

At the December 12th Blueprint Intergovernmental Agency (IA) Board meeting, City and County commissioners *unanimously* adopted Killlearn Homes Association's position on the Northeast gateway, which is a **major modification** to the proposed project. Major modifications to Blueprint projects require a substantial amendment process, which has only been used once since Blueprint's creation. In order to formally approve the IA changes, there will be two public hearings in January, but the political support behind these modifications has been overwhelming.

Originally, the proposed project was to extend Welaunee Boulevard north, as a four-lane divided arterial roadway, inclusive of sidewalks and multi-use trails that would only connect to Shamrock. This standalone connection to Shamrock South, we anticipated, would have significant negative impacts on Killlearn Estates. Extending Welaunee Boulevard to Roberts Road was a Phase II, unfunded project without a timeframe. Connecting to Roberts Road was the only way to relieve the impacts on Killlearn Estates.

Now, there will be a two-lane, rural road extending to Roberts Road with a two-lane rural spur connection to Shamrock South that is a one-lane ingress into Killlearn Estates.

KHA is pleased with the project progress to date. We could not have done it without the support of all our residents who reached out to our elected officials and showed up to public meetings.

We are grateful to our elected officials for meeting with our project team, and strongly advocating for Killlearn's position to Blueprint staff.

To summarize:

We support this project for the following reasons:

- Killlearn Estates was successful in obtaining substantial consideration in the direction of the project and Blueprint and elected officials worked in good faith with Killlearn to remove the negative components of the project.
- A future interchange which will offer residents a quicker way to get on I-10 compared to Thomasville interchange. It will reduce traffic during peak times on Thomasville Road.
- A likely future side route from the Roberts Connection will allow for another back entrance to Bill Montford Middle School, expediting the parent-pick up process.
- While we preferred the Roberts Rd only option, the traffic study indicated that including Shamrock also provided a more equitable distribution of

traffic throughout and the IA was more apt to adopt that alternative. Accordingly, we were able to convince the IA to open Shamrock only when Roberts Road was completed and opened.

Killearn was able to secure the following modifications to the project:

- No four-lane road north of I-10
- Two-lane “rural” road style north of I-10 as opposed to urban style (Rural has no sidewalks, curbs and gutters)
- Additional connection to Roberts Road
- Connection to Shamrock Road, but at our request, elected officials mandated that they will not open Shamrock before Roberts Road is completed.
- Commitment to future City public investment in Killearn Estates infrastructure.

What’s Next:

- January 16th, 2020- Blueprint CAC Meeting to formally approve the major project modification process as required by Blueprint policy. (1 of 2 public hearings)
- January 30th, 2020- Blueprint IA Board Meeting to formally approve the major project modification process as required by Blueprint policy. (2 out of 2 public hearings)
- Continued PD&E study over the next year to determine the public amenities associated with the project such as proposed greenway trail running parallel to Centerville.
- KHA’s discussions with the City about their future investments in Killearn Estates

HALF PAGE MAP OF Corridor 1 (to come)