

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



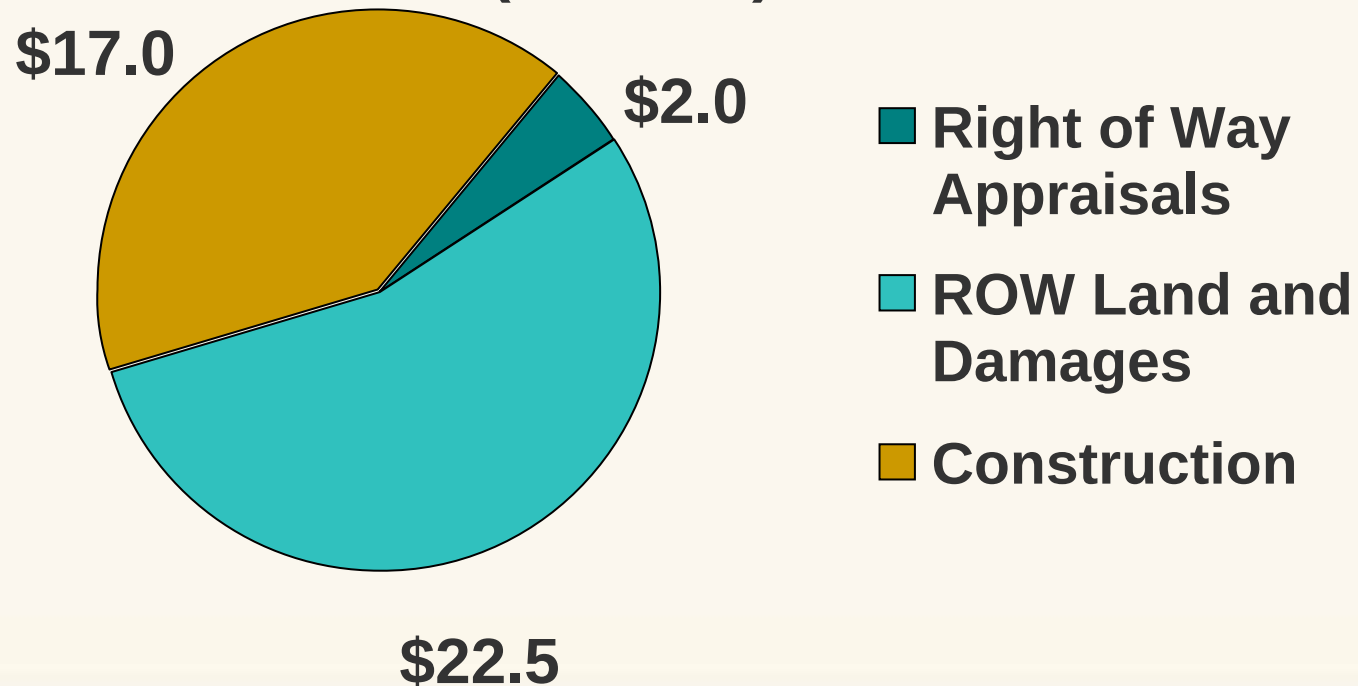
Project Organization

- **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)



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

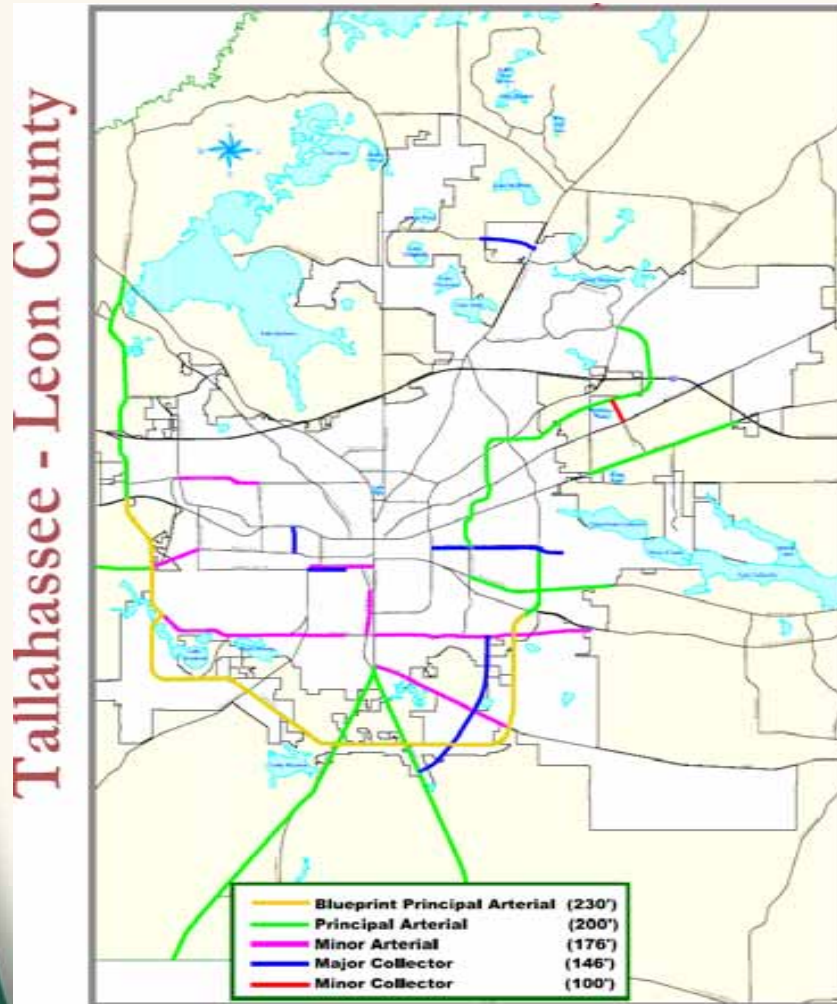


Proposed Changes



- 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



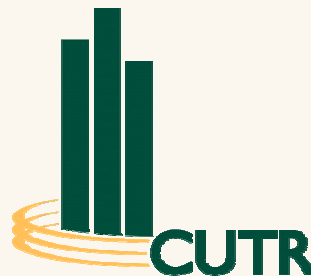
- Project champions are important
- Consider issues surrounding the transportation plan
 - Special treatment of controversial corridors
- Develop alternative cross sections for future corridors/ROW needs
- Brief the elected officials early
 - Best done by Planning Director
- Effective workshops are essential

For Further Information

www.cutr.usf.edu

Research Programs

Planning and Corridor Management



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