CITIZEN’S ADVISORY COMMITTEE MEETING

February 5, 2015
Meridian Point Building
Cascades Park, 4:30 – 6:30 PM

Chair: Kent Wimmer

Agenda

I. AGENDA MODIFICATIONS

II. INFORMATION ITEMS
   1. Blueprint 2000 CAC Roles and Responsibilities
   2. Project Updates
      Autumn Calder
      Charles Hargraves
      Rita Stevens

III. CONSENT
   4. CAC Meeting Minutes (December 11, 2014)
      Kent Wimmer

IV. PRESENTATIONS/DISCUSSION
   5. Blueprint 2000 Project Tour Date Selection
      Autumn Calder

V. PUBLIC HEARING – 5:30 pm
   6. Magnolia Drive Multiuse Trail Funding and Phasing
      Wayne Tedder

VI. CITIZENS TO BE HEARD
   *Citizens desiring to speak must fill out a Speaker Request Form; the Chair reserves the right to limit the number of speakers or time allotted to each.

VII. ITEMS FROM MEMBERS OF THE COMMITTEE

VIII. ADJOURN

NEXT CAC MEETING: April 9, 2015, at 4:30 PM, Meridian Point Building at Cascades Park

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a special accommodation to attend this meeting, should contact Susan Emmanuel, Public Involvement Manager, 2727 Apalachee Parkway, Suite 200, The SunTrust Building, Tallahassee, Florida, 32301, at least 48 hours prior to the meeting. Telephone: 850-219-1060; or 1-800-955-8770 (Voice) or 711 via Florida Relay Service.
STATEMENT OF ISSUE:
The Blueprint 2000 CAC is an integral part of the Blueprint 2000 organization. However, as projects begin and end and CAC membership and staff change, the roles and responsibilities of the CAC should be reviewed and discussed. This agenda item will serve as an opportunity to discuss the future of Blueprint 2000 and the CAC’s role within the organization.

SUPPLEMENTAL INFORMATION:
Attachment 1 includes the CAC’s Bylaws.

ATTACHMENT(S):
Attachment 1 – CAC Bylaws
**SUBJECT/TITLE:** Blueprint 2000 Citizen’s Advisory Committee Roles and Responsibilities

**Date:** February 5, 2015  
**Requested By:** Blueprint 2000 Staff  
**Contact Person:** Autumn Calder  
**Type of Item:** Information

**STATEMENT OF ISSUE:**
The Blueprint 2000 CAC is an integral part of the Blueprint 2000 organization. However, as projects begin and end and CAC membership and staff change, the roles and responsibilities of the CAC should be reviewed and discussed. This agenda item will serve as an opportunity to discuss the future of Blueprint 2000 and the CAC’s role within the organization.

**SUPPLEMENTAL INFORMATION:**
Attachment 1 includes the CAC’s Bylaws.

**ATTACHMENT(S):**
Attachment 1 – CAC Bylaws
1.1 PREAMBLE

The Blueprint 2000 Citizens Advisory Committee (CAC) has been created in accordance with the provisions of the Interlocal Agreement, dated October 27, 2000 as may be amended from time to time, between the Tallahassee City Commission and Leon County Board of Commissioners, and the one cent sales tax extension referendum approved by the voters in the November 2000 General Election. The intent of these Bylaws, Policies and Procedures is to provide guidance for the operation of the CAC to ensure the accomplishment of objectives identified in the Interlocal Agreement and as assigned by the Intergovernmental Agency, consistent with the language and intent of the referendum approved by the voters.

1.2 CAC PURPOSE AND FUNCTION

(1) The CAC shall fulfill its responsibilities to the citizens of Leon County in accordance with the referendum approved in the November 2000 General Election.

(2) The role of the CAC is to serve in an advisory capacity to the Blueprint 2000 Intergovernmental Agency.

(3) The CAC shall be responsible for the review of and revisions to work plans as proposed by the Blueprint 2000 Staff Director to implement the Blueprint 2000 projects adopted in the Interlocal Agreement of the Intergovernmental Agency.

(4) The CAC shall be responsible for the review of the annual financial and performance audits.

(5) To carry out its function as an advisory committee to the Blueprint 2000 Intergovernmental Agency, the CAC shall:
   a. Transmit to the Blueprint 2000 Intergovernmental Agency and share with other committees all significant findings and comments on matters related to Blueprint 2000;
   b. Conduct any other functions assigned to the CAC by the Intergovernmental Agency.

1.3 CAC MEMBERSHIP

(1) CAC membership is established in the Interlocal Agreement, as may be amended from time to time, setting the minimum standards for the CAC. Therefore, while the Interlocal Agreement requires at least 12 members on the committee, these bylaws provide for at least 13 CAC members, comprised of the following:
a. Four representatives nominated by the Economic and Environmental Consensus Committee
   1. One financial expert with bonding experience
   2. One planner
   3. One natural scientist/biologist
   4. One EECC member
b. Chair of the Economic Development Council or designee thereof
c. Chair of the Tallahassee-Leon County Planning Commission or designee thereof
d. Representative from the Council of Neighborhood Associations
e. Representative from the Big Bend Environmental Forum
f. Representative from a minority chamber of commerce (nominees to be provided by the Capital City Chamber of Commerce or the Big Bend Minority Chamber of Commerce)
g. Representative from the civil rights community (nominees to be provided by the NAACP, TIMA, or SCLC.)
h. Representative from the elderly community (nominees to be provided by the Area Agency on Aging, the AARP, the Senior Citizens Advisory Council or similar organization)
i. Representative from the disability community (nominees to be provided by the Center for Independent Living/Ability 1st, or similar organization)
j. Representative from the education community (FAMU, FSU, TCC, LCSB), to be rotated among the institutions.

(2) CAC memberships are attained through the appointment of members by the Blueprint 2000 Intergovernmental Agency. In order to be eligible for appointment by the Intergovernmental Agency, a person must be nominated by the organization represented on the CAC as referenced in 1.3 (1) b, c, d, e, f and j above; other positions must be nominated by the organization referenced or similar organization as noted. It is the intention that the makeup of the CAC be representative of the diversity of the community in general. CAC members, who fill the CAC positions, serve at the pleasure of the Intergovernmental Agency.

(3) CAC memberships are appointed for three-year terms. If a member wishes to no longer serve on the CAC, or is removed from the Committee, the Intergovernmental Agency shall appoint a replacement from the organization or membership category from which the member was nominated.

(4) The initial terms for members appointed by the Intergovernmental Agency in September 2000 shall be staggered in one, two, and three year terms so that memberships will not expire concurrently.

(5) Memberships are subject to a two consecutive-term limitation. However, in the case of the initial appointments, all members shall be eligible to serve two full terms in addition to the partial terms of the initial appointments.

(6) If more than one person is nominated by an organization, or more than one organization provides a nomination, the CAC will review the nominees’ applications and provide a recommendation to the Intergovernmental Agency.
1.4 VACANCIES

A member’s position shall become vacant when:

a. A member is absent from 33% of the regularly scheduled meetings in a given calendar year, regardless if such absence is excused or unexcused. All absences will be duly recorded in the meeting minutes. Absences from emergency or special called meetings will not be recorded against a member in calculating the percent of absences. However, attendance at emergency or special called meetings may be used to offset absences from regularly scheduled meetings. Special exceptions on the removal of members for absences may be made by the Chairperson of the Committee when the absences are due to health or time-limited extenuating circumstances and the absences do not affect the ability of the Committee to maintain quorum; or

b. when a member no longer meets eligibility requirements; or

c. when a member’s term expires; or

d. when a member resigns.

1.5 VOTING

(1) Each member of the CAC shall have one vote.

(2) Proxy votes and absentee ballots shall not be permitted

1.6 CAC OFFICERS, ELECTIONS, AND DUTIES

(1) The CAC’s officers will consist of a Chairperson and Vice-Chairperson elected from its membership.

(2) The Chairperson and Vice-Chairperson shall be elected by a majority of the votes of CAC members present.

(3) The Chairperson shall serve as Chair for a period of one year effective January 1 of each year.

(4) At the last meeting of the CAC each year, a new Vice-Chairperson shall be elected for a term of two years, the first year to serve as the Vice-Chairperson and the second year as the Chairperson. (This will become effective with the election conducted in late 2010.) Nominations for the Vice-Chairperson shall be made at the meeting. The current Vice-Chairperson can decline becoming the Chairperson if so desired.

(5) The CAC Chairperson shall preside at all meetings. In the event of his/her absence, or at his/her direction, the Vice-Chairperson shall assume the powers of
the Chairperson. In the event that neither the Chairperson nor Vice-Chairperson can preside at the meeting, the Committee members present shall elect one of its members to serve as temporary Chairperson for the meeting.

(6) In the event that either the Chairperson or the Vice-Chairperson position becomes vacant, a replacement shall be elected at the next scheduled CAC meeting for immediate assumption of duties and shall hold the position for the remainder of the calendar year.

(7) The Chair shall appoint Chairs of all committees, standing or special.

(8) It is the Chair’s responsibility to ensure compliance with the Bylaws. The Chair will notify members of removal from the CAC for non-compliance. Specific questions regarding conflict of interest will be addressed by the attorney for the Intergovernmental Agency.

(9) The Chair shall immediately, upon receipt of a resignation or when advised of a vacancy, notify the Chair of the Intergovernmental Agency to begin the appointment process.

1.7 CAC MEETINGS AND AGENDAS

(1) Regular meetings shall be held at dates, times, and places as approved by the CAC; every effort will be made to provide an advance calendar for meetings to be held during the upcoming year at the last meeting of the calendar year. Regular meeting dates and times may be changed to accommodate holidays or for other valid reasons.

(2) A schedule of meeting dates shall be provided to the City Communications Department and County Public Information Office.

(3) Every effort will be made to forward the agenda and supporting information for each CAC meeting to each CAC member seven (7) days prior to a regular CAC meeting.

(4) Blueprint 2000 staff shall prepare an official agenda for every CAC meeting.

(5) The Intergovernmental Agency, Blueprint 2000 staff, or CAC member may place additional items on the CAC agenda, with the approval of the majority of the voting members present.
1.8 OFFICIAL ACTIONS

(1) All official actions of the CAC shall be by motion and open vote.

(2) All official and formal positions of the CAC, regardless of whether adopted or rejected, shall be recorded in the minutes. Verbatim minutes are not required but minutes shall include an accurate summary of discussions and actions taken.

1.9 CONDUCT OF MEETING

(1) All CAC meetings shall be conducted under the requirements of the Florida “Government in the Sunshine” law and be open to the public and press.

(2) Public input will be allowed for each CAC Discussion Agenda Item following CAC discussion and prior to CAC vote. A “Citizens to be Heard” item will be added to the end of the CAC Agenda. In order to keep the CAC meeting on schedule, the Chairperson may limit the number of speakers, the amount of time allotted to each speaker, or in extreme cases, allow for no public input. Citizens will be required to fill out a Speaker Request Form.

(3) In the absence of rules covered in this document, Roberts Rules of Order shall be followed at all CAC meetings.

(4) A quorum for CAC meetings shall consist of a majority of current members appointed to the Committee.

(5) Any CAC member who has a conflict of interest on any particular matter shall declare the conflict of interest before discussion and a vote is taken and shall be excused from voting on that issue.

(6) As related to members who cannot physically attend the CAC meeting, the CAC will utilize, as appropriate, the intent of the “Telephonic Participation in Agency Meetings Policy” (Policy 105) as adopted by the Agency Board on February 16, 2004. The following specific items are noted:
   a. A member participating telephonically will not count in the determination of a quorum;
   b. A member participating telephonically shall be able to vote as required and in accordance with the Bylaws;
   c. Only two members may participate telephonically at any meeting.

1.10 ADMINISTRATION

(1) A special meeting may be called by the CAC Chairperson, Intergovernmental Agency, or Blueprint 2000 Staff Director. Each member of the CAC shall receive a notification of such special meeting stating the date, hour and place of the meeting and the purpose for which the meeting is called.
(2) An emergency meeting may be called by the CAC Chairperson, Intergovernmental Agency, or Blueprint 2000 Staff Director when an emergency exists which requires immediate action by the CAC. When such a meeting is called, each member shall be notified, stating the date, hour and place of the meeting and the purpose for which it is called, and no other business shall be transacted at that meeting. At least a twenty-four (24) hour advance notice of such emergency meeting shall be given before the time the meeting is held.

(3) If after reasonable diligence, it becomes impossible to give notice to each CAC member, such failure shall not affect the legality of the emergency meeting, if a quorum is present.

(4) The Blueprint 2000 staff shall serve as the staff of the CAC.

(5) The Blueprint 2000 staff is responsible for the minutes of all CAC meetings and all notices and agendas for the meetings.

(6) The Blueprint 2000 staff shall transmit CAC recommendations to the Intergovernmental Agency.

1.11 AMENDMENT

(1) These bylaws may be amended by a two-thirds vote of those eligible voting members present at a regularly scheduled CAC meeting.

(2) Amendments to the bylaws shall become effective immediately after the approval of the Intergovernmental Agency.

1.12 EFFECTIVE DATE

(1) These bylaws shall become effective immediately upon approval by the Intergovernmental Agency.

Revised:

September 9, 2003
March 1, 2010
June 17, 2013
STATEMENT OF ISSUE:
This agenda item provides the CAC with an update on current Blueprint 2000 projects.

SUPPLEMENTAL INFORMATION:

Capital Cascade Trail - Segment 3 (Segment 3 Map included as Attachment 1)

FAMU Way Extension/CCT Segments 3B and 3C

The Notice-to-Proceed (NTP) was issued February 14, 2014 with all work scheduled to be complete within 900 consecutive calendar days or August 6, 2016.

As of January 23, 2015 current construction activities include: pouring retaining wall cap on the west wall of the pond at Van Buren Street; pouring colored concrete southwest from South Adams Street; pouring the first seating wall at pond; constructing storm drain system for Railroad Square entrance; forming and pouring concrete for trail and sidewalks; installing power distribution systems, transformers, underground electrical for trail lighting; installing pvc pipe and Blue Light communications from PDS under the Bronough & Duval Street bridges; and planting trees on the north side and median for MLK Roundabout to Bronough Street.

Pond terracing work on east side of the pond at Van Buren Street will begin in February including cheek walls, steps, and railing. Contractor will continue irrigation and landscaping installation, tree protection, turbidity barriers and erosion control. As of January 23, 2015 the project is approximately 52% complete.

Segment 3D (West of Cleveland Street to Central Drainage Ditch)

As directed by Blueprint, Kimley-Horn (KHA) is expanding the Existing Condition Consolidated Model, the Proposed Condition Consolidated Model, the Segment 3D Option 1 Model and the Segment 3D Option 2 Model upstream so that impacts to the floodplain along Lake Bradford Road/Eppes Drive north of Gamble Street can be evaluated.

Concurrent with the work described above associated with the Consolidated Model Updates, KHA is completing a preliminary floodplain investigation utilizing the calibrated City of Tallahassee ICPR stormwater model that extends from approximately 1,400 LF downstream of
Orange Avenue to the upper limits of the Central Drainage Ditch. This model also includes the St. Augustine Branch from its confluence with the Central Drainage Ditch to Railroad Avenue. The purpose of this task is to evaluate the potential magnitude of floodplain reduction along Lake Bradford/Eppes Drive based on conceptual Segment 3D alignments. This information will be used to estimate the needed floodplain compensatory volume and to evaluate Segment 3D alignment options from a cost/benefit perspective.

**Capital Cascade Trail - Segment 4**

Blueprint will develop a revised Capital Cascades Trail Master Plan and utilize the completed and accepted Consolidated Model to identify stormwater improvements in this segment. Potential stormwater improvements to be evaluated may include but not be limited to:

- Pond 5 located at the confluence of the Central Drainage Ditch with Munson Slough
- City of Tallahassee - Central Drainage Ditch Gabion Improvement Project between Springhill Road and Gamble Street
- Potential off channel stormwater improvements
- Preliminary TMDL Analysis
- Retrofit and Redevelopment stormwater opportunities

**Capital Cascades Connector Bridge**

The Capital Cascades Connector Bridge was advertised on June 15, 2014. On July 24, 2014, three construction bids were received and opened. The shortfall between the IA approved budget of $4,500,000 and the lowest bid was approximately $1,830,000. Due to a lack of sufficient funding, on August 22, 2014 the construction bids were rejected with the option to re-bid.

In an effort to reduce costs, the design and base bid package were revised to include only the pedestrian bridge, the multi-use trail, electric utility sub-station parking lot and reduced landscape and hardscape amenities. The bid includes bid alternatives for the removed amenities.

The following schedule outlines the next steps:

- January 22 – Invitation for Bids (IFB) Issued
- February 5 – Mandatory Pre-Bid Meeting
- February 20 – Bid Opening (30-day advertisement period)
- March 9 – IA meeting to review and recommend Connector Bridge Base Option with Bid Alternates (17 days from Bid Opening)
- March 10 – Issue Approval of Low Bid Contractor with approved Bid Alternates and begin 72 hour protest period
- March 14 – Final Approval

**Capital Circle NW/SW (N-2)**

Summary: The project corridor begins north of Orange Avenue and extends to just south of Tennessee Street, a distance of approximately 2.55 miles. For this capacity improvement project, the current two lane rural facility is being expanded to a six lane, urban facility complete with
curb and gutters. In addition to the reconstruction and widening of the roadway, improvements include the construction of four bridges, retaining walls, stormwater management facilities, wetland creation, improved street lighting, signalization, signing and pavement markings, the addition of pedestrian, bicycle and recreational amenities as well as the installation of extensive landscaping. A project map is included as Attachment 3.

The contract for construction was signed with Anderson Columbia Co., Inc. on September 4, 2012. Per FDOT request, the project has been divided into two separate funding segments north of the Blountstown Highway (SR 20) intersection. The amount of the total project bid is $56,686,196.25, consisting of the sum of $32,739,571.94 for the southern portion and $23,946,624.31 for northern portion.

Blueprint issued Notice to Proceed to the contractor on November 21, 2012. Since the project is located within the environmentally sensitive areas and crosses the Gum Swamp, one of the most important aspects of the project is protection of environment. In addition to standard erosion control facilities, some innovative measures, like the Mobile Chitosan-Enhanced Sand Filtration System, have been implemented to ensure that the turbid stormwater does not progress into the open waters or affect water quality of the project area. The chitosan system uses a natural polymer to coagulate fine solid particles suspended in storm water, adjusts acidity of water to environmentally harmless levels and provides sand filtration of treated water.

The project includes installation of wetland mitigation areas at the Broadmoor Pond and Delta Pond parcels. In the initial stages of the project, clearing of the wetland mitigation areas has been done concurrently with drainage ponds construction and the overhead and underground utilities relocation and installation.

Based on the increased contract amount (to $59,064,637.90), 60.4% of construction has been completed at the current 69% of the contract time used. Due to inclement weather and days granted by Holidays, the original project duration of 977 calendar days, has been increased to 1135 days. The expected project completion date is December 30, 2015.

**Capital Circle SW (W-1)**
State Road 263 from US 319 (Crawfordville Road) to SR 20 (Blountstown Highway), a distance of approximately 6.7 miles, is part of a roadway corridor being improved to provide a connection from SR8 (Interstate 10) to points south and east of the City of Tallahassee and Leon County as well as to the Tallahassee Regional Airport. Blueprint 2000 is currently finishing the PD&E Study for this segment of roadway. The final public meeting on the PD&E Study is anticipated to be held on February 24, 2015. Design of Capital Circle SW is being paid for and administered by FDOT District Three.

In order to facilitate the design and construction of joint-use stormwater facilities along the Capital Circle Southwest corridor, Blueprint 2000 is working to enter into joint partnership agreements (JPAs) with corridor stakeholders including but not limited to the United States Forest Service, the Florida Department of Transportation and the Tallahassee Regional Airport. The objective of the joint-use facilities is to provide treatment capacity for new development at the Airport, in addition to
the required roadway improvement capacity, and provide facilities that are consistent with the Blueprint 2000 holistic philosophy along other segments of Capital Circle.

**W-1 Stormwater Management Facilities**

FDOT right of way acquisition for the segment between Orange Avenue and Springhill Road will begin July 2015 (FY 2016), and the earliest FDOT will begin construction is July 2018 (FY 2019). The current FDOT roadway plans for both sections of W-1 are at 60% design. There are several tasks that must be accomplished by Blueprint 2000 before FDOT begins construction in 2018. Listed below are the project milestones that must be met for the segment between Orange Avenue and Springhill Road.

- KHA completed the stormwater feasibility study at the end of 2014 and submitted to FDOT for review. The study included:
  - Basin Maps
  - General Calculations
  - Memorandum
- PD&E Approval (FHWA) in first quarter of 2015 – KHA
- USFS
  - Internal Environmental Analysis
  - Special Use Permit for construction and maintenance
  - Operational and Maintenance Plan
- FDOT
  - JPA on schedule, funding, etc.
  - Maintenance Agreement
- Airport Authority
  - JPA
- City Public Works and Leon County
  - Letter of Agreement
- Develop Regional Pond Scope of Services
- Negotiate and award contract for design and permitting
- Regional Pond Design/Permitting begin in early 2015, completed by mid-2015 (6 months)
- FDOT/USFS review pond design
- CAC/TCC meetings
- Right of Way Acquisition concurrent with Design- ponds located on public lands – no private acquisitions necessary but will need JPA, Easements and Maintenance Agreements.
- IA/IMC approvals of Construction Bid and CEI Services - September 2015 IA Meeting
- Advertise for CEI Services – October 2015 - Executed Contract January
- Invitation for Bids– November 2015 – NTP February 2016, 9-12 month construction schedule
- Complete Pond Construction, Close-Out Permits/As-Builts by January 2017
Cascades Park
The construction of the Smokey Hollow pavilion and drainage improvements was advertised, and bids were received on January 8, 2015. Bids were received, and the bids are currently in the evaluation period.

Sandco, Inc. (Sandco), the Contractor for Cascades Park, is seeking compensation for project completion delays and impacts caused by the addition of amenities in the Park and the resolution to the anomaly in Boca Chuba Pond. Blueprint 2000 has entered into a settlement agreement with Sando.

ATTACHMENT(S):
Attachment 1 – Capital Cascades Trail Segment 3 Project Map
Attachment 2 – CCNWSW Project Map
Capital Cascade Trail Segment 3

Conceptual Master Plan
Agenda Item

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<td>Date:</td>
<td>March 9, 2015</td>
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<tr>
<td>Contact Person:</td>
<td>Rita Stevens</td>
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<td>Requested By:</td>
<td>Blueprint 2000 Staff</td>
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<td>Type of Item:</td>
<td>Consent</td>
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STATEMENT OF ISSUE:
This item is to present to the Intergovernmental Agency Board Blueprint’s Comprehensive Annual Financial Report (CAFR) for the year ended September 30, 2014, and the appropriation of Fiscal Year (FY) 2014 encumbrances and unexpended operating budget funds.

SUPPLEMENTAL INFORMATION:
The Blueprint 2000 FY 2014 CAFR has been completed. In addition to the financial statements, the CAFR includes the opinion of the external auditors, their management letter, and the auditor’s reports on compliance and internal controls. It should be noted, as in previous years, the Agency received an unqualified opinion from the external auditors, Thomas, Howell, Ferguson and Law, Redd, Crona, and Munroe, P.A.s.

At the end of the fiscal year, $8,706,608 remained unexpended. $3,635 is encumbered for contracts, and $8,702,973 is available for transfer to the Capital Projects Fund. Staff is requesting the Board approve an increase in the FY 2015 adopted budget of $3,635 for outstanding encumbrances and $8,702,973 for transfer to the Capital Projects Fund as shown below.

$30,509,495   Approved FY 2015 Operating Budget
3,635         FY 2014 Carryover for Encumbrances
8,702,973     FY 2014 Unexpended Balance transfer to Capital Projects Fund
$39,216,103   Total FY 2015 Amended Budget

OPTIONS:
Option 1: Accept the FY 2014 CAFR and approve additional appropriation to the FY 2015 Operating Budget of $3,635 for encumbrances and $8,702,973 for transfer to the Capital Projects Fund.

Option 2: Provide alternate direction to staff.
Blueprint 2000 Intergovernmental Agency Agenda Item
Item Title: Acceptance of FY 2014 Comprehensive Annual Financial Report (CAFR) and Appropriation of FY 2014 Operating Fund Balance
Meeting Date: March 9, 2015
Page 2

**RECOMMENDED ACTION:**
*Approve Option 1:* Accept the FY 2014 CAFR and approve additional appropriation to the FY 2015 Operating Budget of $3,635 for encumbrances and $8,702,973 for transfer to the Capital Projects Fund.

*Blueprint 2000 Project Definitions Report Consistency:* Not applicable.

*Action by the CAC and TCC:*

**ATTACHMENTS:**
Attachment 1: Management Letter (to be provided at March 2015 IA meeting)
Attachment 2: FY 2014 CAFR document (to be provided at March 2015 IA meeting)
Terence Hinson called the meeting to order at 4:37 pm.

Committee Members present:

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<tr>
<td>Terence Hinson</td>
<td>Dale Landry</td>
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<td>Chris Klena</td>
<td>Jim Stevenson</td>
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<td>Neil Fleckenstein</td>
<td>George Smith</td>
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<td>Kent Wimmer</td>
<td>JR Harding</td>
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Committee Members absent:

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<td>Gordon Hansen</td>
<td>Andrew Chin</td>
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<td>Christic Henry</td>
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Guests/Presenters/Staff present:

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<tr>
<td>Charles Hargraves</td>
<td>Angela Ivy</td>
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<td>Autumn Calder</td>
<td>Susan Emmanuel</td>
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<td>Dave Snyder</td>
<td>Shelonda Meeks</td>
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<td>Gary Phillips</td>
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<td>Daniel Crotty</td>
<td>Paco de la Fuente</td>
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Agenda Modifications

There were none.

Information Items

Item #1: Project Updates

This item was informational only.

Dale Landry stated that earlier that day he participated in the CRA meeting where there was discussion of converting the Firestone Building, the historic jail, into the Florida Civil Rights Museum. It was well received with legislators moving to action on a potential land swap with the City. Terence Hinson questioned which parcels were under consideration. Mr. Landry did not have specifics, however they were in the surrounding area and would allow the completion of downtown projects and Cascades Park.

JR Harding questioned the possibility of including a digital way finding app for the park, particularly for persons with visual impairments. It could highlight accessible parking and
entrances and include audio descriptions of infrastructure and amenities. Information about it could be shared on the website and word would spread quickly through the community. As a minimum, he stated, the website should highlight those features through written text and oral recordings. The CAC was supportive of this suggestion. Charles Hargraves stated that funds were allocated in the 2014/2015 budget for a loop hearing system at the amphitheater.

**Item #2: Capital Cascades Trail Stormwater Model**

This item was informational only.

Dale Landry stated that FAMU was considering the idea of building a new Bragg Stadium along FAMU Way near the SBI and daycare, as well as Blueprint’s stormwater pond. Several people did not think it was the best idea given because of the tremendous impacts it would have to the work of Blueprint and the City in that area. Charles Hargraves stated that FAMU would have to account for the stormwater discharge from the facility.

Stewart Proctor questioned if the downstream work (Segment 4) would have any impact on the size or capacity of Lake Elberta. Mr. Hargraves stated that it would not.

Terence Hinson questioned the design of the transition segment of FAMU Way, the piece between Monroe Street and the end of the current construction project, and how it would impact traffic. Mr. Hargraves stated that the City had concept plans for it but funds had been allocated.

**Consent Items**

**Item #5: CAC Meeting Minutes (August 28, 2014)**

Kent Wimmer moved approval. Chris Klena seconded the motion. It passed unanimously.

**Presentation Items**

**Item #6: Election of CAC Vice-Chair**

Neil Fleckenstein was nominated and accepted. Dale Landry moved approval; Chris Klena seconded the motion. It passed unanimously.

**Information Items – Continued**

**Item #3: Magnolia Drive Multiuse Trail Project Update**

This item was informational only.
JR Harding stated that he struggled with how projects were set by the IA. It seemed that politics trumped public process. Academically, why was there discussion? They IA made the decision and the money would be reallocated. Charles Hargraves stated that the project was estimated at $10,000,000 and Blueprint had between $6,000,000 and $7,000,000 available. Chris Klena questioned if the IA wanted to determine if the CAC was strongly opposed to the project. Mr. Hargraves stated that the IA was also looking at opportunities to fund other segments. Mr. Harding questioned, should the CAC support the endeavor, who would be snubbed over the next five to ten years? Were there priorities? What was the benefit analysis? Mr. Hargraves stated that unfunded segments would not drop off the list of need. The plan was to accomplish as much as possible with the money that was available.

Mr. Harding stated that he understood, however, it did not address his concern of who was getting the “short stick” in the difference of funding. That difference equated to significant amount of infrastructure and enhancements. Autumn Calder stated that money from the Landbank was not designated for any particular project. Mr. Harding stated that the IA was then, reaching into Blueprint’s reserves as he understood it. Ms. Calder and Mr. Hargraves affirmed his statement.

Stewart Proctor requested that Harry Reed, Director of the CRTPA, clarify how the project arrived at Blueprint. Mr. Reed stated that the CRTPA Board wanted to move the project up. After their recommendation, the CRTPA made the necessary adjustments to the long range plan and identified it in the current tier. The CRTPA Board designated it the number one pedestrian project and it was forwarded FDOT. The CRTPA identified funding earmarked for pedestrian and bicycle projects and provided $860K for Meridian Road to Pontiac Drive. The funds had to be encumbered by May 2015 along with an executed JPA. The only impact to the roadway would be the installation of a signalized light at Jim Lee Road.

Mr. Hargraves stated that presently, Blueprint’s role was as a funding source only. Blueprint would invite County staff to the February 5, 2015 CAC meeting to address specific questions and concerns of the CAC.

Ms. Calder clarified that the full IA action in September 2014 was to fund the sidewalk project. Any remaining funds would go to the Market District project.

JR Harding questioned if on an annual basis there was a way, at the IA level possibly, to coordinate the projects, ideas, actions, and direction of all the various boards, committees and departments or agencies for the benefit of interested community members. Ms. Calder found the idea interesting. Mr. Hargraves stated he was not sure but liked the idea. He stated that Blueprint would look into it.

Mr. Reed stated that the CRTPA was a planning agency. Blueprint, the City and County were implementing agencies. In the next long-range plan the CRTPA hoped to facilitate the creation of the County’s own strategic transportation plan which would identify all projects and could be incorporated by others.
Item #4: T-LC Planning Commission Chair Designee

This item was informational only.

Items from Members of the Committee

JR Harding requested that future agendas include an “ADA Accommodation.” An announcement that included a name and contact information for anyone who might need interpreting services, etc. It should be on the website as well.

Kent Wimmer stated that at the May 2014 meeting, he noted that a proposal was before the Florida Acquisition Restoration Council for the Fallschase tract along upper Lake Lafayette. Acquisition of that approximately 450-acre tract would protect the Fallschase sinkhole from runoff from (future) development. Mr. Wimmer stated that earlier in the day, the Council approved the inclusion of the project within the Florida Forever-Wakulla Springs springshed project. The challenging part of the application was that the Florida Wildlife Federation volunteered to be manager of the tract. Ultimately because there was not a Public Land Manager that would lead to the tract not being acquired.

Personally he felt that the Fallschase property was a perfect candidate to be a locally owned and managed tract of land, rather than state owned. Leaving it as a Florida Forever project risked the ability for acquisition because of the long term management situation. It needed to be acquired for protection of Lake Lafayette. Landbank funds had been carried forward by Blueprint with the purpose of acquiring conservation land. Although, as of the meeting, Mr. Wimmer stated that he saw that he IA had other ideas for it.

The tract was rich in natural features from an environmental, archeological, and anthropological perspective including Native American sites and historical camps and buildings. Many of the features were eligible for the National Historical Register. With the backing of Blueprint 2000, he felt that the conservation of the site was assured. He was not sure of the process for acquisition or to add a new project. How could the CAC evaluate and offer recommendation to the IA for approval of acquisition and local management?

Charles Hargraves stated that Blueprint had been approached previously with limited conversation on the subject with the County. It was the ongoing maintenance responsibility and lack of funding for such that dampened the desire for the purchase. Autumn Calder stated that she believed a concept proposal was put forth by a developer to develop the property. Mr. Wimmer stated that was the problem. Ms. Calder stated that she understood that the County was working with the developer because of the constraints and conservation easement at the sinkhole.

Ms. Calder clarified that Blueprint’s Landbank could potentially be used for conservation land purchases, it was originally established for quick action on right of way acquisitions. Mr. Wimmer stated that he felt it was a worthwhile project for the City or County to consider. Ms. Calder asked Mr. Wimmer if he intended to use Blueprint as a conduit for his statement to the
Mr. Wimmer stated that he was not the project proponent, he attended a presentation and thought it was a great idea to conserve the land. He offered to start and support the process as well as facilitate a future meeting on the subject.

Mr. Hargraves stated that from Blueprint’s perspective, the funding of it worried him because of the program was nearing the end with Capital Cascades Trail Segment 4 outstanding. To spend a substantial amount of the coffers at that time without knowing what would be necessary to complete Segment 4 as promised to the citizens was of great concern. It was not his role to direct where Blueprint was going, however, he wanted to make sure Blueprint accomplished what was pledged to the voters.

Mr. Wimmer stated that he did not want to displace existing priorities. He wanted the tract added to the list for consideration. With Amendment 1 passing Florida Communities Trust would return along with other opportunities for matching funds. Ms. Calder offered to get a statement from the County as to their position or where they might be in the process. Mr. Hargraves also offered to include Wayne Tedder’s intention and if warranted, add it as a discussion item at the next meeting.

Mr. Wimmer stated that it would be worthwhile to have it as an agenda item, schedule a presentation by the Bucklake Alliance, include County staff and Mr. Tedder to discuss options for development conservation, and Blueprint staff offer guidance to the CAC on the process for initiating a project. Mr. Hargraves stated that Blueprint would ask those questions.

Neil Fleckenstein stated that it would be interesting to have Mr. Tedder’s input from a planning perspective on the land, whether it could be developed or would be mitigation, etc.

Mr. Wimmer stated that Fallschase was included as a component of the St. Marks project area. With people advocating for a higher ranking of that project area.

Regarding irrigation, Jim Stevens stated that he wished to learn more about how Blueprint determined when irrigation was installed on projects, how long it would be active, who the responsible parties were, and when it would be deactivated. Mr. Hargraves stated that the City and County land development codes required irrigation systems to be included if landscaping was installed. Some areas were able to use reclaimed water, for instance the Southwood area, and there was a reclaimed water line in Cascades Park with the expectation of future connection to the larger system. However, Cascades Park used water reclaimed from Boca Chuba Pond for irrigation.

City and County Public Works found that the majority of landscaping needed irrigation. Blueprint experienced firsthand issues with irrigation on the Capital Circle Southeast (E2) project with the loss of 25% of the trees planted because irrigation lines were not installed. The agencies responsible for maintenance did not want to assume responsibility for the upkeep of the system, he stated. They felt it was more trouble to maintain the system than replace the
landscaping.

Subsequently, Blueprint returned to FDOT District 3 to secure $778,000 to replace landscaping and add an irrigation system to the corridor. Reclaimed water lines were in the ground there, however, the irrigation system was not tied in to it. Mr. Hargraves stated that John Buss was the contact with the City for reclaimed water issues.

Mr. Stevenson stated that he owned property for 20 years without needing to irrigate for plants to survive. He felt that irrigation was oversold. Regarding the issue, he stated that he gave guided tours, following the water from the capital to Wakulla Springs. It was open to anyone but particularly beneficial to elected official, policy, and decision makers.

<table>
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<tr>
<th>Citizens To Be Heard</th>
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<tr>
<td>There were none.</td>
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| Adjourn               |

**The meeting adjourned by consensus at 6:27 pm.**
SUBJECT/TITLE:  Blueprint 2000 Project Tour Date Selection

Date:  February 5, 2015  Requested By: Blueprint 2000 Staff
Contact Person: Autumn Calder  Type of Item: Discussion

STATEMENT OF ISSUE: This Agenda Item presents the CAC with date options for the Blueprint 2000 Project Tour.

SUPPLEMENTAL INFORMATION:

As projects begin and end and the CAC membership change, staff provides tours of the Blueprint 2000 projects. The last tour was in October 2012, and the sensitive land acquisitions were visited. The upcoming tour will focus on the active and in design construction projects.

Three dates are proposed:

- Wednesday, April 8
- Thursday, April 9 (same day as scheduled CAC meeting)
- Friday, April 10

The proposed time is 2:00 – 5:00.

OPTIONS:

Option 1: Select the date for the April tour.

Option 2: Committee Guidance.

RECOMMENDED ACTION:
Approve Option 1: Select the date for the April tour.


ATTACHMENT(S):
None
SUBJECT/TITLE: Magnolia Drive Multiuse Trail Project Funding and Phasing

Date: February 5, 2015
Requested By: Blueprint 2000 Staff
Contact Person: Wayne Tedder
Type of Item: Public Hearing

STATEMENT OF ISSUE: Hold the first of two Public Hearings to add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program. The second Public Hearing will be held during the March 9, 2015 Intergovernmental Agency (IA) meeting.

SUPPLEMENTAL INFORMATION:

Project Background
In the September 15, 2014 IA meeting staff was directed to identify a revenue source within Blueprint’s Capital Budget that could be used for the implementation of the Magnolia Drive Multiuse Trail project.

Providing connectivity along Magnolia Drive from Apalachee Parkway to Adams Street is a top priority for the CRTPA, City of Tallahassee and Leon County. In April 2014, the City and County submitted a joint application to the US Department of Transportation for the Transportation Investment Generating Economic Recovery (TIGER) grant program for the “Leon County Southside Connectivity Enhancement Completion Project,” which focused on connecting South City residents to multimodal transportation networks in order to link to local businesses, services, educational institutions and employment centers. A major element of the project is a two-mile long, ten-foot wide multiuse facility on Magnolia Drive from South Meridian Street to Chowkeebin Nene. In the application Blueprint 2000 was identified as a funding match for the grant. Ultimately, the TIGER application was not successful, but the community priority for connectivity in this corridor remains high.

In light of the news that the project was not selected for TIGER funding, in the September 15, 2014 IA meeting, the IA discussed the potential revenue sources for the project and took unanimous action directing staff to identify a revenue source within Blueprint’s capital budget that could be used for the implementation of the Magnolia Drive sidewalk project. The source of the Blueprint match identified in the TIGER grant application is Blueprint’s Land Bank budget where approximately $6,000,000 is available. In addition to Blueprint Land Bank funds, the City, County and CRTPA have identified ways to partner in the funding of the project.
Community Involvement
In August and November 2014, community meetings were held to help identify Magnolia Drive Multiuse Trail Project community priorities and solicit feedback from the public. See Attachment 1 for a summary of the comments received in the November meeting.

Project Phasing
Applying the community feedback to the project resources has yielded the following recommended project phases.

Phase 1: Phase 1 includes a ten foot multiuse trail on the south side of Magnolia Drive from South Meridian Road to Pontiac Drive. Leon County has paid for the design and permitting of this phase. The Capital Region Transportation Planning Agency (CRTPA) is providing approximately $861,000 in Florida Department of Transportation grant funding towards the estimated construction cost of about $940,000. An additional $250,000 in Phase 1 is needed for the balance of construction and full time construction administration to administer the federal local agency partnership requirements.

Estimated Funding Needs $250,000.00

Estimated Schedule:
- Project will be awarded in May 2015
- Construction to start in June 2015
- Estimated construction duration is eight months with completion by end of January 2016
- Project will be closed out by April 2016.

Phase 2: This Phase includes the continuation of the ten foot multiuse path on the south and east side of Magnolia Drive from Pontiac Drive to Chowkeebin Nene. Leon County has paid for the design and permitting for this phase as well. This is a high community priority. Estimated construction cost is $3,000,000. There will be limited construction inspection (no federal requirements), and the estimated cost for inspection is $50,000. This will appear to be a continuous project to the public.

Estimated Funding Needs $3,050,000

Estimated Schedule:
- Project award in December of 2015 (separation from 1st phase to address for federal requirements and for staffing/project management)

Phase 2A: Phase 2A includes a traffic signal at Jim Lee Road and Magnolia Drive. A traffic study has warranted a signal at this intersection, and the City is designing the signal. The signal and intersection design will be incorporated into the design plans for Phase 2 bidding. The estimated cost is $250,000 and City of Tallahassee has funded this phase.

Estimated Funding Needs $0
Estimated Schedule
- Same as Phase 2, but the signal must be installed in the early part of the contract.

**Phase 2B:** This phase includes the design and construction of a five - six foot sidewalk on the north side of Magnolia Drive from Alban Avenue to Seminole Drive for residents to be able to cross at the new Jim Lee Road light and access the multiuse trail. This project areas has already been surveyed.

**Estimated Funding Needs $300,000**

Estimated Schedule
- If design and permits can be acquired in time, this phase will be added into Phase 2/2A schedule.

**Phase 3:** Continuation of the multiuse trail or sidewalk on the east side of Magnolia from Chowkeebin Nene to Apalachee Parkway is included in this phase. No design plans or survey exist for this phase. Right of way is required. The estimated design and right of way acquisition costs are $550,000, and the estimated construction costs are $400,000.

**Estimated Funding Needs $950,000**

Estimated Schedule:
- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 4:** This phase completes the ten foot wide multiuse trail from South Meridian Road to South Monroe Street to provide essential connectivity to major corridors. Survey, design, permitting and right of way acquisition are needed. The estimated cost for design, permitting, right of way acquisition and construction is $600,000.

**Estimated Funding Needs $600,000**

Estimated Schedule (same schedule as Phase 3):
- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 5:** This phase includes the design, permit and construction of a five or six foot sidewalk on the west side of Magnolia from Azalea to Lafayette Street (1,000 linear feet). Design, permitting, right of way acquisition, and construction is estimated to be $550,000.

**Estimated Funding Needs $550,000**
Estimated Schedule (same schedule as Phase 3):

- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 6:** Phase 6 includes the design, permit and construction of ten foot wide sidewalks on both sides of Magnolia between South Monroe and South Adams. The design will incorporate streetscape elements similar to Palmer Avenue between South Monroe and South Adams.

**Estimated Funding Needs $450,000**

Estimated Schedule: To be determined.

**Total Estimated Funding Needs for Phases 1-6: $6,150,000**

*Based on preliminary estimates, it may be possible to complete Phases 1-6 with the addition of $6,150,000 from Blueprint 2000. The following phase (Phase 7) would complete the entire needs along the corridor and additional funding sources would be required.*

**Phase 7:** Phase 7 includes the design, permitting and construction of a five or six foot wide sidewalk on the west side of Magnolia from Alban to Azalea (approximately- 4,200 linear feet) or portions thereof. This phase will require significant stormwater improvements.

**Estimated Funding Needs $2,500,000**

Estimated Schedule: To be determined.

For all phases, right of way acquisition will be coordinated by Blueprint 2000, and Leon County will manage all construction projects. Amenities will be added into the project as they can be afforded. Landscaping will provided throughout the project as the phases are constructed. The City Utility Department is working on a lighting survey for the corridor to evaluate what the future lighting needs may be.

Staff recommends funding of $6,150,000 to complete Phases 1-6. Given that the construction of Phases 1-6 could occur through 2017, staff recommends requesting direction from the IA to determine if the final phase is needed, and if so, seeking alternative funding sources to complete Phase 7. Additionally, it is important to note that the final costs cannot be determined until bids have been submitted. Therefore, funding identified will be used to complete the phases in the order identified above until funding is depleted.
OPTIONS:

Option 1: Add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program and appropriate $6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project. The funding source is the Land Bank project.

Option 2: Board Guidance.

RECOMMENDED ACTION:

Approve Option 1: Add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program and appropriate $6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project. The funding source is the Land Bank project.


Action by the CAC and TCC:

ATTACHMENT(S):

Attachment 1 – Public Comments from November 13, 2014 Meeting
Subject/Title: Magnolia Drive Multiuse Trail Project Funding and Phasing

Date: February 5, 2015
Requested By: Blueprint 2000 Staff
Contact Person: Wayne Tedder
Type of Item: Public Hearing

Statement of Issue: Hold the first of two Public Hearings to add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program. The second Public Hearing will be held during the March 9, 2015 Intergovernmental Agency (IA) meeting.

Supplemental Information:

Project Background
In the September 15, 2014 IA meeting staff was directed to identify a revenue source within Blueprint’s Capital Budget that could be used for the implementation of the Magnolia Drive Multiuse Trail project.

Providing connectivity along Magnolia Drive from Apalachee Parkway to Adams Street is a top priority for the CRTPA, City of Tallahassee and Leon County. In April 2014, the City and County submitted a joint application to the US Department of Transportation for the Transportation Investment Generating Economic Recovery (TIGER) grant program for the “Leon County Southside Connectivity Enhancement Completion Project,” which focused on connecting South City residents to multimodal transportation networks in order to link to local businesses, services, educational institutions and employment centers. A major element of the project is a two-mile long, ten-foot wide multiuse facility on Magnolia Drive from South Meridian Street to Chowkeebin Nene. In the application Blueprint 2000 was identified as a funding match for the grant. Ultimately, the TIGER application was not successful, but the community priority for connectivity in this corridor remains high.

In light of the news that the project was not selected for TIGER funding, in the September 15, 2014 IA meeting, the IA discussed the potential revenue sources for the project and took unanimous action directing staff to identify a revenue source within Blueprint’s capital budget that could be used for the implementation of the Magnolia Drive sidewalk project. The source of the Blueprint match identified in the TIGER grant application is Blueprint’s Land Bank budget where approximately $6,000,000 is available. In addition to Blueprint Land Bank funds, the City, County and CRTPA have identified ways to partner in the funding of the project.
Community Involvement
In August and November 2014, community meetings were held to help identify Magnolia Drive Multiuse Trail Project community priorities and solicit feedback from the public. See Attachment 1 for a summary of the comments received in the November meeting.

Project Phasing
Applying the community feedback to the project resources has yielded the following recommended project phases.

Phase 1: Phase 1 includes a ten foot multiuse trail on the south side of Magnolia Drive from South Meridian Road to Pontiac Drive. Leon County has paid for the design and permitting of this phase. The Capital Region Transportation Planning Agency (CRTPA) is providing approximately $861,000 in Florida Department of Transportation grant funding towards the estimated construction cost of about $940,000. An additional $250,000 in Phase 1 is needed for the balance of construction and full time construction administration to administer the federal local agency partnership requirements.

Estimated Funding Needs $250,000.00

Estimated Schedule:
- Project will be awarded in May 2015
- Construction to start in June 2015
- Estimated construction duration is eight months with completion by end of January 2016
- Project will be closed out by April 2016.

Phase 2: This Phase includes the continuation of the ten foot multiuse path on the south and east side of Magnolia Drive from Pontiac Drive to Chowkeebin Nene. Leon County has paid for the design and permitting for this phase as well. This is a high community priority. Estimated construction cost is $3,000,000. There will be limited construction inspection (no federal requirements), and the estimated cost for inspection is $50,000. This will appear to be a continuous project to the public.

Estimated Funding Needs $3,050,000

Estimated Schedule:
- Project award in December of 2015 (separation from 1st phase to address for federal requirements and for staffing/project management)

Phase 2A: Phase 2A includes a traffic signal at Jim Lee Road and Magnolia Drive. A traffic study has warranted a signal at this intersection, and the City is designing the signal. The signal and intersection design will be incorporated into the design plans for Phase 2 bidding. The estimated cost is $250,000 and City of Tallahassee has funded this phase.

Estimated Funding Needs $0
Estimated Schedule
- Same as Phase 2, but the signal must be installed in the early part of the contract.

**Phase 2B**: This phase includes the design and construction of a five - six foot sidewalk on the north side of Magnolia Drive from Alban Avenue to Seminole Drive for residents to be able to cross at the new Jim Lee Road light and access the multiuse trail. This project area has already been surveyed.

**Estimated Funding Needs $300,000**

Estimated Schedule
- If design and permits can be acquired in time, this phase will be added into Phase 2/2A schedule.

**Phase 3**: Continuation of the multiuse trail or sidewalk on the east side of Magnolia from Chowkeebin Nene to Apalachee Parkway is included in this phase. No design plans or survey exist for this phase. Right of way is required. The estimated design and right of way acquisition costs are $550,000, and the estimated construction costs are $400,000.

**Estimated Funding Needs $950,000**

Estimated Schedule:
- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 4**: This phase completes the ten foot wide multiuse trail from South Meridian Road to South Monroe Street to provide essential connectivity to major corridors. Survey, design, permitting and right of way acquisition are needed. The estimated cost for design, permitting, right of way acquisition and construction is $600,000.

**Estimated Funding Needs $600,000**

Estimated Schedule (same schedule as Phase 3):
- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 5**: This phase includes the design, permit and construction of a five or six foot sidewalk on the west side of Magnolia from Azalea to Lafayette Street (1,000 linear feet). Design, permitting, right of way acquisition, and construction is estimated to be $550,000.

**Estimated Funding Needs $550,000**
Estimated Schedule (same schedule as Phase 3):
- Design and survey complete by August 2015
- Right of way acquisition August 2015 - June 2016
- Construction contract awarded fall of 2016
- Construction period spring 2017 - summer 2017

**Phase 6:** Phase 6 includes the design, permit and construction of ten foot wide sidewalks on both sides of Magnolia between South Monroe and South Adams. The design will incorporate streetscape elements similar to Palmer Avenue between South Monroe and South Adams.

**Estimated Funding Needs $450,000**

Estimated Schedule: To be determined.

**Total Estimated Funding Needs for Phases 1-6: $6,150,000**

*Based on preliminary estimates, it may be possible to complete Phases 1-6 with the addition of $6,150,000 from Blueprint 2000. The following phase (Phase 7) would complete the entire needs along the corridor and additional funding sources would be required.*

**Phase 7:** Phase 7 includes the design, permitting and construction of a five or six foot wide sidewalk on the west side of Magnolia from Alban to Azalea (approximately- 4,200 linear feet) or portions thereof. This phase will require significant stormwater improvements.

**Estimated Funding Needs $2,500,000**

Estimated Schedule: To be determined.

For all phases, right of way acquisition will be coordinated by Blueprint 2000, and Leon County will manage all construction projects. Amenities will be added into the project as they can be afforded. Landscaping will provided throughout the project as the phases are constructed. The City Utility Department is working on a lighting survey for the corridor to evaluate what the future lighting needs may be.

Staff recommends funding of $6,150,000 to complete Phases 1-6. Given that the construction of Phases 1-6 could occur through 2017, staff recommends requesting direction from the IA to determine if the final phase is needed, and if so, seeking alternative funding sources to complete Phase 7. Additionally, it is important to note that the final costs cannot be determined until bids have been submitted. Therefore, funding identified will be used to complete the phases in the order identified above until funding is depleted.
OPTIONS:

**Option 1:** Add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program and appropriate $6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project. The funding source is the Land Bank project.

**Option 2:** Board Guidance.

RECOMMENDED ACTION:

**Approve Option 1:** Add the Magnolia Drive Multiuse Trail Project to Tier 1 of the Blueprint Program and appropriate $6,150,000 for the implementation of the Magnolia Drive Multiuse Trail Project. The funding source is the Land Bank project.

**Blueprint 2000 Project Definitions Report Consistency:** The Magnolia Multiuse Trail Project is not currently in the Blueprint 2000 Project Definitions Report.

**Action by the CAC and TCC:**

**ATTACHMENT(S):**
Attachment 1 – Public Comments from November 13, 2014 Meeting
Magnolia Drive Multi-Path Public Meeting

Comment #1
- I love what you are doing!
- Holds dangerous drivers accountable
- Slow speed to 30 MPH
- Consider shared parking lots

Comment #2
- Very excited about project
- Need to slow down traffic on Magnolia
- Putting light at Jim Lee is essential
- Need safety features to protect pedestrians
- Need to strategically locate bus stops
- Need to be aware of kids near Hartsville School

Comment #3
- Please build sidewalks on West side for safety
- Please provide crossing halfway between Jim Lee and Circle
- To allow access to bus stops
- Please consider pedestrian illumination
- Please improve curb turning radius. Lafayette is dangerous
- Consider a continuous barrier adjacent to roadway

Comment #4
- Circle to Parkway critical for access to businesses
- Improved lighting would be helpful
- I agree with safe routing rather than amenities
- Walking now is dangerous

Comment #5
- North/South corridor between Jim Lee and Parkway has the most potential.
- Please provide continuous path or sidewalk on at least one side
- Would be nice to have 3 foot landscape strip behind curb

Comment #6
- Circle Drive at Magnolia has visual obstruction at new railing

Comment #7
- Seems like the most critically needed segment is the one North of the new crossing at Circle connecting the new sidewalk near the light on Magnolia and Lafayette
- Seems like the southernmost segment is the least needed of the entire Magnolia corridor

Comment #8
- Thanks for all the improvements so far
- The priority should be the blocks between Lafayette and Olhn and Nene
• This project would provide safer foot traffic and higher connectivity to schools, Cascades Park and shop local

Comment #9
• Overall, I am encouraged by the proposed multi-use pathway and sidewalk plan

Comment #10
• Thank you for the overview of the project
• I would like to express my greatest gratitude to the Leon County Board and staff, the City of Tallahassee and their staff, CRTPA, and Blueprint2000 for your commitment to improving the Magnolia Drive corridor so that it will better serve pedestrians, bicyclists, transit users, and the public in general. The Indianhead Lehigh Neighborhood and other area neighborhoods and residents have been eager to see such a project for a long time.
• I and many of my friends and associates would very much appreciate the opportunity to review design details for the Multi-use path and other improvements to the corridor. You can keep the Indian Head Lehigh Neighborhood Association, the Woodlands Drives Neighborhood Association, and the South City neighborhood informed of opportunities to review comment on such plans via e-mail. Should you need contact information for any of these neighborhood associations, let me know.
• I support all of the proposals discussed at the meeting. The only conceptual component or segment with which I have reservations is the construction of a sidewalk along the north side of Magnolia Drive between Meridian Drive and Pontiac Drive, except for the westernmost 500 feet of this segment, adjacent to a recreation center used by children to play football and other sports…a sidewalk should be located along this portion and the adjacent ditch/culvert converted to an underground culvert/conduit.
• In fact, I recommend that the ditch along both sides of Magnolia Drive be filled in (i.e., converted to an underground culvert system). The ditches are hazards that are vestiges of a design more appropriate for when Magnolia Drive was outside of the urban area.
• I concur with the consensus I heard expressed at the meeting that the initial emphasis should be to complete the construction of Phase I (multi-use trail along the South side of Magnolia Drive from Meridian Drive to Pontiac Drive).
• My 2nd priority would be the construction of Phase II (multi-use trail along the South & East side of Magnolia Drive from Pontiac Drive to Chowkeebin Nene).
• My 3rd priority would be adding a traffic signal with pedestrian signals and marked crosswalks at Magnolia Drive & Jim Lee Road.
• My 4th priority would be constructing a sidewalk on the west side of Magnolia between Azalea and Lafayette, to connect the Tally Square apartment complex to Hartsfield Elementary School and to Lafayette Street.
• My 5th priority would be the construction of a sidewalk from Alban Avenue to Seminole Drive (along the west & north sides of Magnolia Drive).
• My 6th priority would be the construction of a sidewalk along the north & west side of Magnolia Drive, from Seminole Drive to a point across Magnolia Drive from Chowkeebin Nene -- note: a portion of this segment is included in the segment referenced in my 4th priority (see 8), above).
• My 7th priority would be the construction of a sidewalk along both sides of Magnolia Drive, from Meridian Drive to South Monroe Street
- My 8th priority would be the construction of a sidewalk along both sides of Magnolia Drive, from South Adams Street to South Monroe Street (includes the provision of marked crosswalks across South Adams Street with pedestrian crossing signals).
- Curb and gutter should be provided along both sides of Magnolia Drive, and particularly, along any segment being improved with a multi-use trail or sidewalk.
- Where curbing is added to the street, the curb return radius of any corner should be no greater than 15 feet, with the exception of corners @ Monroe Street & Magnolia Drive, which should be no greater than 25 feet.
- Any sidewalk or multi-use trail facility should be set back at least five feet from the travel lane along Magnolia Drive if curbing is provided at the edge of the lane; ten feet, if no curbing is providing. I am really uncomfortable with any pedestrian or multi-use facility being set less than five feet from edge of pavement, and especially so if curbing is not provided. Some of the concepts discussed at the public meeting included the use of a barrier where separation between the edge of pavement (curb?) and the pedestrian facility would be less than otherwise acceptable. While this would certainly be preferable to no barrier in such situations, I would also request that where the constraint to further separation is principally limited to having insufficient right-of-way area and not the limitations of topographical or other physical features, the acquisition of additional right-of-way be evaluated and considered.
- Ideally, all transit stops along the corridor should provide protection from the rain. At a minimum, all stops should be equipped with low-level nighttime lighting and emergency call boxes or similar safety features.
- Transit stops should be connected to the sidewalk and multi-use trails.
- Transit stops should be set back from the travel lane at least five feet if curbing is provided; 10 feet where curbing is not provided.
- Pedestrian lighting should be provided in conjunction with any sidewalk or multi-use trail facility. Pedestrian lighting should be provided on poles 12-18 feet in height, should be low intensity, and lighting fixtures should be closely spaced, approximately 50-100 feet on center. Many bicyclists and pedestrians currently use the street in the dark; I would imagine that an even greater number of bicyclists and pedestrians will use the street when either a sidewalk or multi-use trail is provided; overlooking the provision of pedestrian lighting will likely increase the hazard level to users. Please do not install cobra-head type fixtures; consider an aesthetic more appropriate for an urban setting used by pedestrians.
- Anticipate a wide range of users for any new sidewalk or multi-use trail facility -- set pedestrian crossing times on pedestrian signals to a crossing speed of no faster than 2.5 feet/second. If possible, install pedestrian-activated crossing signals, both as a favor to the pedestrians and to drivers. If pedestrian activated crossing signals are installed, please do not make the pedestrians wait for longer than 70 seconds to obtain a crossing signal. This will also help to discourage jaywalking.
- For landscaping, use low maintenance native plant species.

Comment #11
- I am very pleased with the work done to get his project up and running
- First priority would be the multi-use trail all the way from Chowkeebin to South Meridian.
Early on in the project it would be of beneficial to the community to install a sidewalk on the west side of Magnolia between Azalea and existing mini mart sidewalk, to connect the Tally Square apartment complex to Hartsfield School and to Lafayette Street.

Bus stop bench should be installed at the bus stop located just south of Lafayette Street on Magnolia, by the mini mart.

There should be improved sidewalk connections on both sides of the road from Chowkeebin to Apalachee Parkway. The existing sidewalk connections make it very difficult to navigate these intersections, business, and parking lots to access the business along Apalachee Parkway. But more importantly to connect to the existing sidewalks north of Apalachee Parkway and the sidewalks along Apalachee Parkway and along Lafayette Street.

Sidewalk on the north and west side from Chowkeebin to South Meridian would be very beneficial, it would also result in curbs being on both sides of the road which could moderate traffic speeds.

Sidewalk connection should be made on at least one side of the road from South Meridian to South Monroe.

Sidewalk connection should be made on at least one side of the road from South Monroe to South Adams.

Comment #12

Thank you for the workshop.

Overall, I am encouraged from the proposed multi-use pathway and sidewalk plan. It appeared that this was the general consensus expressed by the neighbors at the November 13th meeting at Hartfield Elementary. I do have some comments, however, on the specifics of the plan and the options provided.

The Phase 1/Phase 2 breakdown makes sense in terms of the funding availability, with a focus on a section of Magnolia Drive that is currently hazardous to pedestrian and bicycle use and that has relatively high residential density. I would prefer to see Phase 1 multi-use path extended to the Jim Lee intersection, if at all possible, and have the Jim Lee intersection signal installed concurrently with Phase 1.

I think that a sidewalk on the west side of So. Magnolia, between Lafayette (or Chowkeebin) and the Jim Lee intersection would be very helpful to the residents on the west side of Magnolia and also to provide a safer east-west link for pedestrians and bicyclists.

As noted in the meeting, it is important to provide safe east-west roadway crossings for pedestrians and bicyclists. I recommend that a pedestrian signal be installed at Hokolin Nene, which is ~ midway between the signaled (or proposed to be signaled) Circle and Jim Lee intersection, and is a common access road to Optimist Park. I envision this to be analogous to the one pedestrian signal on North Gadsden at Lafayette Park.

I think that a sidewalk on the north side of the road between Pontiac/Jim Lee and So Meridian, adjacent to the golf course, is not needed.

Given funding availability, I believe that extending the path/sidewalks to Apalachee Parkway would be a high priority to provide linkage to the sidewalks and the many businesses north of Apalachee Parkway. In addition, this pathway could then link to the sidewalks that were recently built along Centerville (with plans for further expansion to the Centerville/Blair Stone intersection).
• Lighting should also be a high priority. Pedestrian lighting, similar to that at Cascades Park, would provide for safe transit for both early morning and after work use of the pathway.

• As also noted in the meeting, the pathway and sidewalks need to be safely separated from vehicular traffic as much as possible. At a minimum, curbs should be provided. Where ever landscape planting or structural amenities are incorporated into the design, these should be between the road and the pathway, creating a safe buffer.

• As for landscaping planting/design, I have the following recommendations. Focus on planting native trees that could contribute to a canopy road approach, such as live oak, tulip poplar, southern magnolia, and bald cypress, depending up actual site conditions and sunlight. Where space does not allow for one of these larger trees, cabbage palms are a good alternative (as is seen in the Gaines Street medians). I would discourage crepe myrtle and other small trees/shrubs. In lieu of shrubs that would require regular pruning, consider taller groundcover plants such as giant liriope or Gulf muhly grass.

• Benches/shelters, trash cans, etc should be placed at bus stop locations along this route, preferably provided/funded by Star Metro. These functional amenities can serve not only the bus-riders but also other users of the trail.

• Magnolia Drive does not seem to be a “destination” per se or an appropriate location for “front porch swings”, in part due to the volume and speed of vehicular traffic and in part due to the residential setting, rather than downtown (per the downtown improvement authority’s project).

Comment #13
• I am very happy to see this project moving forward.
• Would have liked to have seen sidewalks on both sides of the street
• Would like signalized mid-block crossing be provided at Hokolin Nene/Clark Ave and Magnolia
• In order to directly connect the path to Lafayette Street and Apalachee Parkway and avoid right-of-way issues, I suggest providing a crosswalk signal at the existing crosswalk at Chowkeebin Nene
• Also, the sidewalk on the west side of Magnolia Drive from Lafayette Street to Chowkeebin be extended at a minimum to Azalea Drive

Miscellaneous comments
• Curb and gutter should be provided along both sides of Magnolia Drive, curbs being on both sides of the road could moderate traffic speeds.
• Lighting should also be a high priority. Pedestrian lighting, similar to that at Cascades Park, would provide for safety for both early morning and evening use of the multi-use trail.
• When planting vegetation, use native vegetation
• All trees to be planted should take into consideration the power lines, therefor they should be limited to small to medium trees.
• Any trees that are chosen should be done in consideration to tree root breakouts that may lift or otherwise shift the sidewalk or the multi-use trail.
• Since this is not a trail destination, I don’t see the need for benches along the trail.