



Appendix



MetroQuest Survey



PROJECT SURVEY



Take this quick survey to share your ideas about the Midtown area during the development of the Midtown Area Transportation Plan!

<https://tlhmidtownplan.metroquest.com>

For additional information on the project, please contact Greg Burke at: greg.burke@talgov.com



MetroQuest Comments Received

Screen 2 Comments

something needs to be done re: cars blocking intersections.

The fact that Thomasville Rd traffic from the I-10/Killearn portion of town is funneled into midtown is such poor traffic planning and creates a bottleneck mess and a dangerous situation for slower local traffic, bikes and pedestrians.

I assume congestion relief means roadway expansion. If so, this would effectively kill Midtown. Instead, condense North Monroe and eliminate the one-way pairs to disperse and relieve traffic.

Please approach congestion relief by increasing pedestrian and bicycle connections within Midtown and between Midtown and nearby areas. Please accommodate cars carefully and minimally.

Put a roundabout at Thomasville and 7th. That would allow traffic to go out Thomasville, N Meridian or 7th. Traffic would flow more smoothly with fewer backups.

Cutting off the intersection of Thomasville and Monroe will make tville between 7th and Monroe a truly pedestrian/bicycle friendly part of town.

Currently folks - deliveries, construction and service vehicles are using tville as a cut thru. Why are they not routed to 4 lane Monroe??? At 7th.

Not only are the cutting thru but the are flying thru. Sit at red eye at morning rush hour - witness the ridiculousness!

If the cut thru is stopped, only people coming to midtown to shop eat or do business would be there.

Not sure how to handle Calhoun cause they will figure how to use it also. Cut that intetsection off too?

I have a business on Monroe between 5th and 6th. Even I would rather see more traffic at lower speeds on Monroe than tville. Speed enforcement tho - please.

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I have a business between 5th and 6th on Monroe. I would much rather see more traffic at slower ENFORCED speed than all that on Thomasville. 4 lanes with good medians - let's use them.

Don't have suggestions on this but hope that other upgrades will reduce congestion by discouraging the use of cars. Don't need cars in charge.

This is the most important

Especially at peak times

Induced demand will likely negate the effects of congestion relief efforts. Instead, aim to ensure that congestion does not create unpleasant or unsafe conditions when it does occur.

Thomasville Road junctions are awful

We want to keep Thomasville Rd going both directions and lower the speed limit.

a safe bike lane from midtown to downtown and FSU campus would be a big value in getting out of cars relieving traffic

I would like to be able to drive from Meridian onto Monroe

No comment

Fix 5 Points

Would love to see congestion get relieved because more people find it convenient and useful to take public transportation

can 6th ave share our congestion with other midtown streets . Make them one way & we can share the pain.

Access to Thomasville road directly from Meridian

Access to the business I use

Several small surface parking lots

Please keep Los Robles veterinary facility easily accessible!

Betton Road is a nightmare and dangerous. Previous measures made it worse. Consider 3 lane road with center road changing directions depending on time of day. Get rid of cross walk at Trescott. It causes backup and confusion.
Parking
Eliminate one-way pair of Gasden-Calhoun Streets and 6th-7th Avenues; make all two-way streets, as we did with Call-Virginia Street pair.
Public water fountains with dog water station needs to be placed on both sides of Thomasville Road in midtown.
Trees to shade both the road and the sidewalks
Shade / Trees
Some streets should be one lane bicycles one lane automobiles .
Landscaping, trees, aesthetics of our area. Getting rid of ugly buildings and signs.
More parking!
Parking Garage
Landscaping.
Light timings should be at the top. Stand out by the 6th Ave/Thomasville road intersection and see how many times the car at the end of the line stops before getting through the intersection in the morning. Once the light at Monroe turns green for 6th, traffic should be able to flow all the way down to TMH without having to come to a stop. Traffic flow all over Tallahassee is interrupted because of unsynchronized light timing. Start with that, then do your traffic tests to see if any money needs to be spent on construction.
Repair some of the older sidewalks.
Relieve traffic
More parking!
Take over Thomasville Road from FDOT, convert Midtown portion to pedestrian mall
Reroute traffic around Midtown
Traffic islands on Monroe Street
Landscaping
The speeds on Thomasville road between 7th and 3rd continue to get faster and faster despite the pet crossings and other efforts the city has made.
At rush hour, there's more traffic on tville than Monroe - which is 4 lanes. A lot of that traffic is just cutting thru - construction, service, delivery. And they come thru fast!
I've been saying for a long time that we need to close the tville/Monroe intersection. Route all that traffic on to Monroe at 7th!
This would make that portion of tville truly ped and small business friendly because the only cars down there would be there to visit a business.
Rerouting thru 5 points
Recycling bins
Smoothness of the road while driving
Sidewalks
Adoption of Electric Vehicles and charging infrastructure
Safe connections & lighting to Monroe & Western neighborhoods
Enforcement of pedestrian and bicycle facilities
Relieve peak period traffic bottlenecks
parking
For improving bicycling conditions, do not consider only bike facilities. Slowing car traffic and diverting through traffic may go much farther to improving bicycling conditions at a low cost.
The bike lanes in Tallahassee are so disjointed or underdeveloped that I have never used them. Would rather see sidewalks added to places that don't have them.
It would be nice to have this.
Bicycles and pedestrians not Bicycles and cars.
Tallahassee needs to widen sidewalks get pedestrians and cyclist off the roads
Prefer multi-use path with shade, landscaping and lighting from Betton Road to the intersection of Thomasville Road with Calhoun. Path should accommodate north and south bound bicyclists, e-scooters and pedestrians. All modes yield to pedestrians unless there is a separation on the multi-use path for pedestrians only. Merchant signage will need to change to allow pedestrians and cyclists to be seen by cars when entering and exiting businesses.
To my knowledge there's no safe bike ways in the area

Cut down and slow does the motorists on tville and she grows will do!

Recently sharrows were added to Monroe from 7th? South were added. Unfortunately, they were placed at minimum standard - as far to the damn right as they could paint them. Grrrrr! Why?

I know that a shadow does not represent where I'm supposed to ride but the fact that I can have the whole lane - but motorists don't.

All those have accomished is putting bicyclists in the gutter...on that dangerous pavement lip.

sharrows are totally useless when not fully explained in other signage, and full community educational programs. US E SIGNS on ALL roads w/less than 14ft travel lanes: CHANGE LANES TO PASS CYCLES< CYCLES USE FULL LANE< PASS WHEN SAFE! You might also do MASSIVE public ed on 3ft law and try a little SPEED ENFORCEMENT on motor vehicle traffic.

If we can slow down the traffic on tville and cut down on cut thru traffic - sparrows on tville are all we need.

It would be nice to have somethi g besides badly positioned - minimum standard placement sparrows like the ones just painted 7th ave (approx.) South til the bike lanes resume.

Maybe some sort of side path would work but there are a lot of driveways.

Thomasville between S Monroe and 7th isn't wide enough for a bike lane.

It seems that congestion would be decreased by making it safer to bike and walk around.

Please use this as an opportunity to add protected bike lanes. Narrowing the car lanes and even reducing from 6 to 4 would make enough space for safe bicycle infrastructure. Thank you for taking this seriously and improving on it with your planning knowledge and experience.

Many people in Midtown enjoy biking to work at FSU. Making this safer would be in the best interest of our environment.

Love dedicated bike/no-car pathways that can take you all the way to your destination. Sharing the full road doesn't do much for this casual cyclist. :)

Not a fan of this.

Drivers need to be cognizant of bicycles without these awful bike lanes. This is a city, not a park.

The big buses are too big for Midtown. Perhaps smaller electric trollies that simply stay in the midtown area but linking to the larger bus stops.

There doesn't need to be bus stops

as long as it doesn't block a driver's view when pulling out of parking lots.

No

Fine as long as they don't impede the new sidewalks

Many of the bus stops in midtown do not have covers. People who rely on bus stops NEED to be protected from the rain! Also, they need garbage cans that are as large as the ones in this photo. Many bus stops in the area are littered and having access to garbage receptacles will help with this effort to keep the areas attractive, clean, and provide shelter for the users.

I've not used a bus in Tallahassee in many years. I would be more inclined to use a bus if I felt the bus would be on time, clean, and safe.

Market the trolley! It is underutilized. People complain about the lack of parking. Find an agreement with the surrounding areas' parking facilities (Joann Fabrics). Add trolley stops to these places.

Market the trolley. It is underutilized and undermarketed. Come to agreements with parking areas just outside Midtown (Joann Fabrics) and add trolley stops to these locations.

More trashcans in the parking lots that the bar scene midtowners use at night would be great - I.e. Wells Fargo lot.

Trashcans at the lots that the nighttime bar hoppers park would be great!

Shade and lighting at transit stops.

Since midtown is in the middle of town and so close to down town I feel a lot of people use public transportation and need nice safe stop areas.

Adopt Electric buses; add routes around shifts of anchor institutions to outlying areas.

I can't see myself ever using a bus in Tallahassee but larger covers than what is pictured here be great for downpours

Transit is currently not a suitable means of mass transportation in the region. However, it may become suitable at a later time, and it may be worthwhile to plan for future transit corridors.

Glad to be taking

The signs for lanes to be in to get to which roads is nice and visible but I think it would be nice for pedestrians to have more signs to lead them to all the different businesses and things to do.

I find this area easy to walk as a pedestrian, day or night. I also find that signage is already adequate here.

ALL roads w/less than 14 ft wide travel lanes to include signs saying, " CHANGE LANES TO PASS CYCLES, CYCLES USE FULL LANE, PASS WHEN SAFE...
seems like there's already quite a bit but for people not familiar with the area improved signage could help especially with 5 points
I think these are already up. Regarding place emphasis, signs to direct pedestrians and cyclists/scooters to Lake Ella, Grove, key spots in Midtown, and Miracle Plaza. Connect the entire Midtown project area.
Love the yellow and black watching signage on Gaines and cascades - we need that
I love the new yellow and black signage around cascades and gaines. Let's get some of that in midtown.
Of course ALL of these are important and I want us to accomplish all 7
Why are you showing highway signs? This only encourages fast travel speeds
The signs are too plentiful & conflicted get rid of the signs by sorting out good design that creates good behavior Thx
Signage has improved but can of course be improved. This sign, for example, has been very helpful.
Signage is important, but it must be dne in a low key, tasteful manner, or it will become visual noise/ an eye-sore
Please make them large so drivers of all ages can see it. Also so it can be seen from a distance so that drivers are not slamming on the brakes, etc because they couldn't see it until they got right up close to it.
I have spent the last 5 summers in Europe and I have been so impressed with how create vibrant public spaces, great public transportation, wonderful connectivity for bikes, and how they prioritize people over cars. That is what I want for Tallahassee. In many cities in Europe, you need a very expensive permit to bring a car into the city. However, they have areas outside the city where you can park and ride a bus or train. They create convenient public transportation, incentivize its use, and disincentivize car usage. In Oslo, where I spent last summer, there are no parking lots in the City. The mall is downtown, housed in 2 5 story buildings connected by an aerial walkway. It is served by bus, trolley, train and subway. OK, we're not going to get a subway and probably not a train, but the other 2 are doable. We need a combination of incentives and disincentives to get people out of their cars and on to their feet. Encouraging walking is good for the environment, will help us reach our decarbonizing goals, and it is good for people's health. I see far fewer obese people here even though in Italy (where I am now) there is a gelato store on nearly every corner. Why? Because everyone is out walking!
Trim all the bushes and limbs blocking roadsigns and put the roadsigns close enough to the intersection so they can be seen before you drive past them.
This area is very difficult to walk around. As a pedestrian, your life is always in danger. We need more facilities and signage that encourage drivers to slow down, pay attention and respect pedestrians.
omg - those medians are a headache to see at night and the speed bumps shouldn't be in a roadway. Speeds should be enforced by police rather than wrecking my suspension.
Instead of speed bumps why not add more pediatrician crossing to give the public more places to cross (using the same system currently in place as the crossing in front of Wataburger) and it will slow the traffic down.
Enforcing travel speeds is an important part of this topic
Not speed bumps. would prefer medians, on-street parking, two way streets, narrow lanes, etc
Speed limit of 45 on Thomasville between 7th Ave and Bradford Rd is excessive.
for 30 plus yrs I have begged Any & All for help for 6th ave . no one will help this "major Thoroughfare". These homes were here before the schools , hospital or churches . Please Help
I'm very concerned about the realignment of Beard Street, I am afraid that making it more connected will increase the amount of speeding cars that use it as a cut through. It's already fairly bad.
On street parking would be great, not sure how this could be done though
Narrowing lane width would help, as drivers drive to road conditions, especially where it is 6-lane. This would also help pedestrians crossing the six lanes, and more pedestrians will slow traffic.
Please NO more speed bumps.
Eliminate one-way pairs. Returning Gadsden and Calhoun to two-way streets would have huge positive ripple effects on Midtown. Related to travel speeds - no one obeys the speed limit on one-way pairs.
Midtown does not feel like a safe place to be a pedestrian. I regularly attempt to cross 7th in front of the police station to get to a local coffee shop. It feels like crossing the Autobahn. Additionally traffic on Thomasville between Monroe and 7th is very intense. I use the crosswalk in front of Whataburger regularly and have nearly been hit numerous times by cars travelling ~40mph. Rush hour feels particularly dangerous.
Bronough and Duval have a lot of accidents. One way roads like these help traffic flow but at a cost. They encourage high speeds and contribute to additional car accidents and make the roads unsafe for pedestrians, which is the whole point of living in midtown.
Not a fan of on street parking if it creates door zone conflicts between bikes and cars.
we have a problem, folks! especially on Gadsden up the hill past Ingleside, Beard and a screeching halt at 6th....I-7 and I-6, as we call them, if possible could be slowed down in tandem with Beard, Ingleside and Gadsden?
Not a fan of on street parking if it creates door zone conflicts between bikes/cars.
Would love to have the existing speeds enforced.

Reduce speed limits. Narrow lanes and landscaping (trees and hedges) close to the road. Decorative barriers/guardrails to protect multi-use path where speed on Thomasville Road goes above 30 mph.
reduce speeds throughout to 35 max, 30 or 25mph
I am most concerned as a resident of this area, that it REMAIN one of the very, very few low traffic, low density, small local vendor commerce sectors that gives the highest priority to pedestrian and bike passage, while having the LEAST impact on the residential areas/neighborhoods that border it. I am also concerned that this area retain it's historic architectural uniqueness and heavy tree density.
Focus on slowing traffic where it is most critical: at intersections, at crossings, and around businesses. On-street parking facilities should be designed such that they are effective when empty.
We love the on-street parking such as Gaines St has.
Cars travel way above the speed limit both on Beard St, and 6th and 7th.
Cars travel way above the speed limit both on Beard St, and 6th and 7th. Speed bumps don't help. Drivers fly over them. How bout giving out tickets.
Consider not only walking safety and comfort, but also feasibility: long waits and detours present obstacles to walking.
Wider sidewalks is more important than bike lanes to me and I used to ride my bike around to get places before I moved to Tallahassee.
Because parts can be more narrow this would be nice.
All for more walkability and beautification. Please no more speed humps. They affect residents the most who already are the most conscientious drivers in their own neighborhoods, no-residents just speed inbetween them. They tear up cars.
Clean up the existing side walls and continue them. Branches hang in my face and leaves cover the path in many places. They also randomly end.
Same as bicyclists and e-scooters but would like to see separation of pedestrians and bikes/scooters on the multi-use path.
While sidewalks have improved, there could still be more
No more sidewalks necessary.
People who choose to live in midtown do so because they want a walkable lifestyle. Many are aging and look towards a world where they will need to give up driving. Some are young and enjoy walking. Some are poor and do not have cars. Improving the ability for people to walk safely from their homes to essential amenities - grocery, post office, school, and the addition of a hardware store at some point would greatly improve the life and safety of the people who live here.
It seems like it would be an intuitive jump to connect Lake Ella to the rest of midtown via more pedestrian friendly crossings on 7th.
Plant real, native trees that add color in the fall and shade from sun in the summer. Employ the services of a genuine landscape architect that understands balancing aesthetics with maintenance cost and safety. This should start around the entire city immediately. Don't wait till it's too damn late. Get on it people.
Plant real, native trees that add color in the fall and shade from sun in the summer.
I would like to see defined pedestrian crossing at Beard and Gadsden. This is a main crossing for residents of LP, and for Midtown goers who park on Beard. Yet it is very dangerous, with drivers speeding up the blind curve.
Public bathrooms
Flashing lights at all cross walks makes it more visible and requires vehicles to stop which would
Critical
Design elements need to include shade trees along sidewalks, separation from traffic,seating areas, pavement design, lighting, abuffer to private properties, adequate sight distances around corners and at driveways, shy distances to walls and other structures, street furniture,continuity, ramps at corners
Design of borders and buffer areas (shade trees) should be planted should be planted between the street and the sidewalk.
no comment
low low low priority until the street signs and sidewalks are in place
YES YES YES PLEASE
Making midtown a destination for walkability and convenience is very important
Street furniture?? What the heck is street furniture?!
Placemaking encourages people to walk around and creates sense of community.
One area that I think greatly needs a facelift is Lake Ella. Vagrancy is a problem, as is invasive and aggressive wildlife (muscovy ducks). I would suggest demolishing the picnic tables and putting in a children's playground.
Before you work on placemaking, you have to fix the sidewalks, the vehicle safety, and work towards making midtown a walkable oasis for shopping and living.
It should be increasingly easy for people from other parts of town who work in the area to find their way to and from the locations where they work. This can be done with more efficient public transportation that runs quick and runs early, with few or no unnecessary transfers or stops at a distant location from business districts.
more outdoor amenities such as fountains, sculpture, pocket parks, and WIDE sidewalks are a must.
Landscaping
North Monroe in Midtown is very unattractive as well as unsafe for pedestrians and bikers. Anything that could make this more of a destination would be fantastic!

So much potential in the project area. Kimley-Horn should prepare some visuals that include colorful shade sails and landscaping to connect multi-use paths into, through and out of the Midtown core. These designs should be attractive enough so that people want to walk or bike/scoot. Lighting also key.
Can't get past this section even though I rearranged these. Is it because I put Congestion at the top?
Can't complain about a little update and sidewalk beauty.
Need places to rest and sit between shopping. Need trees that produce shade, not palms.
Placemaking should be functional. Lighting should provide safety and security. Trees should provide shade for walking and induce slower driving.
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Placemaking should be functional. Lighting should provide safety and security. Trees should provide shade for walking and induce slower driving. The sense of place is best left to surrounding land uses (shops, homes, etc.) and street elements should follow.
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Midtown needs a parking garage so people can park for several hours and walk around without worrying about getting towed.
Screen 3 Comments
Cute sign as I vroom by on that quick one way street.
Like this but want prettier signage. More entrance worthy
This is made up of two individual boards. Would prefer one consistent sign with a more "established" look and less of a "charming" aesthetic. Less is more.
Signage is great but this example is shitty.
Too busy.
Don't like this signage, but love more signage
No readable when driving.
Love!
Hard to read when in car; can only read on one side.
Even though this is made up of multiple pieces, the design is consistent and points to attractions very well. The prior one lacked consistency.
This is okay as long as you avoid sign pollution. Too much signage is distracting.
Like the idea but this sign is too busy and unattractive
Could like if signage is not too cluttered and font is large enough to easily read
too busy
Sharrows hurt cyclists and make the roads more dangerous. How is this even an option?
These do nothing to protect bicyclists. It is a street fight
This would be fine on less busy streets, but on streets like 6th, 7th, Monroe, Thomasville, Gadsden, Calhon these would not be a good idea and I wouldn't feel safe.
I'm not sure how much sharrows really help over dedicated bike lanes. Many drivers still honk or try to get around you.
And look - this one is right in the center of the lane! Yay!
Course the on street parking is a death zone for cyclist riding by!!!! Door zone - death zone!
Only works with appropriate traffic speeds, less than 25 mph.
Dedicated bike lanes please!
Sharrows don't protect cyclists.
Please don't call this "sharrow". It's a terrible mashup.
They are useless and dangerous.
These can lead to accidents and are not as safe as buffered bike lanes.
sharrows are NOT well understood by motorists - a massive public education campaign must accompany sharrows, reduce speeds on these roads and increase speed enforcement
Need bike lane with barrier from cars
We need true bike lanes cars disregard these arrows
Sharrows do not convince beginner or intermediate bikers to use the road, too unsafe
If it has to be shared I like it but would much rather prefer protected or buffered bike lane
Sharrows = "we hope you don't get killed by car but we won't do anything about it"
Protected bike lanes are necessary so that all cycling populations feel comfortable enough to actually ride.
Mixing car and bike traffic will only work well if there is little car traffic and it would not be faster than typical biking speed.
Symbols and signage are fine, but better enforcement (e.g. of the 3-foot leeway law) is necessary.
I like the idea behind sharrows but I don't think they change driver behavior.
We need to keep encouraging bike transportation with these types of features.

I want to ride my bike on the sidewalk. I do not feel safe driving in the middle of the road. I have done it, but wife never would, and she would never let our child do so. You wouldn't tell your grandmother to ride a bike out in the middle of the road would.
How to sharrows enhance safety or make it easier for people on bikes?
include these signs on ALL roads w/less than 14ft travel lanes: CHANGE LANES TO PASS CYCLES, CYCLES USE FULL LANE, PASS WHEN SAFE
Love the assist. Do not like the appearance of the sign. Hoping we can make Tallahassee more beautiful without detracting from the natural beauty of our trees with trashy looking signs. Could we have artist signs? This would be amazing.
I like the message but not the sign.
Looks lazily done in the photo.
Something nicer looking
Should come in tandem with actual services, so if there is not a bike rental next to it then this should not be a presence. Try renting out a billboard in the area.
Signs are trashy but wording is good
I would strongly like these if the signs weren't so ugly. Make them bigger, better, prettier, more modern.
Nothing compares to physical separation.
Nothing compares to physical separation. I want something I can take my 3yo niece to on her trike
This is a large buffer I would consider using.
Thomasville Road is too narrow. Take valuable parking from businesses is not an option. Do this on Monroe and give the bikes a different option to come into town.
This is certainly safer for a cyclist than a Sharrow but may be a challenge retro-fitting out streets like this picture.
If this means widening the road, then I do not champion this idea.
I like the idea of buffered lanes when converting road to bike lanes, but not taking up more greenspace for pavement. Tallahassee's lack of a critical mass of bicyclists probably has more to do with poor planning (massive sprawl over the last 30 years) than lack of dedicated bike infrastructure. Additional tree canopy over roads to make bicycling less brutal in the Florida sun would also help.
Some physical barrier (need not be expensive; planters would be adequate) would prevent most misuse of bike lanes by drivers.
Protected would be better
Absolutely this
paint doesn't work well as a separator. Use trees, etc. instead. REduce speeds on ALL roads, squeeze traffic lanes, offer FREE transit to ALL, etc...
This is especially important on uphill sides of streets; not as important going downhill.
I saw these in D.C. and Stockholm. They were widely popular and much safer for bicyclists and drivers.
Buffered is safer. The green image (above) is often ignored by drivers.
I hate these! No protection at the intersections most of the time which is where the majority of conflicts happen!
Cyclists are traffic. Except on interstate highways, cyclists have full use of a lane. The Cycling Savvy course should be required of all drivers to understand this.
A physical boundary has proven more effective in anything I've read. Even if it's not a life saving type of barrier.
Sidewalk too narrow
Brick sidewalks are pretty, but can pose trip hazards and barriers to accessibility.
More side walks along N Monroe with TREES to shade them would be great!
As long as you don't take away parking in midtown. We don't have enough as it is
Currently I don't feel midtown is terribly pedestrian friendly, a result both of a lack of pedestrian friendly roads/walk areas and a lack of parking
Would prefer more of a barrier between sidewalk and road.
Would prefer more shade producing trees, not palms. Would some trees to be closer to the road to create a buffer between traffic and the pedestrian.
There is too much high density commerce/apartment housing this picture to suit the purpose and character of the midtown area. The current sidewalks are sufficient to maintain pedestrian preeminence
This particular sidewalk will be difficult to use with a stroller, walker, or wheelchair. Sidewalks should be wide, smooth, and reasonably flat.
Sidewalk too close to roadway.
Looks scary to anyone outside of a car. Would not want my child walking on that sidewalk.
I don't like palm trees as they don't go with the other trees around Tallahassee.
Sidewalks not big enough
Colorful, attractive, accessible. Encourages walking
include trees to shade walking paths, sidewalks
There needs to be a divider between traffic and pedestrians.
Buffered would be better

Again with the wrong style plants, not native. Also no benches or micro places for people to gather
Too narrow for adequate foot traffic
Would like this more with street trees in between sidewalk and street
If you can get people to use them..The crosswalk at Whataburger is really helpful.
Cobblestone, while pretty, is not Ada accessible.
WIDER
Too close to fast-moving traffic
One way streets do not calm traffic
NO MORE PALM TREES - JUST STOP
More sidewalks are always good but the ideal sidewalk has physical separation from the road, either with trees, parallel parking, bike lanes, etc
I feel like this is just making the sidewalk more fancy without any practical benefit. A multi-use path would be so much better to invest in. Instead of it just looking prettier, people would use the multi-use path more. And if people are walking/biking more in midtown I think it would bring a much more city center feel to midtown that European cities/bigger cities in the US have.
This looks so old school and car oriented. There is no buffer from cars - which is a main driver for discouraging walking
Would prefer protected bike lanes and sidewalks removed from curb edge
If there is heavy foot traffic or heavy bike traffic, biking and walking should be separated. Additionally, choose the appropriate bike facility for a corridor; do not duplicate facilities such as by providing both bike lanes and a MUP.
As long as it does not take away parking from midtown businesses
Just needs more shade, but I guess with time those trees will get bigger.
If there is heavy foot traffic or heavy bike traffic, biking and walking should be separated.
My favorite for all walks of life.
Overall, I see this as preferable to on-street biking or buffered lanes. Car-bike interactions are more frequent and more deadly than bike-pedestrian interactions. Again, though, limiting the amount of greenspace converted to pavement is important.
This is a good use at Cascade (where it seems to have been captured) but again, implies a widening of the roads to increase auto traffic under the superficial intention to make better pedestrian walk way.
These have been a success where they've been installed around Tallahassee. FAMU Way and others are great!
A multi-use path should be on Thomasville road
It would be great to be able to add this in Midtown and connect this to Franklin st down to cascades park. This plus a mix of Buffered bike lanes or one-way street bike lanes would be awesome!
Stress "recreational" and "transportation" route. Enthusiastic cyclists who speed ride on these paths downtown should have etiquette training or ride somewhere else.
I feel like this is organizing the best approach given the narrow streets and Tallahassee drivers' hatred of bikes.
I like these but buffered bike lanes are safer for pedestrians and bicyclists.
Where is there room for this kind of option in mid-town? Expensive.
Best option
A focus on native plants in an island would be nice
This landscaping looks cheap!
I think it would be a better use of money to invest in multi-use paths. Midtown is already pretty.
Make areas where people can walk, bike, roll (disabled) that have beautiful landscaping and places to sit along the way. Midtown is small.
Make it walkable and interactive. Green space, gathering space. It's part of the draw and sense of space.
The palm trees don't "feel" like Tallahassee
They are great if they are maintained.
I believe it's important to use more local plants-and fewer palm trees.
Trash trees. Maintenance nightmare.
This is not south Florida. Loose the Palm trees.
I'd rather use the space for bike/ped improvements.
I like the green but it is all exotic plants. Trees and shrubs should be native and appropriate for north Florida.
These provide much needed shade and beautify our city.
There should be a focus on native plants in these areas
PLEASE no more medians with trees. They only encourage jaywalking and make lanes smaller.
Not potted plants but instead create a median garden. Park Avenue in New York should be a valuable source for inspiration.
No palm trees!!!
Preference should be given to native trees over non natives
Avoid trees that do not provide shade. Palm trees are not effective and not unique identifiers for Tallahassee/North Florida.
Would prefer fewer roads altogether.
No palm trees! They don't match Tallahassee!

I love the trees. Do not like the one lane. I never drive on Gaines street anymore. Takes too long. I am fortunate there are other routes to work but would hate to be in a long line of traffic just to get home
The street in it's current state is not attractive.
Median less important than sides
I would prefer a less generic, more Tallahassee native look.
Street features should be functional and use street space and money efficiently. Medians with trees are of little purpose compared to buffers with trees and planters.
Depends on how it is done - live oaks and other shade trees are great and provide maximum return for minimum effort. Small scale- landscaping with flowers and perennial shrubs are nice, but labor-intensive and it's better not to have them than to have poorly maintained ones (as you see in many private plantings and some city plantings already in place).
Not a fan of palms and crape myrtles, which do not provide shade.
Looks nice but I would rather have more uglier crossings with some protection than few beautiful crossings with tons of protections.
But not if it mean wideing the roads and creating space for high density housing/commerce bordering the road.
No more palm trees in north FL
Would rather have a narrower road and wider sidewalks
With native plants!
should not interfere with automotive traffic
Must have traffic enforcement for drivers who don't stop. They treat it as optional and I've almost been run over a few times.
There needs to be more of these. Midtown is not currently walkable
These crossings should only be at traffic signals. Someone will be killed, because it is confusing for driver.
Would rather road be narrower
These seem to be working on Gaines Street.
I like the change in materiality but raised intersection to further slow speeds would be nice - seeing as how we already have one of these (please more xwalks!!)
Footbridges
Mid block crossings are frankly a bad idea. They encourage jaywalking and are not movement forward.
These are on Gaines and they are much safer than people jaywalking.
RFBs are very nice
Causes traffic to slow without tearing up cars
Crossings should be combined with traffic calming measures; this is where slow driving speed is most important.
The priority to pedestrian safe crossing is appealing as well as the density of trees and vegetation in this image.
should not interfere with automotive traffic
Make mass transit better. Park and ride is an option. Give the people an incentive for NOT commuting via car. Give them a bonus for riding efficient comfortable ON TIME buses into town. It is time for Tallahassee to realize changing roads is not the way to do it. Change the way people come into town.
We have to have more of these if we want people to use public transportation.
The cover could be even bigger. Also, if it were designed so that instead of being round, causing rain to fall on both sides of the bench, getting passengers wet as they enter the bench, you could have a flat 30 degree angle cover, causing all of the rain to fall behind the bench.
I am not a fan of the stop specifically pictured, but if Tallahassee's bus system is going to work, all stops should be covered from rain and have shade trees.
All stops should be covered. Be nice if they were more regularly cleaned
Love it. Protection from weather
All stops should be covered. This is Florida. It rains often or people need shade.
We have sudden downpours that those shelters do not provide shelter from. They need to be deeper.
Buses need a place to pull out of the traffic lanes into.
This is the perfect example. Should be a turn lane to allow traffic to move past without slowing down.
In Florida a necessity
Covered bus shelters are crucial!! No one wants to bake the Florida sun waiting for a bus
Remove bars so someone can lay down if needed
Dislike arm rests that break up benches
Sitting areas are important to increasing comfort.
Hostile design
We hate the benches that have the bars on them that stop folks from sleeping on them.
Designs like this that prevent the homeless from sleeping on them are inequitable
these are great if the bench is in the shade.

Benches with anti-homeless components are unnecessary, especially since the city is not prepared to help or assist the homeless further. Also, certain size people cannot comfortably sit in benches like this.
This is hostile street furniture.
A little hostile
I love the idea of benches but please can they not have all of these arm rests in case some people dont fit. Or if others need to lie down.
Would like this inage better if the bench wasn't specifically designed to be homeless unfriendly
Dislike the armrests. Should be a single bench
It is hot here. Resting is good.
These should be used sparingly. Seems like there are too many along FAMU Way. Rarely see people using them.
Adding benches in places that sit in direct sunlight but placing no shading over them is useless in Florida. (specifically referencing a bench placed on Thomasville before you approach Colonial, but I'm sure it's not the only instance).
Remove the anti-homeless elements.
This giant signs designed for a highway seems like it would increase travel speeds.
I need more information on this in terms of what road(s) would be converted to One-Way. If Thomsville Road, need more information on how it would work before I can really give comment.
6th and 7th might be better served going back to two way. The speeds on those gateways ate ridiculous
This helped me a lot when I was new to town.
Based on the description of travel speeds as "calming traffic" this would be the worst approach. One-way pairs destroy neighborhoods by "rapidly" moving cars through. ELIMINATE one way streets. Do not create more.
Like on Gadsden, not on Thomasville
Only if traffic is calmed.
Only if traffic is calmed. I would like one-way if it allows for improved bicycle infrastructure.
Do we really want to move traffic more rapidly through a neighborhood?
This basic survey format. The city made some poor planning decisions in allowing rampant growth to the north, and needs a way to get people downtown efficiently. One-way streets may be a part of that - particularly carrying southbound-traffic from Thomasville to Monroe on 7th, perhaps. But having them bordering a public park, as the picture section of Gadsden does, seems dangerous and disruptive.
Not if it means widening the roads or creating new roads, especially not if it is to be used as a crow bar into neighborhoods to to saturate the area with homogenized high density commerce and apt housing.
The one way streets in Midtown are the single worst element for pedestrians and good street design. They are effectively highways in disguise. Eliminating these should be a top priority.
Leave 6th and 7th one way, but leave Beard St. Alone with two ways. It slows some what with the parked cars.
The one way streets in Downtown and Midtown are speedways!
Want to keep Gadsden One way, but keep Thomasville two way.
The image is nice (trees, canopy, well signed)
but as a concept I'd like to explore making these all 2-way streets
Its a good idea, I would prefer to spend the money of better sidewalks, but its a good idea.
Being informed is helpful. Be nice if we could be informed about late buses. Not sure Tallahassee does this through an app very well. Maybe a digital sign could help?
MARKET THE TROLLEY. Not just signage. Increase public awareness. Add stops on the fringes of midtown where parking is easier.
I hate benches with the stupid arms to attempt to keep people from sleeping on the bench.
Just make it consistent.
I'd like the benches and bus stops more if they weren't so ugly. More modern please.
More frequent bus needed
This is excellent. Not everyone has a smartphone with unlimited data to scan QR codes or look up an app
Would love to get to a place in the future where the cars weren't far and away the best way to navigate the city / built environment.
Too fast in residential areas. City won't install traffic calming on 6th or 7th unless more people are killed.
Issue is keeping folks from speeding down two lane one ways like 6th and 7th avenues. It's dangerous how fast people drive down those roads (I used to live on 7th).
Improve already existing one way streets and divert traffic to them.
Depends on the street, Thomasville Rd should definitely be two way
I need more information on this in terms of what road(s) would be converted to One-Way. If Thomsville Road, need more information on how it would work before I can really give comment.
Midtown should be a destination not a pass through. One way streets are a silent killer for businesses and pedestrian connectivity.
Would prefer two way for thomasville road but one way traffic is fine for more local road networks

As long as there is signage—especially for out-of-town visitors.
Time lights better.
Thomasville and Monroe do not need to be one ways
I think one way streets are confusing and create congestion.
I always thought it was a DUMB decision when they decided to make southbound Meridian turn right on 7th. Thomasville should be one way southbound below 7th (allowing Meridian and Thomasville to go south) especially since you have Gadsden going one-way north a block away!
One way streets must be much better marked. I often see people going the wrong way in midtown. There are so few one way streets in TallHassee as a whole that people don't look out for them.
One way streets result in diminished neighborhood feel and cause drivers to speed. TPD does not enforce speed limits in midtown roads now. We don't need more incentives for drivers to speed.
One way streets work well
Leave Thomasville. Rd. Two way. It is better for businesses.
Low density, heavy tree coverage, low traffic
Lane markings may be unnecessary on slower local streets.
Needs better streetscaping
Love the green-ness. Tree overhang is a bit too low, making visibility (esp of pedestrians) hard on drivers.
More road diets - more on street parking. More buffers from cars. more design for people. LESS design for cars. Isn't this, like, a multi-modal district or something?
More walkability is best
Doesn't really help the people who don't live in that area.
Widen sidewalks to provide additional walking space. Look to New York for example.
It can be good but not if it adds to car traffic congestion
This option will only make traffic worse. This is a main highway into town.
D.C. has committed to this and it seems to have significantly eased traffic congestion.
Walking yes, biking NO.
Too many bikers think they own the roads and their lack of observation awareness responsibility places undue strain on motorists to be extra agile to avoid the bikers inappropriate sharing of the road.
There will never be a time that even if an accident is the bikers fault that a driver would not be devastated!
Keep bikes off our streets. We grew up riding on the sidewalk to be safe. Let bikers and pedestrians share verses vehicles and bikers ♡
should not interfere with automotive traffic
Very effective at making a street safer for everyone
The takeaway message is Slow Down!
I'm neutral on these because I think they can become eyesores (ex. The one on Colonial) and actually more dangerous (same example-almost been hit there numerous times)
Need in the Midtown corridor
No speed tables or humps.
Traffic calming should be applied in critical locations and be made functional where possible. For example, a chicane might consist of an island with a crossing refuge and parking bays before and beyond it.
Looks out of place in a historic neighborhood setting
Traffic calming within adjacent neighborhoods is of only limited effectiveness due lack of enforcement and relatively infrequent calming devices.
Tacked-on speed reducers annoy me when driving. Would rather have the road designed and built where I just naturally want to drive slower.
I would like to see speed bumps on Beard St. as more commuter traffic has moved onto the street and it is where my kids walk/ride bikes.
As traffic increases in midtown, we are going to need more traffic calming.
Turn lanes are all right, but there are areas where "no left turn" signs would help traffic immensely. Also need specific 'instructions' on entering and exiting places like SoDough, where there is no turn lane option and traffic is held up by patrons.
I have used these exact turn lanes many times. If I'm driving, I want a turn lane and not to be blocked from getting to something that is RIGHT THERE. :) Though maybe those feelings belie my long term vision of less car dependence.
I selected neutral because people don't use the pictured turn lane appropriately (never fully entering the turn lane so still blocking through traffic while waiting or driving down the turn lane to their turn half a mile away), but I'm not sure there's any fixing that.
Every time I see the added-later reflector sticks it means an engineering failure in the road design

This takes up space on the road and causes more chance for collisions with bicycles and pedestrians.
Barriers are not maintained after stanchions run over. Looks trashy too soon. Check out this view today in reality.
I believe the crosswalks designed to help walkers are dangerous and confusing to drivers.
Although I think it is somewhat difficult to get in and out of the midtown businesses as currently designed, I would be worried any "solution" would actually make things more difficult by trying to control traffic more and limit access points.
Turn lanes are an awful use of space and only speed up traffic. This example in Midtown is particularly egregious.
Dangerous and ugly
Should be obvious and straightforward.
The turn lane in the image is too short and not easy to navigate.
Left turn lanes are always a good idea.
Not necessary on Thomasville
Like the access, hate the ugly traffic bars. Can't a beautiful design be used to block cars?
No absolutley NO. Turning five points into five points has been a mess since it was done. The businesses that support midtown would be severely impacted by having thomasville road made into a one way street. Improve traffice on other roads so that people don't use midtown as a throughway. Use monroe and other one way streets.
Don't support one way streets of any kind.
Not if it means widening the roads, increasing auto traffic under the guise of increasing pedestrian and bike safety.
Depends entirely on the context. One-waying streets can be useful in efficiently moving traffic, but can also encourage speeding.
One way streets can be confusing and lead to congestion. Not a big fan.
Not necessary in Midtown!
While safer for non-vehicles, I think one-ways promote speeding on the part of cars.
Oone-way must be one-lane; otherwise it's just a through street, killing the sense of place. Example - N. Bronough through Levy Park/French Town.
Wow - the one way street is asked so many types, one might think someone is trying to sway the data!
I need more information on this in terms of what road(s) would be converted to One-Way. If Thomsville Road, need more information on how it would work before I can really give comment.
If they are shorter. Tallahassee traffic lights are too long! Especially coming off a side street to Thomasville rd
Shorter or longer signals isn't as much of a problem as signals that aren't synchronized. I have had to sit through many a green light in Tallahassee because the signal one block ahead is red.
Use sensor lights if possible
Don't get this question
Make them in sync with the rest of the lights for uninterrupted traffic flow. Faster/slower is unimportant.
As long as they are synced to help traffic flow at peak times.
Please do this. There is nothing more frustrating than being the only person at a redlight.
Longer on Thomasville and synchronized to take traffic the whole distance of each major stretch.
Signal timing should promote good traffic flow
Especially at the intersection of Thomasville/Meridian/Seventh it seems that signals seem to creat a major backup during morning and afternoon commute times
Signals are currently very short for pedestrians, particularly if they are not given courtesy or right of away to start walking until the traffic has cleared. As a pedestrian, it would be nice to have a dedicated time to walk without concern of being hit by a car.
Tallahassee's traffic lights are terrible! Something has to be done about their timing. Fixing the timing would help with traffic problems
Too many overhead wires.
signal time should be made shorter
signal timing should be made shorter
That picture looks fine from inside a car. Not someplace I want to spend time in though. Is midtown a destination or journey from Killearn to downtown. I guess it's both and therein lies the conflict.
I ride a bike at night and the signals often don't trigger to change the light unless a car is waiting at the light with me
I have not noticed signals in the study area that are particularly ill-timed or mismatched for traffic volumes and directionality. The one potential exception is the transition from Gadsden to Miccosukee, in which the traffic sometimes backs up into the Gadsden/7th intersection.
Again too many overhead wires.
Heinousness.
Signal timing should favor walking and local traffic rather than minimizing stops for through traffic.
Signal timing should present the minimum feasible obstacle to walking. At the very least, crossing should take priority over maintaining a "green wave" other than for transit.
I like signal timing but the intersection looks horrible
Don't get

I definitely find that no matter the length of the signal, if there are cars turning in conflict with pedestrians crossing, it gets terrifying rather quickly. I've been nearly hit multiple times, when I clearly had the crosswalk light giving me the go.
No matter the signal time, it gets very stressful when there are turning cars in conflict with the crosswalk. I don't know a solution for this, but I do know I've been nearly hit several times because a stressed driver was either impatient or not paying attention.
Really hard to get gist of what change this would be.
Forget timing. Make lights so pedestrians can get across with a push of the button.
Franklin Boulevard looks great with it's multi-use path. Look forward to more on Magnolia Drive.
In theory yes. Not on Thomasville Road. There is no room to widen it. Use other streets to do this so they are used more frequently. Divert traffic so that only the people that are coming to midtown use thomasville road.
I like the size of the sidewalk. I wouldn't feel safe using that bike lane, I would just ride my bike on the sidewalk and I don't have an issue with that. Riding your bike on the sidewalk should be legal, with strict liability if you injure a pedestrian.
Does not have demonstrat enough tree coverage.
It does not make sense to have a split sidewalk when there is a bike path on the road.
MUPs are better suited for longer biking and walking journeys between destinations
MUPs are better suited for longer biking and walking journeys between destinations than they are for moving within destinations.
Not attractive
Sidewalk is separated from roadway. Good.
More shade desirable
this is an expensive option - better signage, lower mtorized traffic speeds and speed enforcement is less expensive
I think buffered bike lanes are the safest option for pedestrians, bicyclists, and drivers. However, I think this is the second safest option.
Just make sure that it is wide enough.
Love if we can find the real estate and in the right location linking other parts of our community
Can't we just get connected sidewalks for walkers first? I mean, I like multi-use paths on larger trails - but in a dense environment?
Doesn't this let cars go faster? Is there even room for this in most of Midtown (with the exception of Monroe st - where it's appropriate).
Only for wide crossings such as 4 lane roads.
Depends on the context. Can be safer to just get people across and out of the traffic flow altogether.
Protected space is cool. Maybe it can look nice roo
NO MORE PALM TREES
Very important on a street like Monroe to slow down traffic and encourage more pedestrian activity
When appropriate. Medians are not for everywhere.
reduce ALL speeds to 35mph MAX and 30 or 25 as an average...
Brilliant way to make wide roads less dangerous and perceptively dangerous!
I like the crosswalk but it is not attractive. I have seen many times, drivers fly through these even when lights are flashing. Frightening
Refuge islands serve no purpose when the crossing is on a signal. They are most useful for crossing smaller and slower roads with no signal.
These kinds of "islands" are only used when there exists the intention to widen a road and increase auto traffic, which is counter productive to the pedestrian nature of midtown area.
I like this, but I would rather have more smaller crossings than fewer ones like this, which has a large refuge area and is probably more expensive than a smaller one.
should not interfere with automotive traffic
I appreciate the new walk way signal at Lake Ella on N Monroe Street. Glad to see these refuge islands being installed on Monroe.
These are dangerous.
Please please don't do this. Seem my previou comments.
If it would actually "create more pedestrian" facilities I am all for it. If it is just converting a two-way to a one-way and leaving everything else the same, I'm not sure. Sometimes it seems like one-way roads with two lanes are more dangerous because the vehicles travel much faster, but I don't know what the numbers are for that in terms of safety.
Although it is pedestrain heavy, this image implies again, another road widening and increase in auto traffic. Again, counter to the current pedestrian small is beautiful nature of midtown.
Streets should only be one way if there is only one travel lane.
I like the walking and bking areas. Worry about the traffic congestion.
No more one-way streets. It turns neighborhoods into freeways!
Sidewalks and streets should not vary in width for as long as can be made possible.
One way streets only if pedestrian facilities are included

I think one way streets can be confusing and create congestion.
I worry about travel speeds on one way streets. This is an okay solution if there are space constraints.
As mentioned before, bad for retail and increases speeds
see previous comments on one-way streets.
One way streets increase traffic speeds and are not a good pair for pedestrian facilities. Eliminating one way streets should be a top priority.
The one-way streets in midtown make it more unsafe for pedestrians to get around
Short one-way such as a roundabout or for a block would be ok.
I need more information on this in terms of what road(s) would be converted to One-Way. If Thomsville Road, need more information on how it would work before I can really give comment.
Our one way streets are used as highways through neighborhoods and pedestrian "centers". Should we keep repeating the same mistakes?
Is this a pedestrian only thoroughfare? Or a road where people feel safe enough to walk?
Looks like people walking down a road.
All I can think about are the pedestrian zones in Europe, and those are fantastic. How cool would it be to make a destination like that here?
Safe walking areas encourage community gathering
Plazas are perfect. Try creating one in the next private development.
should not interfere with automotive traffic
This looks like someplace I would want to be!
This would be nice, but you are talking about a main highway. Too much public space will create long term problems.
Sidewalk has room for retail and cafes
This looks like a Seminole Booster driven Collegetown disaster to me. Complete obliteration of a family and resident dense historic neighborhood to make way for uninspiring, homogenized, unchecked expansion.
As long it is installed over the current walkway schematic and is not pushed in to widen the roads.
Tallahassee definitely needs more benches
Trash/Recycle bins should be more common in more places as well. Especially near street furniture.
Needs to be focused in areas where it would be used - where there is actually pedestrian traffic and people want to linger.
These should be provided where they would be functional and useful, such as in and around parks, at transit stops, etc.
I love benches and bus stops; however, we currently have a real problem with people sleeping in them and completely taking up residence with all of their belongings. They leave their belongings there or on the side of the road while they are not "at home." I do not see anything being done to curtail this issue. This is a safety concern for those of that live and walk around the area.
Seems like this kind of stuff would be underused. A fancy unused bench feels like a waste of resources.
may be abused by nonresidents/ nonvisitors
Needs shade provided over it, otherwise will go largely unused.
Like opportunities to rest. This is helpful to families with younger and older members
I'm all for furniture, just not a fan of this look.
These are great especially when they have shade cover!
Would opt for wood rather than metal in our climate. Metal gets too hot, and shade
Bad design but good idea
Can't we just get sidewalks that aren't death defying first?
I like them as long as they don't have "hostile architecture" design elements
Full cutoff fixtures to prevent glare
More lighting is pivotal, I think there could be more creative options.
Lighting can be beautiful and useful in safety
Pedestrian scale , energy efficient lighting is important
Well lit streets are paramount to an approachable night life. Less crime happens as a result.
LED lighting
Love the gas lights on fifth!
Lighting is important. Not necessarily this style
Ugly. Reminds me of the trashy gaslighting on 5th and 7th
Consider the affected of light pollution on local wildlife
The main purpose of lighting should be to provide safety, comfort, and security for walking.
There are new developments in motion activated lighting to save energy and reduce light pollution.
Currently the lighting is awful like it is in Tallahassee as a whole. Just don't feel safe walking at night.
Again, this image looks like an excuse to move in a widen the road and saturate a family resident friendly neighborhood with more traffic and more commerce.
Again - dependent on context. In isolation, one-way streets tend to provoke faster driving.
always faster, harm pedestrian walkability

OWS are less safe, 6th and 7th should be one way. Not needed for public space or this neighborhood
I like the idea of gaining pedestrian facilities, but I am concerned about the impacts to local businesses is traffic flows one direction, along with travel speeds (people already fly on Bronough and Duval)
Let the Killearn types drive elsewhere.
Although I can see where there could be benefits here, I wonder if one landing Thomasville through midtown wouldn't create more issues and make access to business and traffic worse
For some reason the line of cars still makes me nervous. I feel like I would be walking on the left, but want to get to the building on the right.
Please don't create more one-way streets in Midtown! Both Gadsden and Calhoun suffer from vehicles that drive far beyond the speed limit. Increasing the number of one-way streets will discourage folks from thinking of and appreciating Midtown as a neighborhood.
one-way streets create a sense of openness that allows people to feel safe traveling above the speed limits. Just look at 6th and 7th Ave after they were converted to one-way pairs.
One way streets increase vehicle speeds
One way streets increase vehicle speeds. Much rather reduce lane width
Like the public space worry about traffic congestion
There is a one-way street option that could work. That is one-way ONE LANE. Take Gadsden and Calhoun for example. Remove the second land of traffic and replace with bike, public transit, and pedestrian lane. This would facilitate connectivity, reduce the numerous wrecks on those roads, and curtail the rampant speeding.
There is a one-way street option that could work. That is one-way ONE LANE. Take Gadsden and Calhoun for example. Remove the second land of traffic and replace with bike, public transit, and pedestrian lane. This would facilitate connectivity, reduce the numerous wrecks on those roads, and curtail the rampant speeding. However, the current one-way design does not work. one-way, two -lanes creates a highway, not a "sense of place."
Only if this makes sense. The one way pairs south of FSU are speedways
Same comment One way streets are just okay.
I think one way streets are confusing and create congestion.
How is this placemaking?
I need more information on this in terms of what road(s) would be converted to One-Way. If Thomsville Road, need more information on how it would work before I can really give comment.
Retail struggles on one way streets with no high density around it. Also leads to increased speeds. Get rid of middle lane (no mans lane) on Thomasville to generate that additional public space.
Screen 4 Comments
I mean, I like this idea - but enforcement, PSAs, changing the culture is going to be a big part of this... how many pedestrian deaths and accidents have we had this year already? It's shameful and embarrassing
I mean, I like this idea - but enforcement, PSAs, changing the culture is going to be a big part of this... how many pedestrian deaths and accidents have we had this year already? It's shameful and embarrassing
Multi use or four lane with facilities & medians would be great BUT stopping them at Colonial does not help and really harms the cyclist trying to continue on south from colonial in tville. It's uphill and really intimidating on a bike.
WTF ? No kids elders or inebriated could navigate any of those options - get some people infrastructure in there
It's safer for drivers of cars and bicycles to give cyclists full access to a lane. Cyclists are better seen and given more room when treated like traffic.
I recommend having a bus/hov lane going into town in the morning and out of town in the afternoon.
reduce to two auto traffic lanes, two transit lanes and reduce speeds to 35 mph or less, add signage to indicate that motorist must change lanes to pass bikes in travel lanes
Like the idea of a multi use path. Like trees and nature. We need trees.
Even 4 lanes is likely too many. There is nowhere directly south that can receive or would benefit from that amount of car traffic. Through traffic should be directed around intense land uses.
The caption in the first picture mentions a multi-use lane, but while I see dedicated bike lanes, I don't see a multi-use lane. In Tallahassee, shad trees over the wide bright sidewalk would be crucial.
An absolutely crucial change but should include a buffered/protected bike lane due to the high rate of speed people ACTUALLY drive Thomasville at.
I would like to be able to drive from Meridian Rd onto Thomasville Rd
I would like to be able to drive from Meridian Rd onto Thomasville Rd
I like the idea of having better multi-modal opportunities along this section of Thomasville but worry a median will block access to the businesses along this stretch of road, as would/could one waying it
Why can't Thomasville just continue going on Thomasville Rd towards town without detouring to Monroe. People cut thru the old. Gas station to avoid going to Monroe. It not very accommodating the way it is now.
Allow bikers to ride on sidewalk. There are not many walkers in this area. The sidewalks can be shared.

This section should be given TOP priority. Monroe should be given second priority. Thomasville North should come last -- it's not nearly as big a problem nor is it ever as apt to have as many pedestrians, bikers, bodegas, etc.
Website not mobile-compatible - my choices are (1) two-way, (2) one-way, (3) no change
This may be an improvement over the existing traffic flows in some ways, but it seems a one-way street would encourage faster driving. Why not direct most south-bound traffic to Monroe on 7th and make Thomasville much more pedestrian-focused?
It seems a one-way street would encourage faster driving. Why not direct most south-bound traffic to Monroe on 7th, make Thomasville narrower and much more pedestrian-focused?
I would slow traffic even further: use crossing refuges and parking bays to create chicanes.
I like that 7th is one way now from Thomasville road to Monroe. It is convenient and rarely too long to get through in car even in rush hour. More spce for walkers and bikers would be nice but I fear the traffic would be backed up if less lanes were there.
Slow it down if you want Walkability! but, you never asked if we wanted walkability. Decide that first. then start the study, incl. Phase 1
This is mis-leading and should be corrected. Everyone is going to pick the option with pedestrians
Depending on the direction, one-way could be good or awful. If Thomasville is one-way south with no change to Gadsden, this will significantly increase traffic on Gadsden, an already dangerous over-crowded road.
Change Gadsden to a two-way street.
I like the idea of the one way and more walkable space, but how would you go North? Gadsden?
Running Thomasville road as a south bound one way street paired with Gadsden as a northbound one way is an interesting idea. I would still be very concerned about speeding. Motorists don't seem to travel anywhere near the speed limit on that section of Thomasville.
None of the above all ugly & unfriendly to interactive commerce
If you convert this to a one way road there will be riots.
As I said earlier - cut off the Monroe on and off of Thomasville road and problem solved!
This area should be pedestrian only. There is no need for car traffic here.
This area isn't safe for biking
Not sure where this is? Tharpe to Thomasville?
The street should be made more disability-accessible and elderly-accessible. Right now most of the infrastructure in the area is not very supportive of slow-moving pedestrians.
Wow, this change would make a huge difference for the folks in Levy Park! We'd love to feel safe walking in that area, and being able to get to Midtown with strollers, etc!
At least paint better Sharrows!
Most cyclists use MLK for this stretch. Not sure that would change even if Monroe got bike facilities
Stop planting trash trees/plants and landscape with native trees.
No palm trees.
Must have wider sidewalks. the median is unnecessary. Widen the sidewalks and create street parking. Reduce curb cuts as well.
Lines without protection from heavy vehicles Trucks SUV NE Tally are not safe Come on give us better choices & try to imagine parents with kids geezers with disposable income & drinking crowd safety not just this awful unrealistic car priority that all other modes have to risk their lives to get around consider Hire some imagination please or real people that work walk/ recreate on (not competitive risk takers)
I think you're also goin g to have to address E Bradford and Betton. Connectivity between N Monroe and Tville Rd could be improved.
Bike lanes with car traffic barrier/dividers
reduce speeds, drop to 2 travel lanes, treed protected bike lanes...
No change only because the good alternatives are not offered. Narrow it, plant many Shade Trees., w robust sidewalk...
Difficult to walk on Monroe street
This should continue to handle most of the through traffic, but through traffic should not be prioritized over crossing. Sidewalks and surrounding businesses need better separation from travel lanes.
Monroe Street should be made easier to walk along and to cross.
Duh. More shade, please.
Allow bikes to ride on sidewalk. Bike lanes are so dangerous for bikers and drivers.
Frankly this stretch of monroe is an eye sore and could use some beautifying

Screen 5 Comments

This project should tie together the entire project area (from Betton Road to Monroe Street) using a multimodal frame. People should find the design of the place and multimodal corridors so appealing that they will want to leave their cars at home or in a parking lot that we never have to see while visiting the attractions in the area. That should be the primary goal!

I try to walk and bike, using my car as little as possible. However, I often do not feel safe biking. I would like to see bike paths that are not parallel to cars, perhaps utilizing the alleyways that currently exist behind many businesses on Monroe and Thomasville.

the only rationale solution is to turn Thomasville Road into a 2-lane one-way street southbound from 7th Avenue to Monroe Street. This would improve traffic flow, make it easier for pedestrians to cross the street and provide ROW for on-street parking, bike lanes, and/or plantings.

Why don't we purchase the Shell station currently listed and make room to have a true traffic solution in that area? We have been putting band-aids on that area for decades and none of them work.

Thanks for getting public input. Let's make it a stellar MMTD!!!

I think there's an error on 7th ave from Th'ville to Monroe. It is already one-way.

Small business owner near Leon Hs

This is a very important topic to me as I've lived in midtown for over 20 years. I'm curious about the idea of 1-way road between 7th and Monroe but need more information before I could support the idea.

No more multi-complex living spaces should be built. No parking lots. Refresh roads that are here now and do not expand, enlarge, add more lanes, or make moving through Midtown a major artery. Leave it smaller and local use. emergency vehicles can and do have access, which is as it should be.

The "Five Points" intersection in Midtown is a ridiculous mess, preventing or making difficult access to routes and businesses. Thomasville Rd traffic coming from I-10 and north should be redirected to larger arteries and away from the heart of Midtown, so that traffic coming into Midtown does so because it intends to do so (to go to Red Eye, SoDough, Whataburger, etc.), not because it is forced to due to road design.

This seemed like a good start - but also felt dated. I think we can do better

I live in Betton and work downtown. Cars blocking intersections are some fo the biggest problems we have now.

I live close enough to bike to bars and restaurants in Midtown, but don't because there aren't bike facilities. I walk my dogs almost every night and would like to walk down Gadsden or Calhoun but down because of all the fast cars and not enough separation. I would like to bike to whole foods but don't feel safe.

Safety is key

Midtown is awesome. Multi-use paths or separate bike lanes (with a barrier between cars) would be so awesome!

Increase pedestrian, bike, rollerblading, skateboarding as transportation. Allow folks living further away to park on the fringes and use public transportation or multi-modal transportation options to get into the heart of the area. LESS CARS.

I walk and cycle through Midtown frequently and would appreciate any enhancements that can be made to improve the infrastructure for these activities. At this time, I try to avoid traveling on Monroe and Thomasville on foot or by bike due to the large amount of fast moving traffic (despite posted speed limits). If improvements cannot be made for bikes and pedestrians on these main thoroughfares, please consider improvements for at least getting across them allowing for better access to the side roads that pedestrians and cyclist can use as alternatives. Additionally, has the potential inclusion of electric scooters been considered in this planning? I recently heard the scooters may be allowed on the roads like bikes within the city of Tallahassee. I have traveled to several large cities in the past few months where these rentals are prevalent and I found them to be a blight on pedestrian and cycling traffic patterns. Scooters are abandoned by riders all over the place littering the sidewalks blocking pathways and driveways.

Absolutely must make this area safer for pedestrians and bicyclists!!!

I am thrilled that the city is considering these changes. I ride my bike frequently in midtown and most roads are not bike friendly. I firmly believe in "build it and they will come" - more people will bike if the infrastructure is there.

Bike/Ped facilities definitely need to be addressed in this popular area of town.

Please make midtown more pedestrian friendly and disability-accessible. Please take steps to improve timing and early access for individuals who work there.

Don't one way any more streets.

Walkability is a HUGE concern for those of us in Levy Park. It comes up consistently at the neighborhood meetings, and in conversation. We would love to see improvements to the roads and sidewalks that prioritize pedestrians and bikers as much as reasonably possible!

Also a business owner in midtown

Please keep the trees safe most importantly! And please keep the beautiful gas lanterns. More gas lanterns would also be nice. And more public trash cans if possible.

More dedicated paths for walking and cycling would be an asset to our town.

What happened to the Bike Pedestrian Master plan?

Seems only an elite group of bike riders were informed & no details are available

Please continue to improve the safety of the students who access Ruediger and Raa MS from N of Tharpe St. Many walkers; especially at the Publix intersection with Bronough, Duval and MLK Dr meet it is not safe for kids to cross from the Publix shopping center to Raa MS. We have tried to address this issue with CRTPA in the past and go nowhere.
Thanks for gathering input!!
Awesome survey tool! Well done.
The entire N Monroe street corridor needs to be more of a focus.
No more sidewalks necessary.
I have a business on Monroe in the heart of Midtown. I'm also a transportation cyclist. And a cycling Savvy instructor and on the State join bike ped committee... And very familiar with that Complete Streets program.
I would love to talk at length with you all about all this!
Need a dedicated frequent bus
Tallahassee has many cities to model a responsible, healthy infrastructure after. However, Tallahassee has an 'opportunity' to set itself apart and raise the bar with some out of the box thinking - Concept: raised transport conduits - covered or partially covered elevated paths or enclosed, "Habitrail" like raised paths. This model increases alternative travel options during Tallahassee's hotter months. Fan driven air flow or piped in air conditioning in some sections allow for cooling off break points. Solar powered.
You're welcome.
Thanks for taking the time to put this survey together!
Thanks very much but Kimley Horn please make these surveys more understandable for the average Joe and Joey? If i was not knowledgeable about these issues somewhat, i could not have completed this survey, and the options section seemed to not be working, so i moved on...THANKS for the opportunity
I really don't like the idea of making Thomasville Rd one-way, at any point along the way. One way streets, in my observation, tend to become race tracks, and business killers. Thomasville Rd helps Midtown be a destination. It shouldn't make it a pass through zone.
It is important to be more pedestrian and bike friendly. I also want to be mindful of locally owned businesses. Fewer cars on the road will make parking situation less pressing.
Midtown should be one of the premier places for shopping and dining in Tallahassee. The shaping of our streets there is one of the great obstacles for the area.
Sidewalks should respect existing private landscaping.
Parking garage is a good idea, and needs to be close enough to be used. Not way out on the outskirts
I would like to see Midtown more walkable and bikeable. However, I live far and drive in/through everyday.
Very supportive of separated bike and walking paths! Would be less afraid to bike and do it more often. Thank you!
54
I grew up in midtown and my parents are still there. I live in Southwood
Improved medians and walk-ability would help the growth and image of our great city. It could also greatly boost economic development.
Bus islands or separate bus lanes for the bus stop. It allows the bus to get out of the way of traffic.
Please incorporate more protected bike lanes for bikes and scooters. I didn't see as an option closing Thomasville road around midtown. We don't even need a road there. Just make it a park. Between 3rd and 5 points, shut down the road for good.
Promote the CyclingSavvy course for all drivers (auto and bicycle); Better signage and more bike stations to lock a bicycle.
Live on Florida Avenue, where it's a nightmare to try and head north on Tville Rd or access Betton to Centerville from Glendale.
One way on Thomasville would severely affect retailers and would speed up traffic. Medians and bigger sidewalks are what are needed.
63
Don't listen to the vocal minority that opposes change. We need these improvements! Thank you!
If you put bike facilities in, especially protected lanes, people will use them.
I love midtown
None
Do not like landscaping in medians of urban areas. Think it is dangerous and does not add to road function.
You should look to Portland, OR to see how they utilize their roads to accommodate public and private transportation and pedestrian traffic.
Thomasville road as a one way street is not a feasible option to reduce congestion. That would make traveling on Monroe and Meridian and Centerville/Magnolia even worse.
Heard a comment about pedestrian travel from midtown to downtown. Who would do that? Maybe run a smaller bus on a limited route?
Really need to work on the parking garage issue.
Thanks for the survey!

I want to see more bike/pedi facilities, but not at the expense of freight infrastructure. Trucks need to be able to navigate to deliver goods to stores/restaurants in a way that is safe and convenient for all.
I live in Waverly.
I live in downtown and would also like more placemaking there.
No one way street!
North Monroe is SO UGLY. Please work on landscaped medians and getting a cohesive commercial sign ordinance.
I'm for the parking garage
Get Tallahassee traffic lights in sync and save a lot of time, money and hassle. It'll cut red light running way down, too.
Thank you for the chance to provide input and for the visualizations! I'm excited for these possible changes!
Please for the love of all things do not route more traffic to Gadsden or Calhoun. We see horrible wrecks every week because of the speeds, crowd, and one way streets
I travel through Midtown occasionally and sometimes visit restaurants, bars, or stores there. It would be nice if it were slower and pedestrian-friendly; however the parking situation needs to be resolved too.
Dislike assumption of changing to one-way to "speed" traffic.
I own a home and live on Lake Ella Drive. I would love a "no left turn" sign at Lake Ella Drive and Monroe street as people trying to make a left congest traffic and it's not safe. Also, better signage is needed at the yield at Officer Ponce and Lake Ella Drive because 3 times a week somebody doesn't yield and pulls in front of traffic in either direction heading down Officer Ponce. It would be nice to figure out traffic calming on Lake Ella Drive as some citizens and police officers drive around at high speeds. The "options" tab has nothing on it.
Please close Thomasville from 7th to Monroe to traffic and focus on this being a local business district. It would be so much more enjoyable and the parking structure would definitely pass if you couldn't drive to individual shops
Tallahassee needs FREE transit to ALL areas, reduce speeds on roads, install signage to protect cyclists/peds, and step up traffic enforcement...
Some changes to the Midtown area with respect to transportation would bring me there more frequently.
Beautiful finishes in public spaces adds significantly to quality of life.
I would like to see an aesthetically biking and walking safe environment.
The bike infrastructure in Midtown, especially on Monroe and Thomasville, desperately needs to be improved. I bike on those roads at least 4 times a week to get to work, and they are not safe as currently designed.
Page 3 wasn't working. Midtown can be a busy area but I don't think making that part of it one way would be a good idea because there is already enough confusion with the one ways next to that street for people who don't frequent that area often and because its access to thomasville road and to monroe street I think it's fine being 2 lane.
I'm a transportation urban planning graduate student. I am an avid cyclist myself and have never felt safe in Midtown.
Transportation Planner , DURP Alum
Leave Thomasville Rd in Midtown alone. Change the signaling to encourage traffic to be on Gadsden, Calhoun, and Monroe Street.
get rid of the speed bumps, super annoying
Multi use pathways are the way to go
The new cross walks with lighted paths are great! Please add more!
The speed limit on thomasville road from 7th avenue to the north should be lowered.
no parking garage in midtown area please
A uniform sidewalk system is necessary. Current sidewalks go 2 or 3 blocks, then stop, then pick up again across the street m. Most just end suddenly. This is dangerous for pedestrians.
Please make Tallahassee walkable and beautiful.
Do not one-way Thomasville Rd!
Please at least improve existing sidewalks by simply clearing off leaves and trimming overgrown bushes and low hanging limbs. Every path we walk on from our home right off of Betton road either has leaves that make it slick, limbs that hit our face or make us go off the sidewalk, or sidewalks that end. I absolutely do not feel safe to bike either.
A lot will depend on impacts on existing trees, etc.
more consistent sidewalks on meridian road between 7th and john knox, please
Please do not evaluate project alternatives for streets using measures intended for highways such Level of Service. The top priority should be to provide a comfortable and feasible walking environment at a reasonable cost.
More shade trees please.
Reduce vehicle speeds, enhance pedestrian safety, landscaping (including shade trees), convert one-way pairs to two way streets -- these and others can enhance Midtown as an urban destination, not just a suburban drivethrough.
How our area looks is the key. It's improved a lot since I bought my house in 1979. Still needs a lot more work. People want to live, work and play in lovely areas. The City needs to focus on this concept and make Midtown the heart of the city.
Great survey! Nicely presented.
Please, please, please cut the trees, bushes and long grass that blocks sight at intersections.
Please encourage biking and bus riding!

The pie slice from 7th Avenue down to the Thomasville-Monroe merger is the area needing greatest attention (and the area with the greatest promise for spurring other positive developments (improving Frenchtown, revitalizing downtown, strengthening the potential of Lake Ella, etc.)
Why does the only place in Tallahassee that retains pedestrian preeminence and actually "feels" like anything unique and local, have to be bulldozed and "developed"? Can't the Boosters leave ANYTHING alone? Do we HAVE to have Collegtown imposed on every corner of the our "city in the trees" that is losing it's trees at an alarming rate to the heavy hand of unchecked poorly planned development?
Midtown needs more FREE, easily accessible parking for cars. This wasn't mentioned in your survey at all, unfortunately. That is the number one reason why I rarely go there for shopping. I stopped going when parking became seemingly impossible, right around 2010.
Lived in Londontown on Betton recently, used to go to Midtown more. Its not what it could be. Its not a reason to stay in Tallahassee. I'm moving to Jacksonville next week.
Traffic First, Placemaking Second dont make it like Gaines.
There are two problems I encounter daily. Too many people are using the former gas station as a cut through from Meridian. Heading south on Meridian, cars are darting ACROSS 7th into the gas station and cutting off the flow of traffic for the South bound Thomasville road. I suggest a 2 lane round about at Thomasville road and 7th, and close off meridian road connection. so it only flows into 7th.
If it ain't broke don't fix it.
It appears inevitable (one-way Thsvill). It will make navigating mid-town more convenient for me & possibly please Killearnites. It will slowly degrade my property values. The number of vehicles at rush hour will not change. Individuals now choose Thmsville or Gadsden at days' end. You are removing that choice. Interesting waste of \$\$\$\$\$\$ as is this website and the meetings.
live "almost" in Midtown (just outside your border).
The improvements along Thomasville Road between 7th and Monroe are appreciated. I'd like to see more like that on Monroe Street and further N. on Thomasville Road.
Safe bike lanes connecting midtown to the city center via Gadsden, Thomasville/Calhoun, or Monroe would be a huge value add.
Making Thomasville Road one way south is not a good idea. It will not alleviate traffic congestion and will affect access to businesses along Thomasville Rd.
More trees and shade needed everywhere.
I have made several comments. Think I have said enough. Thank you for the opportunity.
Live in Betton, travel through Midtown daily, shop/eat there weekly
I am absolutely opposed to yet another one way street. They are detrimental to neighborhoods and place-making efforts.
Please stop putting landscape in the middle of roads. It's dangerous for the people that maintain them and too costly long term.
Tallahassee has wasted quite a bit on "improvements" Landscaping, etc to improve appearance is acceptable. Be responsible with taxpayer funds!
Midtown needs a parking facility.
I don't like trees being taken down or historical buildings. Sidewalks are okay if they are kept to 48 inches wide. I am against an over usage of concrete and asphalt.
parking garage should be planned for Monroe St area
None
Pedestrian friendly. Small parking "garages"/lots around outskirts of Midtown. Less traffic signage/more place/pedestrian oriented
Really like some of the proposed changes on Thomasville & Monroe - seems like it improves both without major constraint on traffic flow.
I live just north of Midtown. The company I work for is on Thomasville Road in Midtown. My primary route to work is driving south down Meridian. There needs to be an option to drive directly onto Thomasville road from Meridian. Countless times I've seen people drive through the closed gas station at that corner to get onto Thomasville road, despite the signage prohibiting this. I believe fixing this should be at the top of the list for improving Midtown transportation.
I would like to be able to drive from Meridian Rd onto Thomasville Rd
Fix 5 Points
Very nice interface here for gathering public input
Increase travel speeds throughout the city!
biking and pedestrian crossing should be a sidewalk, not take space out of roadway
PLEASE HELP !
Any additional streetscape would be great!
slow motor vehicle traffic, favor non motorized, install many ped activated crossings
Midtown needs small surface parking lots scattered throughout the district.

Midtown needs more housing options and parking improvements. Lighting is awful and just not an inviting atmosphere. Parking is awful. It would be nice if the area had a theme of some sort. I would love somewhere my family can walk and enjoy the atmosphere and feel safe.

Thanks for doing adequate research on this project!

Lighting improvement greatly needed.

I live and work in Midtown. My vision is a completely walkable and bikable Midtown with lots of interesting small stores and nightlife. My vision is low-rise (with high-rise being reserved for the downtown core.) Human-scale, lots of wide sidewalks, no (or few cars), lots of great public transportation options, public spaces (like the great plazas in Europe), great landscaping, trees for shade and beauty. I want a Midtown that is designed for people, not cars. We do not have a single place in Tallahassee that meets this description and we should create one. When I live in Europe (which is every summer), I lament how sad it is that we do not create these kind of vibrant public spaces, with outdoor cafes and amenities for young and old. Instead, we are still designing for cars. While there is still time, let's create this kind of place in Midtown!!! Build it and they will come!



Stakeholder & Public Engagement

April 30, 2019

[illegible]

SIGN IN SHEET – Los Robles Neighborhood Meeting
August 20, 2019

[illegible]

Public Workshop

Please join us for an interactive public workshop to discuss potential transportation opportunities to share your thoughts about what is needed and desired for Midtown's transportation system.

As the Midtown area of Tallahassee continues to evolve and grow, it is crucial that its transportation network be robust and connected. The community's priorities and preferences about facilities and design influence decision-making in creating a safe and efficient transportation network.



Meeting Information

Date

Tuesday, June 4th, 2019

Location

Tallahassee Senior Center
1400 N. Monroe St.

Time

6:00 p.m. to 7:30 p.m.

For additional information on the project, please contact Greg Burke at:

Email: greg.burke@crtpa.org

Project Survey

Take this quick survey to share your ideas about the Midtown area!

<https://tlhmidtownplan.metroquest.com>

Public Input Opportunities

Phase I consisted of a technical analysis to better understand travel patterns in and around Midtown, and identified viable transportation improvements and opportunities.

Phase II builds upon the viable options from Phase I by gathering public input to refine those options and puts a more detailed focus on bicycles, pedestrians, and transit.



Project Survey

Take this quick survey to share your ideas about the Midtown area during the development of the Midtown Area Transportation Plan!

<https://tlhmidtownplan.metroquest.com>

Pop-Up Event

An informal opportunity to stop by and learn more about the project!

Date: Thursday, May 16th, 2019

Location: Waterworks – 1133 Thomasville Rd. Tallahassee, FL 32303

Time: 5:00 pm to 9:00 pm

Public Meeting

This interactive workshop will give members of the public the opportunity to provide input on transportation needs and desires for the Midtown area.

Date: Tuesday, June 4th, 2019

Location: Tallahassee Senior Center – 1400 N. Monroe St. Tallahassee, FL 32303

Time: 6:00 pm to 7:30 pm

For additional information on the project, please contact Greg Burke at: greg.burke@crtpa.org



MIDTOWN AREA
Transportation Plan Phase II

WELCOME!

**Midtown Area Transportation Plan
Public Workshop**

Tallahassee Senior Center

1400 N. Monroe St.

6:00 to 7:30 pm

**The Capital Region Transportation Planning
Agency (CRTPA) Complies with Various Non-
Discrimination Laws and Regulations Including
Title VI of the Civil Rights Act of 1964**

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Capital Region Transportation Planning Agency

Mobility Coordinator: Lynn Barr

Lynn.Barr@crtpa.org; 850.891.8630



MIDTOWN AREA

Transportation Plan Phase II

Thomasville Road South – 7th Avenue to Monroe Street

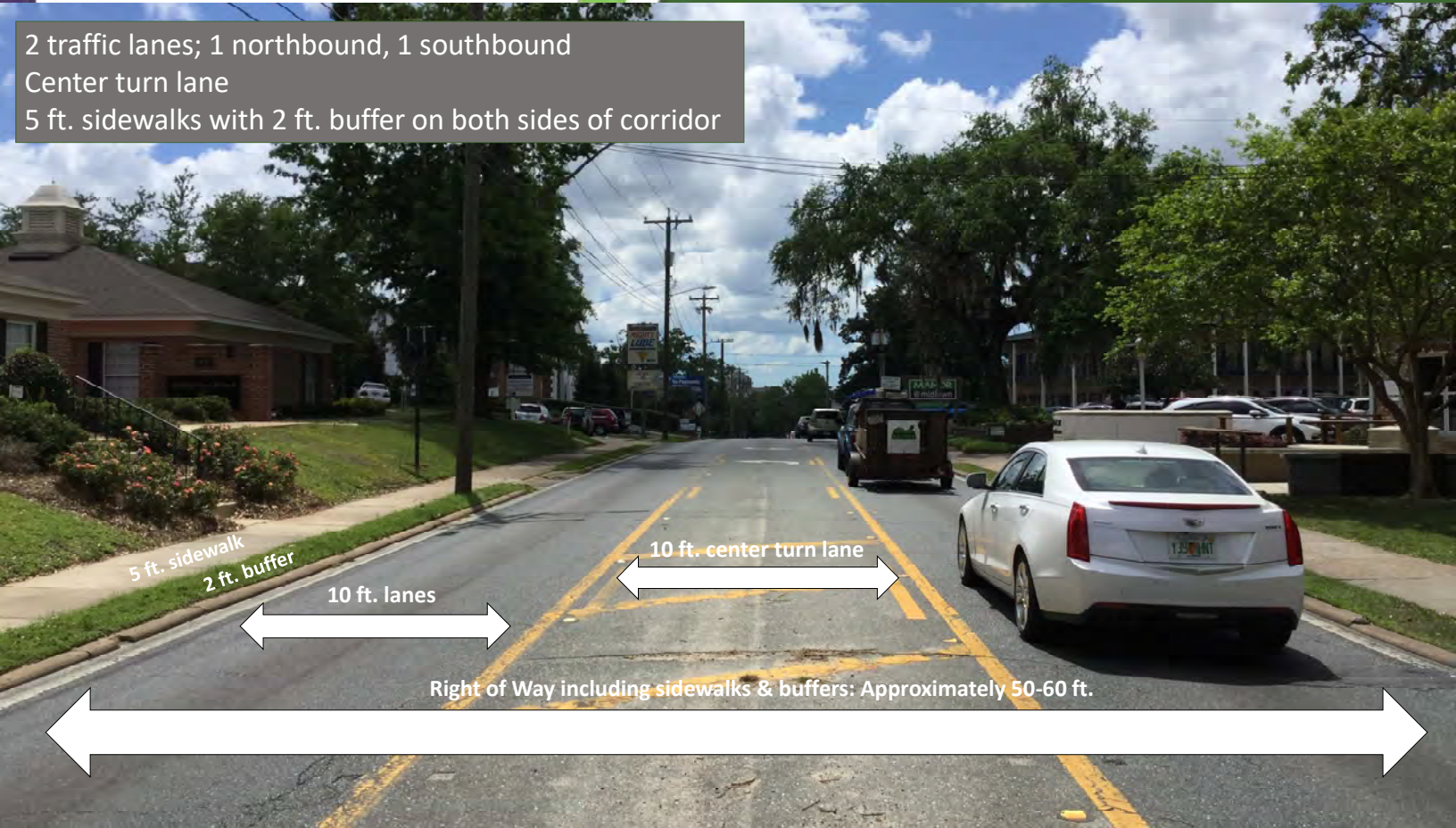
2 traffic lanes; 1 northbound, 1 southbound
Center turn lane
5 ft. sidewalks with 2 ft. buffer on both sides of corridor

5 ft. sidewalk
2 ft. buffer

10 ft. lanes

10 ft. center turn lane

Right of Way including sidewalks & buffers: Approximately 50-60 ft.



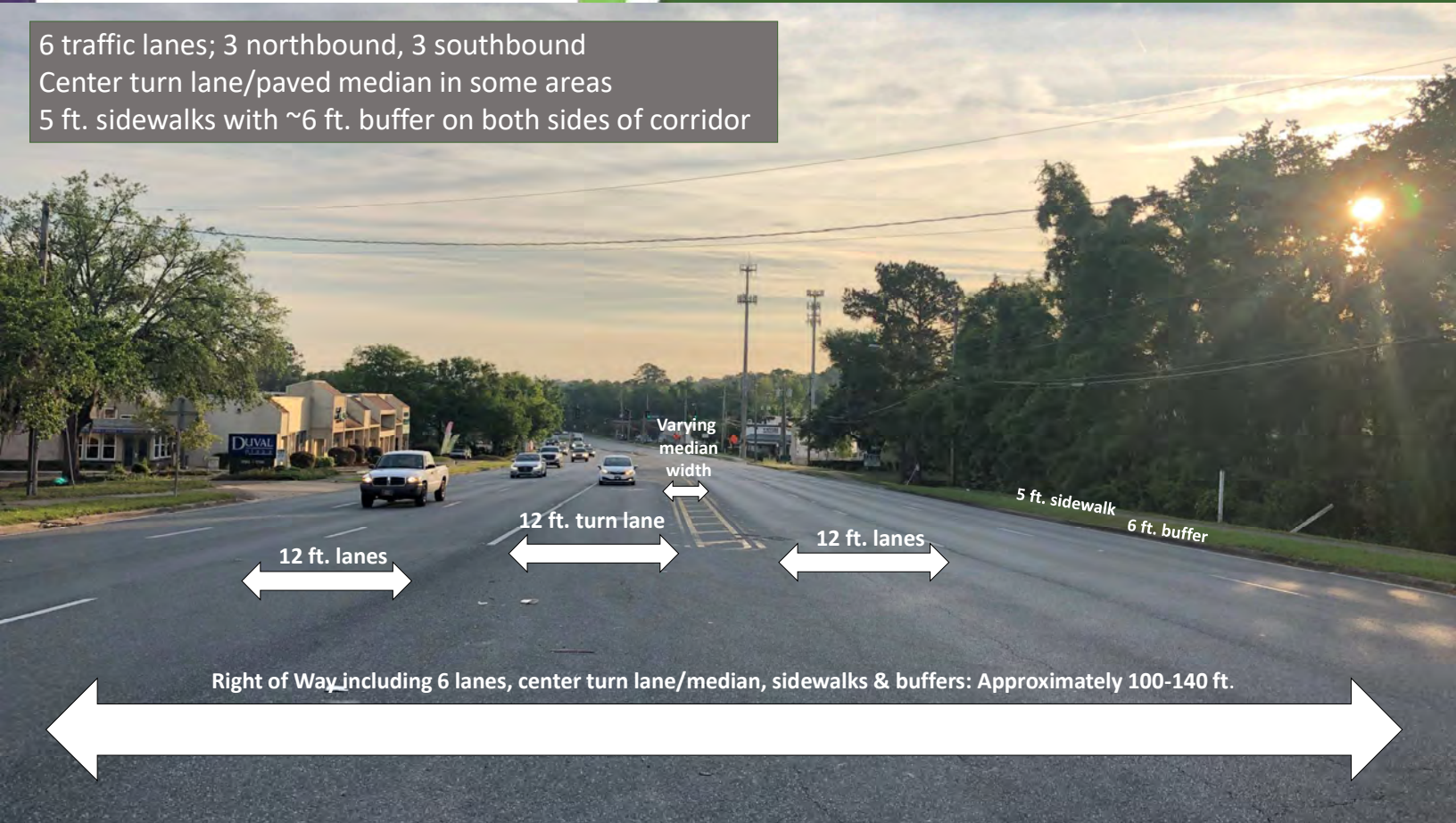


MIDTOWN AREA

Transportation Plan Phase II

Thomasville Road North – Betton Road to 7th Avenue

6 traffic lanes; 3 northbound, 3 southbound
Center turn lane/paved median in some areas
5 ft. sidewalks with ~6 ft. buffer on both sides of corridor





MIDTOWN AREA

Transportation Plan Phase II

Monroe Street – Tharpe Street to Thomasville Road

4 traffic lanes; 2 northbound, 2 southbound
Center turn lane
8 ft. sidewalks with no buffer





What corridor are you focusing on? _____

While each of the listed themes are important and will play a role in the final plan, please select the six most important considerations to you and rank them 1 to 6, with 1 being the most important and 6 being the least important.

RECOMMENDED: Use the space below to explain your selections.

1

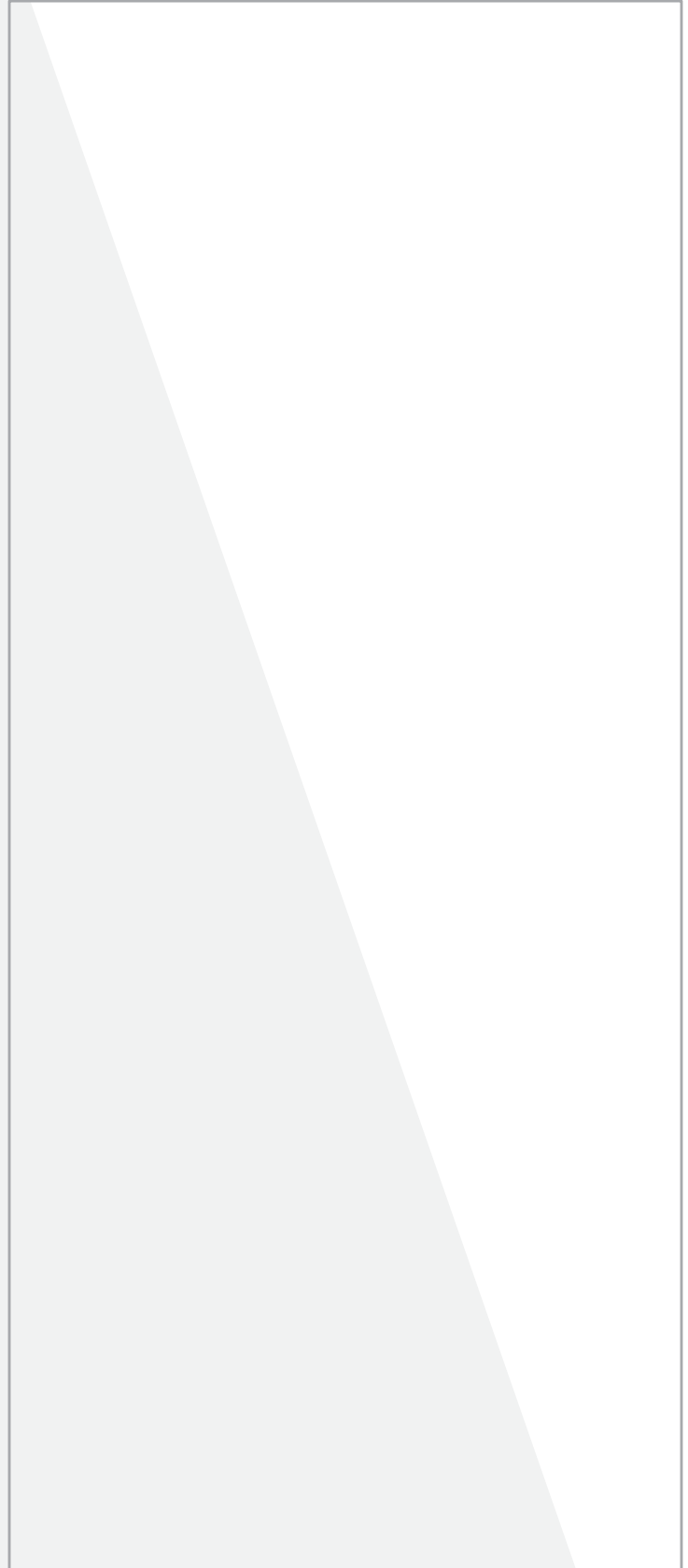
2

3

4

5

6





MIDTOWN AREA
Transportation Plan Phase II

Priority Pyramid Exercise



Safety

Increases safety for all users



Placemaking

Creates a sense of place through uniform lighting, street furniture, landscaping, etc.



Travel Choices

Increases the types of travel options in the area such as pedestrian, transit, and bicycle facilities



Commuter Delay

Addresses congestion concerns for moving through the area



Innovation

Uses technology or innovative ideas in transportation



Economic Prosperity

Allows for economic growth and diversification of businesses



Improved Connectivity/ Accessibility

Makes connections between existing facilities such as missing sidewalks



Your Idea

Tell us a theme you feel is important which may not be captured by the other themes listed

Priority Pyramid Exercise

- Prioritize the following transportation related themes relevant to the corridor at hand.
- What do YOU value most when making transportation improvements?
- Consider the surrounding businesses, land uses, and future desires for these corridors when prioritizing the themes.



MIDTOWN AREA
Transportation Plan Phase II

Build A Street



Build-A-Street

- Within the existing right-of-way for the corridor at hand, show us which facilities you would include when building this street!
- Trade offs may be needed in order to have the facilities you prioritize within the available space.
- Don't be afraid to think outside the box when considering number of travel lanes, width of travel lanes, and travel direction in order to accommodate other user types!



MIDTOWN AREA
Transportation Plan Phase II

Mapping Exercise



Mapping Exercise

- Identify needed facilities, improvements, and near-term opportunities for improving transportation in the Midtown area.
- Consider existing projects that are being evaluated when making recommendations.



Appendix Cont.


SIGN IN SHEET

 Public Meeting – Wednesday, November 6th, 2019

NAME	EMAIL	PHONE NUMBER
LAUREL HARRIS	laurel.harris@talpa.org	291-6472
Jim Pfo St	JIMBAR@1230.COMCAST.NET	294-9292
Kelly Chavers	chaversk@gmail.com	850-212-1727
Gary Pierce	gpierce@comcast.net	850-509-3602
Steve Shaffer		891-2858
Michael Sherman	michael.sherman@dot.gov	950-553-2221
Stephen Holger	4egret2@gmail.com	850-339-5308
Jim & Linda PARKER	nolemad@gmail.com	850-321-9488
Aileen Dorey	megan.dorey@blueprint.org	850-219-1074
Sarah Simson	murphy.sarahk@gmail.com	850-228-2786
Nail Floodston	nail@talltimber.org	728-4235
Mary Kay Falconer	cmk bikes@hotmail.com	546-5821
Chris Robinson	chris@workshop131.com	284-4827
Bryan STEEN		
HAAS LAHERD	haas@riseuparchitecture.com	850 559 3613
Sam Lyons	lyons@leocountyfla.gov	850 606 1563
Adam Proctor	adam@atbun2@gmail.com	850-591-5343
Doug Hahn	doughahn63301@aol.com	(850) 233-1772

COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

PLEASE SEND ME PLANNING DEPARTMENT CONTACT
Rene Spencer 850.559.3648 Renes Spencer@yahoo.com

The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on _____

Do you live within the study area?

Yes

No

Not Sure

What is your gender?

Male

Female

Do you own or have access to a vehicle?

Yes

No

What is your race?

White

African-American

Other

Do you have a disability that limits your mobility?

Yes

No

What is your age?

Under age 18

18 to 29

30 to 59

60 to 74

75 or older

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.

COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

Think Outside The Box - figuratively + literally

Open up opportunities for Public-Private Partnerships

- View/Map more than "the corridor"
- Provide images of more private properties - see what ideas may emerge to build a "fabric" of multi-mobility that is less linear - and more tapping into what private sector can offer
 - ▣ more of a web or fabric of accessibility
- Analyze in detail - large scale

Trees/landscaping + sidewalks are important but no need to be perfectly uniform throughout

Satisfied business owners also important!

P&C Hollister
06 Nov. '19

The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on Old Fort Drive

Do you live within the study area?

Yes

☒ No

Not Sure

What is your gender?

Male

☒ Female

Do you own or have access to a vehicle?

☒ Yes

No

What is your race?

☒ White

African-American

Other

Do you have a disability that limits your mobility?

Yes

☒ No

What is your age?

Under age 18

18 to 29

30 to 59

60 to 74

75 or older

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.

tell us your thoughts about...

THE MIDTOWN AREA

Traffic flow on Bradford
will impact Glendale
& adjacent neighborhoods
access. Life-threatening comm.
and this could make it even more
dangerous. Day kids 03-233-1272

Need to limit
height and size of
buildings so as not
to encourage more traffic
congesting roads. Need
to create more public transit
to keep out of road.

Narrow car lanes
especially on one-way
roads. And other car
calming. Thanks!

Pedestrian
Path
between
Lafayette Park
+
Cascades Park

Reduce speeds on
6th + 7th Ave. Remove
one lane for wider
sidewalks + needed
buffer zone.
Change limit to 25 mph

Why no option for
closing off some streets
for "pedestrian only" as
the mayor himself had
proposed?

How about using
the alleyways behind
existing businesses to create
lanes for bicycling or
pedestrians? Could also create
public spaces + outdoor seating
for businesses.

Need a crosswalk on 6th
and colonial where the
sidewalk ends and begins
on the other side of 6th.
Currently not a lot of visibility
when traveling east and
needing to cross sixth to the
sidewalk on opposite side.

Slow traffic
on 6th +
7th



MIDTOWN AREA
Transportation Plan

THE MIDTOWN AREA

Traffic flow on Bradford
will impact Glendale
& adjacent neighborhoods
access. Life-threatening combi
and they could make it even more
dangerous. City Note: 650.233.1270

UN-DO THE
ONE-WAY
STREETS **ditto!**
6th & 7th !!!

Need to limit
height and size of
buildings so as not
to encourage more traffic
or parking needs. Need
to create more public transit
to keep out of road.

Narrow car lanes
especially on one-way
roads. And other car
calming. Thanks!

Pedestrian
Path
between
Lafayette Park
+
Cascader Park

Reduce speeds on
6th & 7th Ave. Remove
one lane for wider
sidewalks & needed
buffer zone.
change limit to 25 mph

Why no option for
closing off some streets
for pedestrian-only? I am
the mayor himself has
suggested.

How about using
the alleyways behind
many businesses to create
linkage for bicyclists or
pedestrians? Could also create
public space & outdoor seating
for businesses.

Need a crosswalk on 6th
and Colonial where the
sidewalk ends and begins
on the other side of 6th.
Currently not a lot of visibility
when traveling east and
needing to cross sixth to the
sidewalk on opposite side.

Slow traffic
on 6th &
7th —



EXISTING VIEW



VIEW 1



EXISTING VIEW



These views
don't show
the same
place as the
plans - 23

VIEW 2



MIDTOWN AREA
Transportation Plan Phase II

THOMASVILLE ROAD SOUTH - OPPORTUNITY 3
ADDITIONAL SPACE DEDICATED TO THE WEST SIDE OF THE CORRIDOR FOR
ON-STREET PARKING AND LANDSCAPE BUFFER

CRFPA

Kimley Horn
Expert Vision. Experience Better.



THOMASVILLE ROAD SOUTH - OPPORTUNITY 1

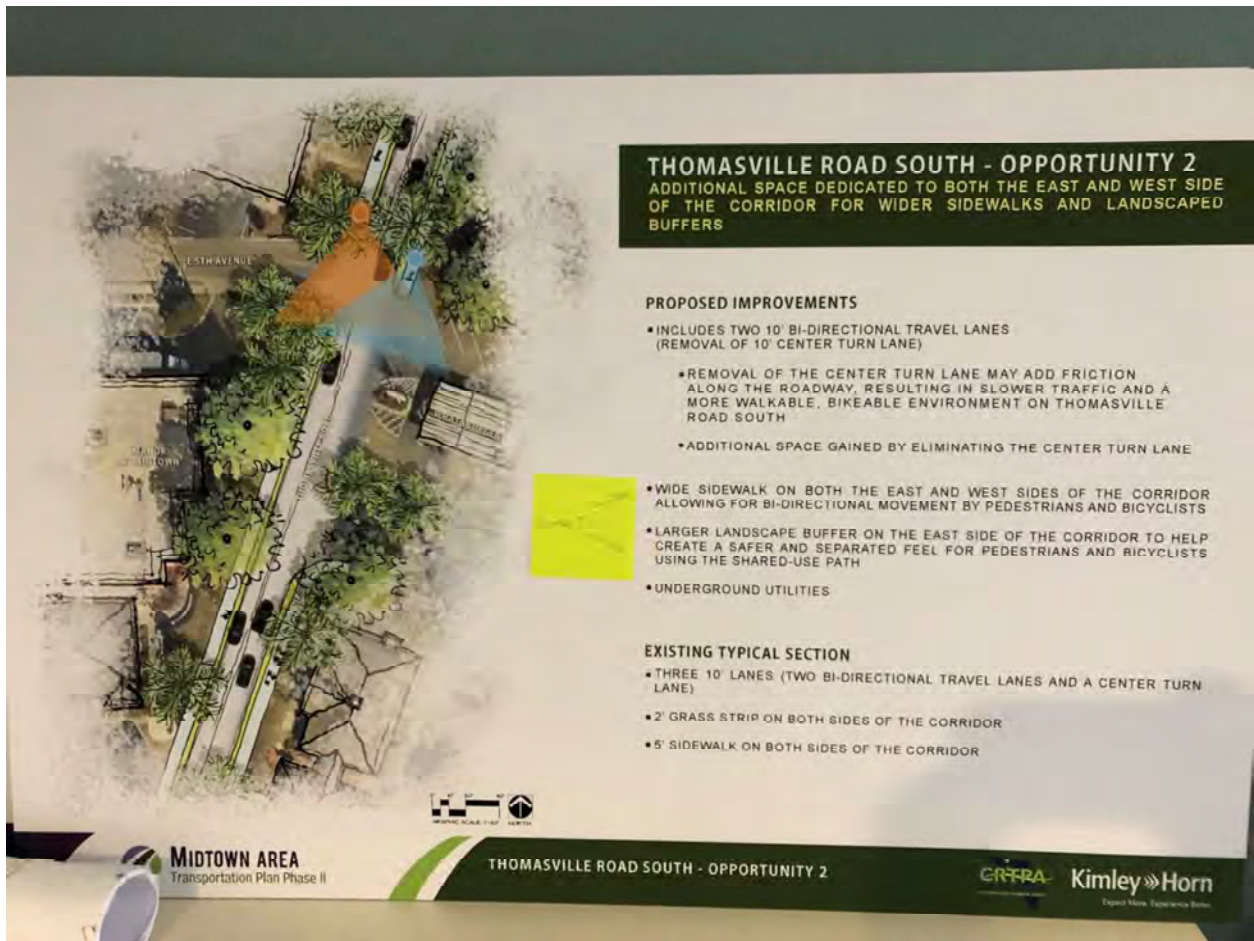
ADDITIONAL SPACE DEDICATED TO EAST SIDE OF THE CORRIDOR
FOR A SHARED-USE PATH AND LANDSCAPED BUFFER

PROPOSED IMPROVEMENTS

- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES
(REMOVAL OF 10' CENTER TURN LANE)
- REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION
ALONG THE ROADWAY, RESULTING IN SLOWER TRAFFIC AND A
MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE
ROAD SOUTH
- ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER TURN LANE
- SHARED-USE PATH ON THE EAST SIDE OF THE CORRIDOR FOR BI-DIRECTIONAL
MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LARGER LANDSCAPE BUFFER ON THE EAST SIDE OF THE CORRIDOR TO HELP
CREATE A SAFER AND SEPARATED FEEL FOR PEDESTRIANS AND BICYCLISTS
USING THE SHARED-USE PATH
- MAINTAIN EXISTING SIDEWALK AND GRASS BUFFER ON THE WEST SIDE OF THE
CORRIDOR
- UNDERGROUND UTILITIES

EXISTING TYPICAL SECTION

- THREE 10' LANES (TWO BI-DIRECTIONAL TRAVEL LANES AND A CENTER TURN
LANE)
- 2' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR



THOMASVILLE ROAD SOUTH - OPPORTUNITY 2

ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDER SIDEWALKS AND LANDSCAPED BUFFERS

PROPOSED IMPROVEMENTS

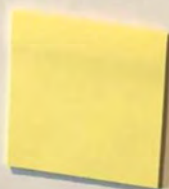
- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES (REMOVAL OF 10' CENTER TURN LANE)
 - REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION ALONG THE ROADWAY, RESULTING IN SLOWER TRAFFIC AND A MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE ROAD SOUTH
 - ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER TURN LANE
- WIDE SIDEWALK ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LARGER LANDSCAPE BUFFER ON THE EAST SIDE OF THE CORRIDOR TO HELP CREATE A SAFER AND SEPARATED FEEL FOR PEDESTRIANS AND BICYCLISTS USING THE SHARED-USE PATH
- UNDERGROUND UTILITIES

EXISTING TYPICAL SECTION

- THREE 10' LANES (TWO BI-DIRECTIONAL TRAVEL LANES AND A CENTER TURN LANE)
- 2' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

Tell us your thoughts about...

THOMASVILLE ROAD NORTH



In earlier meetings,
citizens asked for
trees in the buffers.
Let's add them in these
plans!

Narrow lanes as
much as possible
to slow the race
north. ☺

Trees -
Must have
Shade

Safety first - for
residents, drivers
& pedestrians.
Extra speed
advisories if it is
pretty if someone
runs down you or runs
into a bushy area.

Can you put trees
in the landscaped
buffer between the
road + side walk?
Extra buffer + shades
the road too!
Need more trees!

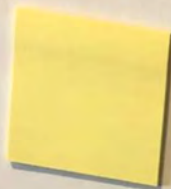
Granting drivers from
the current lanes into
it lanes makes it more
dangerous for pedestrians.



MIDTOWN AREA
Transportation Plan

Tell us your thoughts about...

THOMASVILLE ROAD NORTH



In earlier meetings
citizens asked for
trees in the buffers
Let's add them in these
plans!

Narrower lanes as
much as possible
to slow the race
north. ☺

Trees -
Must have
Shade

Safety first - for
residents, drivers
& pedestrians
Estimates needed
Who cares if it is
pretty if someone
runs down you or runs
into a building? NO!

Can you put trees
in the landscaped
buffer between the
road & side walk?
Extra buffer & shades
the road too!
Not just trees!

Creating driveways from
the current lanes into
4 lanes makes it more
dangerous for pedestrians



MIDTOWN AREA
Transportation Plan

Tell us your thoughts about...

MONROE STREET

On 1st Ave/1000
for 4th Ave
12 to 6th Ave
from 1000

New
mast arm signals
needed at
3rd, 5th, 6th, 7th
Avenues.
Please consider

Intersection
1000 Ave & 10th Ave
1000 Ave & 10th Ave
1000 Ave & 10th Ave

NARROW TRAFFIC
LANES will
slow the cars
and need for
WIDER SIDEWALKS

No
Change
aint broke
don't fix it

Intersection changes
at 1000 Ave will
match 10th Ave
near 10th Ave
1000 Ave & 10th Ave
1000 Ave & 10th Ave

Please use
native
plants and
native trees

Landscaping
and
median
grass will
slow traffic

Thanks for your
good work!
I like the
narrowing of car
lanes - improved
pedestrian safety

Add
Street trees

This proposal
is a good
improvement

No trees in
median
+ keep turn
lanes



MIDTOWN AREA
Transportation Plan

Tell us your thoughts about...

THOMASVILLE ROAD SOUTH

Need similar
project on
Gth & 7th Ave
Propose lane
for increased
traffic buffer

LOVE THE
IDEA OF
DROPPING
LANE ON
(ONE-WAY)
6th + 7th Ave

Leave it
alone!!

PLEASE
USE
Native
plants
and
trees

Shade &
protect the
pedestrian
path with
mini buffer

YES TO
UNDERGROUND
UTILITIES!

Keep turn lanes
I need them to
get home. I
live here.

Parking on
Street seems
unsafe
so does
eliminating
turn lanes

Trees
Must have
shade

Why doing
away of the
turn lane from
Tville South to
5th Ave. eastward?
?

With a left turn lane now
traffic backs up every block!!
This will make it worse because
during rush hour especially, it
will be worse and deadly
DanyHahn 636-233-1772

Leave the left turn
lanes so people can
safely drive and people
can safely walk without
over driving along road at
lightweight

HOW ABOUT WIDENING
SIDEWALKS - BUT NOT SO
MUCH TO ELIMINATE THE
CENTER LANE?

Sixth & Seventh
traffic flow
needs to be
addressed - to
many speeders &
not ped-friendly

Other to think about:
- 1st - 2nd Ave
- 3rd - 4th Ave
- 5th - 6th Ave
- 7th - 8th Ave
- 9th - 10th Ave
- 11th - 12th Ave
- 13th - 14th Ave
- 15th - 16th Ave
- 17th - 18th Ave
- 19th - 20th Ave
- 21st - 22nd Ave
- 23rd - 24th Ave
- 25th - 26th Ave
- 27th - 28th Ave
- 29th - 30th Ave
- 31st - 32nd Ave
- 33rd - 34th Ave
- 35th - 36th Ave
- 37th - 38th Ave
- 39th - 40th Ave
- 41st - 42nd Ave
- 43rd - 44th Ave
- 45th - 46th Ave
- 47th - 48th Ave
- 49th - 50th Ave
- 51st - 52nd Ave
- 53rd - 54th Ave
- 55th - 56th Ave
- 57th - 58th Ave
- 59th - 60th Ave
- 61st - 62nd Ave
- 63rd - 64th Ave
- 65th - 66th Ave
- 67th - 68th Ave
- 69th - 70th Ave
- 71st - 72nd Ave
- 73rd - 74th Ave
- 75th - 76th Ave
- 77th - 78th Ave
- 79th - 80th Ave
- 81st - 82nd Ave
- 83rd - 84th Ave
- 85th - 86th Ave
- 87th - 88th Ave
- 89th - 90th Ave
- 91st - 92nd Ave
- 93rd - 94th Ave
- 95th - 96th Ave
- 97th - 98th Ave
- 99th - 100th Ave

How can we
improve the
sidewalks
along the
highway



MIDTOWN AREA
Transportation



MIDTOWN AREA
Transportation Plan Phase II

WELCOME!

**Midtown Area Transportation Plan
Open House**

Tallahassee Board of Realtors

1029 Thomasville Road

6:00 to 7:30 pm

**The Capital Region Transportation Planning
Agency (CRTPA) Complies with Various Non-
Discrimination Laws and Regulations Including
Title VI of the Civil Rights Act of 1964**

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express concerns about Title VI may do so by contacting:

Capital Region Transportation Planning Agency

For more information, contact Jack Kostrzewa

John.Kostrzewa@crtpa.org; 850.891.8630

PUBLIC MEETING

Please join us at the final Midtown Area
Transportation Plan Public Meeting!

This open house will allow you to review the draft plan recommendations based on your previous input! Other short-term solutions to make the midtown area safer and more vibrant will also be available!

When: March 10th, 2020

Time: 6:00 P.M. to 7:30 P.M.

Where: Tallahassee Board of Realtors
1029 Thomasville Road, Tallahassee, FL 32303

For additional information on the project, please contact Greg Burke at: Greg.Burke@CRTPA.org



EXISTING VIEW



VIEW 1

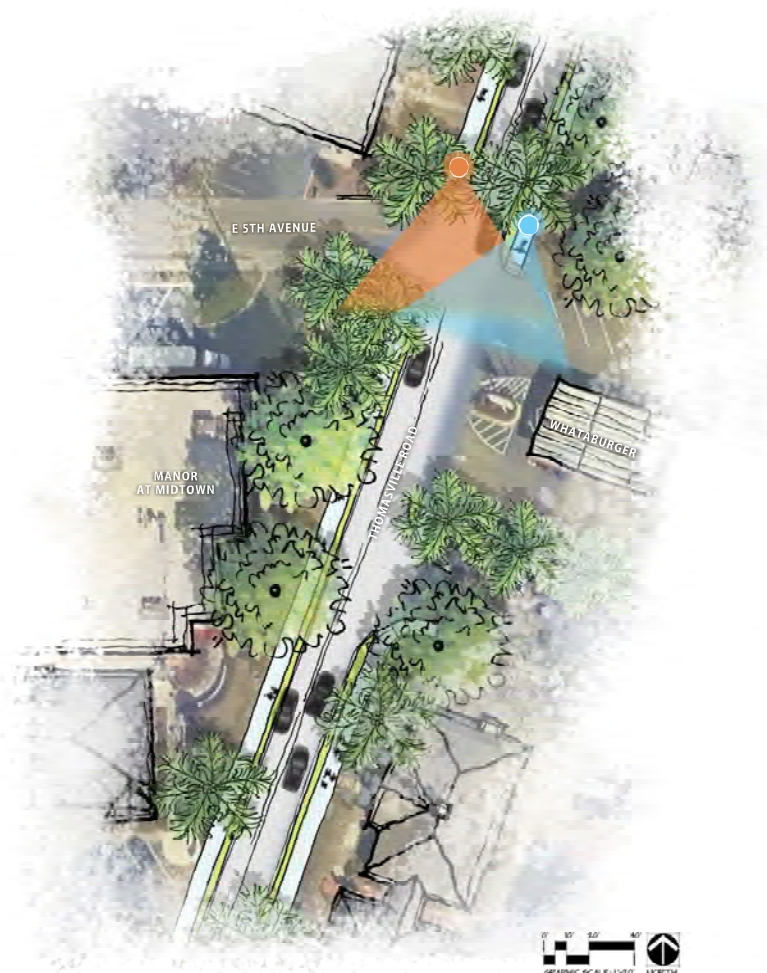


EXISTING VIEW



VIEW 2





THOMASVILLE ROAD SOUTH

ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDER SIDEWALKS AND LANDSCAPED BUFFERS

PROPOSED IMPROVEMENTS

- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES (REMOVAL OF 10' CENTER TURN LANE)
 - REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION ALONG THE ROADWAY, RESULTING IN SLOWER TRAFFIC AND A MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE ROAD SOUTH
 - ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER TURN LANE
- WIDE SIDEWALK ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LARGER LANDSCAPE BUFFER ON THE EAST SIDE OF THE CORRIDOR TO HELP CREATE A SAFER AND SEPARATED FEEL FOR PEDESTRIANS AND BICYCLISTS USING THE SHARED-USE PATH
- UNDERGROUND UTILITIES

EXISTING TYPICAL SECTION

- THREE 10' LANES (TWO BI-DIRECTIONAL TRAVEL LANES AND A CENTER TURN LANE)
- 2' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

EXISTING VIEW



VIEW 1

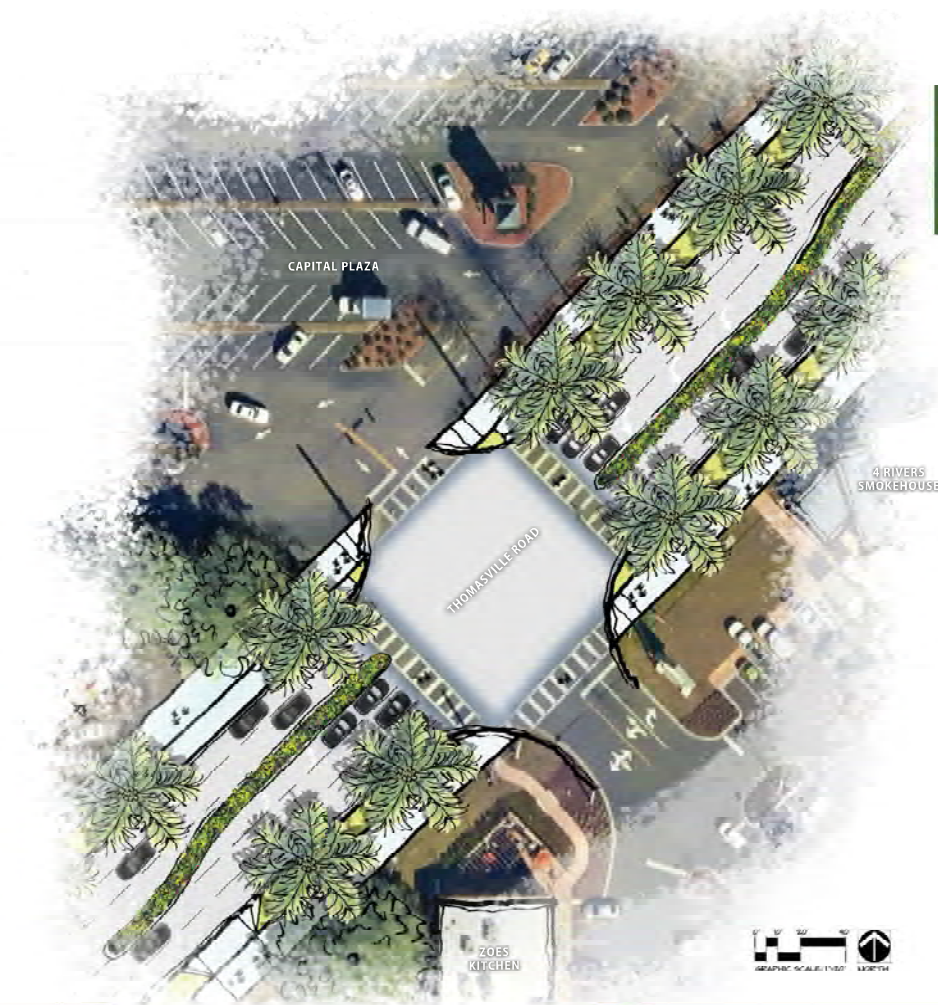


EXISTING VIEW



VIEW 2





THOMASVILLE ROAD NORTH

FOUR LANE CORRIDOR WITH ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR SHARED-USE PATHS AND LANDSCAPED BUFFER

PROPOSED IMPROVEMENTS


- INCLUDES FOUR TRAVEL LANES, WITH TWO LANES IN EACH DIRECTION
- LANDSCAPED MEDIAN
- PROVIDES LEFT TURN LANES WHERE WARRANTED
- SHARED-USE PATH ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LANDSCAPED BUFFER ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR TO CREATE A LARGER BARRIER BETWEEN MOTORISTS AND PEDESTRIANS/BICYCLISTS



EXISTING TYPICAL SECTION


- SIX TRAVEL LANES, WITH THREE LANES IN EACH DIRECTION
 - 14' OUTSIDE LANES, 11' MIDDLE LANE NORTHBOUND, 12' LANE, 12' TURN LANE, 4' MEDIAN, TWO 12' LANES SOUTHBOUND
- 5' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

Site	Improvement	Estimated Start Date	Lead Agency	Additional Information
A	Addition of Pedestrian Improvements	Summer 2020 - Summer 2021	Florida Department of Transportation	<p><i>The following locations will have Rectangular Rapid Flashing Beacons (RRFBs) installed along Thomasville Road:</i></p> <ul style="list-style-type: none"> • <i>South of Calhoun Street</i> • <i>Williams Street</i> • <i>South of Beard Street</i> <p><i>At the intersection of 7th Avenue and Thomasville Road, a pedestrian crossing on the north side of the intersection will be added along with improvements to the pedestrian refuge island</i></p>



Site	Improvement	Estimated Start Date	Lead Agency	Additional Information
B	Removal of northbound outside travel lane to accommodate sidewalk on east side of Gadsden Street	TBD	Leon County Public Works	<ul style="list-style-type: none"> East sidewalk will extend from 6th Avenue to 8th Avenue West Sidewalk will extend from 6th Avenue to Brass Tap 
C	Sidewalk on west side of Gadsden Street	Currently under design	Capital Region Transportation Planning Agency	
D	Proposed Sidewalk along Meridian Road from 7 th Avenue to existing sidewalk south of Tharpe Street	Study to begin within 3 years	TBD	Meridian Road is a major gap in the pedestrian network in Midtown and has right-of-way constraints making it difficult to add facilities. Seeking opportunities to move utilities to a single side of the corridor to accommodate a sidewalk is a recommendation from this planning process.
E	Proposed RRFB Crosswalk at De Soto Street to cross Meridian Road	Study to begin within 3 years	TBD	Providing improved connectivity to the residents of Los Robles is a recommendation of this planning process.

Site	Improvement	Estimated Start Date	Lead Agency	Additional Information
F	Proposed Speed Study and Traffic Calming on Gadsden Street	Study to begin within 3 years	Leon County	Many comments from the public during this planning process identified a need for an additional study to be conducted to determine how to slow traffic along Gadsden Street.
G	Removal of Directional Sign on Thomasville Road	Summer 2020 - Summer 2021	Florida Department of Transportation	
H	Addition of striped on-street parking on Beard Street between Thomasville Road and Gadsden Street	April 2020	City of Tallahassee	

Site	Improvement	Estimated Start Date	Lead Agency	Additional Information
I	Beard Street Realignment	Within 5 years	City of Tallahassee	
J	Safety Improvements along Thomasville Road from 8 th Avenue to Betton Road/Bradford Road	Study complete	Florida Department of Transportation	<p><i>FDOT identified significant crash problems along this section of Thomasville Road. FDOT recently conducted a safety study to identify access management and safety improvements for this section. A meeting regarding the proposed improvements is anticipated in late 2020.</i></p>
K	Proposed Speed Study and Traffic Calming along 6 th Avenue and 7 th Avenue	Study to begin within 3 years	City of Tallahassee	<p><i>Phase I of this planning process determined that making 6th Avenue and 7th Avenue bidirectional was not feasible. A recommendation from this plan is to conduct additional studies to determine improvements or changes to be made to encourage slower travel speeds.</i></p>



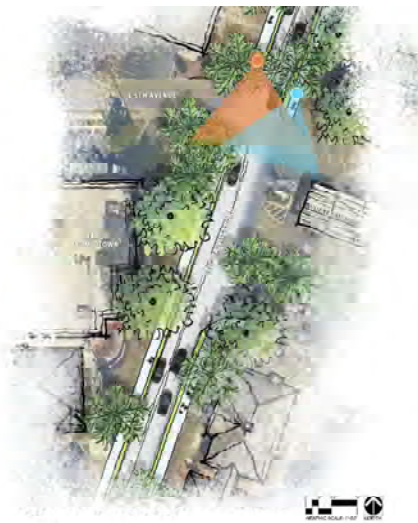
MIDTOWN AREA

Transportation Plan Phase II

Event	Date	Number of Participants
City County Stakeholder Meeting	2/25/2019	15
Midtown Working Group Meeting	3/25/2019	10
CRTPA Board Meeting Kickoff	3/19/2019	25
CRTPA CMAC Meeting	4/2/2019	10
CRTPA TAC Meeting	4/2/2019	12
CRTPA Board Retreat	10/18/2019	20
Midtown Merchants Meeting	4/30/2019	11
Los Robles Neighborhood Association Meeting	8/20/2019	8
Project Survey	May - July	615
Waterworks Pop-Up event	5/16/2019	25
Red Eye Pop-Up Event	11/2/2019	15
Neighborhood Association Gathering	7/18/2019	4
Public Meeting 1	6/4/2019	50
Public Meeting 2	11/6/2019	55
Midtown Working Group Meeting	2/11/2020	8
Total		883

Through a variety of events, the Midtown Area Transportation Plan was able to engage hundreds of community members in this planning process!

Thomasville Road South - Monroe Street to 7th Avenue Preferred Opportunity



THOMASVILLE ROAD SOUTH ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDER SIDEWALKS AND LANDSCAPED BUFFERS

PROPOSED IMPROVEMENTS

- * INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES
(REMOVAL OF 10' CENTER TURN LANE)
- * REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION
ALONG THE ROADWAY RESULTING IN SLOWER TRAFFIC AND A
MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE
ROAD SOUTH
- * ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER TURN LANE
- * WIDE SIDEWALK ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR
ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- * LARGER LANDSCAPE BUFFER ON THE EAST SIDE OF THE CORRIDOR TO HELP
CREATE A SAFER AND SEPARATED FEEL FOR PEDESTRIANS AND BICYCLISTS
USING THE SHARED-USE PATH
- * UNDERGROUND UTILITIES

EXISTING TYPICAL SECTION

- THREE 10' LANES (TWO BI-DIRECTIONAL TRAVEL LANES AND A CENTER TURN
LANE)
- * 2' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- * 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

EXISTING VIEW



EXISTING VIEW



VIEW 1



VIEW 2



Planning Level Cost Estimate:

Phase	Low Estimate	High Estimate
Design and Permitting	\$245,000	\$420,000
Construction Phase	\$1,000,000	\$1,500,000
Undergrounding of Utilities	\$500,000	\$1,000,000
Landscaping/Placemaking	\$250,000	\$500,000
Total	\$1,995,000	\$3,420,000

Thomasville Road North – 7th Avenue to Betton Road/Bradford Road Preferred Opportunity



THOMASVILLE ROAD NORTH

FOUR LANE CORRIDOR WITH ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR SHARED-USE PATHS AND LANDSCAPED BUFFER

PROPOSED IMPROVEMENTS

- INCLUDES FOUR TRAVEL LANES, WITH TWO LANES IN EACH DIRECTION
- LANDSCAPED MEDIAN
- PROVIDES LEFT TURN LANES WHERE WARRANTED
- SHARED-USE PATH ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR ALLOWING FOR BI-DIRECTIONAL MOVEMENT BY PEDESTRIANS AND BICYCLISTS
- LANDSCAPED BUFFER ON BOTH THE EAST AND WEST SIDES OF THE CORRIDOR TO CREATE A LARGER BARRIER BETWEEN MOTORISTS AND PEDESTRIANS/BICYCLISTS

EXISTING TYPICAL SECTION

- SIX TRAVEL LANES, WITH THREE LANES IN EACH DIRECTION:
 - 14' OUTSIDE LANES, 11' MIDDLE LANE NORTHBOUND, 12' LANE, 12' TURN LANE, 4' MEDIAN, TWO 12' LANES SOUTHBOUND
- 5' GRASS STRIP ON BOTH SIDES OF THE CORRIDOR
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

EXISTING VIEW



EXISTING VIEW



VIEW 1



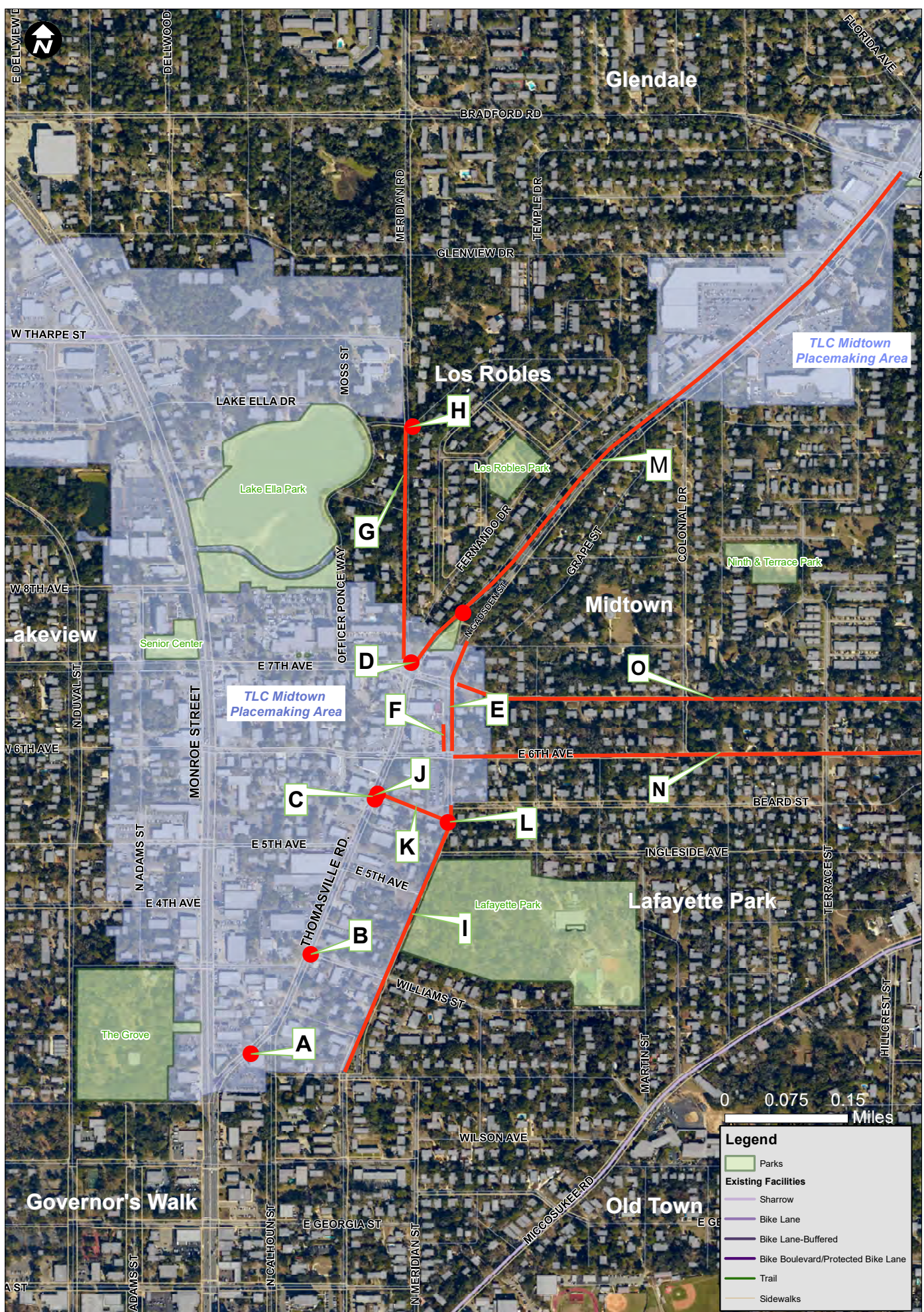
VIEW 2



83% of participants voted for reducing the number of lanes from 6 to 4 along Thomasville Road from approximately Grape Street to Betton Road/Bradford Road, and dedicating additional space to shared-use paths and landscaped buffers on both sides of the corridor

Planning Level Cost Estimate:

Phase	Low Estimate	High Estimate
Design and Permitting	\$406,000	\$609,000
Construction Phase	\$1,500,000	\$2,250,000
Undergrounding of Utilities	\$1,000,000	\$1,500,000
Landscaping/Placemaking	\$400,000	\$600,000
Total	\$3,306,000	\$4,959,000





Midtown Transportation Plan Public Meeting
March 10th, 2020
6:00 pm - 7:30 pm

Name	Agency (if Applicable)	Email	Phone Number
Kate Widness	Kimley-Horn	kateyn.widness@kimley-horn.com	850-553-3505
Beth Hollister	NA - Woodland Drives	bethhol@yahoo.com	850-524-2139
rene spencerr8		renespencer@yahoo.com	850-559-3648
Sarah Cass		koalacass@hotmail.com	813-454-7793
Thorbojern Mann		thormann@nettally.com	
Amy Datz	Environmental Caucus of Florida	amaliadatz@mac.com	850-322-7599
Roger V. Holdener	Cap. City Cyclists		
chris muellemann	Leon County Public Works	muellemannc@leoncountycl.gov	850-606-1536
Thomas Clark		thomas_lyon.clark@gmail.com	850-345-9119
Devan Leavins	Tallahassee Leon county Planning	devan.leavins@talgov.com	850-891-6441
Tyler Woolson	Business Owner/Resident	tylerwoolson@gmail.com	850-264-5591
Katie Haggerty	Business Owner	katie@quartermoonimports.com	850-841-0273
Jim and Dot Skofronick		dsis@embarqmail.com	8502228544
DeWayne Carver	Resident	ddcarver@earthlink.net	860 339 8855
Casey McLaughlin	Resident	caseyamcl@gmail.com	850-284-7271
Melanie & Adam Watson	Resident	mlemwatson@gmail.com	
Jodi Wilkof	Leon County Board of County Commissioners	WilkofJ@LeonCountyFL.gov	850-606-5373
Brian & Michaela Lupiani	Resident	brianlupiani@yahoo.com	
Rachelle McClure & Bayard Stern	Resident	rachellejewel@gmail.com	
Cheryl Estes Olney	Resident	sherri.olney@comcast.net	8502224002
marsha Orr	resident	morrtart@gmail.com	
Greg Hartlage	Resident	ghartlagemd@gmail.com	678-953-0178
Ken Lux	Resident	kennethjohnlux@yahoo.com	
Vanessa Crisler	Resident	vanessa.crisler@gmail.com	8505534250
john wallace	Resident	poonthier@comcast.net	8505195558
don quarello			
Barbara Mason White	Resident	bmasonwhite@gmail.com	850 933 2542
Lynn Barr	Resident	disneybarr@yahoo.com	
Noah Bielling	Resident	noah.bielling@gmail.com	
Allen Seceast	COT Traffic Engineering	allen.seceast@talgov.com	850 891-8273
		Kathyl.Mcguire@gmail.com	
		elizabeth.pullian@comcast.net	
		randidenker@gmail.com	
		jimbarb123@comcast.net	

send comment form to.

SIGN IN SHEET
Public Meeting – Tuesday, March 10th, 2020

[illegible]

SIGN IN SHEET

Public Meeting – Tuesday, March 10th, 2020

NAME	EMAIL	PHONE NUMBER
Jake Varr	jiddvv@aol.com	850-509-5585
Mary Kay Falconer	dmk bikes@hotmail.com	
SEAN NYBERG	SEAN_NYBERG@hotmail.com	850-228-8544
Steve Chazvini	SGHAZVINI@SANDCOFL.COM	850-251-8139
LAUREL HARBIN	LAUREL.HARBIN@TALGOV.COM	891-6472
Marcus Thompson	Marcus.Thompson1@gmail.com	305-927-9190
Alexa Kleinbard	alexakleinbard@gmail.com	
Jim Rock	jroche@fsu.edu	224 7054
Megan Doherty	megan.doherty@blueprinta.org	
Allen R. Seibert	allen.seibert@talgov.com	891-8273
Robert Vorpe	RobertV@kgs.law.com	850 222-7500
Reggie V. Seibert	ROGER SUNGAM 66@yahoo.com	
Ellery Sedgwick	elsedgwick@gmail.com	845-625-7069
Dara Osher	dara.osher@mbakerintl.com	954-913-5903
Eva Peppers	eva.peppers@fclsi.org	385-6255



COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

In front of Kool Beany at
Williams and Thomasville

Third Avenue turns
in front of Kool Beany
This is dangerous
lots of accidents

(Address)

Accidents on Williams
and Gadsden when
turning the wrong
way down
Gadsden

The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on _____

Do you live within the study area?

Yes

No

Not Sure

What is your gender?

Male

Female

Do you own or have access to a vehicle?

Yes

No

What is your race?

White

African-American

Other

Do you have a disability that limits your mobility?

Yes

No

What is your age?

Under age 18

18 to 29

30 to 59

60 to 74

75 or older

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income, or family status.



COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

*No palm trees, please!

* Can safety / speed study of Gadsden 6th + 7th
be accelerated. What is the hold-up?

* Raised ^{crosswalks /} intersections might help w/ speed -
pedestrian safety in most corridors in M.dtown

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Please provide the street name where you live:

I live on McDaniel St

Do you live within the study area?

Yes

No

Not Sure

Residing

What is your gender?

☒ Male

Female

Do you own or have access to a vehicle?

☒ Yes

No

What is your race?

White

African-American

Other

Do you have a disability that limits your mobility?

Yes

☒ No

What is your age?

Under age 18

18 to 29

☒ 30 to 59

60 to 74

75 or older

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COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

At some point when appropriate, I would like to see bike racks in the Midtown plan - These could be creative designs that require less space and are in appropriate locations to serve multiple merchants.

In addition, please do not forget about the importance of shade for pedestrians and cyclists. This will be important on the stretch from Midtown proper up to Belton Road. Trees or other creative ways to provide shade on the multiuse paths will be essential to increase actual use of the new infrastructure.

Thank you for this opportunity!

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Please provide the street name where you live:

I live on _____

Do you live within the study area?

Yes

No

Not Sure

What is your gender?

Male

Female

Do you own or have access to a vehicle?

Yes

No

What is your race?

White

African-American

Other

Do you have a disability that limits your mobility?

Yes

No

What is your age?

Under age 18

18 to 29

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COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

Include traffic signals at Monroe / 3rd

Monroe / 5th

Monroe / 6th

Monroe / 7th

Replace span wire signals with Mast Arm signals.

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Please provide the street name where you live:

I live on _____

Do you live within the study area?

Yes

☒ No

Not Sure

What is your gender?

☒ Male

Female

Do you own or have access to a vehicle?

☒ Yes

No

What is your race?

☒ White

African-American

Other

Do you have a disability that limits your mobility?

Yes

☒ No

What is your age?

Under age 18

18 to 29

☒ 30 to 59

60 to 74

75 or older

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COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

The information available at this event is very helpful. On the other hand I do not like the format because you are unable to hear ^{other persons'} ~~the~~ comments (pro and con) about the proposed projects. Hearing from all the residents is very helpful and can help you get other perspectives.

Also, the format is such that the City staff or MPO staff can filter the comments they receive. As a result you don't know if your views or comments are consistent or in conflict with the others who attend. To me this creates a bias in support of the projects, as proposed.

Some time in the near future we need a project to divert traffic off of Thomasville Road to either Tharpe Street or Martin Luther King Boulevard.

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Please provide the street name where you live:

I live on Fernando Drive

Do you live within the study area?

☒ Yes

No

Not Sure

What is your gender?

☒ Male

Female

Do you own or have access to a vehicle?

☒ Yes

No

What is your race?

☒ White

African-American

Other

Do you have a disability that limits your mobility?

Yes

☒ No

What is your age?

Under age 18

18 to 29

30 to 59

60 to 74

☒ 75 or older

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COMMENT FORM

Please provide comments regarding the Midtown Area Transportation Plan below:

Slow traffic on 6 & 7 - good
Coming up Colonial Dr - need pedestrian
signs advising on one way traffic each
way -
Leave Beard St. ALONE - !!!

Leave center turning lane in. I use
it all the time on Thomasville.
How else can I come out of Beard
& turn LT.

unless you put signs NOT
to Block Street exist.

It ain't broke leave it
alone - I've lived here for 30 yrs
never had trouble walking on the
sidewalk or riding my bike.

The following optional questions are only used for informational purposes to determine who our public involvement activities are reaching and appealing to.

Your answers are confidential and will not be used for any other reasons.

Please provide the street name where you live:

I live on Beard St.

Do you live within the study area?

☒ Yes

☐ No

☐ Not Sure

What is your gender?

☐ Male

☒ Female

Do you own or have access to a vehicle?

☒ Yes

☐ No

What is your race?

☐ White

☐ African-American

☐ Other

Do you have a disability that limits your mobility?

☐ Yes

☐ No

What is your age?

☐ Under age 18

☐ 18 to 29

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