

NE Gateway Update

Meeting with Blueprint Recap

Killearn Homes Association (KHA) president, David Ferguson, vice president, Gloria M. Arias and KHA's traffic engineer consultant, Dantin Consulting Engineering, met with the Blueprint team Friday, August 30th. City Commissioner Matlow attended our meeting also as an unexpected and pleasant surprise. While no commissioners were invited, we were most appreciative that the Commissioner took the interest to attend, and for his keen listening to the facts exchanged.

KHA reminded Blueprint we agree that roadways are essential for the continued NE growth. We hope to continue productive discussions on what the actual impacts are going to be and how to resolve concerns.

Blueprint staff was very helpful and addressed as many questions as possible re: their tasks as implementers. Unfortunately, they are authorized to only consider the Shamrock Extension as been presented to us all.

Blueprint's Traffic Analysis Report is anticipated to be completed and delivered to the community for review by the end of 2019.

Blueprint reiterated that they must also preserve the locally designated protected canopy roads, Centerville, Miccosukee and Meridian.

The Preliminary Design & Environmental (PD&E) study language in Blueprint's scope may be vague on 'alternatives', but it was clarified at the meeting that the Blueprint and Kimley Horn's traffic analysis was only directed to proceed with a Build to Shamrock (Phase 1) alternative and a No Build alternative in their models for 2024 opening year and 2045 horizon year.

Blueprint/Kimley Horn explained the "build" scenario would showing the traffic loadings which would assume new development traffic. A new "build" scenario was agreed to be modeled that would only contain the Phase 1 roadway extension to Shamrock but EXCLUDE any new project traffic from 1) City's Welaunee Framework plan development south of I-10 and 2) any Powerhouse development north of I.10.

We understood that while Blueprint assured us that our interior roads are within the project study area, any impacts to roads in Killearn Estates would need to be addressed by the City's Engineering Department as that impact is outside their project scope.

Thomasville Road congestion remains an FDOT concern, especially between Bannerman and Metropolitan (just south of I-10).

Extending Welaunee Blvd to Roberts is not an alternative being considered in the PD&E study and we are hoping to convince officials for Blueprint IA to reconsider this.

Debbie Dantin, our traffic engineer consultant, illustrated with two comparison maps, that Welaunee Boulevard to Roberts Road right now, reduces increased traffic flow through Killearn Estates and helps to alleviate several traffic congestions that are concerns to be solved, i.e., canopy roads and Thomasville Road.

Our maps highlighted the NE traffic consists of the following:

- ~ The NE growth continues along Thomasville Rd, Bannerman and north to Georgia
- ~ Welaunee Plantation 7,000-acre development
- ~ City of Tallahassee's property development (within the Welaunee "toe")
- ~ Canopy Development
- ~ Other Welaunee-adjacent private developers with multi-use plans

Below are results of road alternatives for the Welaunee Blvd extension that we presented:

Welaunee Blvd to Roberts Road (presently NOT considered or funded in any way)

- Routing existing and future traffic (see list above) is more equitably distributed through a few sections, and along major collector roadways, without any neighborhood sacrificed to bear the brunt.
- Thomasville Road congestion is relieved from Bannerman Road south.

Welaunee Blvd to Shamrock only, (presently the only option considered and funded)

- Routing of existing and future traffic (see list above) is primarily through the residential streets of Killlearn Estates.
- Thomasville Road congestion remains unsolved, particularly north of Kerry Forest.

Offsetting Welaunee Blvd near Shamrock at Centerville intersection (an alternative remotely mentioned)

- Does not relieve Centerville congestion nor is it protected.
- Thomasville Road congestion remains unsolved

Also discussed at our meeting was the feedback to officials. Blueprint reported they have received 201 responses, primarily from Killlearn Estates residents. That's still a small number, given 3800 properties and 12,000 residents. PLEASE keep calling and writing our commissioners and Blueprint. (emails at end of this email to write/call directly)

Killlearn Homes Association's next steps:

1. Why are there restrictions on what alternatives Blueprint may include?
2. Who ultimately approves this extension? Both city and county commission?
3. Schedule meetings with commissioners.
4. Demonstrate that extending Welaunee Blvd to Roberts be considered and the traffic analysis should be completed before beginning the PD&E study, and for Blueprint IA to reconsider this as a reasonable alternative.

At the close of our meeting, we hoped that alternatives will be considered so we may continue discussions and coordination with Blueprint that meet the infrastructure needs of City and County and long-term, sound solutions with ample room to grow.

Gloria M. Arias
KHA VP and Communications Chair