

# Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

**Date:** November 16, 2020  
**To:** Technical Coordinating Committee  
**From:** Benjamin H. Pingree, PLACE Director  
**Subject:** Summary Minutes for August 31, 2020 TCC Meeting

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## Committee Members present:

Wayne Tedder	Ken Morris
Steve Shafer	Brent Pell
Jodie Cahoon	Theresa Heiker
Ben Pingree	John Kraynak
Autumn Calder	Jack Kostrzewa*
Cherie Bryant	

*\*substitute*

## I. AGENDA MODIFICATIONS

There were no agenda modifications.

## II. CONSENT

The TCC is a non-voting committee serving to provide professional advice and technical expertise on Blueprint Intergovernmental Agency projects.

**ACTION TAKEN: There were no objections to the presented Consent items or staff recommendations.**

1. Approval of the June 22, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Option 1: Approve the June 22, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

2. Review of the September 2020 Status Report on Blueprint Intergovernmental Agency Infrastructure Projects

Option 1: Concur with the Blueprint Intergovernmental Agency Infrastructure Project Updates.

3. Review of the Proposed 2021 Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Schedule

Option 1: Concur with the proposed Blueprint Intergovernmental Agency Meeting Schedule

### III. PRESENTATIONS

#### 4. Presentation of the Fiscal Year (FY) 2021 Proposed Blueprint Intergovernmental Agency Budget

Autumn Calder provided a presentation to the TCC on the proposed FY21 Blueprint Intergovernmental Agency budgets, which included a 7.89% decrease to the Operating Budget. The capital project funding impacted through FY20 would be reallocated through proposed FY21 Capital Improvement Program (CIP) allocations. With approximately \$200 million invested in capital projects through 2025. A copy of the presentation is on file at Blueprint Intergovernmental Agency.

#### 5. Presentation of the Northeast Connector Corridor Feasibility Study

Joshua Logan, Blueprint Project Manager, and Dave Snyder, Consultant Designer with RS&H, provided a presentation to the TCC on the Northeast Connector Corridor Feasibility Study, which included proposed alternatives, level of service evaluations, and a safety analysis. In summary, roadway improvements were necessary for Bannerman Road to operate below capacity and at an acceptable level of service by adding capacity in Segment 1 and providing 4-lanes in Segment 2.

Autumn Calder spoke to the funding strategy for the Northeast Connector Corridor; the recommended alternatives for Bannerman Road from Tekesta Drive to Meridian Road would increase the estimated cost to \$46 million. The current funding allocated was \$39.3 million; a delta of approximately \$7 million. The IA Board would provide direction based on the Feasibility Study at their September 17, 2020, meeting. If approved, staff would continue with design and develop cost estimates to be worked through the FY22-26 CIP.

Ken Morris the decision to extend Segment 1 to Preservation Road instead of ending at Bull Headley. Dave Snyder stated that while Bull Headley initially seemed to be the natural termini for Segment 1, it was determined through the Feasibility Study, that widening through Preservation would increase the level of service of Bannerman Road at the back entrance to SummerBrooke as well for the Fire Station.

Ken Morris questioned if the sidewalk or future trail components of the project were incorporated with the City's Utility easement and could that justify extending the segment limits further west. The representative from RS&H stated that the sidewalk and trails would be incorporated the full length of the project, no matter which alternatives were selected by the IA Board.

#### 6. Presentation of the Capital Circle Southwest Greenway Conceptual Design Plan

Junious Brown, Blueprint Project Manager, and Robert George, Consultant Designer with George & Associates, provided a presentation to the TCC on the Capital Circle Southwest Greenway Conceptual Design Plan, which included a design approach that focused on crime prevention through visibility, inclusive and universal accessibility, and the use of signage along with natural landscapes to direct users along the trails. Design details of boardwalks, overlooks, and seating

and play areas. The probable cost for construction of all elements was \$3.2 million with funding available through three Blueprint projects: Capital Circle Northwest Southwest, Advance 2020 Sales Tax for Bike Route and Greenway projects, and the 2020 Bike Route System.

7. Presentation of the Northeast Gateway Alignment Analysis and Consideration of Operational Alternatives

Dan Scheer Blueprint Construction Manager, and Ryan Wetherell, Consultant Designer with Kimley-Horn (KH), provided a presentation to the TCC on the Northeast Gateway Alignment Analysis, which included project scope, history, and schedule, an update on the Project Development and Environmental Study (PD&E), and public outreach. The funding strategy included use of sales tax revenues for the PD&E, design, and permitting. Blueprint will apply for a State Infrastructure Bank Loan (SIB Loan) for construction.

Staff analysis of the Buckhead Home Owners Association proposed alignment found four areas of concern. Significant fill material would be required to meet the roadway geometric requirements; additionally an elevated viaduct might be necessary. Potential wetland impacts could be incurred by crossing the natural drainage flow-way at a point greater in width than originally contemplated. Elevation challenges that may require significant structural walls and fill material to transverse the differences in grade. Furthermore, shifting the roadway further east would increase the length of both the Welaunee Boulevard and Shamrock Extension resulting in additional design and construction costs. In total, the proposed alignment would add approximately \$3.1 million to the cost of the project.

Jeremy Floyd, with the Tallahassee-Leon County Planning Department, provided a presentation on the Land Use and Roadway Interaction of the Welaunee Arch Alignment Study area, which included analysis of residential and mixed-use areas and distances to Buckhead, environmental and karst features, conceptual renderings, explanations, and examples of how the roadway would interact with the topography. Steve Shaffer, City Engineering, and Brent Pell, County Public Works, concurred with Mr. Floyd's assessment.

The TCC found no fatal flaws in the evaluation and recommended concurrence with the staff analysis.

Speaking on the connection to Roberts Road, Ryan Wetherell spoke to the additional environmental and engineering analyses conducted by KH and the coordination with Leon County Schools regarding Roberts Elementary and Montford Middle schools in order to ensure the safety and security of students and property. Additional features of consideration included a church and cemetery (both considered a "no-go zone" by staff), wetland and floodplains, a 55-acre conservation easement, and the potential impacts to private property owners.

Ryan Wetherell stated that the five-legged, “starfish” intersection could pose operational challenges. If signalized it would feel similar to the Thomasville Road, Meridian Road, and 7<sup>th</sup> Avenue intersection in Midtown. Furthermore, Bradfordville Road would require a slight realignment for increased separation in the intersection. The realignment would have an approximate five-acre footprint on the project area. If a roundabout were constructed instead, he anticipated a 10-acre footprint that would include impacts to the canopy on Centerville Road. However, the roundabout option would create greater separation between each leg of the intersection and accommodate all movements from all legs. Mr. Wetherell shared other options raised by Keep It Rural, residents, and others through public engagement activities including terminating Centerville Road at Pimlico Road or shifting the Welaunee Boulevard alignment west to tie into Centerville Road south of the schools; while concurrently improving Centerville Road at the schools and up to the existing Roberts Road and Centerville Road intersection.

Autumn Calder stated that Blueprint could foresee future problems with the “starfish” intersection with traffic safety and driver expectations. Blueprint was looking for alternatives to tie into Roberts Road while maintaining the future traffic modeling benefits. Dan Scheer stated that at the September 17, 2020, IA Board of Directors meeting, Blueprint would request that the IA Board authorize the expansion of the study area for the northern area of Welaunee Boulevard.

Noting a potential political reaction to eliminating a Roberts Road connection, Wayne Tedder suggested presenting the options to the IA Board for consideration and their direction at the September 17, 2020, meeting. He encouraged coordination with the Planning Department on the forthcoming Comprehensive Plan amendments.

**IV. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS**

No public comments were received at the [comments@blueprintia.org](mailto:comments@blueprintia.org) email address before or during the meeting.

**V. ADJOURN**

**The meeting adjourned by consensus at 3:07 pm.**