Tallahassee-Leon County Corridor Management Program

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Corridor Management Objectives

- Preserve ROW as development occurs
- Strengthen access management and design practices
- Improve connectivity of streets and site circulation
- Address state/local coordination
Clients

- Blueprint 2000
- Intergovernmental Agency
- MPO
- City of Tallahassee
- Leon County
Project Organization

• Project Advisory Committee
  - Tallahassee/Leon County Planning Director
  - MPO Executive Director
  - Blueprint 2000 Executive Director
  - City and County Public Works
  - City and County Development Administrators
  - City and County Attorneys
  - FDOT District 3 and Central Office
Key Issue - ROW Costs

Capital Circle NW (1.98 Miles) (millions)

- $17.0 Right of Way Appraisals
- $22.5 ROW Land and Damages
- $2.0 Construction

Source: Blueprint 2000 Intergovernmental Agency, June 2003
Corridor Preservation Issues

- Applied only to 5 Year Transportation Improvement Program
- Reliance on centerline setbacks
- Inadequate amount of ROW being preserved
Proposed Changes

• Apply to Cost Feasible Long Range Transportation Plan
• Establish future ROW needs for planned future corridors
• Expand regulatory tools and mitigation options
Future ROW Needs Map

- Addressed the major beltway
- Controversy over ROW needs for other projects
- Corridors can still be added
Policies

• **Policy 1.3.5: [T]** *(Effective 7/1/04)*

• All proposed development plans on designated future transportation corridors shall be … consistent with identified right-of-way needs as a condition of development approval.
Land Dedication Policy

• May require ROW dedication as condition of approval where:
  - “there is an essential nexus between the required dedication of land, the needs of the community, and the impacts of the project on the transportation network.”
Corridor Preservation Ordinance

- References ROW needs map
- Prohibits encroachment into ROW
- Procedures for development review and land acquisition
- Variance and mitigation criteria
Access Management Issues

• Spacing & design tied to land use, not roadway functional importance
  - Inconsistent state/local standards

• Need for TIA requirements

• Strip lots with small frontages

• Inadequate connectivity measures
Proposed Changes

• Manage access by roadway functional importance
  – Add criteria for signals, medians, median openings, auxiliary lanes, interchange areas

• Prohibit small frontages on major roads
  – No new lots that cannot meet access spacing
Proposed Changes

• Strengthen administrative procedures
  – Major/minor deviation process
  – TIA requirements/procedures

• Formalize state/local coordination
  – Adopt FDOT regulations by reference
  – FDOT/local coordination agreement
Key Products

• Comprehensive Plan Amendments
  - Access management
  - Corridor (right-of-way) preservation
• Corridor management regulations and review procedures
• Updated access design standards
• Intergovernmental coordination agreement
Lessons Learned

• Project champions are important

• Consider issues surrounding the transportation plan
  – Special treatment of controversial corridors

• Develop alternative cross sections for future corridors/ROW needs

• Brief the elected officials early
  – Best done by Planning Director

• Effective workshops are essential
For Further Information

www.cutr.usf.edu
Research Programs
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