

SALES TAX PROJECTS

Project Number: 10
Project Name: Northwest Connector Corridor
Total Project Cost: \$53,184,800

Total Project Cost Notes

The estimated \$50 million for Tharpe Street construction includes floodplain management and right of way costs.
Trail costs associated with this project are identified in Project #9: Implementing Greenways Master Plan.

Executive Project Summary:

Tharpe Street, a significant benefits project, is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population.

To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor.

In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.

Actions Taken by the Committee:

- March 28, 2013: Moved the project to a second round for consideration.
- April 26, 2013: Moved the project to Priority Level 1.
- June 13, 2013: Moved the project to Tier 1.

Themes

- | | |
|--|---|
| <input checked="" type="checkbox"/> Regional Mobility/Transportation | <input checked="" type="checkbox"/> Economic Vitality |
| <input checked="" type="checkbox"/> Sense of Community | <input checked="" type="checkbox"/> Ecotourism/Parks |
| <input checked="" type="checkbox"/> Environmental/Water Quality | <input type="checkbox"/> Vertical Infrastructure |
| <input checked="" type="checkbox"/> Connectivity | <input type="checkbox"/> Gateways |

Detail Project Description

The Northwest Connector Corridor project proposed improvements include the following:

- Widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest with landscaped medians, sidewalks and bike lane. This project supports the Capital Regional Transportation Planning Agency's long range plan of facilitating east west modal movements, enhancing the vibrancy of the western portion of Tallahassee, and promoting multimodal transportation and regional connectivity.

- Construct landscape medians east from Ocala Road to Monroe Street.
- Provide enhancements for public transportation.
- Stormwater upgrades will address flooding issues for commercial property at the two major stream crossings, and provide water quality treatment to improve conditions for downstream parks and greenways. The western stream flows into Gum Swamp, a County-sponsored wetland restoration effort. The eastern stream joins the stream from San Luis Park to become the West Drainage Ditch, becoming the major water feature for the University Greenway downstream.
- Interconnect existing amenities such as Mission San Luis and address connectivity gaps to proposed Park Place Recreational Area, Fred George Park, Stoneler Park and Tower Road Landing. This project provides connectivity between the amenities located on Capital Circle and several within the central core of the city therefore enabling connections to Lake Ella, Martha Wellman Park and the proposed regional activity center of Hopkins Crossing and Park Place. The addition of the multi-use trail south of San Luis Mission Park to Mission San Luis will provide connectivity for high density residential neighborhood to the existing and proposed pedestrian/bike network.

This project adds almost eight miles of additional trail and sidewalk connectivity between Ocala Road and Mission San Luis northwest through the Park Place PUD to the Talquin State Forest and the Fred George Park, and east again toward the Lake Jackson Library. This connectivity will allow regional travel for bicycles and pedestrians and provide an efficient connection between the NE to the NW with interconnection to existing pedestrian and bike networks.

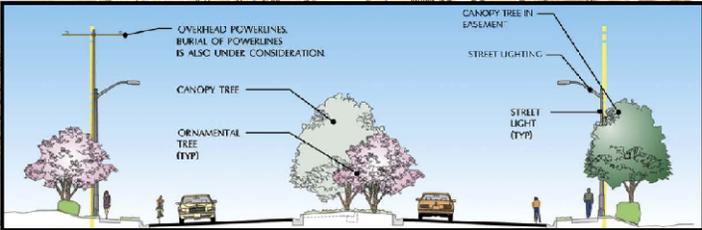
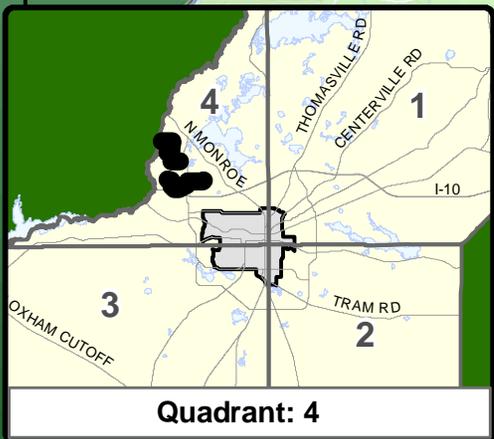
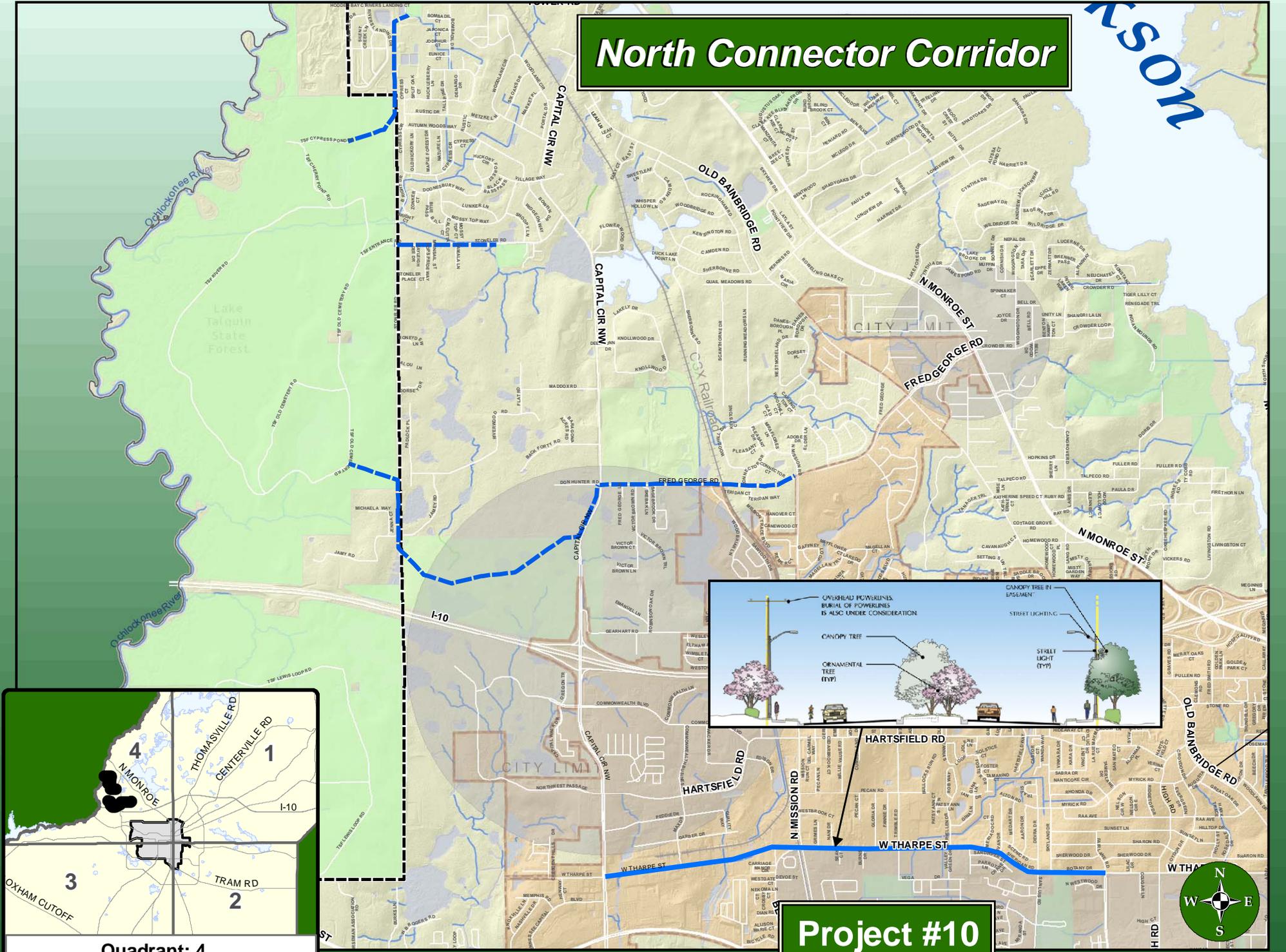
- Develop the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.
- Construct sidewalks along Fred George Road to connect the Fred George Greenway with the renovated Huntington Oaks Plaza and Lake Jackson Branch Library.

Cost By Themes

\$50,000,000	Regional Mobility/Transportation
	Sense of Community
	Environmental/Water Quality
\$2,784,800	Connectivity
	Economic Vitality
\$400,000	Ecotourism/Parks
	Vertical Infrastructure
	Gateways

North Connector Corridor

N. MONROE



Project #10



Previous Project Information for:

Project #10

Northwest Connector Corridor

Note: Based on direction from the Committee at the March 28, 2013 Sales Tax Committee meeting, below is a list of previous project(s) that were merged or modified to create a holistic project for the Committee's consideration.

Project Name: Northwest Connector Corridor (*Previously Project #56*)

Proposed Projects for the Sales Tax Extension

Project #3: Northwest Connector Corridor

Estimated Project Cost: \$56.9 million

Project Criteria:

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|--|---|
| <input checked="" type="checkbox"/> Comprehensive Plan | <input checked="" type="checkbox"/> Water Quality Enhancements & Green Infrastructure |
| <input checked="" type="checkbox"/> Regional Mobility | <input checked="" type="checkbox"/> Stormwater/Sewer Capacity Improvements |
| <input checked="" type="checkbox"/> Greenway Master Plan | <input checked="" type="checkbox"/> Transportation Capacity Improvements |
| <input checked="" type="checkbox"/> Connectivity | <input checked="" type="checkbox"/> Core Infrastructure |
| <input checked="" type="checkbox"/> Complements BP2000 Project | |

Project Description:

The Northwest Connector Corridor project encompasses a holistic approach to transportation capacity improvements, regional mobility, connectivity to existing/proposed amenities (including Blueprint 2000 projects), and increases stormwater capacity to address flooding concerns. Tharpe Street is an existing two lane non-descript roadway and is the key east/west corridor between Tennessee Street and Interstate 10 and has been identified as a significant benefits project. The existing roadway is frequently congested and does not safely support any other modes of transportation except the car. Creating a means of multimodal transportation is crucial for this corridor as it is not only used by commercial and industrial businesses but it also serves a high student population. To date the County has spent approximately \$2.77 million and 5 ½ years to complete the PD&E Study and developed 60% Design Plans for Tharpe Street improvements from Capital Circle to Ocala Road. The remaining design work, permitting, and right of way acquisition will need to be completed before construction can begin on this transportation corridor. The enhancements to the road network are vital to support the full potential for economic activity in this commercial corridor. In addition, the two streams crossed by Tharpe Street overwhelm the drainage culverts during heavy storms, flooding the adjacent private property. The roadway project also addresses the flooding issues along Tharpe Street and improves stormwater treatment. The pedestrian and bike connections will then extend north along Capital Circle NW to the Talquin State Forest and the new Fred George Greenway, a Blueprint 2000 project, greatly improving access to the County parks on Tower Road and Stoneler Road as well. Finally, the project develops the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.

The Northwest Connector Corridor project proposed improvements include the following:

- Widen Tharpe Street to four lanes from Ocala Road to Capital Circle Northwest with landscaped medians;
- Construct sidewalks and bike lanes;
- Enhancements for public transportation;
- Stormwater upgrades to address flooding issues and provide water quality treatment;
- Interconnect existing amenities such as Mission San Luis and address connectivity gaps to proposed Park Place Recreational Area, Fred George Park, Stoneler Park and Tower Road Landing;
- Develop the Park Place Recreational Area by constructing two ball fields with restroom, concession stand, and playground.
- Construct sidewalks along Fred George Road to connect the Fred George Greenway with the renovated Huntington Oaks Plaza and Lake Jackson Branch Library.

Project #3: Northwest Connector Corridor

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Project Criteria Detail:

Comprehensive Plan: This project supports the Stormwater Management, Mobility, and Parks and Recreation elements of the Comprehensive Plan. The areas that the project complies with are listed below.

- Stormwater Management Goal 1: Provides a stormwater management system which protects the health, welfare and safety of the general public by reducing damage and inconvenience from flooding and protects surface water and groundwater quality.
- Mobility Element
 - Policy 1.1.6: A functional transportation network shall be coordinated and maintained with the Florida State University, Florida A&M University, and Tallahassee Community College master plans to link those educational institutions and provide access to transit and surrounding supporting land uses.
 - Policy 1.2.2: Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects. Specifically, all road projects, including resurfacing projects, shall be evaluated for the addition of bicycle lanes or paved shoulders, and transit shelters where they did not previously exist.
 - Policy 1.2.3: Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan. Where design criteria allow and safe operation will occur, separate bicycle and pedestrian traffic from vehicular traffic. Provide adequate and secure bicycle parking facilities at major destinations.
 - Policy 1.2.7: Require that all new or rebuilt multi-lane (four or six-lane) arterial and major collector streets be constructed with grassed and/or landscaped medians where sufficient right-of-way can be obtained, unless limited by environmental constraints.
 - Policy 1.2.8: Provides a safe, accessible environment and support active living for students by: developing and maintaining programs to increase biking and walking to schools; prioritizing sidewalk and bicycle infrastructure within a two mile radius of primary schools; and continuing to identify, fund and build safe routes to schools projects.
 - Policy 1.2.9: Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes other than the automobile to provide a safe, accessible environment.
- Parks and Recreation
 - Goal 1: Provide, manage and fund adequate recreational and cultural facilities to encourage a physically and mentally healthy lifestyle for all citizens of Tallahassee-Leon County
 - Policy 1.5.3: The County shall help fund and develop a Greenways Trail System that provides the public opportunities to access a safe and convenient trail system in the unincorporated County. This system should incorporate public lands, right of way, easements on private lands, and open space designated lands to achieve this goal. The trail system will connect to the maximum extent possible existing and future residential areas to employment, education, and activity centers.

Regional Mobility Plan: This project supports the Capital Regional Transportation Planning Agency's long range plan of facilitating east west modal movements, enhancing the vibrancy of the western portion of Tallahassee, and promoting multimodal transportation and regional connectivity.

Greenway Master Plan: This project connects multiuse paths to the proposed San Luis Greenway and the Ochlockonee River Valley Greenway as identified in the Greenway Master Plan. The development of the Park Place PUD recreation facilities will expand upon the original scope of the Ochlockonee River Valley Greenway and improve multi-use connections to the Talquin State Forest.

Connectivity: This project provides connectivity between the amenities located on Capital Circle and several within the central core of the city therefore enabling connections to Lake Ella, Martha Wellman Park and the proposed regional activity center of Hopkins Crossing and Park Place. The addition of

Project #3: Northwest Connector Corridor

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the multi-use trail south of San Luis Mission Park to Mission San Luis will provide connectivity for high density residential neighborhood to the existing and proposed pedestrian/bike network.

This project adds almost eight miles of additional trail and sidewalk connectivity between Ocala Road and Mission San Luis northwest through the Park Place PUD to the Talquin State Forest and the Fred George Park, and east again toward the Lake Jackson Library. This connectivity will allow regional travel for bicycles and pedestrians and provide an efficient connection between the NE to the NW with interconnection to existing pedestrian and bike networks.

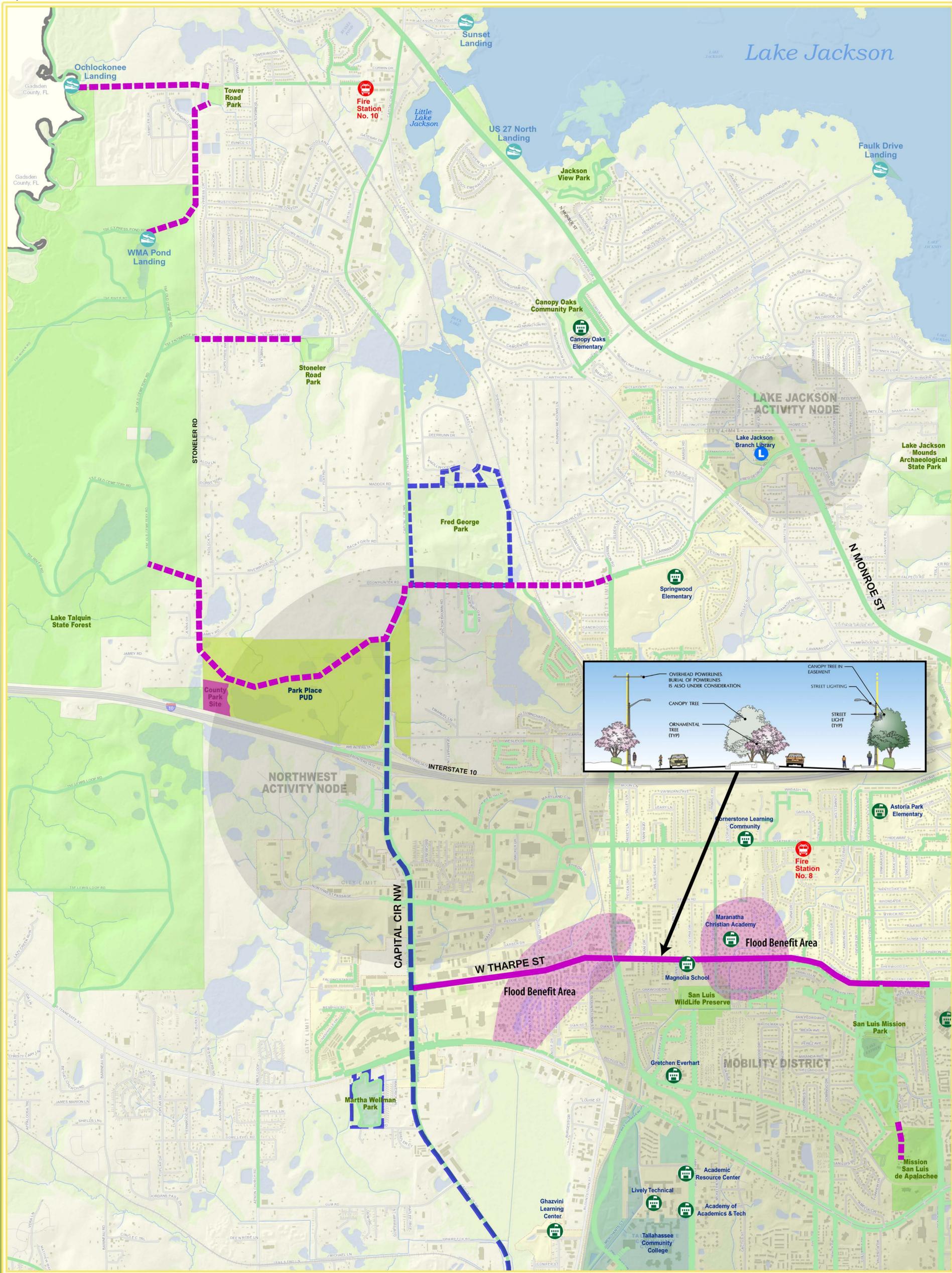
Complements Blueprint 2000 Project(s): This project complements the following Blueprint 2000 projects: Martha Wellman Park, Fred George Greenway, and Capital Circle trail system.

Water Quality Enhancements and Green Infrastructure: This project includes proposed trail connectors to fill in connectivity gaps and link existing and proposed amenities of the Park Place PUD with Fred George Greenway, and Talquin State Forest, Stoneler Park to trails in Talquin State Forest, Tower Road Park and Tower Road Landing, which total almost eight miles of additional trails.

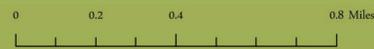
Stormwater/Sewer Capacity Improvements: The This project will provide stormwater upgrades to address flooding experienced by the commercial property at the two major stream crossings.

Transportation Capacity Improvements: This project will widen Tharpe Street from Ocala Road to Capital Circle NW to four lanes. The project will include landscaped medians, sidewalks, and bike lanes. Tharpe Street currently functions at Level of Service D. The proposed roadway improvements are necessary to maintain function as growth continues in this quadrant of our community. The enhanced multi-modal opportunities provided by the transit and bicycle/pedestrian facilities along this constrained corridor were not reflected in the traffic analysis completed in 2003.

Core Infrastructure: The Northwest Connector Corridor project is considered a core infrastructure project as it widens an arterial road and provides capacity improvements to a key commercial and industrial corridor in our community.



Northwest Connector Corridor



Legend

- Existing Sidewalks, Bike Routes
- Park Trails
- Proposed Transportation Improvement
- Proposed Trail/Sidewalk
- Proposed Park
- Flood Benefits Area
- Blueprint 2000 Projects
- Parks

Northwest Connector Corridor Project Criteria

- | | |
|--|---|
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