



MIDTOWN AREA

Transportation Plan

*CRTPA
Board Meeting
October 19, 2020*

Project Background

- Phase I completed in 2018
 - Resulted in a variety of alternatives to improve transportation options in the Midtown Area
- Phase II
 - Kicked off in June 2019
 - Further refinement of Phase I alternatives
 - Extensive public outreach

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 on 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 on 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 Bidirectional Roadways	✗	-	✓	✓	-	✓	-	Low	Though bidirectional 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.

Completed Public Engagement

- Stakeholder Meetings
- Local Neighborhood Association Meetings
- Local Pop-Up Events
- Public Meetings
 - Over 100 citizens participated at these meetings!
- Final Open House
- Project Survey
 - Over 600 completed!





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!

Key Takeaways from Engagement

- Safety and placemaking are top priorities for the Midtown Area
- Having connected and accessible transportation facilities is important
- Pedestrian facilities and street trees are some of the most desired amenities
- Support for reducing vehicular lane footprint to accommodate other modes

Recommendations

- Short-Term Recommendations
- Mid-Term Recommendations
- Long-Term Recommendations
- Supporting Projects



Recommendations

Time Frame	Project	Estimate Start	Lead Agency	<i>Additional Information</i>
Long-Term	Proposed sidewalk along Meridian Road from 7 th Avenue to existing sidewalk south of Tharpe Street	Study to begin within 3 years	TBD	<i>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.</i>
Short-Term	Proposed RRFB Crosswalk at De Soto Street to cross Meridian Road	Study to begin within 3 years	TBD	<i>Providing improved connectivity to the residents of Los Robles is a recommendation of this planning process.</i>

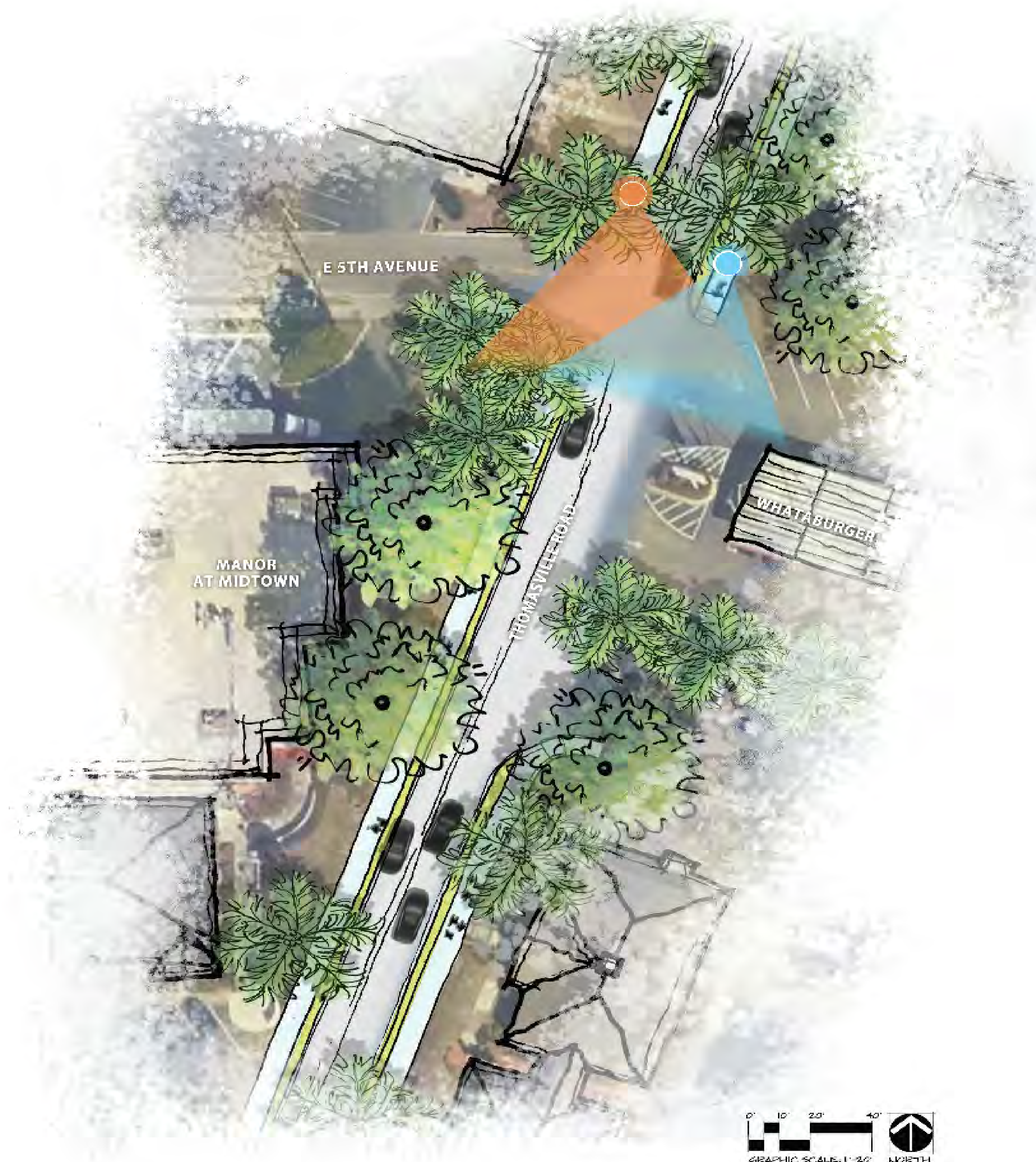


Recommendations

Time Frame	Project	Estimate Start	Lead Agency	<i>Additional Information</i>
Short-Term	Proposed Speed Study and Traffic Calming along 6 th Avenue and 7 th Avenue	Study to begin within 3 years	City of Tallahassee	<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. The City has several safety projects along 6th Avenue and 7th Avenue scheduled in the near term.</i>
Short-Term	Proposed Speed Study and Traffic Calming on Gadsden Street	Study to begin within 3 years	Leon County	<i>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.</i>

Recommendations

Thomasville Road South – Long Term



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

Recommendations

Thomasville Road South – Long Term

EXISTING VIEW



VIEW 1



EXISTING VIEW



VIEW 2



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

Recommendations

Thomasville Road North – Long Term



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

Recommendations

Thomasville Road North – Long Term

EXISTING VIEW



VIEW 1



EXISTING VIEW



VIEW 2



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

Recommendations

North Monroe Street – Long Term



NORTH MONROE STREET OPPORTUNITIES

PROPOSED IMPROVEMENTS

- ROADWAY FOOTPRINT WILL REMAIN AS IS WITH FOUR BI-DIRECTIONAL LANES, A CENTER TURN LANE AND SIDEWALKS
- MODIFY CENTER TURN LANE TO ACCOMMODATE THE ADDITION OF A LANDSCAPED MEDIANS WHERE FEASIBLE
- PROVIDE LEFT TURN LANES WHERE WARRANTED
- IN BETWEEN THE LANDSCAPING IN THE MEDIAN AND AT CROSSWALKS, INCLUDE COLOR OR TEXTURE CHANGES TO IMPROVE THE VISUAL AESTHETIC OF MONROE STREET IN THE MIDTOWN AREA AND HIGHLIGHT PEDESTRIAN CROSSINGS
- ADD LIGHTING FIXTURES WITH MORE MODERN OPTIONS TO MATCH THOSE IN OTHER AREAS OF MIDTOWN
- DUE TO THE LIMITED RIGHT-OF-WAY ON MONROE STREET, THE IMPROVEMENTS TO THE TRANSPORTATION ELEMENTS ARE ALSO LIMITED. THERE IS A GREAT OPPORTUNITY FOR REDEVELOPMENT ALONG THIS CORRIDOR TO ALLOW FOR IMPROVEMENTS IN PEDESTRIAN MOVEMENT AND CONNECTIVITY.


EXISTING TYPICAL SECTION

- FOUR 12' TRAVEL LANES, WITH TWO LANES IN EACH DIRECTION
- 12' CENTER TURN LANE
- 7-8' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

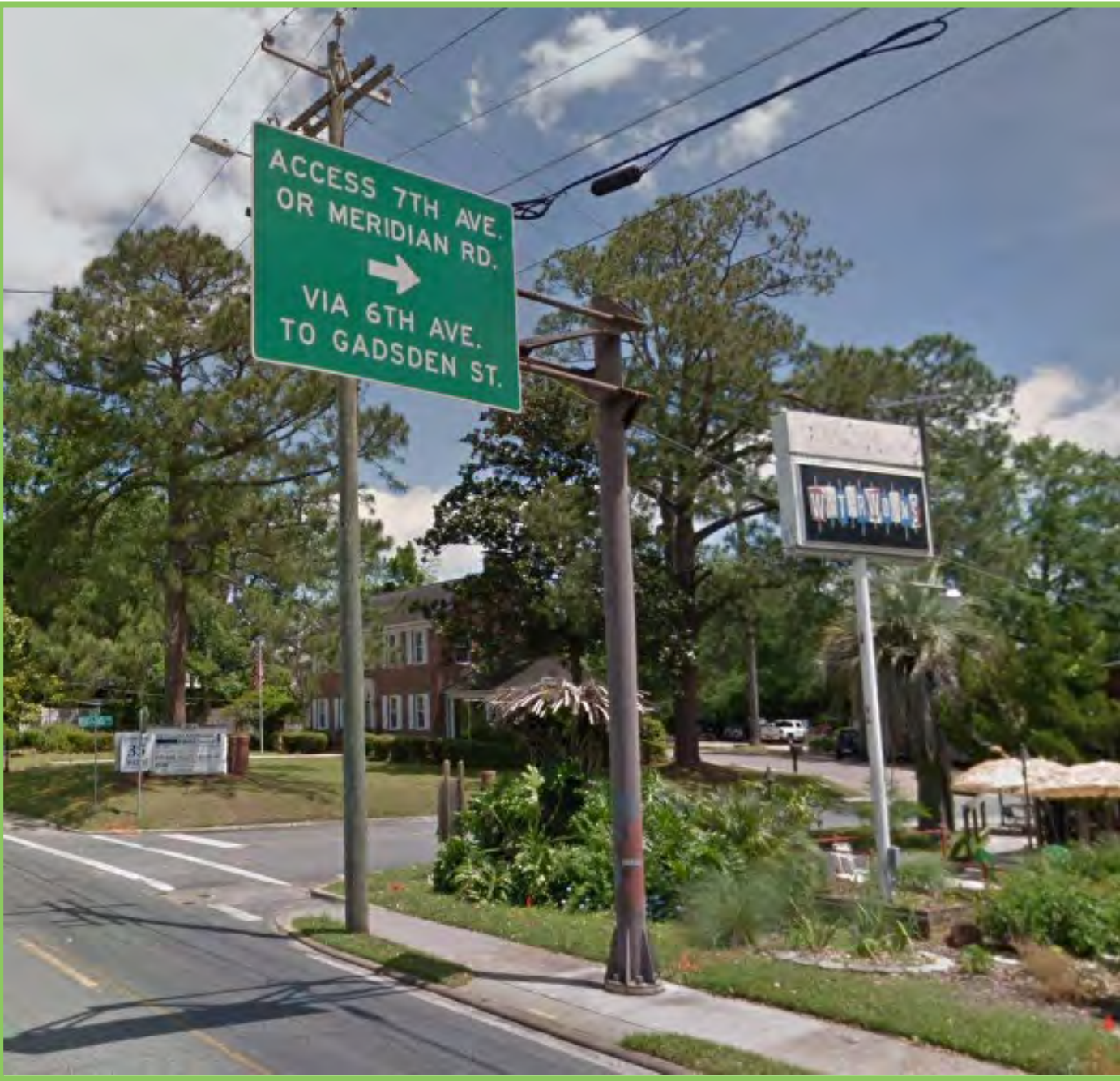
Supporting Projects

Time Frame	Improvement	Estimated Start Date	Lead Agency	Additional Information
Short-Term	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>


Supporting Projects

Time Frame	Improvement	Estimated Start Date	Lead Agency	Additional Information
Short-Term	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 
Short-Term	Sidewalk on west side of Gadsden Street	Currently under design	CRTPA	

Supporting Projects

Time Frame	Improvement	Estimated Start Date	Lead Agency	Additional Information
Short-Term	Removal of Directional Sign on Thomasville Road	Summer 2020 - Summer 2021	Florida Department of Transportation	
Completed	Addition of striped on-street parking on Beard Street between Thomasville Road and Gadsden Street	Completed	City of Tallahassee	

Supporting Projects

Time Frame	Improvement	Estimated Start Date	Lead Agency	Additional Information
Mid-Term	Beard Street realignment and pedestrian crossing	Within 5 years	City of Tallahassee	
Short-Term	Safety Improvements along Thomasville Road from 8 th Avenue to Betton Road/Bradford Road	Study complete	FDOT	<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>

Next Steps

- Conduct additional traffic analyses for long-term recommendations along Thomasville Road
- Ongoing coordination with FDOT, City of Tallahassee, and Leon County to implement short-term recommendations



QUESTIONS?