



MIDTOWN AREA

Transportation Plan Phase II

CRTPA Board Retreat
October 14, 2019

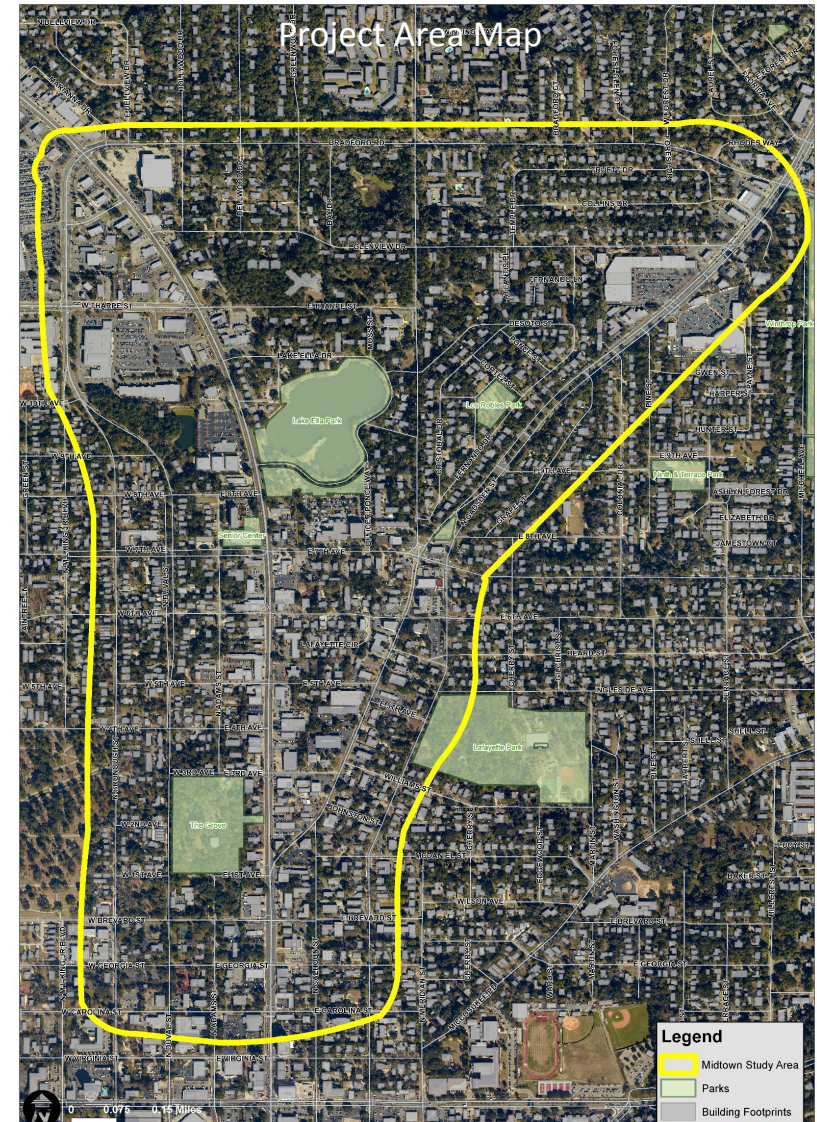
Midtown Area Transportation Plan

Phase I

- Summarized the results of Phase I back in April

Phase II

- Extensive public outreach
- Further refinement of Phase I alternatives



Phase I Recommendations moving into Phase II

The matrix below depicts how each alternative performs based on multiple qualitative and quantitative criteria. The alternatives are being evaluated to determine which may be viable to move forward for future, more detailed consideration. The criteria include:

- ✓ Maintain/Improve LOS: Does the alternative either maintain acceptable LOS or improve the LOS, when compared with the existing?
- ✓ Sense of Place: Does the alternative enhance the area by providing a uniqueness that sets it apart from the surrounding area?
- ✓ Traffic Calming: Does the alternative include a traffic calming component?
- ✓ Improves circulation/connectivity: Does the alternative improve access to the Midtown area along with improving access to businesses and amenities within the Midtown area?
- ✓ Opportunity for multi-modal enhancement: Does the alternative provide opportunity for enhancements of bikes and pedestrians, and transit facilities?
- ✓ Potential Need for Additional ROW: What is the estimated need for additional ROW that could be required?
- ✗ Indicates that there is a negative impact.

Alternatives	Maintain/Improve LOS	Opportunity for Sense of Place improvements	Traffic Calming	Improves Circulation/Connectivity	Opportunity for Multi Modal Enhancement	Potential ROW Needs		Relative Cost	Additional Comments
						None/Minor	Major		
Beard St and North Gadsden St Realignment	✓	-	-	✓	✓	✓	-	Low	Realignment could occur within the existing ROW. Coordination with adjacent landowner needed (parking lot in NW quadrant). Aligning the intersection would improve the operations. It would also make it easier to travel along the roadways, improving connectivity and circulation through midtown.
Sidewalk Connectivity	✓	-	-	✓	✓	✓	-	Med	Identification of key gaps.
North Gadsden St Corridor improvements from 6 th Ave to Thomasville Rd	-	-	✓	-	✓	✓	-	Med	Construct sidewalks along entire corridor on both sides of roadway and implement a road diet.
Placemaking/Complete Street	✓	✓	✓	-	✓	✓	-	Med	Creates a sense of place and traffic calming. Could be done with existing geometry but access management would need to be evaluated on a driveway by driveway basis. Parallel facilities could handle diverted traffic that may occur with reduced speeds. Additional midblock pedestrian crossings are possible.
One-way southbound of Thomasville Rd from N Gadsden St to 6 th Ave	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.
One-way southbound of Thomasville Rd from N Gadsden St to N Monroe St	✓	✓	*-	✗	✓	✓	-	Low	Improves LOS. Access to businesses could be negatively impacted. *Recommended that additional features be included to ensure friction is provided along the roadway to reduce speeds and provide traffic calming.

NOT MOVING FORWARD TO PHASE II

Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	✗	✓	✓	-	✗	-	✓	High	FDOT Safety study, Blueprint Midtown Placemaking, and the 2040 Regional Mobility Plan include this potential roundabout. Operationally this does not work. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)	✓	✓	✓	✗	✗	-	✓	High	The operations of the roundabout could work if the movement from 7 th Ave to Meridian would be removed. Additional concerns with grade change and extensive ROW needed. A roundabout would provide a unique characteristic to the midtown area.
6 th and 7 th Ave Bi-Directional Roadways	✗	-	✓	✓	-	✓	-	Low	Though bi-directional roadways cause additional friction, the LOS is degraded and it creates additional conflict points at the intersections. This would result in a need for operational improvements that are not warranted under current conditions and could result in larger intersections that create undesirable pedestrian conditions at crossings.

Public Engagement to Date...

- Stakeholder Meetings
 - Midtown Merchants
 - City/County Staff
- Local Neighborhood Association Meetings
- Local Pop-Up Event
- Public Meeting
 - Over 50 citizens in attendance!
- Project Survey
 - Over 600 completed!



Public Meeting

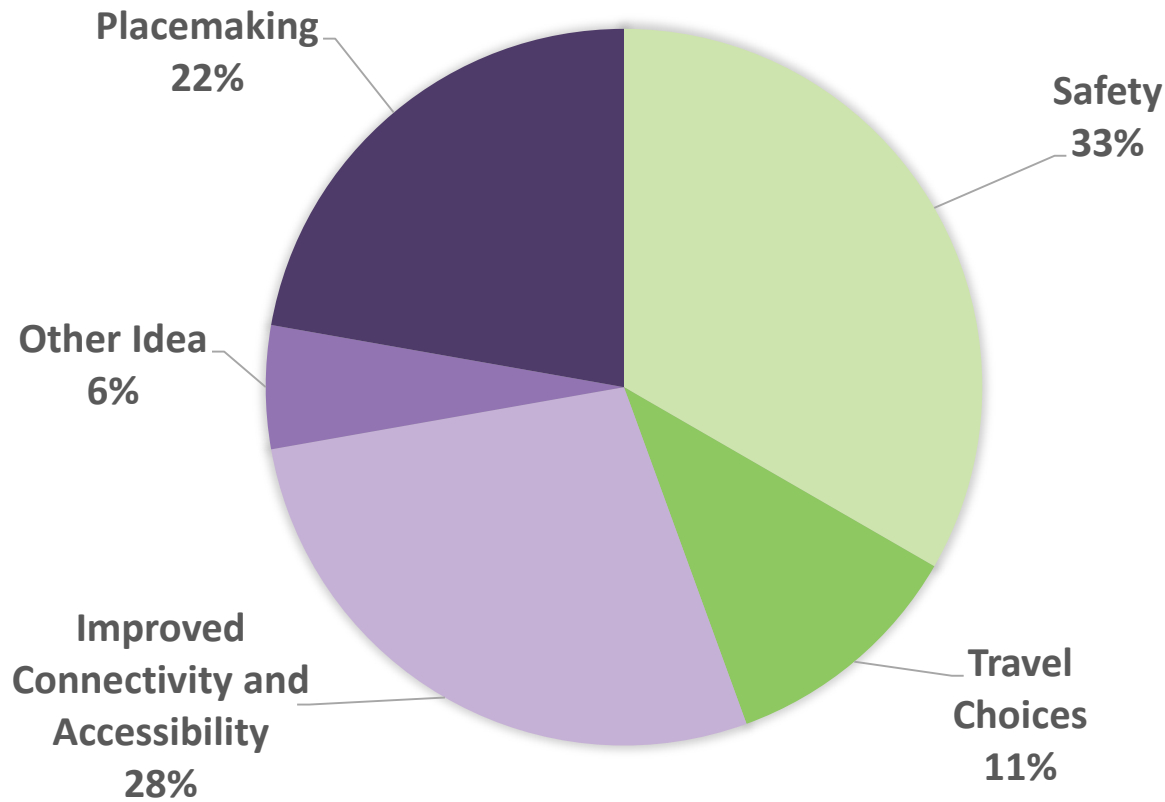


Midtown Pop-Up Event

What We Have Heard

Public Meeting Input

What is your number one priority for transportation improvements in Midtown?



Prioritization Activity

Corridors for Discussion



What We Have Heard

Public Meeting Input

Build-A-Street Activity

- **Thomasville Road South**
 - 100% of participants included pedestrian amenities
 - Sidewalk or shared-use path
 - Close to 50% of participants included street trees
 - 22% included on-street bicycle facilities



What We Have Heard

Public Meeting Input

Build-A-Street Activity

- **Thomasville Road North**
 - 100% of participants included both pedestrian amenities as well as street trees
 - 82% included bicycle facilities and 73% included transit facilities



What We Have Heard

Public Meeting Input

Build-A-Street Activity

- **Monroe Street**

- 88% of participants would like to see better pedestrian facilities and 63% would like to see bicycle facilities incorporated into the corridor.
- Over 60% would like to see more street trees along the corridor



What We Have Heard

Project Survey

Midtown Transportation Plan Phase II

Progress 

Midtown Transportation Plan


WELCOME

Help decide the future of transportation in Midtown with your input!


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.

[Click here for map!](#)

[Begin](#)

 **MIDTOWN AREA**
Transportation Plan Phase II

Phase I consisted of a traffic operations study to better understand travel patterns in and around the Midtown area. It also determined feasible transportation opportunities.


 **CRTPA**
CAPITAL REGION
TRANSPORTATION PLANNING AGENCY


2 PRIORITIES

3 OPTIONS

4 CROSS SECTION

5 WRAP UP

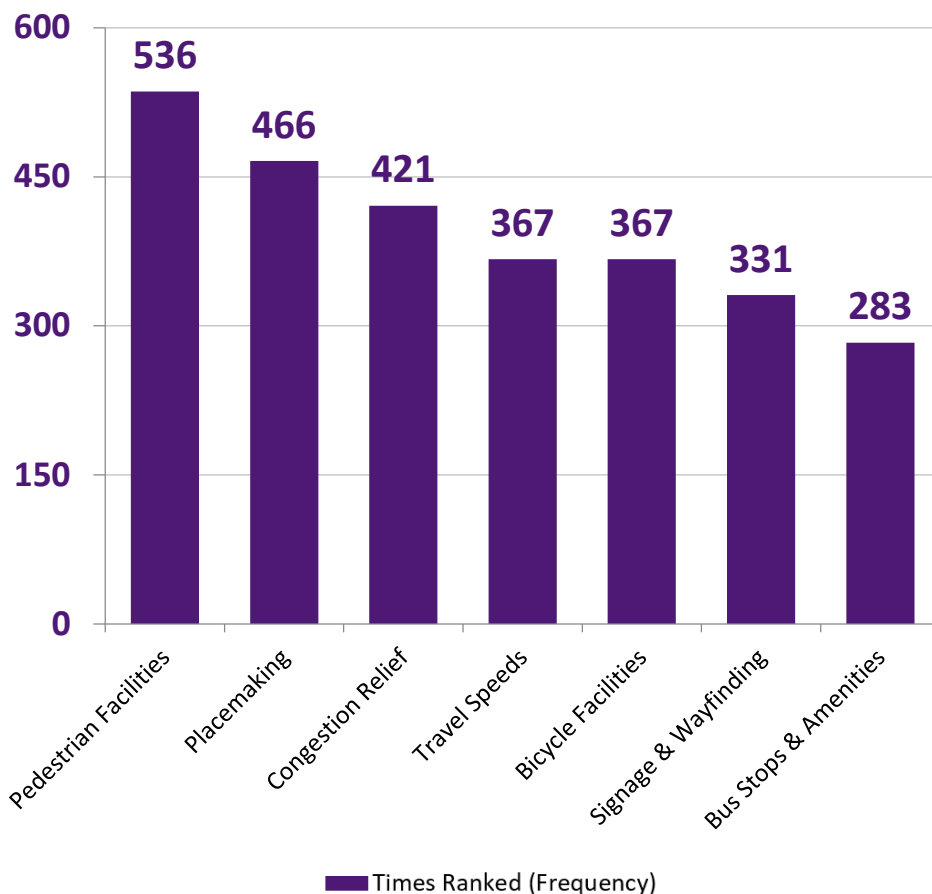











What We Have Heard

Project Survey Results

Priority Ranking of Transportation Improvements

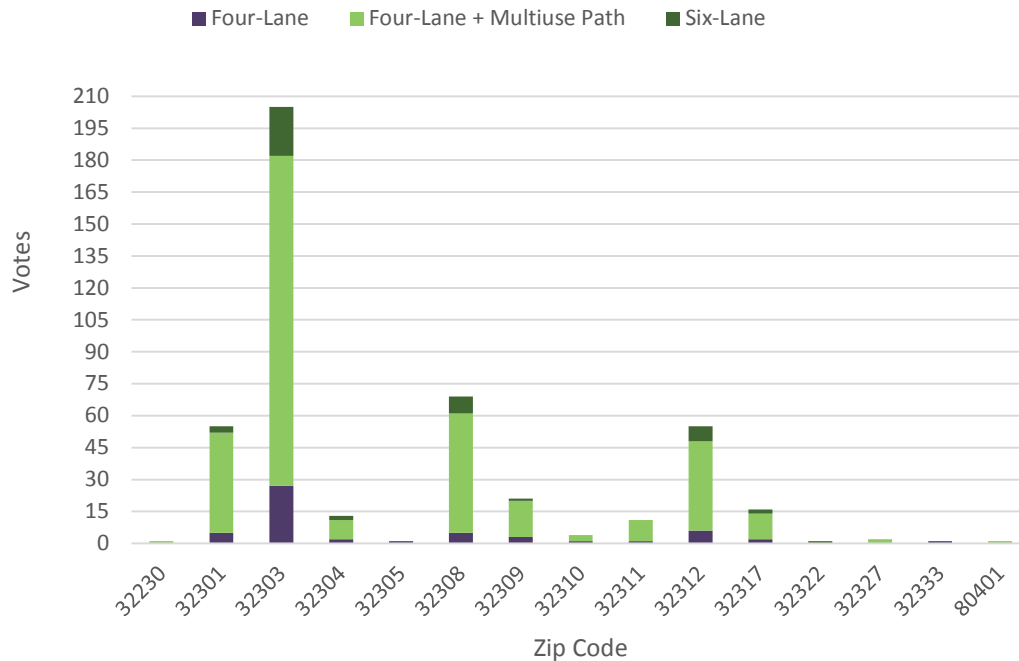


-  Pedestrian Facilities
-  Placemaking
-  Congestion Relief
-  Travel Speeds
-  Bicycle Facilities
-  Signage & Wayfinding
-  Bus Stops & Amenities

What We Have Heard

Project Survey Results

Visual Preference Question
Thomasville Road North



Four-Lane Option with median, on-street bike lanes



Four-Lane Option with median, multi-use path, bicycle facilities

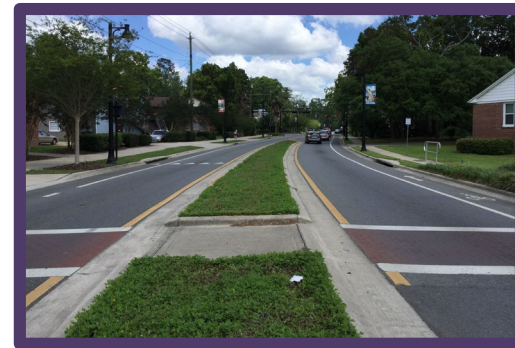
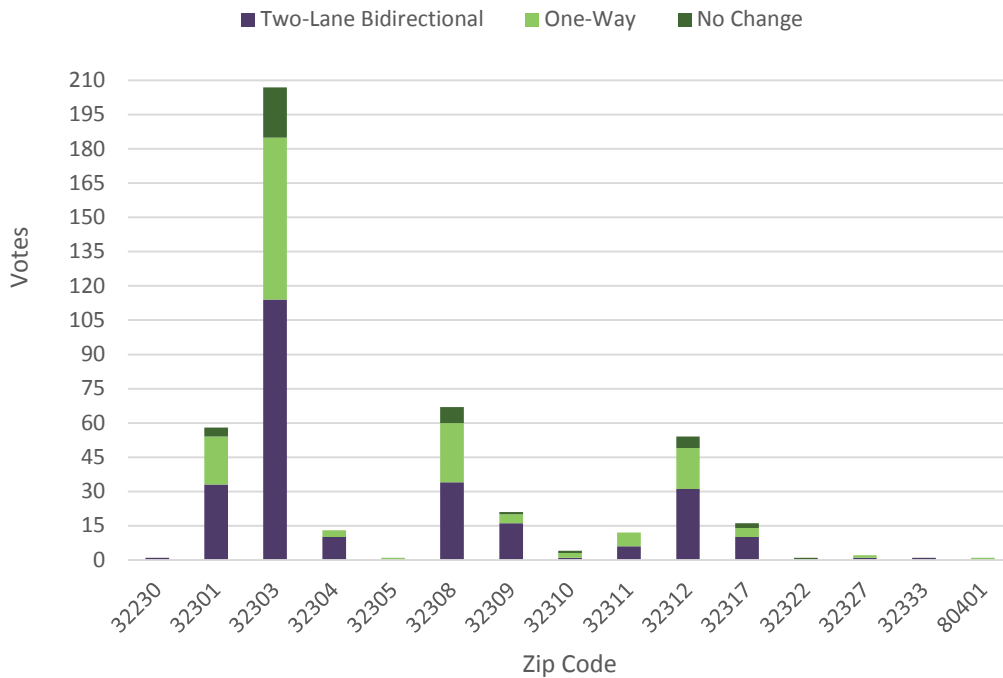


Six-Lane Option with no median or bicycle facilities

What We Have Heard

Project Survey Results

Visual Preference Question
Thomasville Road South



Two lane bi-directional with median or more space for multimodal facilities



One-way corridor to allow for more space for multimodal facilities

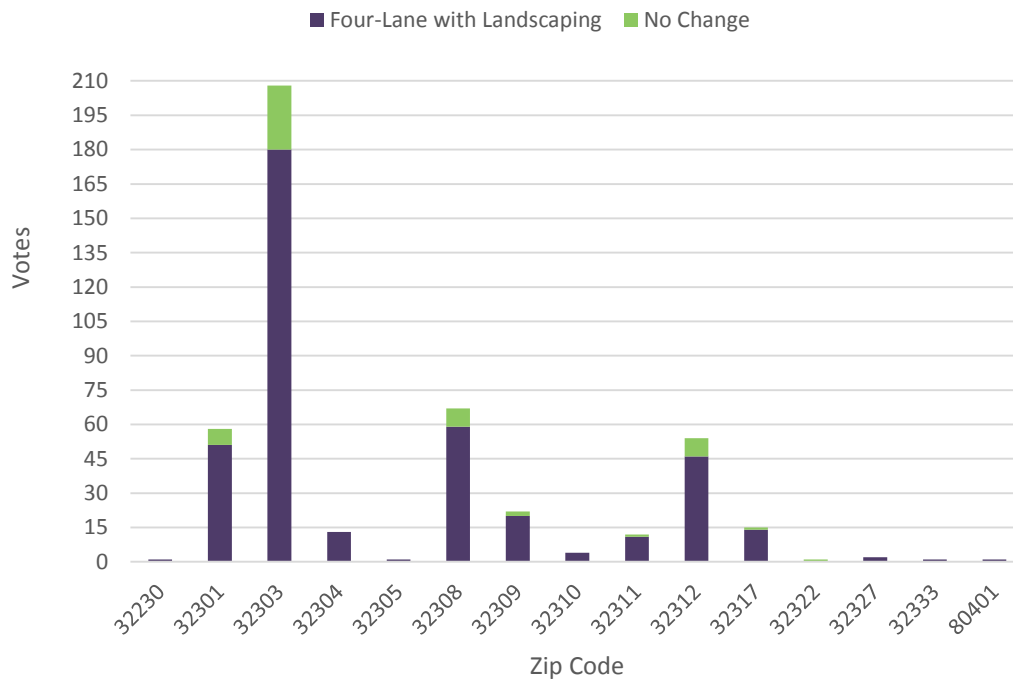


2 lane with center turn-lane

What We Have Heard

Project Survey Results

Visual Preference Question
Monroe Street



Four lanes with landscaped median



No change

Overall Feedback

- Midtown needs multimodal facilities
- Many people who live in the area are fearful of walking or biking due to the current condition of facilities
- Travel speeds are a major concern for the area
- Many participants have concerns to recommendations for the following corridors :
 - Gadsden Street
 - 6th Avenue
 - 7th Avenue
- Strong support for improving the public space within the study area





Next Steps

- October Pop-Up Event: date TBD
- Public Meeting: November 6th at the Tallahassee Senior Center
 - Renderings reflecting input heard will be provided for participants to select which they prefer
- Development of Phase II plan which will outline the recommended opportunities for each corridor
- Open House: early 2020
 - Present draft recommendations





Questions?