

E-blast 9/18/2020 Post BP Meeting - Killearn Estates Prevailed

Thanks to you, Killearn Estates residents, KHA Board and its traffic team, who sprang into action when we were alerted; our voices were heard.

We prevailed at last night's Blueprint Intergovernmental Agency (IA) meeting. The commission voted down Option 2.

Since January, your team (Dantin Engineering, The Herrle Group governmental consulting, and I, on behalf of the Board) has periodically checked the status of the Project Development and Environment Study (PD&E) and if there were any new conditions that Killearn Estates should be aware of. We were reassured the project was on track as expected. This was as recent as a NE Gateway Update webinar we attended on August 27.

And again, last Thursday, Blueprint phoned, informing us that "nothing significant that affects Killearn" was on the agenda for September 17. We soon read otherwise. There was a stunning new proposal to be introduced.

We met with as many Commissioners as we could, using graphics we prepared to demonstrate what they approved in January was the best for the area.

KHA also expressed the betrayal of trust for what all had seen as a fine example of a public/private partnership.

Below are key points of our appeal:

It has been discussed, demonstrated, and agreed upon by all parties (IA, Blueprint, city/county staff and consultants) eight short months ago, that the "NE Gateway" will terminate at Roberts, Centerville, and Bradfordville Roads. Anything short will not serve all past/present agreements and future visions of this group, the Florida Department of Transportation (FDOT) and residents of Killearn.

The approved route of Welaunee Boulevard connection to Roberts Road, which was reiterated to Blueprint staff and Commissioners:

- 1) Relieves future vehicle traffic volumes along Thomasville Road
- 2) Diverts traffic off Centerville Road, protecting the canopy roadway
- 3) Improves safety for motorized and non-motorized traffic at Roberts and Montford schools
- 4) Helps to justify a new I-10 interchange, which is desired by Blueprint and private developers in the area
- 5) Conservation lands north of the school can be used for this roadway and is an allowable use. Leon County Schools and City legal representatives who are party to the settlement agreement both agree.
- 6) There are no negative environmental or cultural findings where this northern connection to Roberts Road will occur.
- 7) The concept of a 5-legged intersection with Roberts Road was never included in the project concept or transportation models approved in December 2019/January 2020, which reflected:
 - a. Welaunee Boulevard tie directly into the Bradfordville/Centerville Road signal; and
 - b. Roberts Road with a 'T' or 3-legged intersection at Welaunee Boulevard
- 8) The original approved alignment of Roberts also helps preserve the rural character of Roberts Road.

- 9) This project needs to be assessed as a regional fix not a band aid or quick resolution. Blueprint monies are to benefit all the people, not just traffic but also safety.
- 10) Terminating Welaunee Boulevard at another location that encourages through traffic to use neighborhood streets does not address regional traffic needs but further adds to the safety, quality of life and property value concerns of Killlearn and other existing neighborhoods.
- 11) Do not let time and money defer you from making the right decision, as an example look at the time and money spent on Blairstone North and recently Weems roadway extension.
- 12) Finally, we proposed that if they terminate Welaunee Boulevard south of the schools without a connection to Roberts Road, they need to remove the Shamrock South extension as well.

The intersection as described by Blueprint to be not viable, is not what BP has ever discussed.



Proposed New Intersection by KHA, study of this falls in the existing PD&E scope, does not require Option #2 to study this further.



Thank you,
 Gloria M. Arias
 KHA VP, Communications Chair