

Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Date: February 1, 2021
To: Technical Coordinating Committee
From: Benjamin H. Pingree, PLACE Director
Subject: Summary Minutes for November 16, 2020 TCC Meeting

Committee Members present:

Wayne Tedder	Ken Morris
Steve Shafer	Brent Pell
Jodie Cahoon	Theresa Heiker
Ben Pingree	Nawfal Ezzagaghi
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 August 31, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee Meeting Minutes

Option 1: Approve the August 31, 2020, Blueprint Intergovernmental Agency Technical Coordinating Committee meeting minutes.

2. Review of the Status Update on Blueprint Intergovernmental Agency Infrastructure Projects

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

III. PRESENTATIONS

3. Northeast Gateway Intersection Options

Dan Scheer introduced the options for the Northeast Gateway intersections. He stated that the roadway would be a two-lane urban facility south of Interstate-10

(I-10) and transition to a two-lane rural facility north of I-10. Mr. Scheer also provided an update on the project schedule and the expansion of the environmental and engineering analyses following coordination with stakeholders.

Ryan Wetherell, Design Consultant with Kimley Horn (KH), provided a presentation to the TCC on three specific intersections north of I-10, 1.) Shamrock Street South at Centerville Road, 2.) Shamrock Street Extension at Welaunee Boulevard, and 3.) Bradfordville, Roberts, and Centerville Roads at Welaunee Boulevard. The analysis of the first intersection, Shamrock Street South at Centerville Road, focused on the afternoon, peak hour period to ensure that the concepts addressed the needs of that timeframe. Existing conditions for the T-intersection rated an “F” on level of service for the eastbound approach in that period with greater than a 2.5-minute delay. Options for improvement included a 4-leg signalized or roundabout intersection with both performing well on level of service model in the opening and design year (2045, based on modeling). The roundabout performed slightly higher however, it required a realignment of the intersection northward, to avoid the office complex on the southwest corner and to better center the intersection in the curve of Centerville Road.

Steve Shafer questioned the size of the roundabout. Ryan Wetherell stated that the graphic indicated the centerline and right of way for the draft concept, a single lane roundabout of approximately 170-feet across. Mr. Shafer mentioned the pedestrian concerns that effected the roundabout at Miccosukee and Dempsey Mayo Roads, and noted that Intersection 1 also held the potential for high pedestrian and cyclist traffic. Mr. Wetherell stated that KH’s evaluation and design included multi-modal, multi-use trails for all of the proposed intersections.

Regarding the Canopy Protection Zone, Cherie Bryant questioned if the Canopy Road Citizen Committee was included in the consideration of the design concept. Mr. Wetherell stated that KH had not yet briefed that committee however, it was included in the project plan. Wayne Tedder recommended that Mindy Morhman, Urban Forester with the City, evaluate the size and quality of the trees in the area effected. Her appraisal would be beneficial in determining the tree quality over the potential size of the impacted area. Mr. Wetherell concurred, particularly with the larger, realigned footprint for the roundabout.

Wayne Tedder questioned if the signalized option would require widening the intersection to improve the level of service. Mr. Wetherell stated that the only significant widening would be if the analysis suggested the addition of right turn lanes on Centerville Road.

Nawfal Ezzagaghi stated that with the improvement to level of service indicated by the analysis for a roundabout, he suggested including that with respect to the impact and allow the policy makers to decide based on the data. Additional improvements would be required in the future anyway, he suggested including it presently. Autumn Calder stated that Blueprint received a letter from Killearn Homes Association requesting the roundabout as the improvement. Mr. Wetherell stated that both options worked, the difference was in the trade-off. However, the

roundabout option had a longer lifespan. Dan Scheer noted the additional benefit of the roundabout was the natural traffic calming on a potentially dangerous canopy roadway for drivers at high speeds. Cherie Bryant stated that the longer lifespan of the roundabout was beneficial to the Canopy Protection Zone also.

Ryan Wetherell stated that the analysis of the second intersection, Shamrock Street Extension and Welaunee Boulevard, contemplated one three-leg roundabout option based on the limited constraints of the surrounding greenfield. It allowed for continuous flow with traffic calming, and could accommodate a future fourth leg if necessary. The analysis indicated a level of service "A" at opening and "B" in 2045. Autumn Calder noted that the recent Comp Plan Amendments provided for a mixed use or Town Center node at that intersection.

Ryan Wetherell stated that the existing conditions at the third intersection, at Bradfordville, Roberts, and Centerville Roads, provided a level of service "B" at the afternoon, peak hour. It was surrounded by private and conservation land, a church and cemetery, and wetland and floodway areas. KH evaluated the 5-leg roundabout and signalized intersection but moved away from it due to the challenges and diminished operational opportunities.

The Roberts Road Swing options included Alternative 1, proposed a 4-leg intersection with Bradfordville, Welaunee, and Centerville Roads. Roberts Road would be reconfigured to swing out to make a T-intersection with Welaunee. The model indicated a level of service "C" at opening and "E" in 2045. Alternative 1S, proposed the same configuration except signalized. The model indicated a level of service of "C" at opening and "D" in 2045. Alternative 1R, proposed a roundabout and the analysis included a future I-10 interchange. The analysis indicated a level of service "A" at opening and "D" in 2045.

Steve Shafer noted the challenges in achieving the appropriate deflections on the south to west and north to east bound segments that could require a larger footprint than indicated on the graphic. Ryan Wetherell agreed and noted that Roberts Road could have an increased outward swing to achieve the necessary deflection. He further noted that Alternative 1R, when aligned along property lines, created an acute angle between Welaunee Boulevard and Centerville Road eastbound. The poor condition of that configuration was deemed unsatisfactory despite the outcome of the level of service evaluation. Shifting to be completely on the Leon County School Board conservation property exacerbated the condition of deflection angles for eastbound Centerville Road and Welaunee Boulevard.

Ryan Wetherell summarized the Roberts Road Swing alternatives and stated that each produced satisfactory or higher levels of service in the opening years. In 2045 however, the Alternative 1, the Stop-Controlled intersection, dropped to "E"; whereas 1S was "C" and 1R remained at level of service "A".

Moving on to the Centerville Road Swing options for a T-intersection at Centerville and Bradfordville Roads, Ryan Wetherell stated that the analysis again evaluated several traffic controls. Alternative 2, stop-control, provided a level of service "C" at opening and "F" in 2045. Alternatives 2S, signalized, and 2R, roundabout,

provided levels of service “A” at opening and “B” and “A”, respectively, in 2045. Once again, the roundabout options performed best in the analysis with Alternative 2R providing the greatest opportunity and benefit from a level of service perspective.

Ben Pingree stated that the prospect of taking the existing neighborhoods that currently utilized a signalized intersection to a stop-left turn options would be challenging politically and cautioned against using it for any community along Centerville Road. Without knowing the full cost of signalization, he encouraged using that technology, or roundabout, from the beginning. Ryan Wetherell stated that he understood and noted that the cost for signalization, based on the scale of the project, would be less than \$500,000.

Wayne Tedder questioned the impact of bringing the roadway out from the school to connect to Roberts south of the waterbodies to reduce or mitigate impacts to the Lang property. Ryan Wetherell noted the wetland nature surrounding the ponds and stated that it was an option that KH could evaluate. Mr. Tedder stated that when choosing between trees, wetlands, and residential property, one would become the difficulty to deal with. Nawfal Ezzagaghi stated that the analysis would consider the on and offsite impacts. The wetland area would require backfill for the roadway to function, which would displace the flood volume downstream.

Steve Shafer wondered about input from the public and questioned if the options had been shared to the community. Autumn Calder stated that the TCC was the first public meeting for the presentation. However, Blueprint had already received several comments on the intersections. The next public meeting on the project would be early in 2021 with all input added to the evaluation matrix for the options that would ultimately be presented to the Blueprint Intergovernmental Agency Board of Directors (IA Board).

4. Capital Cascade Trail Segment 4 Water Quality Treatment Study

Autumn Calder introduced the Capital Cascades Trail Segment 4 Water Quality Treatment Study item and noted the imminent Request for Proposal for Planning and Design Services. Abe Prado provided a brief presentation of the project including the history of the IA Board actions to date, 2005 project summary and goals, and 2021 considerations of priorities. The selected consultant team would prepare a report on feasible and realistic innovative solutions to wetland creation, trash collection systems, channel stabilization, open water lakes, and integrated recreational components. They would also develop an educational program for signage along the stormwater amenities. Autumn Calder stated that the 2005 project goals were set by the IA Board, and confirmed that Blueprint would seek guidance and direction from the Board on changes to them. She noted the changes to the project area over the past fifteen years and questioned if the TCC could provide input to contribute to developing the scope with the consultant once selected.

Nawfal Ezzagaghi questioned the methods to improve water quality throughout with the use of passive, inline treatment options. Autumn Calder stated that many

incredible improvements were made within the Capital Cascades Trail system north of Mills Street, through the reprioritization of the segments of the project. Regarding the area south of Mills Street, Abe Prado stated that an interconnected pond system was the intent, even in 2005. The general concept was for wet and wetland facilities to create an amenities system and functioning stormwater system that would slow the flow of water, allow sediments to settle, for trash collection, and to provide space for nutrient uptake.

Jodie Cahoon stated that one of the 2005 project goals was to reduce or mitigate flooding in Black Swamp. Segment 4 and Black Swamp were at similar elevations and he thought it prudent to focus on flood damage in the area and address them. Abe Prado concurred and stated that addressing flood damage locally at each of the neighborhoods, rather than regionally, was part of the project scope discussions.

Theresa Heiker emphasized a focus on trash capture based on the historical commitment to improvements at Lake Henrietta. She also noted that the area between Orange Avenue and Springhill Road, where there was no potentially visible amenity, was an opportunity for a trash removal. Jodie Cahoon concurred and stated that while Tallahassee-Leon County knew more about water quality now than in 2005, two challenges remained; trash capture and sediments. Nutrients could also be on that list, however, the past fifteen years show improvements in nutrient loading due to practices across the watershed. Mr. Cahoon felt that focusing on the true water quality challenges, trash and sediments was essential.

IV. CITIZENS TO BE HEARD ON NON-AGENDAED ITEMS

No public comments were received at the comments@blueprintia.org email address before or during the meeting.

V. ADJOURN

The meeting adjourned by consensus at 2:18 pm.