trail, Connector Trail Bicycling needs to be prominent feature of the corridor:
 - May make sense to separate cyclists and walkers/hikers
 - North of the St. Marks Trailhead, are they widening more than 12 ft? Could this justify widening the trail north of CCSW?
 - Likes striping in the middle of the trail.
- 2. Greatest asset is the separation between the trail and the roadway.
- 3. When widening to four lanes, need to keep the bicycle lanes; do not deviate from the standards. Bike lanes in addition to the trail. This is in case laws requires use of the trail instead of the road in the future.

Landscaping is preferred between trail and road instead of in the median.

Landscaping should include canopy trees, but ensure sight distance is adequate at intersections.

Additional bicycle amenities would be nice to have, but are not crucial. This could be more necessary if connections are made to the Capital Cascades Trail.

Intersection at CCSW and Woodville Highway: Bicycle lane just ends. "This is annoying."

Instead of overpass, money would be better spent elsewhere. This depends on what the cost actually is though. Tunnel at LaFayette and Railroad is a waste of money. A stop light would have been sufficient in this case. There is currently no consensus for an overpass at this intersection.

Park area around Campbell Pond with trails that connect to Southwood would be nice. This would be a good place to kids to ride their bikes. Not as helpful for commuters. Would be nice to create a loop with other connectors.

Crossing at Gaile Ave is tricky. Cross on wrong side of the road. Sharp turns. Would be a good idea to extend trail north of Gaile Ave and cross over to the Trail north of Gaile Ave. A traffic light may be needed.

Woodville Corridor - Stakeholder Interview

David Henry, City of Tallahassee Stormwater September 17, 2010

Alisha Wetherell (Kimley-Horn) and Greg Vaughn (PBS&J) met with Mr. Henry to discuss the project and gain input concerning issues related to stormwater and flooding within the Woodville Highway Corridor.

Notes:

- Mr. Henry suggested a review of the closed basin requirements for both Leon County and the City of Tallahassee to gain a thorough understanding of design requirements.
- At this time, there are no apparent unmet needs concerning flooding within the city limits of the project area, nor are there any known stormwater improvements planned for the area.
- Structural flooding issues seem to have been resolved with the construction of the FDOT pond near Gaile Avenue/Woodville Highway and the purchase by the City of flood prone parcels between Gaile Avenue and Lindgren Avenue.
- Suggested the consideration of multiple, shallow ponds to avoid the development of sinkholes (which are prone to occur with large, deep ponds). Also suggested coordination with Rob Baker (RMBaker, LLC), who has done geotechnical work for St. Joe in Southwood.
- Was not familiar with any proposed recreational enhancements with Campbell Pond.
 Suggested coordination with Susan Tanski at the City's Parks and Recreation
 Department.
- Mentioned the existence of a shallow, large City gas transmission line along Woodville Highway and suggested further discussions for existing utilities with Sal Arnaldo, City Water & Sewer, and Stephen Mayfield, City Gas.

Woodville Corridor - Stakeholder Interview

Neighborhood Association/Resident Meeting September 9, 2010

Wendy Grey and Greg Vaughn met with the persons listed below to discuss the Woodville Highway Corridor Study.

Attendees:

Laurie Tenace (319 Gaile Avenue) Mattie Freeman (261 Ross Road) Sue Gambill (509 Curtis Road) **Phone Interview by Wendy Grey**: Leon & Alene Allen (722 Shannon Street) Jonathan Peterson (4509 Deslin Court) Earnestine Johnson (285 Oakview Drive) **Anne Glass (715 Lewis Boulevard)**

Summary

Greatest assets of the Woodville Highway Corridor

- St. Marks Trail
- Nice, family-friendly, and walkable neighborhoods
- Natural areas (positive comments concerning the new Campbell Connector)
- Affordable housing and convenient to work locations
- Overall good traffic flow (referenced the widening of Crawfordville Highway)
- Unique shops along Woodville Highway
- Jack McLean Park

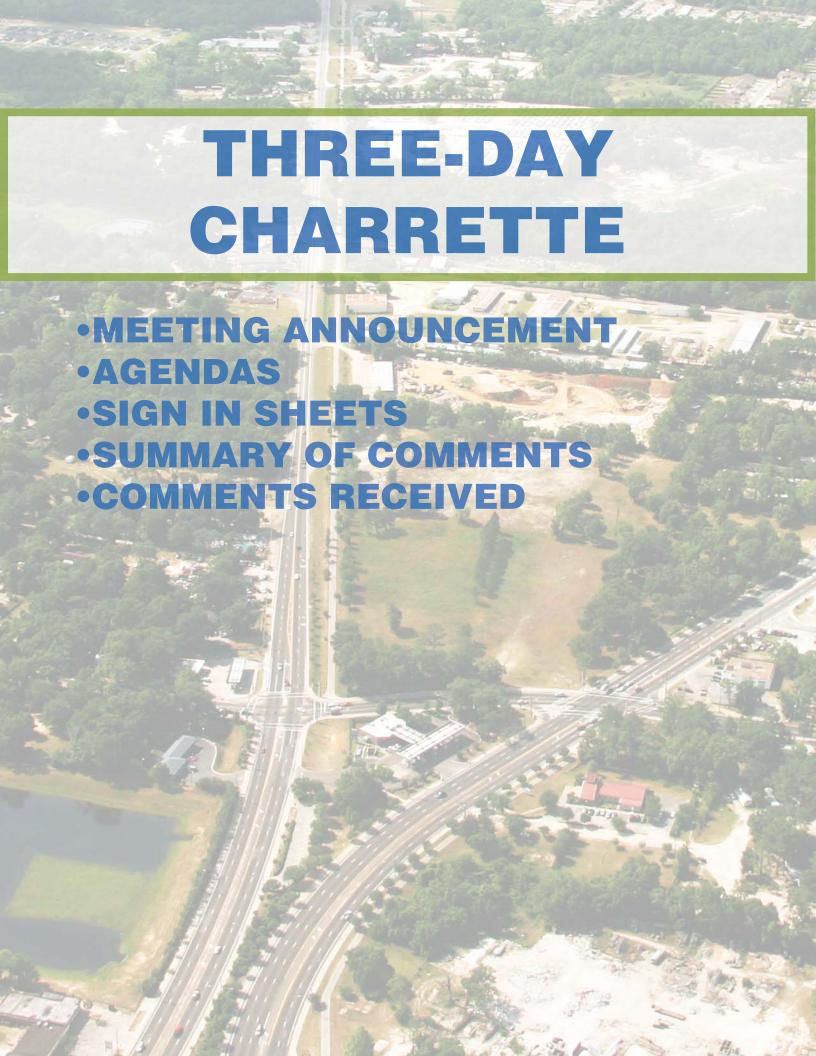
Greatest needs of the Woodville Highway Corridor

- Better maintenance of the St. Marks Trail north of Capital Circle (e.g. trash, sand/loose piles of sand on the trail)
- Sidewalks on both sides of Woodville Highway
- Landscaping (more of a look like Blair Stone Road versus Orange Avenue)
- Improved capacity along Woodville Highway
- Land Use changes to promote the introduction of commercial and retail, including restaurants, hotels, banks, veterinarians, medical facilities, and "Big Box" stores and protection against the development of apartment complexes (which would be targeted towards student housing) in single family neighborhoods
- Removal of some of the "eye-sores" within the corridor
- Standardize development to create visual consistency along Woodville Highway
- Introduction of Police and Post Office sub-stations
- City and County code enforcement concerns (both residential and commercial)
- Introduction of a Leon County garbage collection facility within the corridor
- Central sewer

General Comments

One attendee lives on Gaile Avenue and expressed concerns over the amount and speed of traffic currently using Gaile Avenue as a cut-through from Tram Road to Woodville Highway Also expressed concern about noise from nearby nightclub. Woodville Highway Stakeholder Interview Neighborhood Association/Resident Meeting September 9, 2010 Page 2

- ➤ The attendees expressed some interest in transit services, but most would only use it the routes were faster than their personal vehicles
- > Some expressed the need for transit services south of Capital Circle (i.e. Lakes at San Marcos Apartment Complex)
- Even with the widening of Woodville Highway, the crosswalk at Ross Road would need to be maintained for school children
- Some interest was expressed about possibly moving the Fairgrounds and developing the existing Fairground parcel
- Mentioned difference in maintenance of owner versus rental units. Some landlords in County do not pay for curbside collection, so trash accumulates.
- > There are always plans being made for the south side but nothing seems to materialize.
- New road may help improve pride and help promote land acquisition and redevelopment.
- The intersection at Revel's Meat Market is dangerous. Hard to see when turning north bound onto Woodville Highway.
- Provide better internet connection to residents (e.g., digital canopy). Many residents cannot afford internet connection.
- South side does not have the same quality infrastructure as north side.
- Redevelopment of the fairgrounds sounds like a good idea, but other redevelopment efforts have failed and existing commercial centers (Winn Dixie, Harvey's, etc.) have not thrived.



Charrette Location

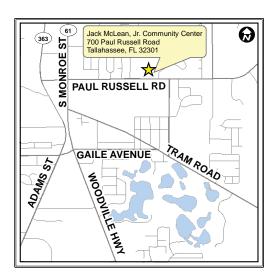
The CRTPA will host a Charrette at the Jack McLean, Jr. Community Center located at 700 Paul Russell Road. You are highly encouraged to attend both days.

Session 1

Thursday, September 30th 5:30 pm to 8:00 pm

Session 2

Saturday, October 2nd 9:00 am to 11:30 am

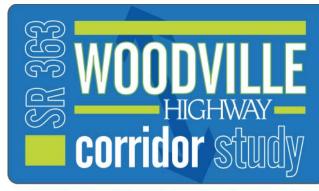








Mark Your Calendar Now...



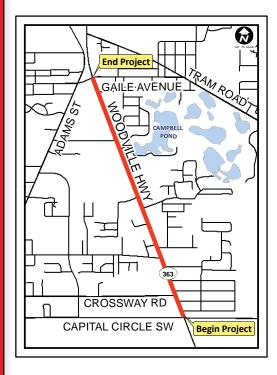
Providing Mobility. **Enhancing** Community.

For the Woodville Highway Corridor Study Charrette

Thursday, September 30th
5:30 pm to 8:00 pm
&
Saturday, October 2nd
9:00 am to 11:30 am

Project Description

The CRTPA, assisted by Kimley-Horn and Associates, has begun the process of developing a Corridor Master Plan for the segment of Woodville Highway from Capital Circle Southeast to Gaile Avenue.



The Corridor Master Plan will include the study of land uses, environmental features, community and social features, and general engineering constraints that will drive the current and future transportation needs of the corridor. The CRTPA's project team will involve the community at several stages during the development of the Master Plan, so that community needs and concerns can best be captured. The Corridor Master Plan is anticipated to require approximately one-year to complete.

Charrette

The charrette will be broken into two sessions. The first session will be on Thursday, September 30th from 5:30 pm to 8:00 pm and the second session will be on Saturday, October 2nd from 9:00 am to 11:30 am. These sessions are your opportunity to express your community's needs and concerns. At the charrette, you will not only learn more about the project, but you will have an opportunity to share ideas, identify problems, and help shape the plan for the Woodville Highway corridor.



What's A Charrette?

"A French word that describes a brief but intense workshop in which stakeholders and interested citizens are invited to contribute to the work of an interdisciplinary team of planners during the earliest stages of design and planning."

For more information please contact

Jack Kostrzewa, CRTPA Jack.Kostrzewa@talgov.com (850) 891-6809

Richard Barr, Kimley-Horn and Associates, Inc. Richard.Barr@kimley-horn.com (850) 553-3500

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, 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 Jack Kostrzewa by email at jack.kostrzewa@talgov.com or at (850) 891-6809 at least seven (7) days prior to the meeting.

Visit us online at:

www.crtpa.org www.capitallegacyproject.org

Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Design Charrette

Thursday, September 30, 2010 5:30 p.m. – 8:00 p.m.

Jack McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, Florida 32301

- I. Open House
- II. Presentation by Project Team
- III. Small Group Exercises
- IV. Report Out and Conclude Meeting

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.

REMINDER

Remember to come back Saturday at 9 a.m. for session 2 and a wrap up of the Charrette.





Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Study Design Charrette

Saturday, October 2, 2010 9:00 a.m. – 11:30 a.m.

Jack McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, Florida 32301

- I. Open House
- II. Summary Presentation by Project Team
- III. Open House/Station Review
- IV. Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check the www.CRTPA.org.

Thank you for your participation!







WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE – DAY 1
CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
SEPTEMBER 30, 2010 - 5:30 P.M. - 8:00 P.M.

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
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Hopery Keen			CRIPA
BRUCE MEINTSLES	6019602NOVEYGRACE	Cy. MEINTOTES GATTONET	PROPERTY COUNTS
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Ryan Culpapper	435 N. Macamb St 2nd F1	a u pepperr Q leas county fl. gor	LCGEM
Edith Word	4534 Deslin CH	charge Haap com	
KENHIM CARON			APPC
SCOTT Brack Meler	435 N. Macomb St. 2nd	Brackmerers @leon county Figu	Canty GEM
LE Evence Emanual	3317 Bahama Dr.	0 0	Resident
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John Leurs	((()		(1
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Darrell Luills	P.O. Box 7614	V-44 - V-27 - V-27	darren @ Jeanwis. Con	13us-
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Lavie Ferace		Laurie Tenace Exmail.com	21/
KARLOS KEVELS	4151 Was Sincle Huy		
Thomas Callins		Homcollins Qaot com	Property oura
6. Burke	CRTPA		7 7
Sandra Wilton	3562 J.m Lee Rd. Tallahassee,		property owner
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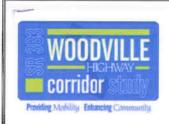




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WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE - DAY 2
CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
OCTOBER 2, 2010 - 9:00 A.M. – 11:30 A.M.

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Daniell Wills	[(- /	Daven @ Jean w. 115.1 or	-
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HARRY PEGO		J	CRTPA
Samontha Ples	singer 850 Capital Wilk Dr 110	B scpola fsv. edu	Student
Sandra Wilton	3562 Jim Lee Rd. 32301	,	homeowner
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-Inda M. Tones	36,10 Lakewood Dr.	lindamtorres@yaha	com student
BRUKE MENTOL	601/602 Novy Ciore		



WOODVILLE HIGHWAY CORRIDOR STUDY CHARRETTE — DAY 2
CAPITAL CIRCLE TO GAILE AVENUE
FINANCIAL PROJECT ID NUMBER: 424009-3

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Jennifer Carrer	514 E Carolina St 32303	Trarverpearthlik, ni	CB _C
Keith A. Down, No	P.O. Bx 557/ 323/4		Resi pen
DETORES E. DOWNING	P.O. Box 5571 32314		
KNIL Ravals			
Wayde Lowhow	4185 woodville Hury		LAWhow Bods Shop
Johan Van Tol		johanvantola yahoo	on Capital City
Jonathan Peterson	4509 Deslin Court	thewarrior 76 Dyahoo.com	Och Ridge Place HOA

Bicycle and Pedestrian Connectivity					
Stakoholder Comments	Thursday's Mosting Comments	Votes		Thursday's Mosting Comments Votes Saturday's	Saturday's Mosting Comments
Stakeholder Comments	Thursday's Meeting Comments	Side	# of Votes	Saturday's Weeting Comments	
idea – need connections to Campbell Park and to universities Want sidewalks on both sides of Woodville Highway Need to maintain crosswalk at Ross Road when road is widened Bicycling needs to be a prominent feature of the corridor	Include Sidewalks on both sides of the street Activated crosswalks/ lighting and sound for all skill level Driveway cuts safety issue for disabled Retrofit sidewalks / wheelchairs are taken on road Sidewalks along road Sediment Trail Crosswalk across Woodville Highway Trail on Tram Road Paul Russell Road needs sidewalk on both sides Pedestrian Crossing not enough time to cross at Ross Road/Woodville Highway for elderly and children Pedestrian zebra crossing- Warning at Capital Circle and Woodville Highway	Side Crosswalks Enhanced Sidewalks Pedestrian Signals Connection to Trails Pedestrian Amenities (Trees, Benches, etc.)	# of Votes 12 8 7 11 0	Brent Dr. Park and Flagg St. Park – would like improvements Like idea of Crawfordville/Paul Russell extension East/West Connector Powerline trail should be soft, unpaved in contrast to St. Marks Trail Don't like No Left Turns at Shannon, Brent, Greenleaf – cut thru/increased at BrianDav Accommodate safe u-turns(to	
Bicycle usage/safety at Capital Circle/Woodville Highway needs to be addressed; also at Gaile Avenue Woodville Highway needs sidewalks	sidewalks along entire route of both sides of Paul Russell because of kids walking to middle/high schools and improve sidewalk access around Fairview Middle School For this section of US Hwy 363, which the master plan probably will tend to a 4-lane road, it is advisable to adhere to the standard of adding bikelanes, in spite of the proximity of the St Marks trail. This will also provide cyclist access to the (future) businesses along this road. Use ped/bike activated signals. In the bikelanes, install bicycle sensitive loop detectors. The new small traffic island installed at the intersection at Gaile Ave. and Crawfordville Rd is a pretty bad example, as it is too small and doesn't allow 2-way traffic. The bicycle traffic flow for trail users at the Gaile Ave. connection should be improved and optimized for a good connection to the Campbell connector trail to the east. The Capital Circle intersection should also provide continuity and safety for bike-lane users on Capital Circle and Woodville Hwy.			Southbound) on Woodville in future. Pedestrian access/crossing at Ross Rd. is a substantial problem – pedestrians with disabilities exist there also and accommodations are poor. Ross sidewalks - has drainage issues Bike lanes are required and needed for the entire length of the roadway Provide both family and commuter bicycle amenities Make bike-ped priority cross-sections It very difficult to use bikes out of Lakewood, and it is difficult to walk without crossing dangerous streets.	

		Parks and Park Amenities					
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments			
Stakenolder comments	, ,	Side	# of Votes	Suturday 5 Weeting Comments			
We need more community centers and parks in the area	Swings for kids Places to play ball (basketball / kickball)	Focus on active recreation more than passive recreation (focus on	than passive recreation (focus on	than passive recreation (focus on	than passive recreation (focus on	10	Water fountain feature like Forsyth Park in Savannah, GA. New park areas should focus on the City – acquired properties on Gaile Avenue.
Add neighborhood entrance	Open areas	basketball courts, kickball fields,		Amenities should focus on water fountains			
features like Eastgate	Gaile Ave. potential for park area -Garden Area	and playgrounds)		Include larger drainage areas in the potential parks list. - Landscaping and Vegetation Look into how much parking would be available in the			
Consider greenways	-Gaile Ave. Park (Use property bought by City due to flooding)	Develop vacant publicly-owned properties as parks or gardens		proposed park. Likes the trail through the proposed park.			
Campbell Pond can be an asset to this area and growth in the corridor; add trail connection	Campbell Connector Active vs. passive (prefer active)	(including Brent Drive Park, Flagg Street Park, and the city-acquired property on Gaile Ave.)	13	Play fountain would use less water than regular fountain -Kids Love this			
	Water elements that capture raw water as a Educational Community Element	Use native vegetation/drought tolerant plants to landscape parks (coordinate with the Master Gardener Program at UF/IFAS)		-Conserve Water Add something like tennis courts at Campbell Pond Park -Soemthing adults can do also			
	Parks connecting existing trails		3	Keep gas station where it is.			
	Provide Restrooms Water Fountains (along trails/ in Parks)		3	Use fire-prone landscaping (native- ecosystem specific vegetation) Gaile Avenue(i.e. acquired property) and neighborhood			
	Better landscaping (use local/native plants)/ Drought tolerant plants	Provide amenities at parks (such as restrooms, water fountains, trash	. ,	9	parks(i.e. Campbell Pond Park) are more useful to neighborhoods and community that Gaile Ave./Woodville/Adams park concepts		
	Include Lighting Coordinate with master Gardener program through IFIS	shelters or shaded areas, and emergency call boxes)	9	Look to see where a sports complex could go -basketball, football, tennis, etcFairgrounds?			
	Recycle bins/trash cans Shelters / shaded areas	Include educational and interpretive signage at parks	0	-Gaile Ave./Capital Park area			
	Sediment Trail Family friendly park at Campbell Pond	Make Campbell Pond Park more family-friendly	1	Campbell Pond could be a huge asset along with St. Marks Trail I would like to see more green spaces, urban feel buildings			
	Gateway to city has rec. amenities	Create a greenway around		This area around Gaile Ave. North, Woodville Highway East,			
	Preserve adequate open space around trial	Campbell Pond	11	Crawfordville Highway West, has potential to be something like library/museum/gallery where people can either ride their bike,			
	Major light industrial access from Capital Circle, not Woodville			walk, use public transportation or drive.			
	Trails around Campbell Pond						
	Gateway at Capital Circle and Woodville Highway						

	Trails and	Trail Amenities		
Stakeholder Comments	Thursday la Mastina Comments	Votes		Saturdayla Mastina Comments
Stakeholder Comments	Thursday's Meeting Comments	Side	# of Votes	Saturday's Meeting Comments
St. Marks Trail – Greatest asset of the Corridor and should be protected and preserved The trail aesthetics could be	Water Fountains (along trails/ in Parks) Over Pass for pedestrians over capital circle -Pedestrian Bridge -Tunnel	North Trail Access- Provide an improved access design at Gaile Avenue	12	Separate Trail from road Road should drive this project Add landscaping on overpass Motion sensitive lights (Street lights)
improved Need better maintenance of the St. Marks Trail Let's integrate the trail into	Continue Bike trail west at Capital Circle (consistent with current Capital Circle road design) Parking areas for key access areas to trails -Specifically this community (not UFIFIS)	South Trail Access- Provide bicycle and pedestrian overpass for St. Marks and Capital Circle Trails	14	Don't look beyond designing safe intersections that are safe just because we are proposing a bridge Landscaping that doesn't drop too many leaves
existing land uses and future development St. Marks Trail needs shade, water fountains, benches, lighting Trail crossing at old 4 Points	Better landscaping (use local/native plants)/ Drought tolerant plants Include Lighting Use smaller plants for landscaping at intersections – helps with visibility Trail width (is currently wide enough)	Improve Safety- Limit driveway cuts (access management), call boxes, lighting, caution signs/lights at intersections, improved warning signs for approaching vehicles	17	on the Trail Drivers should have a right to access, don't hurt them. Landscaping should not obscure signs Add lighting and call boxes Please install solar powered motion lights on
intersection is a problem Trail can be form of economic development – part of an Iron Man type of event Consider separating cyclists and	Lack of parking at north trail head Drive way cuts along trail are unsafe -Needs better traffic control i.e. Traffic calming and signage Need Safety call boxes	Landscaping- Enhance and improve by adding shade, screening industrial land uses, use native plants that require less maintenance and water Trail Amenities- Better signage,	8	the trail. Keep St. Mark's Trail north extension Improve the trail crossings at cross streets Overpass/bridge @ trail intersections w/ Cap. Cir. And at Woodville Hwy
walkers; striping of Trail	Redesign Gaile intersection to accommodate trail access Activated crosswalks/ lighting and sound for all skill level	evaluate the need for parking areas, trash receptacles, add a minor trailhead with water	6	
	Driveway cuts safety issue for disabled Recycle bins/trash cans Emergency Phones and Lights Improve Trail aesthetics / amenities Trail amenities at intersections Buffer trail from industry Preserve adequate open space around trial Buffer to light industrial from trail Fewer driveway connections, access management – safer for trail Shaded areas along trail, like Park at Monroe/Adams Improve access to trail from adjacent communities We recommend that trail users be given the priority, and intersections be colored and raised (~8 ft on either side of the trail) acting as speedbumps. (e.g. Hannon Mill Rd, Crossway Rd, Ellington Blvd. and business entrances)	trailnead with water		

	Land Use and	Zoning		
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
Stakeholder Comments	Thursday's Meeting Comments	Side	# of Votes	
Preserve the nice, family-friendly, and walkable	Mixed use	Nice, family restaurants	5	Likes Flex Tech
neighborhoods in the area	2 story mixed use	Neighborhood servicing commercial		Okay with night clubs in Flex Tech (people can
Want to keep affordable housing and convenient work	Less industrial	(daily needs, pharmacy, hardware/auto	3	cycle instead of drive)
locations in the area	Decent shopping (daily needs)	supplies)		Sound barrier needed between residential area
	Nice food establishments (Bonefish)	Allow commercial at SE corner of Capital	1	and Capital Circle (Shannon)
Changes to land uses are needed. We need to have	Create buffer between commercial and residential	Circle SE and Woodville Hwy	1	Likes change from H.I. to Flex Tech
more retail and services (restaurants, hotels, banks, big	-Fences (design standards)	Create commercial zones along both	0	Benches in Park at Flagg Street
box along with "mom and pop" businesses,	Current code enforcement is not sufficient	sides of corridor	U	Flex Tech is good. Lower intensity in short- term
veterinarians, and medical facilities)	-County code enforced by call basis	Need Senior Center (on Southside)	1	with potential for increase.
Don't want land uses targeted to more students (i.e. no	-City code enforced by drive around	Police substation	7	Address Urban form – no parking in front
more apartments)	Beautification contest	Expand industrial uses west of Woodville	1	Crime reports are split between TPD and LCSO –
Need police and Post Office sub-stations	No nightclubs in mixed use south of Gaile	Hwy, more warehouse facilities	1	so each agency thinks there is less crime than
We have code enforcement concerns – residential and	Move fairgrounds keep stadium			there actually is.
commercial properties	-Sound mitigation for stadium at fairgrounds	Limit additional industrial uses- Remove	2	Likes changes to Land Use map
We have non-conforming uses along the corridor;	Ace Hardware along Woodville	industrial from east side of Woodville		Likes urban design standards for buildings
zoning needs to be reviewed	Nice place to eat/family establishment	Encourage mixed use development, limit	2	(building to street)
We need to incentivize development inside Urban	Need Senior Center (on Southside)	of 2 stories high	2	Green Buildings
Service Area	Police substation	No nightclubs in mixed use (south of	3	St. Joe is doing similar retail/residential/ concept
Fairgrounds are underutilized; consider mixed-use	Commercial at CCSW and Woodville	Gaile Ave)	3	(ground floor boutique shops and bistros)(on
development	Commercial along road	Move fairgrounds but keep stadium at	1	North side of Capital Circle)
Create a commercial node along this corridor	Buffer trail from industry	current location	1	Keep existing uses – concrete plants, pick and
Redevelop west side of study area into housing	Need warehouse facilities	Enhance buffers between Industrial land	3	pull, etc.
0 0	Services/light industrial zoning, more on west side	uses and trails	,	Warehouses – keep continuum of uses due to
We need to preserve the jobs of the existing businesses	Maintain commercial along both sides of corridor	Enhance buffers between commercial	5	money.
along the corridor	Buffer to light industrial from trail	and residential land uses	3	No more industrial on east side of highway
· · · · · · · · · · · · · · · · · · ·	Improve buffer at junkyard	Create buffer between junkyard and	7	Encourage buffering of Industrial adjacent to
New commercial development should require the	250 feet of commercial zone along corridor	adjacent land uses	′	residential
buildings near the street and parking in the rear	I want to see all of the property east of Woodville Hwy			Nothing has happened w/ Enterprise Zone
Need to keep industrial and commercial uses on	rezoned to commercial and/or residential. At present,			Services for Cyclists – e.g. ice cream
Woodville Highway	the properties next to these family homes are zoned M-			Allow Brew Pubs in M-1 district
Allow existing industrial uses to remain and be allowed	1. I do not think that this is healthy for the residents			No apartments in Ross Road area
to expand. Over time, economics may move some of	1. The first tilling tille to state it is is fleaterly for the residents			-Not too high density (currently UR-2)
these uses out				Land Use and Zoning include urban farm
Change land uses to eliminate some industrial uses				Industrial development ok in this area
Favor growth in the area – area needs jobs				Can influence urban farm/design of that
				development to make an attractive corridor.
				Keep M-1- left alone

Drainage and Utilities				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
Stakeholder Comments		Side	# of Votes	Saturday's Meeting Comments
Area lacks central sewer- will limit	Use native plants around collection ponds	Swale	7	Localize ponds may help with localize funding
development and redevelopment	Regional holding ponds (more like lake Ella)	Curb & Gutter	8	City water/sewer hookup no cost to citizens
Woodville Highway needs curb and gutter	Lakewood drive is a low area (floods)	Swale-Linear Pond	3	There have been some 2.1.9 applications in Leon
Woodville Highway fleeds curb and gutter	McKenzie is a low area (floods)	Localized Pond	8	County (and this study area) where neighbors have
Consider multiple, shallow ponds – area	Stormwater areas as amenity	Regional Stormwater Facility	4	complained about flooding. Please contact Scott
prone to sinkholes	Flooding Relief	Overhead	0	Brockmeier, Development Services Administration,
Area is prone to flooding – need a real	Planned infrastructure before development	Underground	14	for more information, 606-1300.
drainage system for the area	Needs inlets	Well	1	
	Drainage concerns	Extend water lines through corridor	10	
	Swales for drainage, retention ponds – more smaller	Septic Tank	1	
	rather than large		12	
	Green up areas around drainage ponds and make into	Extend sanitary sewer through corridor	12	
	parks/walking/biking trail areas when possible			

Transit Services				
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
Stakeholder Comments		Side	# of Votes	Saturday's Meeting Comments
Transit may be helpful in the future if the	Today transits poor	More Frequent Service	6	Service to Publix at Capital Circle/Crawfordville Road.
routes are faster than my car	Expanding bus services as growth occurs using	More Routes	11	Needs to be added.
Need for transit service south of Capital	alternative fuels	Bus shelters and Amenities	3	Don't necessarily need a lot more bus routes, but better
Circle – apartment complex, elderly needs	Bus stops should have shelters	Bus or Light Rail/Streetcar	1	designed ones; prefer N-S, E-W routes rather than
circle – apartifient complex, elderly fleeds	Bus pullouts		•	centralized route hub downtown.
Consider transit	Enhance bus stops(shelters)			City probably couldn't support light rail system right
The only road widening should be done as	Fifty years, rail for transit			now, but we should allow room for its later addition
transit/HOV lanes	Need more bus pull offs			within design plans.
	Extend transit route South to and along capital circle			Strut car that extends downtown Crawfordville and
	Light rail is a great idea for the future of our city.			Woodville Highway.

	Roadway and Typical	Section		
Stakeholder Comments	Thursday's Meeting Comments	Votes		Saturday's Meeting Comments
		Side	# of Votes	
·	Over Pass for pedestrians over capital circle	Option A		Consider on-street bike lane. Consider typical section with
but need to consider maintenance	- Pedestrian bridge	-No ROW needed for roadway	1	closed drainage plus bike lane.
Need improved road capacity	- Tunnel	-ROW needed for stormwater ponds		No median strip
Too much cut-through traffic on Gaile Avenue	Don't restrict Left turn or south direction access from side street onto	-Option for transit in the future		- Blocking access to existing business
L.,	Woodville too much	Option B		Limit use of channelized intersections/pork chops. Creates
Existing and any future curb cuts create a problem for	Include Sidewalks on both sides of the street	-Minor ROW needed for frontage road		high speed turns and safety issues.
the Trail – look at policies to protect and enhance Trail	Include Lighting	-ROW needed for stormwater ponds	3	Speed limit of 35 mph.
	Use smaller plants for landscaping at intersections – helps with visibility	-Would allow for additions widening		Reduce the median width.
Trucks in/out of businesses need to be able to stop	Deduction Calle internation to accompand to the Harris	-Would allow for future transit (4 lanes)		Maintain 45 mph speed limit, if not increase it
safely out of roadway; cyclists need to yield to trucks	Redesign Gaile intersection to accommodate trail access	-Removal of the frontage road would		Maintain historic trail alignment.
Consider parallel corridors	Activated crosswalks/ lighting and sound for all skill level	Option C		include all modes- need bike lane
Consider parallel access/frontage road west of trail	Encourage Adopt a road program Gaile is used as a cut thru/too fast (a lot of pedestrian traffic)	-ROW needed for roadway	12	Malian anno to convince all (Ontion C) fisture POW at anno
Woodville Highway should be the City's gateway to nature and the coast		-Would allow for additional widening	13	Makes sense to acquire all (Option C) future ROW at once
	Gaile as one way and/or traffic calming 4-lane Woodville	-Would allow for future transit (4 lanes)		-More flexibility in future 45 – 50 mph
•	Not like Tennessee Street	-Would allow for future conversion of trail-		-Efficient travel from point A to point B
and modes We need a good access management plan	Walls like used on Blair Stone are good			Limit number of Trail crossings
We need a good access management plan Concern over increases in speed if road is widened	35 to 45 mph			Frontage road with on-street bike lanes
	Possible roundabouts/Possibly not roundabouts (group opinion was			Trontage road with on-street bike lanes
the area	divided on this)			Not all bicyclists want to use the trail. Two trail overpasses
Would like to see a 4-laned road and/or safety upgrades;	•			would be really expensive. Would be better to design
traffic is heavy at times	Signal at Gail(left Turn)			intersection to work for bikes/pedestrians.
Keep Trail and roadway separate	Additional left turn signals			intersection to work for bikes/ pedestrians.
	Widen Woodville Highway			The focus of the whole process is the roadway. Therefore,
addition to the Trail	Curb and gutter			that is what should be the major part of the discussion. It is
Add landscaping between Trail and road	Four lanes with additional right of way			what the tax dollars are appropriated for and ultimately
	Connectors from Woodville Highway to East			spent on. Most of these other things beyond infrastructure
	Use utility ROW for new road or other parallel road			issues for the roadways are really "pie in the sky" issues. I
	Traffic flow/traffic operations problems			think that is really what our time should be focused on to
	Connectors / trail needed from neighborhoods to trail and schools			make the best use of it. People need to know the immediate
	Put road in first, then add infrastructure of trails, etc.			plan many will not be in the area for the future plan,
	Widen highway in next few years – make master plan so it can be adjusted			considering normal migration.
	Four-lane highway, improve trail			
	Understand broader/ network and where growth will occur -			The focus and attention should be on Woodville Highway
	network/connectivity			and not misdirection about parks, flyovers, & St. Marks
	4-6 lane – infrastructure is very important			Trails. When we begin to move businesses and the
	Deal with road – add other things			ramifications of having done so we need to be careful. It
	Needs to be a "feeder" to and from Woodville			seems an inordinate amount of time and money is being
	Major light industrial access from Capital Circle, not Woodville			spent on the trail and access points to the trail. However, as
	Fewer driveway connections, access management – safer for trail			I stated on Thursday that this affects the residents and
	Tram Road needs widening/it would facilitate East/West movement			business owners directly a study should be done to see the
	A lot of speed / cut through on Gaile Avenue			desire at the aforementioned people mentioned. It is clear
	Traffic circle on Tram Road			over the past few days that a plan is in place, let's get to the
	New Section of Blair Stone as example of what Woodville Highway should			point and discuss this plan. If the road was to be enlarged
	look like, with native trees, landscaped median			let's move the trail further over on its current side as
	No Roundabout at Four Points Park area			opposed to disturbing staples of the community.
	The Woodville Highway/Capital Circle SE intersection should be priority			
	and safe for users of the St Marks trail and the multi-use trail along Cap			
	Circle SE. It should be adapted to slow and somewhat unpredictable users,			
	like a family of 4 with 2 small kids on bikes, or wheelchair users. The			
	current right-turn slip lanes are hazardous to cyclists. If less costly			
	alternatives are difficult to realize, an overpass could be considered.			

Parks and Amenities	Dot Count
Focus on active recreation more than passive recreation (focus on basketball courts, kickball fields, and playgrounds)	10
Develop vacant publicly-owned properties as parks or gardens (including Brent Drive Park, Flagg Street Park, and the city-acquired property on Gaile Ave.)	13
Use native vegetation/drought tolerant plants to landscape parks (coordinate with the Master Gardener Program at UF/IFAS)	3
Provide amenities at parks (such as restrooms, water fountains, trash and recycling receptacles, lighting, shelters or shaded areas, and emergency call boxes)	9
Include educational and interpretive signage at parks	0
Make Campbell Pond Park more family-friendly	1
Create a greenway around Campbell Pond	11

Drainage and Utilities	Dot Count
DRAINAGE	
Conveyance	
Swale	7
Curb & Gutter	8
<u>Treatment</u>	
Swale-Linear Pond	3
Localized Pond	8
Regional Stormwater Facility	4
<u>UTILITIES</u>	
<u>Electric</u>	
Overhead	0
Underground	14
<u>Water</u>	
Well	1
Extend water lines through corridor	10
Sanitary Sewer	
Septic Tank	1
Extend sanitary sewer through corridor	12

	<u> </u>
Land Use and Zoning	Check Count
COMMERCIAL USES AND SERVICES	
Nice, family restaurants	5
Neighborhood servicing commercial (daily needs, pharmacy,	3
hardware/auto supplies)	
Allow commercial at SE corner of Capital Circle SE and	1
Woodville Hwy	
Create commercial zones along both sides of corridor	0
Need Senior Center (on Southside)	1
Police substation	7
INDUSTRIAL	
Expand industrial uses west of Woodville Hwy, more	1
warehouse facilities	
Limit additional industrial uses- Remove industrial from east	2
side of Woodville	
MIXED USE	
Encourage mixed use development, limit of 2 stories high	2
No nightclubs in mixed use (south of Gaile Ave)	3
,	
RECREATION/OPEN SPACE	
Move fairgrounds but keep stadium at current location	1
	_
BUFFERS	
Enhance buffers between Industrial land uses and trails	3
Enhance buffers between commercial and residential land	5
uses	-
Create buffer between junkyard and adjacent land uses	7
create barrer between jankyara ana aajacent lana ases	

ASSESS CURRENT CITY AND COUNTY CODES

Trail and Trail Amenities	Dot Count
North Trail Access- Provide an improved access design at	12
Gaile Avenue	
South Trail Access- Provide bicycle and pedestrian overpass for St. Marks and Capital Circle Trails	14
Improve Safety- Limit driveway cuts (access management), call boxes, lighting, caution signs/lights at intersections, improved warning signs for approaching vehicles	17
Landscaping- Enhance and improve by adding shade, screening industrial land uses, use native plants that require less maintenance and water	8
Trail Amenities- Better signage, evaluate the need for parking areas, trash receptacles, add a minor trailhead with water	6

Bicycle and Pedestrian Connectivity	Dot Count
Crosswalks	12
Enhanced Sidewalks	8
Pedestrian Signals	7
Connections to Trails	11
Pedestrian Amenities (Trees, Benches, Etc.)	0

Transit Service	Dot Count
More Frequent Service	6
More Routes	11
Bus shelters and Amenities	3
Bus or Light Rail/Streetcar	1

Typical Sections	Dot Count
Option A	1
-No ROW needed for roadway	
-ROW needed for stormwater ponds	
-Option for transit in the future	
Option B	3
-Minor ROW needed for frontage road	
-ROW needed for stormwater ponds	
-Would allow for additions widening	
-Would allow for future transit (4 lanes)	
-Removal of the frontage road would allow for rail	
Option C	13
-ROW needed for roadway	
-Would allow for additional widening	
-Would allow for future transit (4 lanes)	
-Would allow for future conversion of trail-to-rail and swale-	
to-trail	

Capital City Cyclists

Committee for a Bikeable Community

Woodville Highway comments and recommendations

Oct 1st 2010

North Section

- For this section of US Hwy 363, which the master plan probably will tend to a 4-lane road, it is advisable to adhere to the standard of adding bikelanes, in spite of the proximity of the St Marks trail. This will also provide cyclist access to the (future) businesses along this road.
- Development of this area is likely, with more crossings of the trail. We recommend that trail users be given the priority, and intersections be colored and raised (~8 ft on either side of the trail) acting as speedbumps. (e.g. Hannon Mill Rd, Crossway Rd, Ellington Blvd. and business entrances)
- Intersections are critical and should be well designed for trail users. We recommend trail user
 priority at intersections. Use ped/bike activated signals. In the bikelanes, install bicycle sensitive
 loop detectors. The new small traffic island installed at the intersection at Gaile Ave. and
 Crawfordville Rd is a pretty bad example, as it is too small and doesn't allow 2-way traffic.
- The bicycle traffic flow for trail users at the Gaile Ave. connection should be improved and optimized for a good connection to the Campbell connector trail to the east.
- The Woodville Highway/Capital Circle SE intersection should be priority and safe for users of the St Marks trail and the multi-use trail along Cap Circle SE. It should be adapted to slow and somewhat unpredictable users, like a family of 4 with 2 small kids on bikes, or wheelchair users. The current right-turn slip lanes are hazardous to cyclists. If less costly alternatives are difficult to realize, an overpass could be considered.
- The Capital Circle intersection should also provide continuity and safety for bike-lane users on Capital Circle and Woodville Hwy.

Sandra Wilton
 3562 Jim Lee Road
 Tallahassee, FL 32301
 850-264-2195

Comments:

Widen Tram Rd. and add bike path along it; improve intersection safety at Gaile and Tram; Need sidewalks along entire route of both sides of Paul Russell because of kids walking to middle/high schools and improve sidewalk access around Fairview Middle School. Green up areas around drainage ponds and make into parks/walking/biking trail areas when possible. Need to widen Woodville Hwy, too.

Mr. Gerald B. Goodman
 6531 Yellow Stone Ct.
 Columbus, GA 31909
 706-761-6958
 gbgoodman@theroadumc.org

Comments:

I am excited about this corridor study. I own a three acre plot at 260 Belair Rd. which is directly north of the New Montejo family homes development. I want to see all of the property east of Woodville Hwy rezoned to commercial and/or residential. At present, the properties next to these family homes are zoned M-1. I do not think that this is healthy for the residents. I also hope to develop my property in the future and maybe build and operate an early childhood education center. At present I am looking at a five year for developing this property. Light rail is a great idea for the future of our city.

When you compile your data/summary on Friday, please email it to me so I can provide my input. I will not be able to attend on October 2nd. However, please keep me informed and I will plan to attend meetings in Feb. 2011. Thanks.

Mr. Leon C. Allen
 722 Shannon St.
 Tallahassee, FL 32305
 850-878-6081 or 850-962-3502

Roger V. Holdener
 "A Trail User"

I was not able to attend the "Charrette" Thursday evening but I do feel that my ideas for this road need to be aired.

First I want to be sure the St. Marks Trail is not removed or compromised by this road widening. It will become even more vital to the community in the coming years and I feel that it will have even more pedestrian and bicycle use once the Capital Cascades and FAMU Way projects are completed. Any and all crossing drives and streets need to be clearly marked. This trail will run closely along the highway making it vital for crossing traffic to be aware of the trail and it's users. Raised and colored sections of the trail with signs and markings would be the best way to keep the trail users safe as the crossing traffic will be forced to drive slowly over the raised sections.

Right now the trail at Gaile Ave is a mess. I wish I had some solution to make it safer. I trust you and the planners at CRTPA are looking into ways to make that crossing safer and easier to use. Please look at it from a trail-users point of view.

The long and dangerous crossing at Capital Circle SE needs very close attention to be sure no cyclist or pedestrian is put in peril while crossing from the trail. The traffic turning west from the south bound lane of Woodville Hwy needs to be stopped while a trail user is trying to cross as does the traffic turning south from the east bound lane of Capital Circle.

I again suggest raised and colored sections to slow traffic down.

I may even go so far as to suggest some sort of trail-user activated signal light for these right turn lanes. The highway itself will also need to have standard bike lanes for both north and south bound cyclists. I will be at the "Charette" on Saturday morning.

Thank you.

Greg Wilson
 2027 Chuli Nene
 Tallahassee, Fl 32301
 850-519-1338

The breadth and scope of the opening presentation that you and Jon did for the charette was very good. I believe that it set up an atmosphere of creativity and possibilities for what could be .. along this corridor. It planted the idea that this is more than a roadway project, but rather a catalyst for positive change for the surrounding area.

Woodville Hwy is truly the southern gateway to Tallahassee and the state capital and the look, function, feel and amenities along this corridor should reflect this status.

- 1. I suggest that an overpass be considered for the CC/Woodville Hwy crossing of the St Marks Trail. Grade separations on the Pinellas Trail are one of the factors in it's success.
- 2. Trail crossings must also be cautiously designed and permitted and the integrity of the trail protected and preserved as it will be a tremendous amenity and catalyst for small businesses, as well as non-motorized transportation and recreation through the corridor.
- 3. The cross-section of the roadway should include bike lanes and a sidewalk on the east side of the roadway. The sidewalk should be a minimum of six foot wide and preferably separated from the back of curb by a planting strip wide enough for small street trees or other plantings..
- 4. Install textured crosswalks at intersections along the corridor to emphasize walking and the presence of pedestrians to motorists.
- 5. Several small nodes should be created along the corridor that will have benches, water, and covered bike parking structures. These will provide trail users with an area to rest as well as secure parking as they patronize area businesses.
- 6. Encourage well designed trail connections and/or access points from area business and residential areas to the trail
- 7. Install covered bus shelters for transit patrons. Include secure bike racks at these structures for uses who choose to park their bike while taking transit.
- 8. Encourage mixed land uses along the corridor, i.e., retail businesses, restaurants, residential, office, etc.,
- 9. An attractive entrance or "gateway" should be constructed on Woodville just north of Capital Circle so that visitors as well as area residents know that they entering Tallahassee.
- 10. Improve the function of the intersection of Woodville/CC for pedestrians and cyclists, Replace the existing right turn yield conditions with ped-operated signals that force right turning vehicles to stop.
- 11. Implement a signal phase that prevents motorists from turning left while a ped. or cyclist crosses the intersection at Woodville and CC.
- 12. Reconstruct the bikelane along the SW side of Woodville Hwy from the intersection with San Marcos to the entrance to the St Mark Historic Trail.
- 13. Ensure a safe and functional design of the crossing of Woodville Hwy at Gaile Ave to link the Campbell Connector to the St Marks Trail.

Thanks for considering these suggestions.

DIFFERENT ASPECTS	FREQUENCY
Bicycle, Pedestrian Study Area Connectivity	*******
Drainage and Utilities	******
Land Use and Zoning	******
Parks and Amenities	******
Roadway and Typical Sections	******
Trail and Trail Amenities	*****
Transit Service	**

Anonymous:

- Drainage and Trails/Parks are the most important to be. Land use, bicycle/pedestrian, and transit should follow naturally from this. Campbell Pond could be a huge asset along with St. Marks Trail.
- Mrs. E. Sweeting

202 Hazelwood Rd.

- o It is an opportunity to be a part of such a well-defined process. Thanks.
- Mr. Jim Olmstead

1008 Shadowlawn Dr.

Tallahassee, FL 32312

850-894-8446

850-570-4463 (cell)

bicycle@greatbicycle.com

- o #1- Roadway and Typical Sections
 - #2- Bicycle, Pedestrian, Study Area Connectivity
 - #3- Trail and Trail Amenities
- Mrs. Allena ammons

319 Susie B. Lane

Tallahassee, FL 32305

ahastuff@gmail.com

- o Hope this project does not take forever to complete.
- Mr. Ryan Guffey, AICP 435 N. Macomb St., 2nd Floor Tallahassee, FL 32301 850-606-1386

GuffeyR@leoncountyfl.gov

 There have been some 2.1.9 applications in Leon County (and this study area) where neighbors have complained about flooding. Please contact Scott Brockmeier,
 Development Services Administration, for more information, 606-1300. Ms. Samantha Plessinger
 850 Capital Walk Dr. 1103
 Tallahassee, FL 32303
 850-323-0040
 Scp06@fsu.edu

Mr. Darrell Wills
P.O. Box 7614
Tallahassee, FL 32314
850-264-5210

Darrell@teamwills.com

- o The focus and attention should be on Woodville Highway and not misdirection about parks, flyovers, & St. Marks Trails. When we begin to move businesses and the ramifications of having done so we need to be careful. It seems an inordinate amount of time and money is being spent on the trail and access points to the trail. However, as I stated on Thursday that this affects the residents and business owners directly a study should be done to see the desire at the aforementioned people mentioned. It is clear over the past few days that a plan is in place, let's get to the point and discuss this plan. If the road was to be enlarged let's move the trail further over on its current side as opposed to disturbing staples of the community.
- Leon C. Allen
 722 Shannon St.
 Tallahassee, FL 32305
 850-878-6081 or 850-962-3502
- Mrs. Alene Allen
 722 Shannon St.
 Tallahassee, FL 32305
 850-878-6081 or 850-962-3502
- Dr. JB Williams 4213 Woodville Hwy Tallahassee, FL 32305 850-671-4390

NWFLBBIC@aol.com

The focus of the whole process is the roadway. Therefore, that is what should be the major part of the discussion. It is what the tax dollars are appropriated for and ultimately spent on. Most of these other things beyond infrastructure issues for the roadways are really "pie in the sky" issues. I think that is really what our time should be

focused on to make the best use of it. People need to know the immediate plan many will not be in the area for the future plan, considering normal migration.

Anonymous:

- o Land Use and Zoning include urban farm
- o Roadway and Typical Sections- include all modes- need bike lane
- o Industrial development ok in this area. Can influence urban farm/design of that development to make an attractive corridor. Typical section MUST have on-street bike lanes. Not all bicyclists want to use the trail. Two trail overpasses would be really expensive. Would be better to design intersection to work for bikes/pedestrians.

• Anonymous:

- o Please install solar powered motion lights on the trail.
- Mrs. D.E. Downing
 P.O. Box 5571
 Tallahassee, FL 32314
 850-891-2041
 deed1@comcast.net
- Mr. Roger V. Holdener
 3085 Gov. Ct. Dr.
 Tallahassee, FL 32301
 RogerSunbeam66@yahoo.com
 - o Bike lanes are required and needed for the entire length of the roadway
 - o Keep St. Mark's Trail north extension
 - o Improve the trail crossings at cross streets
 - o Overpass/bridge @ trail intersections w/ Cap. Cir. And at Woodville Hwy
- Sandra Wilton
 3562 Jim Lee Road
 Tallahassee, FL 32301
 850-264-2195
- Bruce
 - o Keep M-1- left alone
- Mr. Jonathan Peterson

Mr. Hans Van Tol
 1215 Buckingham Dr.
 Tallahassee, FL
 850-765-8050

johanvantol@yahoo.com

- o Provide both family and commuter bicycle amenities
- o Make bike-ped priority cross-sections
- Linda M. Torres
 3610 Lakewood Dr. S.
 Tallahassee, FL 32305

I would love to see this area developed. This means more access in and out. More alternatives of transportation. It very difficult to use bikes out of Lakewood, and it is difficult to walk without crossing dangerous streets. This area around Gaile Ave. North, Woodville Highway East, Crawfordville Highway West, has potential to be something like library/museum/gallery where people can either ride their bike, walk, use public transportation or drive. I would like to see more green spaces, urban feel buildings.

Group 1 Comments

Uses

- Transportation
- Not Many Main Destination
- Convenient Store at Corner of Gaile
- Access to Coast
- Peggy Drive provides access to Southside DRI as new residential will develop
- Accommodate future development to proposed Home Depot and Residential (Big Box) Target
- Woodville's Growth
- Already deficient need to expand to accommodate

Ideas

- Swings for kids
- Places to play ball (basketball / kickball)
- Open areas
- Gaile Ave. potential for park area
 - o Garden area
 - o Business park

(Bought by City due to flooding)

- Campbell Connector
- Active vs. passive (prefer active
- Water elements that capture raw water as a Educational Community Element
- Parks connecting existing trails
- Provide Restrooms
- Water Fountains (along trails/ in Parks)
- Over Pass for pedestrians over capital circle
 - o Pedestrian bridge
 - o Tunnel
- Left turn or south direction access on Woodville
- Better access to Woodville
- Bike Lane continues West at Capital Circle (consistent with existing road design)
- Parking areas for key access areas to trails
 - Specifically this community center(not UFIFIS)
- Better landscaping (use local/native plants)
- Lighting
- Sidewalks
- Drought tolerant plants

- Smaller plants at intersections
- Coordinate with master Gardener program through IFIS
- Trail width (needs to be wide enough)
- Lack of parking at north trail head
- Drive way cuts along trail are unsafe
 - o Needs better traffic control
- Traffic calming and signage
- Safety call boxes
- Redesign Gaile intersection to accommodate trail access
- Activated crosswalks/ lighting and sound for all skill level
- Trail users are all levels
 - o Walkers
 - o Etc.
- Driveway cuts safety issue for disabled

Land Uses

- Mixed use
- 2 story mixed use
- Less industrial
- Decent shopping (daily needs)
- Nice food establishments (Bonefish)
- Create buffer between commercial and residential
 - Fences (design standards)
 - Landscaping (Design Standards)
- Current code enforcement is not sufficient\
 - County code enforced by call basis
 - o City code enforced drive around
- Beautification contest
- Adopt a road program
- Recycle bins/trash cans

Drainage

- Plants around collection ponds
- Regional holding ponds(lake Ella)
- Lakewood drive is a low area (floods)
- McKenzie is a low area (floods)
- Stromwater areas as amenity
- No nightclubs in mixed use south of Gaile

- Outgrown fairgrounds
 - o Move fairgrounds keep stadium
- Sound mitigation for stadium at fairgrounds
- Gaile is used as a cut thru/too fast
- (a lot of pedestrian traffic)
- Gaile as one way and/or traffic calming
- Ace Hardware along Woodville
- Nice place to eat/family establishment
- Sidewalks on both sides of road
- Retrofit sidewalks /wheelchairs are taken on road
- (on Southside) Senior Center
- Shelters / shaded areas

Transit

- Today transits poor
- Police substation
- Expanding bus services as growth occurs using alternative fuels
- Bus stops should have shelters
- 4-lane Woodville
- Road design
- No Tennessee Street
- Walls on Blair Stone are good
- 35 to 45 mph
- Possible roundabouts
- Possibly not roundabouts

Group 2 Comments

Function

- Diverse uses
- Through traffic

Resources to Maintain

- Trail
- Staple businesses and churches (Meat mart)
- Some industrial

Improvements

- Trail aesthetics / amenities
- Enhance bus stops(shelters)
- Bus pullouts
- Trail amenities at intersections
- Sidewalks along road
- Signal at Gail(left Turn)
- Additional left turn signals
- Widen Woodville Highway
- Sediment Trail
- Emergency Phones and Lights
- Flooding Relief

Woodville Highway

- Curb and gutter
- Four lanes with additional right of way
- Planned infrastructure before development
- · Connectors from Woodville Highway to East
- Use utility ROW for new road or other parallel road
- Commercial at CCSW and Woodville
- Commercial along road
- Traffic flow/traffic operations problems
- Buffer trail from industry
- Connectors / trail needed from neighborhoods to trail and schools
- Crosswalk across Woodville Highway
- Trail on Tram Road
- Family friendly park at Campbell Pond
- Are users of the trail residents

- Spend money in projects benefitting residents
- Build it and they will come
- Put road in first, then add infrastructure of trails, etc.
- Widen highway in next few years make master plan so it can be adjusted
- Four-lane highway, improve trail
- Understand broader/ next work and where growth will occur network/connectivity
- 4-6 lane infrastructure is very important
 - Lighting
 - o Drainage
- Deal with road add other things

Group 3 Comments

- Need warehouse facilities
- Needs to be a "feeder" to and from Woodville
- Want it to stay county
- Needs inlets
- Drainage concerns
- Services/light industrial zoning, more on west side
- Maintain commercial along both sides of corridor
- Gateway to city has rec. amenities
- Preserve adequate open space around trial
- Major light industrial access from Capital Circle, not Woodville
- Buffer to light industrial from trail
- Improve buffer at junkyard
- 250 feet of commercial zone along corridor
- Fewer driveway connections, access management safer for trail
- Shaded areas along trail, like Park at Monroe/Adams
- Tram Road needs widening/it would facilitate East/West movement
- A lot of speed / cut through on Gaile Avenue
- Traffic circle on Tram Road
- Swales for drainage, retention ponds more smaller rather than large
- Fifty years, rail for transit
- Need more bus pull offs
- Extend transit route South to and along capital circle
- Paul Russell Road needs sidewalk on both sides
- Improve access to trail from adjacent communities
- Trails around Campbell Pond
- Pedestrian Crossing not enough time to cross at Ross Road/Woodville Highway for elderly and children
- New Section of Blair Stone as example of what Woodville Highway should look like, with native trees, landscaped median
- Need to get input from property owners in Southeast region
- No Roundabout at Four Points Park area
- Gateway at Capital Circle and Woodville Highway
- Pedestrian zebra crossing
 - o Warning at Capital Circle and Woodville Highway

Station 1 – Bicycle/Pedestrian Connectivity Comments

- Brent Dr. Park and Flagg St. Park would like improvements
- Like idea of Crawfordville/Paul Russell extension East/West Connector
- Powerline trail should be soft, unpaved in contrast to St. Marks Trail
- Don't like No Left Turns at Shannon, Brent, Greenleaf cut thru/increased at BrianDav
 - Accommodate safe u-turns(to Southbound) on Woodville in future.
- Pedestrian access/crossing at Ross Rd. is a <u>substantial</u> problem pedestrians with disabilities exist there also and accommodations are poor.
- Ross sidewalks has drainage issues

Station 2 – Parks and Park Amenities Comments

- Water fountain feature like Forsyth Park in Savannah, GA.
- New park areas should focus on the City acquired properties on Gaile Avenue.
- Amenities should focus on water fountains
- Include larger drainage areas in the potential parks list.
 - Landscaping and vegetation
- Likes the trail through the proposed park.
- Look into how much parking would be available in the proposed park.
- Play fountain would use less water than regular fountain
 - Conserve water
 - Kids love this
- Add something like tennis courts at Campbell Pond Park
 - Something adults can do also
- Keep gas station where it is.
- Use fire-prone landscaping (native- ecosystem specific vegetation)
- Gaile Avenue(i.e. acquired property) and neighborhood parks(i.e. Campbell Pond Park) are more
 useful to neighborhoods and community that Gaile Ave./Woodville/ Adams park concepts
- Look to see where a sports complex could go
 - Basketball, football, tennis, etc.

- Fairgrounds?
- Gaile Ave./Capital Park area

Station 3 – Trails Comments

- Separate Trail from road
- Road should drive this project
- Add landscaping on overpass
- Motion sensitive lights (Street lights)
 - Don't look beyond designing safe intersections that are safe just because we are proposing a bridge
- Landscaping that doesn't drop too many leaves on the Trail
- Drivers should have a right to access, don't hurt them.
- Landscaping should not obscure signs
- Add lighting and call boxes

Station 4 – Land Use/Zoning Comments

- Likes Flex Tech
- Okay with night clubs in Flex Tech (people can cycle instead of drive)
- Sound barrier needed between residential area and Capital Circle (Shannon)
- Likes change from H.I. to Flex Tech
- Benches in Park at Flagg Street
- Flex Tech is good. Lower intensity in short- term with potential for increase.
- Address Urban form no parking in front
- Crime reports are split between TPD and LCSO so each agency thinks there is less crime than there actually is.
- Likes changes to Land Use map
- Likes urban design standards for buildings (building to street)
- Green Buildings
- St. Joe is doing similar retail/residential/ concept (ground floor boutique shops and bistros)(on North side of Capital Circle)
- Keep existing uses concrete plants, pick and pull, etc.
 - Warehouses keep continuum of uses due to money.
- No more industrial on east side of highway
- Encourage buffering of Industrial adjacent to residential
- Nothing has happened w/ Enterprise Zone

- Services for Cyclists e.g. ice cream
- Allow Brew Pubs in M-1 district
- No apartments in Ross Road area
 - Not too high density (currently UR-2)

Station 5 – Drainage/Utilities Comments

- Localize ponds may help with localize funding
- City water/sewer hookup no cost to citizens

Station 6 – Transit Comments

- Service to Publix at Capital Circle/Crawfordville Road. Needs to be added.
- Don't necessarily need a lot more bus routes, but better designed ones; prefer N-S, E-W routes rather than centralized route hub downtown.
- City probably couldn't support light rail system right now, but we should allow room for its later addition within design plans.
- Strut car that extends downtown Crawfordville and Woodville Highway.

Station 7 – Roadway/Typical Section Comments

- Consider on-street bike lane. Consider typical section with closed drainage plus bike lane.
- No median strip
 - Blocking access to existing business
- Limit use of channelized intersections/pork chops. Creates high speed turns and safety issues.
- Speed limit of 35 mph.
- Reduce the median width.
- Maintain 45 mph speed limit, if not increase it
- Maintain historic trail alignment.
- Makes sense to acquire all (Option C) future ROW at once

- More flexibility in future
- 45 50 mph
 - Efficient travel from point A to point B
- Limit number of Trail crossings
- Frontage road with on-street bike lanes

Station 8 - Priorities

- Roadway and Typical Sections median openings
- Drainage and Utilities
- Transit Service
- Access to business
- Access to Churches
- Bike Lanes!!

From: Gregory Wilson [mailto:gregory1143@yahoo.com]

Sent: Friday, October 01, 2010 08:55 AM

To: Barr, Richard

Cc: bikeable@yahoogroups.com <bikeable@yahoogroups.com>

Subject: Woodville Hwy Corridor Charette Comments

Richard:

The breadth and scope of the opening presentation that you and Jon did for the charette was very good. I believe that it set up an atmosphere of creativity and possibilities for what could be .. along this corridor. It planted the idea that this is more than a roadway project, but rather a catalyst for positive change for the surrounding area.

Woodville Hwy is truly the southern gateway to Tallahassee and the state capital and the look, function, feel and amenities along this corridor should reflect this status.

- 1. I suggest that an overpass be considered for the CC/Woodville Hwy crossing of the St Marks Trail. Grade seperatations on the Pinellas Trail are one of the factors in it's success.
- 2. Trail crossings must also be cautiously designed and permitted and the integrity of the trail protected and preserved as it will be a tremendous amenity and catalyst for small businesses, as well as non-motorized transportation and recreation through the corridor.
- 3. The crosssection of the roadway should include bike lanes and a sidewalk on the east side of the roadway. The sidewalk should be a minimum of six foot wide and preferably separated from the back of curb by a planting strip wide enough for small street trees or other plantings..
- 4. Install textured crosswalks at intersections along the corridor to emphasize walking and the presence of pedestrians to motorists.
- 5. Several small nodes should be created along the corridor that will have benches, water, and covered bike parking structures. These will provide trail users with an area to rest as well as secure parking as they patronize area businesses.
- 6. Encourage well designed trail connections and/or access points from area business and residential areas to the trail
- 7. Install covered bus shelters for transit patrons. Include secure bike racks at these structures for uses who choose to park their bike while taking transit.
- 8. Encourage mixed land uses along the corridor, i.e., retail businesses, restaurants, residential, office, etc.,
- 9. An attractive entrance or "gateway" should be constructed on Woodville just north of Capital Circle so that visitors as well as area residents know that they entering Tallahassee.
- 10. Improve the function of the intersection of Woodville/CC for pedestrians and cyclists, Replace the existing right turn yield conditions with ped-operated signals that force right turning vehicles to stop.
- 11. Implement a signal faze that prevents motorists from turning left while a ped. or cyclist crosses the intersection at Woodville and CC.
- 12. Reconstruct the bikelane along the SW side of Woodille Hwy from the intersection with San Marcos to the entrance to the St Mark Historic Trail.
- 13. Ensure a safe and functional design of the crossing of Woodville Hwy at Gaile Ave to link the Campbell Connector to the St Marks Trail.

Thanks for considering these suggestions.

Greg Wilson

2027 Chuli Nene

Tallahassee, Fl 32301

850-519-1338

From: Roger V Holdener [mailto:rogersunbeam66@yahoo.com]

Sent: Friday, October 01, 2010 05:14 AM

To: Barr, Richard

Subject: Woodville Hwy, North

Mr. Barr,

I was not able to attend the "Charette" Thursday evening but I do feel that my ideas for this road need to be aired.

First I want to be sure the St. Marks Trail is not removed or compromised by this road widening. It will become even more vital to the community in the coming years and I feel that it will have even more pedestrian and bicycle use once the Capital Cascades and FAMU Way projects are completed. Any and all crossing drives and streets need to be clearly marked. This trail will run closely along the highway making it vital for crossing traffic to be aware of the trail and it's users. Raised and colored sections of the trail with signs and markings would be the best way to keep the trail users safe as the crossing traffic will be forced to drive slowly over the raised sections.

Right now the trail at Gaile Ave is a mess. I wish I had some solution to make it safer. I trust you and the planners at CRTPA are looking into ways to make that crossing safer and easier to use. Please look at it from a trail-users point of view.

The long and dangerous crossing at Capital Circle SE needs very close attention to be sure no cyclist or pedestrian is put in peril while crossing from the trail. The traffic turning west from the south bound lane of Woodville Hwy needs to be stopped while a trail user is trying to cross as does the traffic turning south from the east bound lane of Capital Circle.

I again suggest raised and colored sections to slow traffic down.

I may even go so far as to suggest some sort of trail-user activated signal light for these right turn lanes.

The highway itself will also need to have standard bike lanes for both north and south bound cyclists.

I will be at the "Charette" on Saturday morning.

Thank you.

Roger V. Holdener
"A Trail User"



•COMMENTS RECEIVED

Agenda

Woodville Highway Corridor Study

Capital Circle to Gaile Avenue

Corridor Alternatives Meeting

Monday, February 28, 2011 5:30 p.m. – 7:00 p.m.

Jack McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, Florida 32301

- I. Open House/Gathering
- II. Summary Presentation by Project Team
- III. Open House Review Period/Discussion with Project Team
- IV. Meeting is Concluded

Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.

If you have any questions about the project, please contact Jack Kostrzewa, CRTPA Project Manager, by email at jack.kostrzewa@talgov.com or at (850) 891-6809. Your comments are welcomed and appreciated. For the latest project information from the CRTPA and regarding this project, please check www.CRTPA.org.

Thank you for your participation!







WELCOME PLEASE SIGN IN

WOODVILLE HIGHWAY CORRIDOR ALTERNATIVES MEETING

CAPITAL CIRCLE TO GAILE AVENUE FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

i	NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
	John Smith	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
	GREG ARMSTRONG	234 E. 7# AVE	gragiamstrung tralgaricam	TANAHASSEE PORTCE
(2) Leon aller + family	722 Shannon St		
	Tom Collys	P. O. Box 13945 32317	Homeo Vine eached	<u>u</u>
	CURTIS BAYNES		CURTISE CEBLYNE	
		TLCPD, 435 Macondo 8.	steven. hodges@takov. a	on TLCPD
(2) Rev. Dr. Renta Dexon	P.o. Box 7161, Tallahasser Fl. 381	1 / / / /	
	1 -	8-0-BOX 772. QUING, FL.3250	1	
	hyn Barr	CRTPL		
	Save Crombie	200 Wetherbine Way West	crombie 1482@ gmail.com	
	BRYANT PAUX	FDOT		
		4153 Ridge Haven Bd Tal/Fl 3235	Sheilatwillians@aol.com	YWGREEN HOA
	Sixt Grokenser	20-435 N. MCKOMB ST.	Soft Grodence or alson country gov	Leon County
	1 7		Lewis Offen County A.cov	
	1/		, (3-19/1)	/



WELCOME PLEASE SIGN IN

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FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

NAME (PLEASE PRINT)	MAILING ADDRESS (PLEASE PRINT)	EMAIL	AGENCY/INTEREST GROUP
John Smith	1050 Woodville Hwy	John.smíth@emaíl.com	CRTPA
Krey Kazis			CRTPA
KOGER POWER		ROBERSUNBAMBLE YARRE	con MACLCBC
Sandra Wilton	3562 J.m Lee Rd. Tallahassee, FL 32301		citizen
Ryan G. Hey	435 N Macomt St		LC
Din Omster			
WIENDELL PARKER	POB6398 [41] 12 32314	w1R1P1 @ yahoo.com	handowned
Lon' Hato	3116 Capital Cor NE Suite 9 32308	lori. hutto@mail. house gov	Pandowned Reg Stere Southerland

STATION 1 - MODAL CONNECTIVITY

- Trails are good! I like the Tram Road Transit route. Any multi-use trails incorporated? i.e. Tom Brown Park-ish?
- Need sidewalks on Tram Rd. and additional sidewalks on Paul Russell Rd. and additional sidewalks as needed to access Fairview Middle School and Rickards High School.
- Crawfordville to Paul Russell connector is a good idea.
- Make everything community friendly.
- Try to do something so cars need to slow and are aware of where bikes are crossing; i.e. raised designations for cars at crossings
- To ensure pedestrian and cyclist safety at minor cross-roads use a raised section for the vehicular traffic.
- The Paul Russell Road extension to St. Marks Trail is great!
- Some sort of designation at all road crossings of trail- raised intersection, rumble strips for cars.
- Please put slight bumps or some other manner of making drivers aware whenever a driveway or side street crosses the St. Marks Trail adjacent to Woodville Hwy.
- Rumble strips/speed bumps at all roads crossing St. Marks Trail (there are LOTS of KIDS using the trail)

STATION 2 – PARKS AND AMENITIES

- I think you have nailed it with utilizing Campbell Pond this way.
- Will the park layout interfere with stormwater drainage?
- I like the proposal for the Campbell Pond Park, especially the picnic facilities and overlooks near the trailhead.
- Like the parks.
- Make sure all facilities are handicapped accessible (e.g. problems with gravel and dirt)-Restrooms, water fountains need to be accessible too.
- Campbell Pond Park is a good idea.
- It would be good to have a trailhead at Campbell Pond
- Campbell Park concept need to be included and a minor trailhead there will be welcomed.
- "Park" at Campbell pond with trailhead and bathroom
- Campbell Park good idea!

STATION 3 - LAND USE AND ZONING

- I agree- long term facilitation of relocating heavy industry is a great idea. Further south down Woodville Hwy may be an option out past the Marpan Recycling Center.
- Not sure about Woodville Gateway District- make sure can maintain my roofing business. Want sewer at 4553 Woodville Hwy.

- Support establishment of small locally owned businesses in area. Make permitting process easy for minority and locally owned businesses.
- Make a one-way-loops at Four Points
- The "one-way-loop" appears to be the best solution for 4 Points.
- Make a 1-way loops at 4-points with bike path thru middle
- The one-way plan makes most sense for fixing the bike park problem at Four Points
- Make a one-way loops at 4 Points with bike path to straighten trail seems best

STATION 4 - ROADWAY AND TRAIL CONCEPTS

- Four Points overpass may be costly, but is by far the best solution to this area concerning 1) immediate control, 2) long term traffic volumes 3) pedestrian trail safety.
- Definitely need more shaded seating/water fountain options along St. Marks Trailway.
- Prefer One-way loops (perhaps w/ one connection lane across the middle for SW-bound traffic?)
 or 4-pts. Overpass for Tram/Gaile/Woodville/Crawfordville connection area, due to less
 displacement of existing businesses.
- I prefer 4 Points Overpass- moves traffic easier.
- Love the proposed overpasses concept.
- Make sure all roads are handicapped accessible. Don't like flyover- concerned about safety for handicapped people.
- Need more street lighting for safety.
- Initial Impression: Overpass is preferable to Rotaries- what's the cost?
- One-way loops may be least costly but may have traffic congestion. (1) overpass (2) one-way loops (3) rotaries.
- One way loops is best short-term solution. Longer term the overpass may be the only solution and is better than the ROTARIES.
- #2 is a more natural environment
- #2 is more natural and fitting to the area.
- #2 swale!
- Prefer natural look vs. curb and gutter- better for cyclists, because the curb and gutter limits escape for cyclists if auto traffic goes crazy.
- I like swales vs. curbs on Woodville Highway
- Bike lanes needed!
- I liked the pedestrian bridge on Pinellas Trail so may be good if possible

GENERAL COMMENTS

- All 3 roadway designs have merit. The rotary design might be cost prohibitive. The one way
 loop would provide a landscaping treatment that the community would enjoy. The overpass
 could provide enough cost savings to allow other improvements.
- Very nice work overall!
- It is important to have safe routes to schools

- I really like the new bike path route through the green way in the middle of the one way roads (Adams and Monroe)
- Remember safe routes to schools are very important and the bridges over Capital Circle and Woodville Hwy provide just that
- I hiked the Florida Trail. This half was so quiet and peaceful but as I got near the highways the road noise made it not so nice. If we really want this an eco-tourism area we need a train? Or trolley? I love bicycling to Wakulla Springs, St. Marks, Woodville, and think it is a GREAT tourist (untapped) treasure. I moved here after my Navy career because of the nature. VERY few areas in the Southeast are so pristine. I looked at dental practices in Melbourne, Jacksonville, and Atlanta but ALL had too many highways. I hope you don't widen Woodville Highway but if you do, keep it as narrow as possible. Gas isn't getting cheaper so we will need alternatives to move cars and widening roads.

CONTACTS TO ADD TO EMAIL/MAILING LIST

MR. RYAN GUFFEY, AICP 435 N. MACOMB ST. 2ND FLOOR TALLAHASSEE, FL 32301 850-606-1386 GuffeyR@leoncountyfl.gov

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MR. BILL EDMONDS 2819 SHAMROCK STREET NORTH TALLAHASSEE, FL 32309 850-933-7960

WTEdmonds@gmail.com



WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Station 1 – Modal Connectivity:	
Station 2 – Parks and Amenities:	
Station 3 – Land Use and Zoning:	
Station 4 – Roadway and Trail Concepts:	
(PLEASE PRINT CLEARLY) Mr/Mrs/Ms. Kyan Guffey, A10P (Circle one) Name 43 N Macomb St 2ndfbor Address (alahassee 3230/ City, State, Zip Code 850 - 606 - 1386 Phone Number Guffey Rev. Leoncountyfl. gov Email Address	Please return comments to: Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308 Email: Richard.Barr@kimley-horn.com (850) 553-3500 Comments postmarked by March 7, 2011.

	General Comments	
All 3 Roadwa	my Designs have ment	
	in might be cost prohi	bitine
The one way loop	would provide a lander	apma
treatment that	the community would e	njoy.
The overpass coul	ld provide enough cost so	avings
to allow other im		0
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FOLD		
		First-Class
		Postage
		Required
	Kimley-Horn and Associates, Inc. Attn: Mr. Richard Barr, AICP	
	1725 Hermitage Blvd.	
	Tallahassee, FL 32308	
FOLD		
Public participation is solicited	l without regard to race, color, national origin	n age gender
	gion, disability, or family status	i, ago, golidoi,



WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
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JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

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JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Station 1 – Modal Connectivity:	
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Station 2 – Parks and Amenities:	e Packs
Station 3 - Land Use and Zoning: NoT Supe	about woodville bateway
District - make sure can N	raintain my Roofing
Business . Want sewer at	4553 woodville Hmy!
Station 4 – Roadway and Trail Concepts:	ue Proposed
Over pusses concept	
(PLEASE PRINT CLEARLY) Parker	
(Circle one) Name	Please return comments to:
Address 32305	Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308
City, State, Zip Code 850 566 9948	Email: Richard.Barr@kimley-horn.com (850) 553-3500
Phone Number WIR1P1@ Yahoo. Com.	Comments postmarked by
Email Address	March 7, 2011.



WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

Please provide your comments below. If more space is needed, feel free to use the reverse or an additional sheet of paper. You may either place your comments in the "Comment Box" provided at the meeting or send them to Mr. Richard Barr at the address listed below. Comments should be postmarked on or before March 7, 2011.

Station 1 - Modal Connectivity: Trails are good! I like the Tram Road
Transit route, Any multi-use trails incorporated?
I.e. Tom Bown Parktish?
Station 2 - Parks and Amenities: I think you have nailed it with
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Station 4 - Roadway and Trail Concepts: Four Points overpass may be costly, but
is by far the best solution to this area concerning i) immediate
control, 2) long term traffic volumes 3) pedestrian trail safety.
"

(PLEASE PRINT CLEARLY)

Mr/Mrs./Ms. David L. Crombie

(Circle one) Name

260 Whether bine Way West

Address

Tallahassee, FL 32301

City, State, Zip Code

\$50-264-7754

Phone Number

crombie 1482 @ gmail.com

Email Address

Please return comments to:
Mr. Richard Barr, AICP
1725 Hermitage Blvd.
Tallahassee, FL 32308
Email: Richard.Barr@kimley-horn.com
(850) 553-3500

Comments postmarked by March 7, 2011.



WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

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700 PAUL RUSSELL ROAD
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FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

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Station 2 - Parks and Amenities: I like the proposal for the Campbell Pond Park Station 3 - Land Use and Zoning: Station 4 - Roadway and Trail Concepts: Definitely need more should resting further forth oftions slang It Marks Trailway: Prefer one way loop perhaps who are connector lan wreso the middle for SW-bound traffic?) or 4-pts. overgass for Tram/Shile/ Woodville Camfordville connection area, due to less displacent. of existing Mr. Mrs. Ms. Sandra Wilton (Circle one) Name	Station 1 - Modal Connectivity: Med sidewalks	on Tran RA + addtl sidewalks on
Middle School + Rickards + tigh School. Station 2 - Parks and Amenities: I like the greposal for the Campbell Fond Park Lipicially the pienic facilities + averlooks near the trailhead. Station 3 - Land Use and Zoning: Station 4 - Roadway and Trail Concepts: Definitely need more shaded seating water forth oftions slong It Marks Trailway. Prefer one-way loop (perhaps w) one connector lan areas the middle for 5W-bound traffic?) or 4-pts. overgrass for Tram Itale/ Woodville/Crawfordbille connection area, due to his displacent. of existing (PLEASE PRINT CLEARLY) Mr. Mrs. /Ms. Sandra Wilton (Circle one) Name	Paul Russell Rd. + additional sid	lewalks as needed to access Fairway
Station 3 - Land Use and Zoning: Station 4 - Roadway and Trail Concepts: Oxfuntely need more shaded scating/water forth coptions slong It Marks Trailway. Prefer One-way loop (perhaps w) one connector lan arrows the middle? for SW-bound traffic?) or 4-pts. overgass for Tram/Shile/Woodville/Crawfordbille connection area; due to less displacemt. of existing businesses. (PLEASE PRINT CLEARLY) Mr. (Mrs. /Ms. Sandra Wilton (Circle one) Name		
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Mr.Mrs./Ms. Sandra Wilton (Circle one) Name Please return comments to:	along St. Marks Trailway. Prefer One. woodville Crawfordville connection are businesses.	way loop gerhaps w one connector lane
Address Tallahassee, FL 32301 City, State, Zip Code Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308 Email: Richard.Barr@kimley-horn.com	Mr. Mrs. Ms. Sandra Wilton (Circle one) Name 3562 Jim Lee Rd. Address Tallahassee, FL 32301	Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308
(850) 264-2195 Phone Number Swilton @ gobox. com Email Address Comments postmarked by March 7, 2011.	(850) 264-2195 Phone Number Swilton@pobox.com	(850) 553-3500 Comments postmarked by



WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

JACK MCLEAN, JR. COMMUNITY RECREATION CENTER
700 PAUL RUSSELL ROAD
TALLAHASSEE, FL 32301
FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

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Address	Mr. Richard Barr, AICP 1725 Hermitage Blvd.
Jallahassee, TL 37317	Tallahassee, FL 32308
City, State, Zip Code	Email: Richard.Barr@kimley-horn.com
SSO 422-2168 Phone Number	(850) 553-3500
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Email Address	Comments postmarked by March 7, 2011.



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FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

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70 Box 1202	Please return comments to:
Address	Mr. Richard Barr, AICP 1725 Hermitage Blvd.
144108886 h 32302-1203	Tallahassee, FL 32308
City, State, Zip Code 8774	Email: Richard.Barr@kimley-horn.com
	(850) 553-3500
Phone Number	Nation ✓ statement materials
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Email Address	March 7, 2011.



WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

PUBLIC COMMENTS (PLEASE PRINT CLEARLY)

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(Circle one) Name	Please return comments to:
3085 GOVERNORS COURT DR.	Mr. Richard Barr, AICP
Address	1725 Hermitage Blvd.
City State 7in Code	Tallahassee, FL 32308
City, State, Zip Code	Email: Richard.Barr@kimley-horn.com (850) 553-3500
Phone Number	(650) 555-5500
ROGER SUNBEAM 66 @ YAHOO. COM	Comments postmarked by
Email Address	March 7, 2011.

General Comments
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Kimley-Horn and Associates, Inc. Attn: Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308
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Public participation is solicited without regard to race, color, national origin, age, gender,
religion, disability, or family status.



WOODVILLE HIGHWAY CORRIDOR STUDY
CAPITAL CIRCLE TO GAILE AVENUE
CORRIDOR ALTERNATIVES MEETING
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JACK McLean, Jr. Community Recreation Center 700 Paul Russell Road Tallahassee, FL 32301 February 28, 2011 - 5:30 pm – 7:00 pm

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(PLEASE PRINT CLEARLY) Mr./Mrs/Ms. FRANCES PREVAIT (Circle one) Name 1382 MILLSTREAM RD Address	Please return comments to: Mr. Richard Barr, AICP 1725 Hermitage Blvd.
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COMMENT FORM

WOODVILLE HIGHWAY CORRIDOR STUDY CAPITAL CIRCLE TO GAILE AVENUE CORRIDOR ALTERNATIVES MEETING FINANCIAL PROJECT ID NUMBER: 424009-3

JACK McLean, JR. COMMUNITY RECREATION CENTER 700 PAUL RUSSELL ROAD TALLAHASSEE, FL 32301 FEBRUARY 28, 2011 - 5:30 PM - 7:00 PM

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Station 1 - Modal Connectivity: A Speed bumps at all Chere are LOTS of Kids using the	Trail)
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322+ Horseshoe [Vail	Mr. Richard Barr, AICP
Address Tallahassee FL	1725 Hermitage Blvd.
	Tallahassee, FL 32308
City, State, Zip Code 89 4 6 992	Email: Richard.Barr@kimley-horn.com (850) 553-3500
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March 7, 2011.

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THE PROJECTIVE



Kimley-Horn and Associates, Inc. Attn: Mr. Richard Barr, AICP 1725 Hermitage Blvd. Tallahassee, FL 32308

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Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status.



Email Address

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March 7, 2011.



September 16, 2019



MONTICELLO BIKE TRAIL EXTENSION FEASIBILITY STUDY

Type of ITEM: Discussion

STATEMENT OF ISSUE

This item seeks approval of the Monticello Bike Trail Feasibility Study (see **Attachment 1**) including the study's recommended alternative ("Alternative Option 1").

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizen's Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)) met on September 3, 2019 and recommended the CRTPA accept the Monticello Bike Trail Feasibility Study and recommended Alternative Option 1.

RECOMMENDED ACTION

Option 1: Accept the Monticello Bike Trail Feasibility Study and recommended Alternative Option 1.

BACKGROUND

Initiated in late 2018, The Monticello Bike Trail Feasibility Study was developed by the CRTPA's planning consultant Kimley-Horn (KHA). The study analyzed the feasibility for extending the existing Monticello Bike Trail south to the Jefferson County Middle/High School (approximately 2 miles) as identified in both the Jefferson County Bicycle and Pedestrian Master Plan as well as the CRTPA 2040 Regional Mobility Plan.

As a background, the current Monticello Bike Trail begins at Jefferson Elementary School at Rocky Branch Road and continues for approximately 2 miles south to Nacoosa Road (Monticello City Limit). The southernmost portion of the trail (Martin Road and Nacoosa Road) is unpaved and is approximately .55 miles in length.

The feasibility study assessed opportunities for the Trail's southern extension consistent with the promotion of connectivity between local neighborhoods, places of interest, and schools. Furthermore, the study identifies the potential of the Trail to provide a connection to larger, regional trail networks proposed in the vicinity.

As detailed in the study,

"While the main purpose of this trail extension is to connect the City of Monticello to the Jefferson County Middle/High School, the potential for future connectivity to larger, more regionally expansive trail systems is high. Jefferson County offers visitors nature-focused recreation activities, historical sites, local businesses, and restaurants.

Regional trails that are being considered and are included in the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails Land Trail Priorities are:

- Tallahassee-Monticello Greenway Corridor, that runs along U.S. 90 west of Monticello
- Lake City to Monticello Corridor, which is also on U.S. 90 but east of Monticello
- Georgia to Cross City Corridor, which heads south along U.S. 19, past the limits of this proposed extension.

These potential future trails support the need for the Monticello Bike Trail extension to provide better connectivity to the economic center of the county."

Ultimately, the feasibility study identified three (3) potential alternatives associated with the southern extension of the trail. All trail alternatives (1, 2, and 3) provide a connection between the current Monticello Bike Trail limit and Jefferson County Middle/High School and all begin at the southern terminus of the existing paved trail. Additionally, all alternatives either continue along the unpaved section to Nacoosa Road or head west on Martin Road and all alternatives use US 19 for a portion of the proposed extension. Furthermore, none of the alternatives require the acquisition of right-of-way. One of the identified constraints associated with the identification of the alternatives was the need to avoid use of the US 319 bridge (FDOT Bridges 540008 & 540048) over the railroad due to insufficient width to safety accommodate the addition of a trail.

The following details the trail alternatives:

• Trail Alternative 1 – This alternative proposes use of the existing unpaved section of the Monticello Bike Trail from Martin Road to Nacoosa Road (with shared lane markings and signage to be installed on Nacoosa Road to U.S. 19). At U.S. 19, a multi-use path within the existing right of way on the east side of the corridor is proposed until the trail reaches Aucilla Highway where it will continue with shared lane markings along the roadway east, to Horne Road, until the entrance of Jefferson County Middle/High School. Shared lane markings will be placed along the entrance road to the school. The feasibility report recommends Alternative 1 as the preferred alternative.

- Trail Alternative 2 Alternative 2 proposes starting on the paved section of the Monticello Bike Trail where it ends at Martin Road. On Martin Road, the trail proceeds west with shared lane markings to US 19. Once on U.S. 19, the trail will follow the same proposed route southward as detailed above in Alternative 1.
- Trail Alternative 3 Alternative 3 proposes using less of U.S. 19 than Alternatives 1 & 2 through use of Old Drifton Road. The route could either begin at Martin Road and head west to U.S. 19 or the trail could continue south on the existing unpaved section of the trail to Nacoosa Road where it would head west to U.S. 19. Like the Alternatives 1 & 2, this alternative would include a multi-use path on the east side of U.S. 19. However, unlike the other two alternatives that continue to Aucilla Highway, Alternative 3 proposes using Old Drifton Road (located approximately 0.5 miles north of Aucilla Highway) and continuing along Horne Road to end at the school.

Additional information related to the above alternatives is provided in the report including benefits/challenges associated with each alternative as well as cost estimates.

NEXT **S**TEPS

Pursuant to approval of the study's preferred alternative, next steps associated with the Monticello Trail Extension include environmental documentation. Given that no right-of-way is required, next steps will ultimately be less lengthy than if the project required such right-of-way.

OPTIONS

Option 1: Accept the Monticello Bike Trail Feasibility Study and recommended Alternative Option 1. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Monticello Bike Trail Feasibility Study

MONTICELLO BIKE TRAIL EXTENSION FEASIBILITY STUDY

MAY 2019

Prepared for



Prepared by







MONTICELLO BIKE TRAIL FEASIBILITY STUDY

Introduction

The Capital Region Transportation Planning Agency (CRTPA) is completing a trail feasibility study to determine a route for extending the Monticello Bike Trail south to the Jefferson County Middle/High



Photo 1: Existing paved trail in Monticello

School. This extension was identified in the Jefferson County Bicycle and Pedestrian Master Plan as a potential trail extension and connector. A feasibility study is designed to assess the practicality of a proposed trail or project, with consideration to various aspects including engineering, the environment, major barriers, and right of way limitations. Feasibility studies determine if the project is constructible from the outset of the process. These elements are outlined in more detail below.

Currently, the existing Monticello Bike Trail begins at Jefferson Elementary School on Rocky Branch Road and continues for approximately two miles south to Nacoosa Road, which is also the Monticello city limit. A portion of the trail that is about .55 miles in length between Martin Road and Nacoosa Road exists but is unpaved. The trail at its current extent is shown in **Figure 1.** Several opportunities for the extension have been assessed and are detailed in this report. If feasible, the key purpose of extending the Monticello Bike Trail is to promote connectivity among local neighborhoods, places of interest, and schools. There is also potential to connect to the larger, regional trail network proposed in this area.

In Jefferson County, nearly 13.9% of the population was estimated to be below the poverty level as of 2017 (American Community Survey 5-Year Estimates, 2013-2017). Other estimates put the 2017 percentage of individuals in poverty in Jefferson County closer to 18% (US Census Small Area Income

and Poverty Estimates (SAIPE), 2017; Florida Legislature Office of Economic and Demographic Research, 2019). Impoverished populations typically report high spending in the area of transportation due to lack of access and high costs. especially in rural areas of the country (Federal Highway Administration NHTS, 2014). Alternative transportation options can alleviate this issue by offering basic, safe connections for access to important locations and services in the area. As the county seat of Jefferson County, the City of Monticello is an excellent candidate for alternative transportation options for its residents and could be the multi-modal center of a system that connects various parts of the County.



Photo 2: Trail signage near Jefferson Elementary School



Figure 1: Current Extent of the Monticello Bike Trail

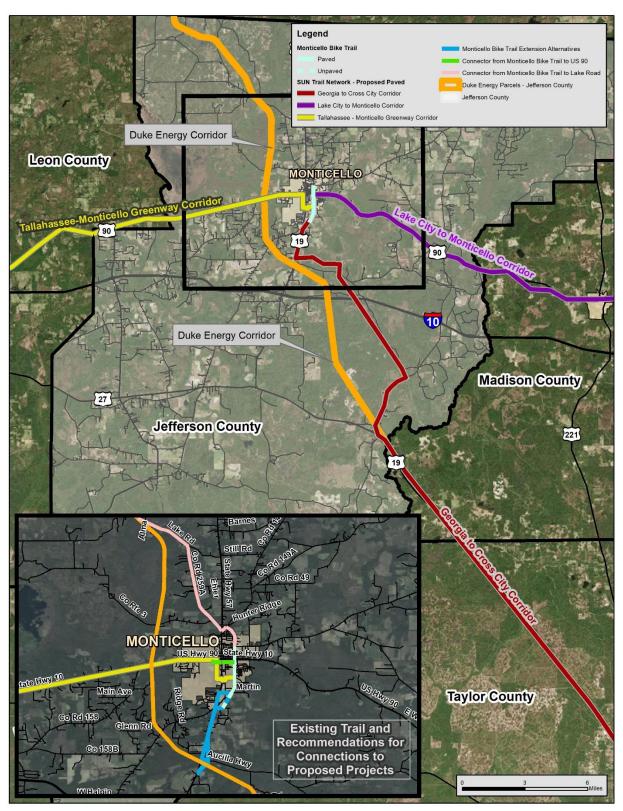


Regional Trail Network Importance

The development of this extension of the Monticello Bike Trail presents the opportunity for significant economic and recreational benefits to both residents and visitors in the region. While the main purpose of this trail extension is to connect the City of Monticello to the Jefferson County Middle/High School, the potential for future connectivity to larger, more regionally expansive trail systems is high. Jefferson County offers visitors nature-focused recreation activities, historical sites, local businesses, and restaurants. Regional trails that are being considered and are included in the Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails Land Trail Priorities are:

- Tallahassee-Monticello Greenway Corridor, that runs along U.S. 90 west of Monticello
- Lake City to Monticello Corridor, which is also on U.S. 90 but east of Monticello
- Georgia to Cross City Corridor, which heads south along U.S. 19, past the limits of this proposed extension.

The routes were developed through input gathered by FDEP. These potential future trails support the need for the Monticello Bike Trail extension to provide better connectivity to the economic center of the County. These regional trail connections are depicted in **Figure 2**.



*Trails identified in larger map were identified by both FDOT and FDEP as part of the SUNtrails initiative and are included in FDEP's Office of Greenways and Trails Land Trail Priorities.

Figure 2: Regional Trail Network



Existing Conditions

The Monticello Bike Trail currently extends from Jefferson Elementary School on Rocky Branch Road, south to Nacoosa Road. The section from Rocky Branch Road to Martin Road is a paved, multi-use path. From Martin Road south to Nacoosa Road, the trail continues for about .55 miles, but is natural surface. The total length of the trail is approximately 2.10 miles, including the unpaved section from Martin Road to Nacoosa Road. Although mostly paved, the trail is relatively unkept and underutilized. The trail was originally intended to provide alternative transportation options to students attending Jefferson Elementary School, but in recent years, the school has closed due to financial issues and low attendance. These students now attend class at the Jefferson County Middle/High School. Currently, the middle/high

school is only accessible from U.S. 19. or a local unpaved road, Horne Road. With many of the students living in Monticello enrolled at Jefferson County Middle/High School, the need for a safe, alternative transportation option for accessing the school is essential. Located on the east side of Monticello, and serving a now closed school, the trail does not connect places of interest at its current extent. An extension of the trail will provide more connectivity and will likely attract more usage from local residents and visitors from other places. This trail extension was identified in the Jefferson County Bicycle and Pedestrian Master Plan, and the 2040 Regional Mobility Plan.



Photo 3: Existing, paved trail in Monticello

As a community interested in integrated biking into the local culture, Jefferson County and the City of Monticello have hosted numerous bicycling related events in recent years. These events include the annual Monticello Bike Fest, the Dirty Pecan dirt/gravel ride, and rides that explore Monticello's canopy roads and historic sites. A trail extension would support these local efforts.

Supporting Projects

In recent years, Jefferson County has gained momentum in creating a viable bicycle network for both recreation and alternative transportation opportunities, with guidance from the 2012 update of the Jefferson County Bicycle and Pedestrian Master Plan. Improvements to the City of Monticello have included the addition of some limited bicycle facilities, such as paved shoulders for bicycle use on both U.S. 19 and U.S. 90 heading into town, as well as the current extent of the Monticello Bike Trail. Longer range projects are currently being considered by local government officials, all of which would provide significant support and connectivity opportunities to the Monticello Bike Trail extension and beyond. The inset in **Figure 2** shows recommendations for regional connections from the Monticello area.

Potential Trailhead and U.S. 90 Connection to Tallahassee

County leadership is currently looking at designating a city-owned parcel on West Palmer Mill Road as a trailhead for a future bicycle route development. The future bicycle route would potentially include U.S. 90, which would be a scenic, highly popular connection from Monticello to Tallahassee. The Monticello Bike Trail could connect to the trailhead via West Palmer Mill Road, using shared lane use markings, making an easy east-west connection to facilities such as restrooms and water. It would also give the trail connectivity to a larger network, and potentially attract more bicyclists and visitors to Monticello and other destinations within Jefferson County.

U.S. 19 Bike Path/Trail Project

U.S. 19 has been identified in the Florida Department of Transportation (FDOT) Five Year Work Program for Jefferson County for a bike path/trail. If funds become available, the project is slated to begin in 2021 and be executed by the year 2023. It is expected to run along U.S. 19 from Nacoosa Road to Jefferson County Middle/High School. Currently, there is an issue regarding the availability of right of way going over the bridge on U.S. 19 to the school. This feasibility study outlines other alternatives for making this connection which may be considered.

Duke Energy Corridor

Through discussions with county Commissioner Betsy Barfield, a potential trail from the border of Georgia along the Duke Energy corridor was identified. The Duke Energy corridor is made up of an old railbed that extends south and continues through neighboring counties, offering a partially cleared and unused area to create an extensive trail. Efforts are underway to address concerns raised during public outreach regarding conflicting uses for this corridor, however, the identification and interest in this potential route illustrates the importance of a trail system to elected officials and their constituents in Jefferson County.

Monticello Bike Trail Extension Alternatives

Three trail alternatives (1, 2, and 3) have been identified as potential connections between the current

Monticello Bike Trail limit and Jefferson County Middle/High School. They begin at the terminus of the existing paved trail, and either continue along the unpaved section to Nacoosa Road or head west on Martin Road. Purchase of public or private property is not anticipated for any of the alternatives. All of the alternatives are along U.S. 19 for varying distances, and anything planned along U.S. 19 will require coordination with the current residents and the United States Postal Service in Jefferson County. Mailboxes and a path for the mail delivery vehicle are located within the existing right of way and may conflict with a multi-use path along the corridor.

Other alternatives were considered, but ultimately, were not included in this report as they are not feasible at this time. An additional alternative that included a route along an old railbed through a privately-owned tree nursery was evaluated but did not move forward after stakeholder outreach determined that the route would not be feasible. The three trail alternatives that have been identified as feasible options are described below and depicted within **Figures 3, 4, and 5**.



Photo 4: U.S. 19 bridge with limited right of way

General Conditions and Considerations

Land Use

Each of the trail alternatives will traverse the following three land use types:

- Agricultural (AG-5)
- Industrial
- Mixed Use-Business/Residential



None of the three alternatives are anticipated to negatively affect the land uses or the character of the area. The trail alternatives will provide increased access between neighborhoods in and surrounding Monticello, and Jefferson County Middle/High School, which now hosts elementary aged students as well. Increased access to education and recreation facilities may greatly improve the safety and cohesion of the neighborhoods in the area. **Figure 3** depicts the three alternatives and the surrounding land uses.

Environmental

Much of the area surrounding the Monticello Bike Trail and the potential extension area is agricultural in nature, with light residential and industrial development. The natural features maintained in this area, because of such limited development, create favorable conditions for a multi-use path and could potentially attract users from all over the state, and the country.

The alternatives were not found to be within or near any species consultation areas, nor were any wildlife observations reported in the area according to data maintained by the Florida Fish and Wildlife Conservation Commission (FWC).

Flood Zone and Wetlands

Each of the proposed alternatives is primarily located within Flood Zone X, indicating a moderate flood hazard area susceptible to a 500-year flood event. The end section of each alternative along Horne Road may cross through an area of Flood Zone A. The shared lane use markings and multi-use path are not expected to have any negative impacts on the flood zones.

National Wetlands Inventory (NWI) data was used to identify known wetlands in the project area. There are very few wetlands present along most of the alternative routes, however, wetlands are present around Old Drifton Road/Horne Road and the school property. In this location, a road already exists, and the proposed facility will be on-street shared lane markings, so impacts to wetlands are not anticipated. A wetland evaluation will be conducted during the environmental phase of design. **Figure 4** depicts the three routes, flood zones, and the locations of known wetlands in the area.

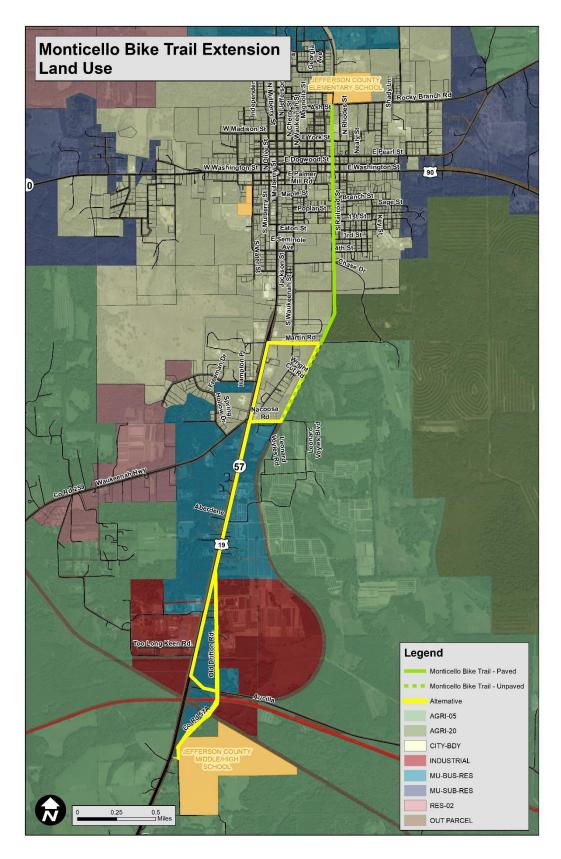


Figure 3: Land Use (Data Source: Jefferson County, retrieved 2019)

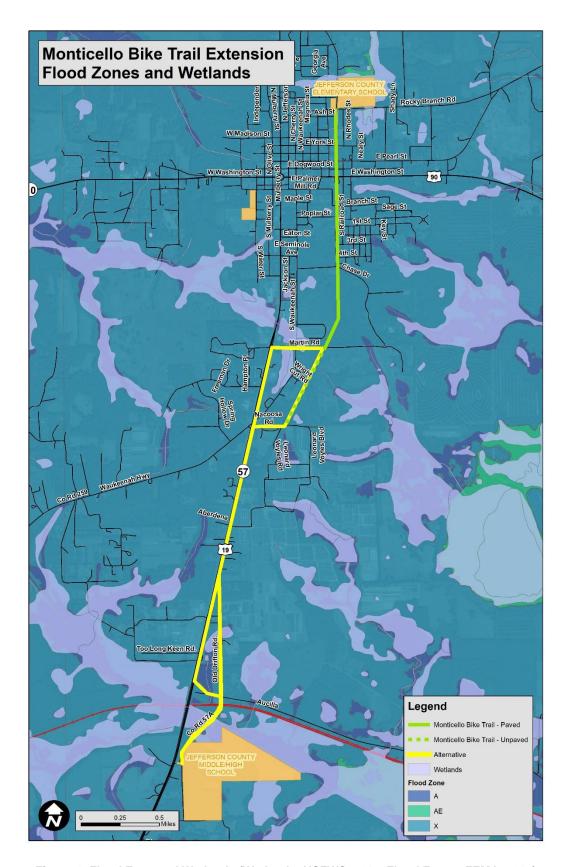


Figure 4: Flood Zone and Wetlands (Wetlands: USFWS, 2018. Flood Zones: FEMA, 2017)

Kimley » Horn

Historic and Cultural

Available State Historic Preservation Officer (SHPO) data was mapped to locate any known historic or culturally significant resources near the trail alternatives. While several historic districts, structures, and a cemetery exist within the City of Monticello, no impacts to these sites are expected by the extension of the Monticello Bike Trail. Along the proposed routes, several SHPO structures have been identified, but are currently associated with private residences and were not evaluated by SHPO for the National Registry of Historic Structures (NRHS) or were deemed ineligible. Because this project is anticipated to be limited to existing right of way, no historical structures are anticipated to be disturbed. A cultural resource assessment will be completed during the environmental phase of design to ensure no unknown resources will be impacted by the preferred trail alignment. Figure 5 depicts the three alternative routes and depicts SHPO resource groups, cemeteries, bridges, and structures.



Photo 5: Monticello Bike Trail sign at Trailhead at Jefferson Elementary School

Roadway Connections



Each of the trail alternatives proposes the use of roadways to minimize the purchase of or impacts to private properties. By using the existing road network, there is no anticipated need for parcel acquisition or access easements, decreasing the potential cost. Several connections are planned as transition points from multiuse paths into shared lane markings on the existing residential roadways. Because of the low speeds and low traffic volumes on these roadways, shared lane markings can be used to provide a more cost feasible option for the trail alternatives in lieu of costly property acquisition.

Photo 6: Aucilla Highway, potential location for shared lane markings



Constraints

In evaluating potential alternatives for the Monticello Bike Trail extension, some constraints were identified that affected possible alternatives for connecting to the school. The bridge on U.S. 19 (FDOT Bridges 540008 & 540048) just north of Jefferson County Middle/High School was one such constraint; the limited right of way on the bridge presents an obstacle for continuing a multi-use path along the corridor to the school. While a multi-use path is more appealing to trail users, replacement of the bridge to accommodate a trail is not financially feasible.

Private ownership was also a limiting factor in alternative development. The abandoned railbed that goes through Simpson Nurseries offered the opportunity for a scenic trail that would keep the trail off high-volume corridors, such as U.S. 19. As stated previously in this report, stakeholder outreach determined this was not a feasible option due to concerns mentioned by the property owner.

Additionally, Old Drifton Road and Horne Road both have poor pavement condition and are in need of resurfacing. Both roads are part of the alternatives proposed in this report and will require resurfacing and the addition of shared lane markings to connect to the current trail corridor. To install shared lane markings, the roads will need to be milled and resurfaced, an additional, previously unforeseen cost associated with this extension due to the lack of right of way on the bridge on U.S. 19. While lack of right of way on the bridge and private ownership discrepancies will not be considered at this time, the milling and resurfacing is a consideration that is detailed in the cost estimate section of this report. These constraints are identified on a map in **Figure 6.**

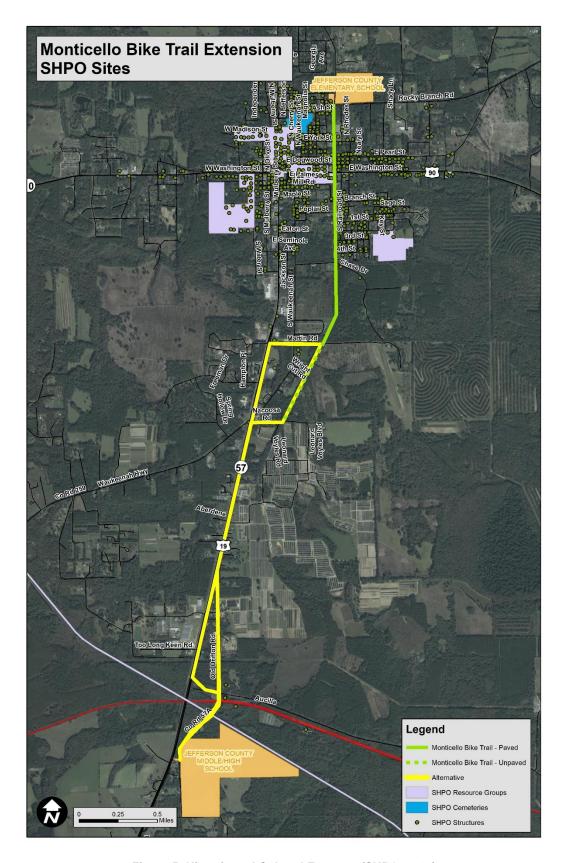


Figure 5: Historic and Cultural Features (SHPO, 2019)

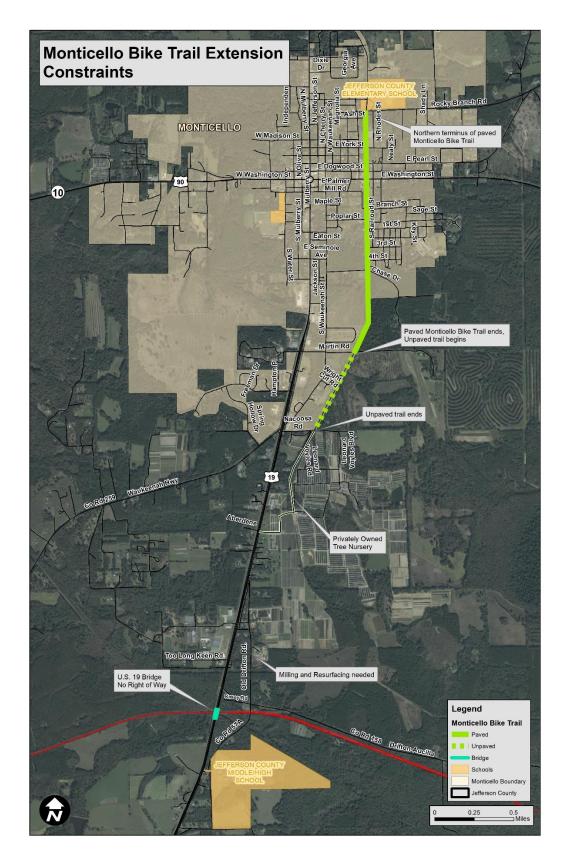


Figure 6: Monticello Bike Trail Extension Constraints



Trail Alternative Descriptions

Trail Alternative 1

Alternative 1 takes advantage of the existing .55-mile unpaved section of the Monticello Bike Trail from Martin Road to Nacoosa Road. Shared lane markings and signage will be installed on Nacoosa Road to U.S. 19, where a multi-use path within the existing right of way on the east side of the corridor will begin. The multi-use path will continue south to Aucilla Highway. From there, it will continue as shared lane

markings along Aucilla Highway east, to Horne Road, and continues until the entrance of Jefferson County Middle/High School. Shared lane markings will be placed along the entrance road to the school. Because of a lack of right of way passing over the bridge on U.S. 19 heading south to the school, Horne Road is a more direct alternative with low vehicular traffic and slower speeds. In total, alternative 1 is an addition of approximately 2.65 miles in length to the existing paved and unpaved sections of the Monticello Bike Trail. The entire trail with alternative 1 as the extension will be approximately 4.75 miles in length.



Photo 7: Unpaved section of Monticello Bike Trail, South of Martin Road

This alternative will allow for effective travel between the neighborhoods and Jefferson County Middle/High School, while also increasing access to the City of Monticello. Additionally, this route takes advantage of the existing, unpaved section of the Monticello Bike Trail. **Table 1** identifies known benefits and challenges with this route.

Table 1: Alternative 1 - Benefits and Challenges

Alternativ	ve 1
Benefits	Challenges
Within existing road right of way/public property	Horne Road will require resurfacing
Increased connectivity between city, neighborhoods, and Jefferson County Middle/High School and potentially, regional trail network	Existing mail delivery route in the right of way, which would not be permitted on the multi-use path. This will require some level of additional public outreach
More of the trail is located off a major road corridor	and the possible relocation of mailboxes that are currently in the right of way.



Figure 7: Alternative 1 Route



Trail Alternative 2

Alternative 2 begins on Martin Road, where the paved section of the Monticello Bike trail ends. Instead of heading south on the unpaved section, the trail will follow Martin Road west with shared lane markings to U.S. 19. This is the difference between Alternative 1 and Alternative 2. Alternative 2 will follow along U.S. 19 for a slightly longer distance than Alternative 1 since it does not utilize the unpaved section of the existing trail. The trail will be on the east side of the U.S. 19 corridor as a multi-use path. The multi-use path will continue south to Aucilla Highway. The route will head east on Aucilla Highway, and then to Horne Road, and continue until the entrance to Jefferson County Middle/High School, which will be marked by shared lane markings due to low volume. Shared lane markings will be placed along the entrance to the school as an added safety precaution, similar to Alternative 1. **Figure 8** depicts

Alternative 2's route. This route is approximately 3.3 miles in length and will bring the total length of the Monticello Bike Trail to approximately 4.8 miles in total.

This trail alternative will increase access between Monticello, the neighborhoods, and Jefferson County Middle/High School. Like Alternative 1, the increased access to the school by alternate transportation options may limit traffic in the area. This route will provide additional transportation options to students located in Monticello or along U.S. 19. **Table 2** identifies known benefits and challenges with this route.



Photo 8: Intersection of Old Drifton Road and Aucilla Highway, facing North

Table 2: Alternative 2 - Benefits and Challenges

Alternativ	ve 2
Benefits	Challenges
Within existing road right of way/public property	Horne Road will require resurfacing
Increased connectivity between city, neighborhoods, and Jefferson County Middle/High School and potentially, regional trail network	Existing mail delivery route in the right of way, which would not be permitted on the multi-use path. This will require some level of additional public outreach and the possible relocation of mailboxes that are currently in the right of way.



Figure 8: Alternative 2 Route



Trail Alternative 3

This trail alternative is different than alternatives 1 and 2 in that it utilizes less of U.S. 19 and heads south along Old Drifton Road where the two roads intersect. The route could potentially begin at Martin Road, heading west to U.S. 19, or continue south on the existing unpaved section of the trail to Nacoosa Road where shared lane markings will lead users to the multi-use path on U.S. 19. This alternative includes a multi-use path on the east side of U.S. 19, but instead of continuing to Aucilla Highway, the trail will take



Photo 9: Old Drifton Road

Old Drifton Road about 0.5 miles before the turnoff onto Aucilla Highway. This alternative, while
similar to Alternatives 1 and 2, offers a low
volume road as an option for a longer portion of
the trail. The trail continues along Horne Road to
end at the school in the same way as Alternatives
1 and 2. Alternative 3, when using Nacoosa Road
starting from the end of the existing, unpaved
trail, is approximately 2.5 miles in length and will
bring the length of the Monticello Bike Trail to
approximately 4.6 miles. Using Martin Road, this
alternative would be about 3.1 miles in length and
bring the Monticello Bike Trail closer to 4.7 miles
in total.

This trail alternative will increase access between Monticello, the neighborhoods, and Jefferson County Middle/High School. Like Alternatives 1 and 2, the increased access to the school by alternate transportation options may limit traffic in the area. This route will provide additional transportation options to students located in Monticello or along U.S. 19. **Table 3** identifies known benefits and challenges with this route.

Though Alternative C may be the most difficult in terms of coordination with private land and business owners along Old Drifton Road, the potential for a more scenic route off a major corridor represents a value to the community. This alternative also shortens the total length of a multi-use path facility which is a limiting factor in attracting trail users. Known benefits and challenges of the alternative being depicted can been seen in **Table 3.**

Table 3: Alternative 3 - Benefits and Challenges

Alternative 3										
Benefits	Challenges									
Within existing road right of way/public property	A longer portion of Old Drifton Road and Horne Road will need to be milled and resurfaced									
Increased connectivity between city, neighborhoods,	Shorter length of multi-use path for the extension									
and Jefferson County Middle/High School	Coordination with private land and business owners along Old Drifton Road									

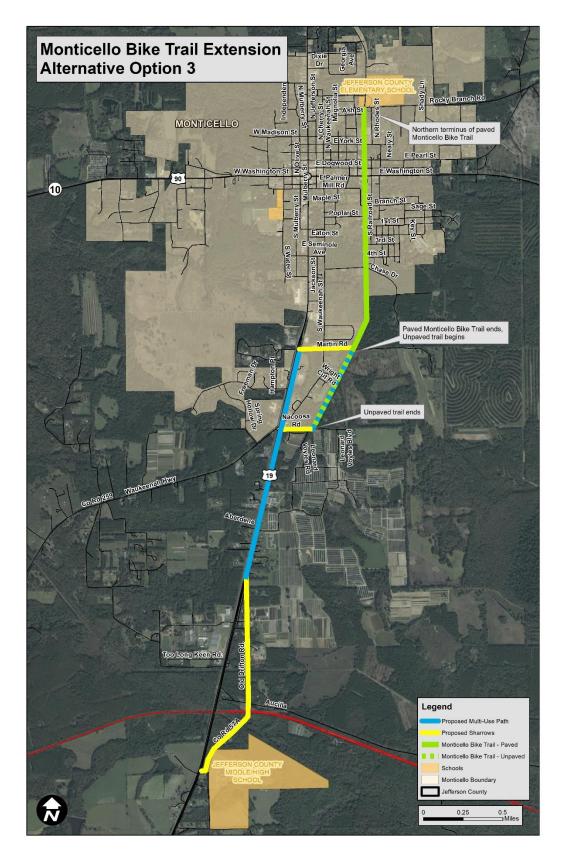


Figure 9: Alternative 3 Route



Potential Costs

Using the proposed routes above, approximate costs have been developed detailing the trail distances and types. For these alternatives, three trail cost types have been considered. These types have been outlined in **Table 4**.

Table 4: Trail Type Costs Per Mile

Trail Type	Approximate Construction Cost (Per Mile)	Approximate Costs with 15% Increase***
Multi-Use Path*	\$285,000.00	\$328,000.00
Shared Lane Markings	\$ 30,000.00	\$30,000.00 (no permitting required)
Mill and Resurface**	\$238,000.00	\$274,000.00

^{*} Source is FDOT LRE 2 Directional 12' shared use path

The distances that the proposed alignments will vary between multi-use paths and shared lane markings in each of the alternatives have been outlined in **Table 5**, with their estimated costs based on the "Approximate Costs with 15% Increase" costs in **Table 4**.

Table 5: Trail Type Distances and Costs

Alternative	Trail Type	Approximate Distance (Miles)	Approximate Cost	Approximate Total Cost	Approximate Total Cost without Road Paving		
Trail	Multi-use Path	2.22	\$728,160.00				
Alternative	Shared Lane Marking	0.98	\$29,400.00	\$908,260	\$757,560		
1	Road Paving*	0.55	\$150,700.00				
Trail	Mutli-use Path	2.20					
Alternative	Shared Lane Marking	1.10	\$33,000.00	\$905,300	\$754,600		
2	Road Paving*	0.55	\$150,700.00				
Trail	Multi-use Path	1.45	\$475,600.00				
Alternative 3 (Martin	Shared Lane Marking	1.68	\$50,400.00	\$895,900	\$526,000		
Road)	Road Paving*	1.35	\$369,900.00				
Trail	Multi-use Path	lulti-use Path 1.50					
Alternative 3	Shared Lane Marking	1.56	\$46,800.00	\$908,700	\$538,800		
(Nacoosa Road)	Road Paving*	1.35	\$369,900.00		, ,		

^{*}Road Paving costs will be funded by the County where needed.

Based on the costs in **Table 5**, costs for each alternative are comparable at slightly above and below \$900,000. However, it should be noted that a part of each alternative includes a road milling and resurfacing project that may be completed using funds outside of the anticipated trail funding. The improvement of Old Drifton Road and Horne Road is an added expense of this trail extension but will serve multiple uses and give the community access to upgraded facilities.

The cost estimates found in this feasibility report are based on planning level cost estimates including costs for design, permitting, and construction. The range of total costs for the viable alternatives found in this study are between \$895,000 to \$909,000 approximately when including road paving. Without road

^{**}Source is FDOT LRE Mill and Resurface (1 additional lane, rural arterial)

^{***} Accounts for design, permitting, and other additional costs prior to construction



paving involved, the costs range from \$526,000 to \$757,560. As stated previously, the costs can fluctuate depending on responsibility of funding for the road improvements on Old Drifton Road and Horne Road, as well as the length of the road needing to be milled and resurfaced. As a rural county with a low population, Jefferson County is eligible for programs such as Small County Outreach Program (SCOP) and Small County Road Assistance Program (SCRAP). Both programs offer funds for resurfacing and reconstructing county roads, among other improvements for counties with populations below 170,000 (SCOP) and below 75,000 (SCRAP) respectively. The final trail alignment and responsibility for funding will be determined through near term coordination with private property owners, the City of Monticello, Jefferson County, and the Jefferson County School Board.

Facility Renderings

Renderings have been created to depict the facilities that are included in the feasibility study alternatives. The facility types that are included in each alternative are shared lane markings and multi-use path.

Figure 10 depicts Aucilla Highway with shared lane markings, which could potentially be placed on Nacoosa Road (Alternative 1 or 3), Martin Road (Alternative 2 or 3), Old Drifton Road, and Horne Road.

Figure 11 depicts a paved 12-ft wide, asphalt multi-use path on U.S. 19, a facility that appears in each of the alternatives for varying distances.



Figure 10: Rendering of shared lane markings on Aucilla Highway



Figure 11: Rendering of multi-use path on east side of U.S. 19



Preferred Alternative

Based on the analysis of this feasibility study, each of the alternatives is considered viable. Alternative 1

is the preferred alternative because of the existing, unpaved section of the bike trail between Martin Road and Nacoosa Road that offers the opportunity for a longer multi-use facility off of a major corridor. Alternative 1 offers trail users a safe, protected option through a separate multi-use path facility that is over 2 miles in combined length. Using the existing, unpaved section of the trail, the proposed alignment keeps the trail easily navigable and off a major road for a significant period which is ideal for trail users and may attract more users. This alternative will require public involvement to determine how to address mailbox relocation on U.S. 19.

Alternatives 1 and 2 will require minimal milling and resurfacing on Horne Road, while Alternative 3, regardless of whether the trail begins on Nacoosa or Martin Road, will require more extensive milling and resurfacing on Old Drifton Road and Horne Road to incorporate shared lane markings. Apart from road improvements, none of the alternatives will require further easements, or the purchase of private property.



Photo 10: Monticello City Limits

Next Steps

After consideration of the preferred alternative from this study, the next step will be environmental documentation; the required documentation for that study will be based on the funding of the project. Since new right of way is not anticipated to be needed, this will likely be a minor environmental action. Jefferson County should also continue to prioritize and coordinate linkages from the Monticello Bike Trail to other desired destinations within the County and to future planned trails in the region, such as the Duke



Photo 11: Existing paved trail near elementary school

Energy Corridor that runs through Jefferson County and the U.S. 90 project that will connect Monticello to Tallahassee. Once the environmental documentation is complete, design, permitting, and construction can occur.

Conclusion

It is the opinion of this study that a feasible option exists for proceeding with implementing this trail project, and that Alternative 1 is the most beneficial and efficient option based on the findings detailed in this report.



AGENDA ITEM 7 D

FISCAL YEAR 2020 CRTPA BUDGET

Type of Item: Action

STATEMENT OF ISSUE

The FY 2020 tentative budget has been created for Board review and approval (see Attachments 1 and 2).

Overall the proposed budget is 3.4% more than FY 2019. As with any budget, there are increases in some areas and decreases in others. The FY 2020 budget includes salary adjustments for each employee (except the Executive Director), effective September 1, due to changes in duties and a 3% cost-of-living adjustment (COLA), effective October 1, consistent with the current proposed rate by the City of Tallahassee, our host agency. There may be slight adjustments to the budget as the City of Tallahassee finalizes its assumptions for pension rates and Internal Service Allocations.

The proposed changes to staff titles and salaries is as follows:

Current	New			Salaries			
Title	Title	Current			New Base	w/ (COLA
Executive Director	-	\$	116,633		-	\$	120,253
Program Manager	Assistant Director	\$	97,350	\$	101,000	\$	104,030
Transportation Planner	Planning Manager	\$	79,654	\$	85,500	\$	88,065
Mobility Planner	Programs Manager	\$	62,858	\$	68,500	\$	70,555
Admin Assistant II	Admin Assistant II	\$	47,604	\$	51,000	\$	52,530

RECOMMENDED ACTION

Option 1: Approve the FY 2020 CRTPA Budget

Option 2: As desired by the Board.

ATTACHMENT

Attachment 1: Tentative FY 2020 CRTPA Budget Attachment 2: Contracted Planning Projects

	FY	19 - Adopted	FY	- 19 Corrected	FY	20 - Proposed	1	Net Change	% Change
Personnel		·				· · · · · · · · · · · · · · · · · · ·			
511000 - Salaries	\$	419,862	\$	407,633	\$	422,750	\$	15,117	3.7%
511300 - Salary Enhancements	\$	12,596	\$	12,229	\$	12,683	\$	454	3.7%
511500 - Temporary Wages	\$	-	\$	· <u>-</u>	\$	· <u>-</u>	\$	-	-
512400 - Other Salary Items	\$	4,560	\$	4,560	\$	1,560	\$	(3,000)	-65.8%
515000 - Pension- Current	\$	85,334	\$	82,505	\$	83,317	\$	812	1.0%
515100 - Pension- MAP	\$	23,680	\$	22,990	\$	23,843	\$	853	3.7%
515500 - Social Security	\$	· <u>-</u>		·	\$	· <u>-</u>	\$	-	_
515600 - Mandatory Medicare	\$	6,088	\$	5,911	\$	6,130	\$	219	3.7%
516000 - Health Benefits	\$	47,300	\$	47,300	\$	51,500	\$	4,200	8.9%
516100 - Flex Benefits	\$	9,841	\$	9,841	\$	9,841	\$	-	0.0%
Operating		2,2		2,211	<u> </u>	-,	-		
521010 - Advertising	\$	2,500	\$	_	\$	7,645	\$	5,145	205.8%
521030 - Reproduction	\$	3,500	\$	_	\$	3,000	\$	(500)	-14.3%
521100 - Equipment Repairs	\$	225	\$	_	\$	225	\$	-	0.0%
521180 - Contractual Srvcs (Audit, WCOT)	\$	52,100	\$	_	\$	39,500	\$	(12,600)	-24.2%
521160 - Legal Services	\$	28,000	\$	_	\$	32,000	\$	4,000	14.3%
521190 - Computer Software	\$	3,500	\$	_	\$	13,100	\$	9,600	274.3%
523020 - Food	\$	1,750	\$	_	\$	2,000	\$	250	14.3%
523050 - Postage	\$	750	\$	_	\$	750	\$	-	0.0%
523060 - Office Supplies	\$	13,000	\$	_	\$	13,000	\$	_	0.0%
523080 - Unclassified Supplies	\$	1,512	\$	_	\$	1,512	\$	-	0.0%
524010 - Travel & Training	\$	14,000	\$	_	\$	17,000	\$	3,000	21.4%
524020 - Journals & Books	\$	600	\$	_	\$	600	\$	-	0.0%
524030 - Memberships	\$	2,750	\$	_	\$	3,000	\$	250	9.1%
541040 - Insurance	\$	18,000	\$	_	\$	18,000	\$	-	
550040 - Computer Equipment	\$	10,000	\$	_	\$	15,000	\$	5,000	
Internal Service Allocations	<u> </u>	. 0,000			<u> </u>	.0,000	Ť	0,000	
560010 - Human Resource Expense	\$	10,100	\$	_	\$	8,300	\$	(1,800)	-17.8%
560020 - Accounting Expense	\$	23,250	\$	_	\$	21,000	\$	(2,250)	-9.7%
560030 - Purchasing Expense	\$	3,000	\$	_	\$	4,300	\$	1,300	43.3%
560040 - Information Systems Expense	\$	28,000	\$	_	\$	23,500	\$	(4,500)	-16.1%
560040 - Telephone	\$	1,000	\$	_	\$	3,750	\$	2,750	275.0%
560070 - Revenue Collection	\$	810	\$	_	\$	400	\$	(410)	-51%
560082 - Environmental	\$	850	\$	_	\$	850	\$	-	
Expenses (non-contractual)					Ť				
Personnel	\$	609,261	\$	592,969	\$	611,623	\$	18,654	3.1%
Operating	\$	152,187		152,187		166,332		14,145	9.3%
Internal Service Allocations	\$	67,010		67,010		62,100		(4,910)	-7.3%
	·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·	, , , , ,	·	() /	
Subtotal	\$	828,458	\$	812,166	\$	840,055	\$	27,889	3.4%
521000 - Contractual Services	\$	2,216,379			\$	1,982,664		-	-
See Attachment					\$	2 922 740			
Total					Ф	2,822,719			

ATTACHMENT 2

Contracted Planning Projects -	FY 20)20
Task 3.0 - LRP		
RMP	\$	600,000
Task 4.0 - SRP		
TBD	\$	96,777
Took 5.0. Mobility Planning	·	,
Task 5.0 - Mobility Planning	Φ.	70.000
Bike/Ped Master Plan	\$	70,000
Bike/Ped - Wakulla County	\$	30,000
ITS Master Plan	\$	35,000
CMP	\$	110,000
Performance Measures	\$	58,963
TBD	\$	150,000
Task 7.0 - Special Projects		
SW Area	\$	155,000
Midtown Phase II	\$	130,000
US 90 - Trail	\$	100,000
Wakulla Springs Trail Feas.	\$	75,000
Corridor reviews	\$	20,000
Corridor Studies	\$	300,000
TBD	\$	51,924
	\$	1,982,664



AGENDA ITEM 8

FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Type of Item: Information

A status report on the activities of the Florida Department of Transportation will be discussed.



AGENDA ITEM 9

EXECUTIVE DIRECTOR'S REPORT

Type of ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) will be provided including a discussion on CRTPA Executive Committee appointments, CRTPA Budget Report and the M-Cores Task Force Meeting held on August 27.

ATTACHMENTS:

Attachment 1: CRTPA Budget Report (April - June)

Attachment 2: M-Cores Task Force Meeting Handout

ATTACHMENT 1

		FY 2018/19 FHWA - PL Apr - June 2019									
				Previous		Current		Costs			
	Bu	dget Amount	E	xpenditures	Ex	(penditures		to Date		Balance	Utilization
Task 1.0 - Administration											
Personnel	\$	192 241 00	ć	104,964.89	ć	23,650.58	\$	128,615.46	ć	53,625.54	70.6%
Travel	\$	182,241.00 17,000.00	\$ \$	5,519.88	\$ \$	23,030.38	\$ \$	8,380.78	\$ \$	8,619.22	49.3%
	Ş	17,000.00	Ş	3,319.00	Ş	2,860.90	Ş	0,300.70	Ş	0,019.22	49.5%
Direct Expenses Administrative	\$	88,900.00	ć	65,589.11	\$	18,868.10	\$	84,457.21	\$	4,442.79	95.0%
	Ş	88,900.00	\$	05,569.11	Ş	10,000.10	Ş	04,437.21	Ş	4,442.79	95.0%
Contracted Expenses	۲,	20,000,00	۲.	10 724 96	۲.		۲.	10 724 96	,	10 205 14	25.00/
Audit	\$	30,000.00	\$	10,734.86	\$	4 200 00	\$	10,734.86	\$	19,265.14	35.8%
Legal	\$	24,000.00	\$	15,775.50	\$	4,290.00	\$	20,065.50	\$	3,934.50	83.6%
Office	\$	31,087.00	\$	1,577.29	\$	792.83	\$ \$	2,370.12	\$ \$	28,716.88	7.6%
Total	\$	373,228.00	\$	204,686.53	\$	50,462.41	\$	255,148.93	\$	118,079.07	
Task 2.0 - Data Collection											
Personnel	\$	15,160.00	\$	13,697.41	\$	-	\$	13,697.41	\$	1,462.59	90.4%
Consultant	\$	10,000.00	\$	-	\$	_	\$	-	\$	10,000.00	0.0%
Total	\$	25,160.00	\$	13,697.41	\$	-	\$	13,697.41	\$	11,462.59	54.4%
	•										
Task 3.0 - Long Range Planning											
Personnel	\$	58,975.00	\$	40,903.70	\$	-	\$	40,903.70	\$	18,071.30	69.4%
Task 4.0 - Short Range Planning											
Personnel	\$	41,322.00	\$	32,582.19	\$	-	\$	32,582.19	\$	8,739.81	78.8%
Consultant	\$	9,600.00	\$	-	\$	9,600.00	\$	9,600.00	\$	-	100.0%
Total	\$	50,922.00	\$	32,582.19	\$	9,600.00	\$	42,182.19	\$	8,739.81	82.8%
Task 5.0 - Mobility Planning											
Personnel	\$	57,610.00	\$	51,585.00	\$	-	\$	51,585.00	\$	6,025.00	89.5%
Task 6.0 - Public Involvement											
Personnel	\$	46,974.00	\$	32,161.72	\$	-	\$	32,161.72	\$	14,812.28	68.5%
Task 7.0 -Special Projects											
Personnel	\$	102,150.00	\$	95,665.98	\$	_	\$	95,665.98	\$	6,484.02	93.7%
Consultant	\$	-	\$	-	\$	_	\$	-	\$		33.770
Total	\$	102,150.00	\$	95,665.98	\$	-	\$	95,665.98	\$	6,484.02	93.7%
Overall Totals	\$	715,019.00	\$	471,282.52	Ś	60,062.41	\$	531,344.92	\$	183,674.07	
Overall rotals	Ş	/15,019.00	Ą	4/1,202.32	Ą	00,002.41	Ą	331,344.92	Ş	103,074.07	

Invoice Submitted to FDOT:		Approved for payment:
Jul - Sep	11/14/2018	11/26/2018
Oct - Dec	2/12/2019	2/19/2019
Jan - Mar	5/21/2019	5/28/2019
Apr - Jun	8/20/2019	8/28/2019

Itemized Expenditure Detail Report Congestion Management (CM) 4/1/2019 - 6/30/2019													
Previous													
	Bu	dget Amount		Payments	Cu	rrent Costs	C	osts to Date		Balance			
Task 5.0 - Mobility Planning													
5.26 Congestion Management Plan Update (Phase II)	\$	125,000.00	\$	18,426.60	\$	-	\$	18,426.60	\$	106,573.40			
5.27 Performance Measures	\$	62,700.00	\$	-	\$	-	\$	-	\$	62,700.00			
5.29 ITS Master Plan Update (50/50 split w/TATMS)	\$	55,000.00	\$	15,002.50	\$	5,307.50	\$	20,310.00	\$	34,690.00			
Total	\$	242,700.00	\$	33,429.10	\$	5,307.50	\$	38,736.60	\$	203,963.40			
Invoice Submitted to FDOT		Ар	proved	for payment:									
Jul - Sep													
Oct - Dec		2/12/19		2/19/19									

5/17/19

9/10/2019

Jan - Mar

Apr - Jun

5/28/19

Itemized Expenditure Detail Report													
SA													
4/1/2019 - 6/30/2019 Previous Remaining													
Previous													
	Bu	dget Amount		Payments	Cı	irrent Costs	Co	sts to Date		Balance			
Task 3.0 Long Range Planning													
3.3 LRTP 2040 Update													
Consultant	\$	375,000.00	\$	-	\$	-	\$	-	\$	375,000.00			
Task 7.0 Special Projects													
7.2 Midtown Area Transportation Plan													
Consultant	\$	48,292.00	\$	25,553.25	\$	22,738.75	\$	48,292.00	\$	-			
Total									\$	375,000.00			
Invoice Submitted	Invoic	e Submitted	Appı	roved for payment:									
Jul - Sep		-		-									
Oct - Dec		-		-									
Jan - Mar		5/17/19		5/28/19									
Apr - Jun		9/10/2019											

Itemized Expenditure Detail Report SU Funds Apr-Jun 2019

			Apr-Ju	in 2019							
	Pudget Amount			Commant Costs	Previous		0	Coulo la Bala		Remaining	
Took 1 0 Administration	В	udget Amount		Current Costs		Payments	C	osts to Date		Balance	
Task 1.0 Administration											
1.13 Audit Consultant	ċ	55,000.00	ć		ć	55,000.00	ć	55,000.00	\$		
Consultant	\$	55,000.00	\$	<u> </u>	\$	55,000.00	\$	55,000.00	Ş		
Task 3.0 Long Range Planning											
3.3 LRTP 2045 Update											
Consultant	\$	225,000.00	\$	-	\$	-	\$	-	\$	225,000.00	
Task 4.0 Short Range Planning											
Other (TBD)	\$	21,777.00	\$	-	\$	-	\$	-	\$	21,777.00	
Task 5.0 - Mobility Planning											
5.7 Bicycle/Pedestrian Master Plan Update			\$	-	\$	-	\$	-			
Consultant Project # 1800567	\$	166,560.00	\$	18,080.00	\$	111,075.00	\$	129,155.00	\$	37,405.00	
5.8 Wakulla County Bicycle/Pedestrian Master Plan Update											
Consultant	\$	30,000.00	\$	-	\$	-	\$	-	\$	30,000.00	
									-		
Other	\$	150,000.00	\$	-	\$	-	\$	-	\$	150,000.00	
Task 7.0 - Special Projects											
7.1 Southwest Area Transportation Plan											
Consultant Project # 1718534	\$	301,000.00	\$	48,907.65	\$	97,860.75	\$	146,768.40	\$	154,231.60	
		·		·		·	-	·	·	·	
7.2 Midtown Area Transportation Plan (Phase II) Consultant Project # 1900243	\$	150,000.00	\$	20,225.00	\$		\$	20,225.00	\$	129,775.00	
	Ą	130,000.00	Ą	20,223.00	Ą	_	Ą	20,223.00	Ą	129,773.00	
7.3 Corridor Assessments											
Consultant	\$	50,000.00	\$	-	\$	31,267.15	\$	31,267.15	\$	18,732.85	
7.4 Corridor/Complete Streets Studies											
Consultant	\$	350,000.00			\$	-	\$	-	\$	350,000.00	
7.5 Monticello Trail Extension Feasibility Study											
Consultant Project # 1900242	\$	55,000.00	\$	9,320.00	\$	34,950.00	\$	44,270.00	\$	10,730.00	
	Y	33,000.00	Y	3,320.00	Y	3 1,330.00	Y	11,270.00	۲	10,730.00	
7.6 US 27/Downtown Havana Corrdiro Study		50,000,00				22 222 22		20.000.00		22 222 22	
Consultant Project # 1900344	\$	50,000.00	\$	-	\$	20,000.00	\$	20,000.00	\$	30,000.00	
7.6 Other											
Consultant	\$	171,050.00	\$	-	\$	-	\$	-	\$	171,050.00	
	\$	1,775,387.00	\$	96,532.65	\$	350,152.90	\$	446,685.55	\$	1,328,701.45	
	Inv	oice submitted	Annı	roved for Payment							

 Jul - Sep
 11/9/18
 11/15/18

 Oct - Dec
 2/12/19
 2/19/19

 Jan - Mar
 5/17/19
 5/28/19

 Approved for Payment

 11/9/18
 11/15/18

 2/12/19
 2/19/19

 5/17/19
 5/28/19

 4pr - Jun
 9/10/2019



Task Force Meeting August 27, 2019

Tampa Convention Center

Today's Schedule

You are invited to attend any of the meetings taking place today:

Morning Session

Plenary Session for the Three Task Forces 9:00 a.m. to 11:00 a.m. Tampa Convention Center — Ballroom D

Afternoon Session

M-CORES Task Force Meetings Start Time: 12:30 p.m. Public Comment Period: 4:45 p.m.

Suncoast Connector Task Force (Room 20/21)
Northern Turnpike Connector Task Force (Room 22/23)
Southwest-Central Florida Connector Task Force (Room 24/25)



Welcome!

Thank you for attending today's M-CORES event! We are glad that you are here and appreciate your interest in this very important effort.

What is M-CORES?

The M-CORES Program was established within the Florida Department of Transportation (FDOT) through new legislation (Chapter 2019-43, Laws of Florida). The overall objective of the M-CORES Program is to advance three regional corridors that can accommodate multiple modes of transportation and various types of infrastructure, such as communication, energy, and water. The three regional corridors are listed below with the counties that make up the study areas. A map of the study areas can be found on the back of this handout.

- Suncoast Connector (Citrus, Dixie, Gilchrist, Jefferson, Lafayette, Levy, Madison and Taylor Counties)
- Northern Turnpike Connector (Citrus, Levy, Marion and Sumter Counties)
- **Southwest-Central Florida Connector** (Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee and Polk Counties)

What is the purpose of the M-CORES Task Forces?

A Task Force has been established for each M-CORES study area to provide a local, regional, and statewide perspective and collaboration on this initiative. The membership, as defined by law, includes representatives from state, regional, and local governments; communities; and environmental organizations. The charge of the Task Forces is to provide recommendations for each study area by October 1, 2020.

What are the goals for the M-CORES Program?



- Alleviate congestion
- Support multiple modes of transportation (shared-use trails, freight and passenger rail, public transit)



- Improve energy distribution
- Build water, sewer and other infrastructure



- Connect rural communities
- **Expand** broadband service



- Conserve wildlife
- Protect environmentally sensitive areas



- Create jobs
- Advance trade and logistics



 Provide hurricane evacuation routes

How can I provide input?

Comments may be submitted through the following methods:

- A In writing at one of the comment stations provided today
- B Verbally to an on-site court reporter at one of our comment stations provided today
- By mail to: Ann Howard
 Communications Director
 605 Suwannee Street
 Tallahassee, FL 32399-0450
- By email to FDOT.Listens@dot.state.fl.us
- During the public comment period scheduled today (please see a staff member at the sign-in table for a speaker card)

Additional opportunities for input and comment will be provided at all Task Force meetings and at the community open house meetings.





Visit FloridaMCORES.com

for the latest information

Contact Information:

Ann Howard Communications Director



605 Suwannee Street Tallahassee, FL 32399



(850) 414-4590



Ann.Howard@dot.state.fl.us

Task Force Schedule 2019 Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Submit recommendations to Governor and Legislature by October 1, 2020 We are here The Task Force Meeting & Open House Submit recommendations to Governor and Legislature by October 1, 2020

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jacqueline Paramore, State Title VI Coordinator, at (850) 414-4753 or by email at Jacqueline.Paramore@dot.state.fl.us.



Study Areas

Suncoast Connector

- 8 counties (Citrus, Dixie, Gilchrist, Jefferson, Lafayette, Levy, Madison and Taylor)
- 21 cities and towns
- 5,635 square miles of land area
- **286,827** residents
- 48,780 jobs
- 2,217 lane miles of state highway system
- 147 miles of active rail
- 1 seaport

Northern Turnpike Connector

- 4 counties (Citrus, Levy, Marion and Sumter)
- 20 cities and towns
- 3,831 square miles of land area
- **677,430** residents
- **36,305** jobs
- 2,162 lane miles of state highway system
- 158 miles of active rail
- 1 seaport

Southwest-Central Florida Connector

- 9 counties (Charlotte, Collier, DeSoto, Glades, Hardee, Hendry, Highlands, Lee and Polk)
- 36 cities and towns
- 9,511 square miles of land area
- 2,251,543 residents
- 590,999 jobs
- 4,793 lane miles of state highway system
- 600 miles of active rail
- 2 commercial service airports





For more information, visit FloridaMCORES.com



FISCAL YEAR 2019 – FY 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMINISTRATIVE AMENDMENTS

Type of Item: Information

The purpose of this item is to inform members of administrative amendments made to the FY 2019 – FY 2023 Transportation Improvement Program (TIP) that occurred subsequent to the June 18, 2019 CRTPA Board Meeting.

Specifically, the following projects were added to the FY 2019 – FY 2023 TIP*:

- CR 257 Over Aucilla River Bridge No. 544061 (Project #4340321): Project funds the replacement of a bridge on CR 257 over the Aucilla River and was administratively amended into the TIP in July 2019.
- SR 8 (I-10) (from E OF CR 158 Lloyd Hwy to E of SR 57 (US 19) Capps Rd) (Project #4439731): Project funds the resurfacing of Interstate 10 and was administratively amended into the TIP in July 2019.
- CR 1557 Gadsden Street (from E Sixth Ave to E Seventh Ave) (Project #4301472): Provides design funding for the construction of a sidewalk on Gadsden Street and was administratively amended into the TIP in July 2019.
- Miccosukee Road Over Unamed Branch Bridge No. 550051 (Project #4429441): Provides funding for the replacement/repair of a bridge and was administratively amended into the TIP in July 2019.
- SR 61 (US 27) S Monroe Street (from Palmer Ave to FAMU Way) (Project #4450521): Provides funding for the construction of a sidewalk on Monroe Street and was administratively amended into the TIP in July 2019.

• CR 268 High Bridge (from Joe Adams Road to Brickyard Road) (Project #4366151): was administratively amended into the TIP in July 2019.

*NOTE: The above projects are included in the FY 2020 – FY 2024 TIP (which was adopted at the June 18 CRTPA meeting).



AGENDA ITEM 10 B

FUTURE **M**EETINGS

Type of ITEM: Information

The Capital Region Transportation Planning Agency will meet on the following remaining dates, times and locations in 2019*:

Meeting Date	Meeting Type	Location
October 14*	Retreat/Workshop	TBA 9:00 AM-1:00 PM
November 19	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm
December 17	Board Meeting	City of Tallahassee, City Hall, Commission Chambers, 2 nd Floor, 1:30 pm

^{*} Indicates Monday Meeting



AGENDA ITEM 11

ITEMS FROM MEMBERS