February 20, 2018



AGENDA ITEM 6 B

MIDTOWN AREA TRANSPORTATION PLAN

Type of Item: Discussion

STATEMENT OF ISSUE

Phase One of the Midtown Area Transportation Plan has been developed for Board approval. This phase provides a technical analysis of identified potential transportation options for the Midtown area of Tallahassee (shown as **Attachment 1**) and was developed for the CRTPA by Kimley-Horn and Associates (CRTPA General Planning Consultant).

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on February 6 and recommended CRTPA approval of Phase One and proceeding with Phase Two of the Plan.

RECOMMENDED ACTION

Option 1: Approve Phase One of the Midtown Area Transportation Plan and proceed with the next phase (Phase Two) of the Plan.

HISTORY AND ANALYSIS

The Latest

Phase One of the Midtown Area Transportation Plan is complete and provides an evaluation of nine (9) options (many of which are not stand alone and may be implemented in coordination with other identified options).

The following provides a summary of the options, with further information included as **Attachment 2**:

- **Beard St and North Gadsden St Realignment** Realignment of Beard Street within existing right-of-way to improve connectivity at this location has been identified.
- **Sidewalk Connectivity** Missing gaps in the Midtown area are identified (including key missing gaps at N. Gadsden, discussed below).
- North Gadsden St corridor improvements from 6th Ave to Thomasville Rd Identifies construction of missing key sidewalk gaps and Road Diet in this key location of Midtown.
- Midtown Boulevard/Complete Street by definition, Complete Streets are streets designed for all users (pedestrian, bicyclists, transit users as well as motorized transportation). Many of the proposed alternatives evaluated can be implemented in a manner that to improve the Midtown area for all users.
- One-way southbound option of Thomasville Rd from N Gadsden St to N Monroe St This
 alternative improves roadway level of service and could be constructed to use existing rightof-way for complete street improvements. Potential negatives with proposal include reduced
 access to businesses.
- One-way southbound option of Thomasville Rd from N Gadsden St to 6th Ave This alternative improves roadway level of service and could be constructed to use existing right-of-way for complete street improvements. Potential negatives with proposal include reduced access to businesses.
- Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements) Analysis identifies that this option does not operationally work and will have constructability
 issues. Additionally, a roundabout at this location creates pedestrian challenges.
 <u>Study Recommendation</u> Consider not moving forward with further exploration of this
 option.
- Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement) Analysis identifies constructability issues. Additionally, a roundabout at this location creates
 pedestrian challenges.
 Study Recommendation Consider not moving forward with further exploration of this
 option.
- 6th and 7th Ave Bi-Directional Roadways Convert the existing one-way pairs into two-way roadways. Analysis identifies that this change would reduce level-of-service and create additional conflict points at intersections.
 - <u>Study Recommendation</u>: Do not move forward with further exploration.

Plan Background

Transportation improvements to the Midtown area of Tallahassee have been discussed and documented for a number of years. Recent efforts include:

• The CRTPA's Connections 2040 Regional Mobility Plan" (adopted on November 16, 2015) which identifies the Thomasville Road/Meridian Road/Seventh Avenue intersection for improvement. This project has been included on the agency's RMP Roadways Priority Project List (and is on the most recent Roadway PPL scheduled for adoption at today's meeting).

- Blueprint Intergovernmental Agency Community Enhancement project ("<u>Midtown Placemaking (Thomasville and Monroe Roads)</u>") that identifies improvements at the five-points intersection of Meridian Road/Thomasville Road/Seventh Avenue as well as streetscaping improvements to Monroe Street (Thomasville Road to Tharpe Street) and Thomasville Road (Monroe Street to Post Road). This project was included in the November 2014 passage of the Leon County Penny Sales Tax Extension.
- FDOT safety study ("<u>Thomasville Road (Midtown) Safety Study</u>") was conducted by the FDOT on Thomasville Road (Monroe Street to Betton Road) based upon a request by the CRTPA to evaluate bicycle and pedestrian safety along the corridor. The study, presented to the CRTPA on September 19, 2016, identified potential pedestrian safety improvements along the corridor (some of which are included on the agency's Transportation Systems Management (TSM) Priority Project List for funding).

Midtown Area Transportation Plan

Building upon and coordinating the above efforts, the Midtown Area Transportation Plan was in initiated at the June 19, 2017 CRTPA meeting. The plan is being developed in two parts (Phase One and Phase Two).

Phase One of the Plan is now complete and provides a technical review analyzing potential changes to the transportation network to gain a better understanding of travel patterns in and around the Midtown area of Tallahassee. This phase has provided an evaluation of existing conditions including data collection efforts that have included use of Bluetooth technology to provide a picture of traffic patterns throughout the Midtown area (including traffic traveling both to and through Midtown).

Included within Phase One was the identification of nine (9) options and how each option performs based on both qualitative and quantitative criteria. As noted, these options (or alternatives) are discussed above and summarized in **Attachment 2**.

Due to the technical nature of Phase One of the Plan, coordination efforts to date have included meetings with the Florida Department of Transportation District 3 and local planning agencies.

Phase Two of the Plan involves public and stakeholder input on the plan including the options identified, as well as a refinement of those options.

NEXT STEPS

Consistent with Board direction, Phase Two of the Midtown Area Transportation Plan is the next and final phase of the plan. As noted above, this phase will focus on public involvement as well as refinement of the options identified. Subsequent to completion of Phase Two, the Midtown Area Transportation Plan will be complete.

Upon completion of the Plan, further phasing and implementation will be explored, including further development and design of key alternatives.

OPTIONS

Option 1: Approve Phase One of the Midtown Area Transportation Plan and proceed with the next phase (Phase Two) of the Plan.
(RECOMMENDED)

Option 2: CRTPA Board Discretion.

ATTACHMENTS

Attachment 1: Project Map Attachment 2: Options Matrix

Attachment 3: Draft Project Presentation

MIDTOWN AREA TRANSPORTATION PLAN

STUDY AREA



ATTACHMENT 2

Midtown Traffic Study: Potential Improvement Options for Future Study

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?
- X 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	Additional Comments
						None/ Minor	Major	Cost	Additional Comments
Beard St and North Gadsden St Realignment	✓	-	1	✓	✓	✓	-	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	✓	-	-	✓	✓	\checkmark	-	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 Streets	✓	√	√	-	✓	√	-	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.
Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	×	√	√	-	×	-	✓	High	FDOT Safety study includes 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	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.



MIDTOWN AREA TRANSPORTATION PLAN

CRPTA BOARD BRIEFING

Kimley » Horn

February 20, 2018



What We are Doing

- Analyzing traffic trends and patterns
 - Into, out of, and through the Midtown area
- Identifying network deficiencies in the Midtown area
- Evaluating potential transportation improvement alternatives
- Goal of Phase 1:
 - Obtain feedback from CRTPA committees and Board
 - Identify viable alternatives for further study and stakeholder review

Winding Was Truett Dr Nd Sth WA E 7th Ave E 6th Ave Shephard St McDaniel St W Georgia St E Tennessee St SR-10 E ONCRY

W Park Ave

LockeSt







Review Previous Studies

- Blueprint
 - Midtown Placemaking
- Tallahassee/Leon County Planning Department
 - Midtown Action Plan
- FDOT District 3 Safety Office
 - SR 61/Thomasville Road Pedestrian/Bicyclist Arterial Safety Study
 - SR 61/Thomasville Road Supplemental Safety Study

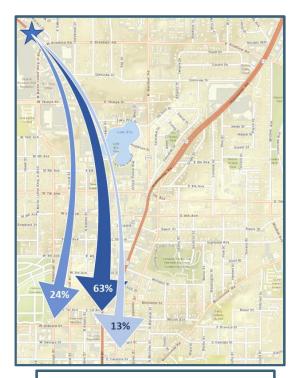


Data Collection

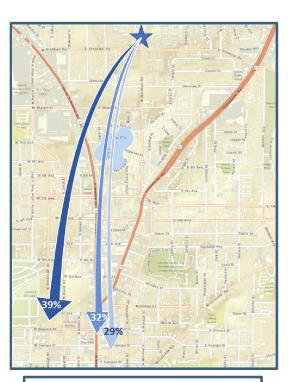
- Signal timings, turning movement volumes, etc. City of Tallahassee
- Sidewalk Network Tallahassee/Leon County Planning Department
- Roadway Information FDOT
- Crash Data
- Origin-Destination (OD) Data

AM Peak Traffic Patterns (weekday)

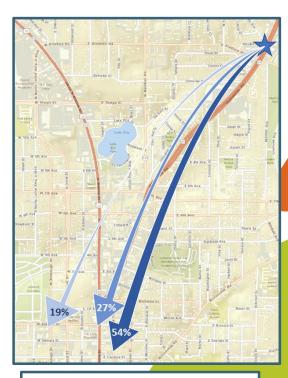




Origin Northwest (N Monroe St)



Origin North (Meridian Rd)



Origin Northeast (Thomasville Rd)

PM Peak Patterns (weekday)





Origin West of N Monroe St



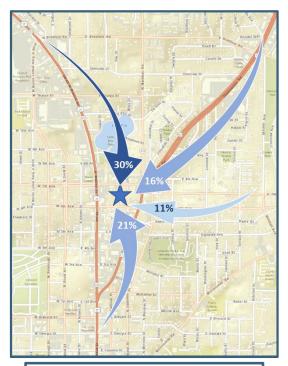
Origin Along N Monroe St



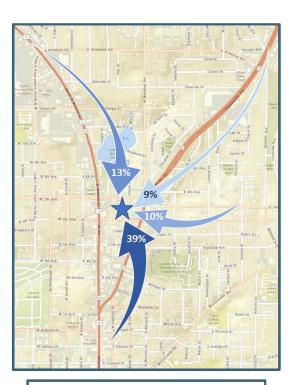
Origin East of N Monroe St

Midtown as a Destination (weekday)





AM Peak Traffic Patterns



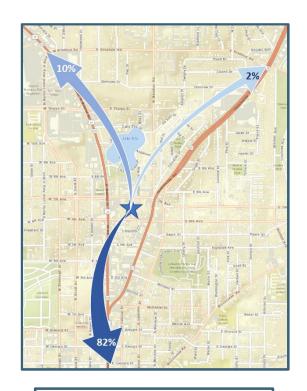
Midday Peak Traffic Patterns



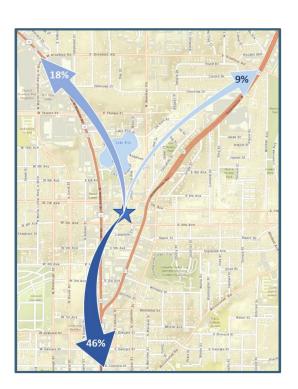
PM Peak Traffic Patterns

Midtown as a Origin (weekday)

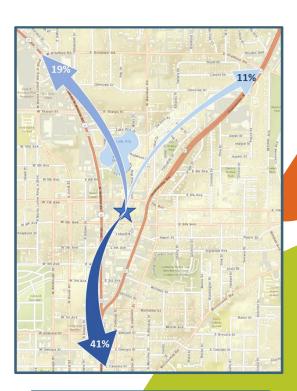




AM Peak Traffic Patterns



Midday Peak Traffic Patterns



PM Peak Traffic Patterns



- Beard St and North Gadsden St Realignment
- Sidewalk Connectivity
- North Gadsden St corridor improvements from 6th Ave to Thomasville Rd
- Placemaking/Complete Streets
- One-way southbound of Thomasville Rd from N Gadsden St to N Monroe St
- One-way southbound of Thomasville Rd from N Gadsden St to 6th Ave
- Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)
- Thomasville, Meridian and N Gadsden Roundabout (No Gadsden to Meridian movement)
- 6th and 7th Ave Bi-Directional Roadways

Midtown Traffic Study: Potential Improvement Options for Future Study

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?
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- ✓ Potential Need for Additional ROW: What is the estimated need for additional ROW that could be required?
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	Maintain/	Opportunity				Potentia	al ROW		
Alternatives	Improve	for Sense of	Traffic	Improves	Opportunity for Multi	Nee	eds	Relative	Additional Comments
Aiternatives	LOS	Place	Calming	Circulation/Connectivity	Modal Enhancement	None/	Major	Cost	Additional Comments
		improvements				Minor	ajo.		
Beard St and North Gadsden St									
Realignment									
Sidewalk Connectivity									
North Gadsden St Corridor									
improvements from 6 th Ave to									
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Realignment of Beard Street



Realignment of Beard Street





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Key Gaps in Sidewalks

Thomasville Rd - Colonial Dr. to 7th Ave (west side only)

3rd, 5th, 6th, 7th Avenue

Meridian Rd

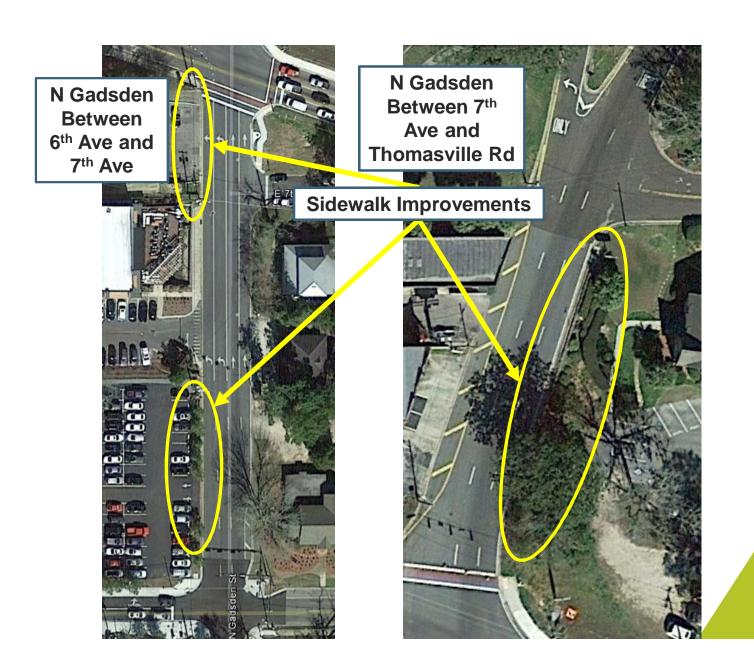
N Gadsden St







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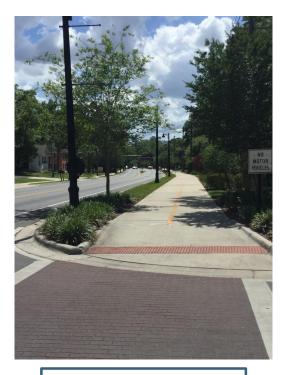






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Placemaking/Complete Streets







FAMU Way



Gaines St



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Southbound Thomasville South of 7th Ave



Southbound Thomasville at 6th Ave





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Southbound Thomasville South of 7th Ave

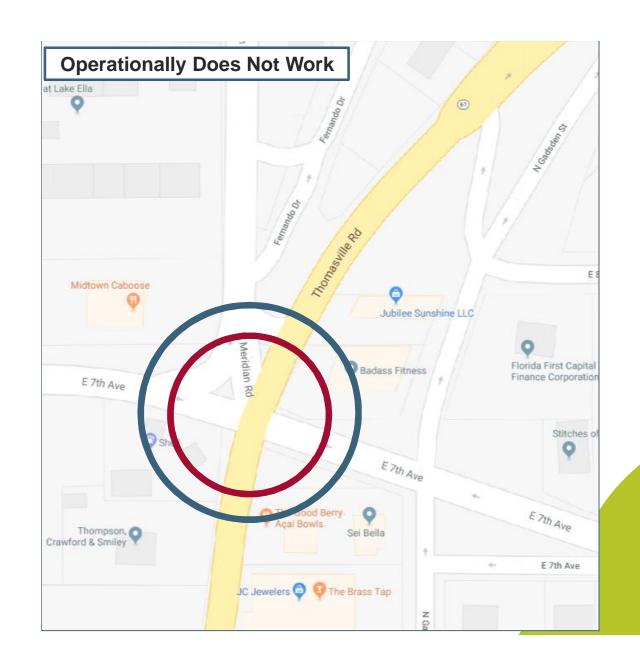


Southbound Thomasville at 6th Ave





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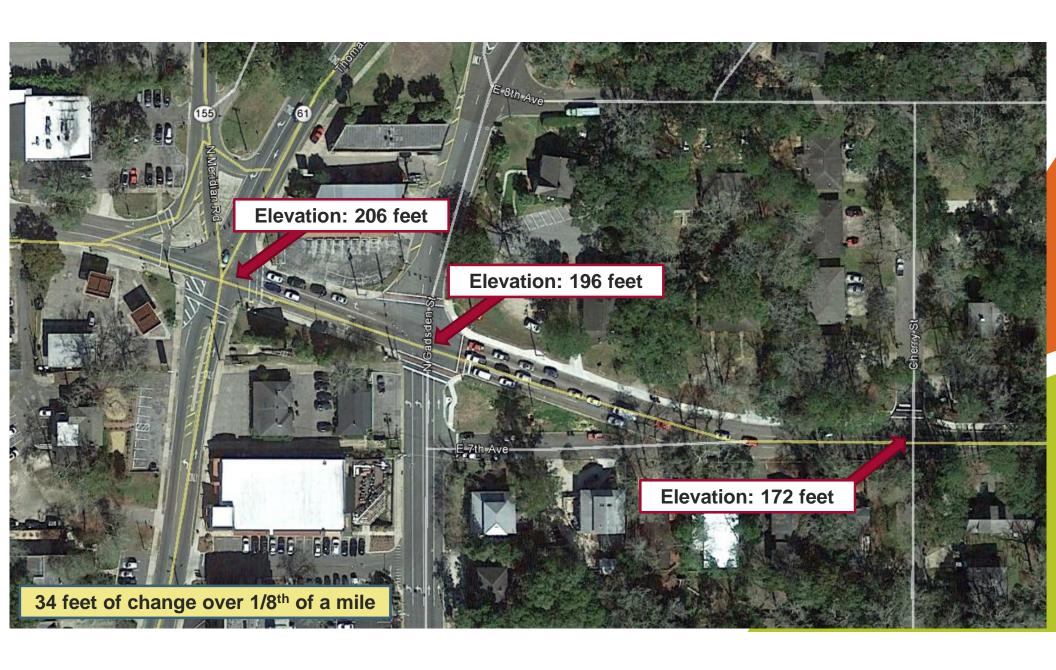


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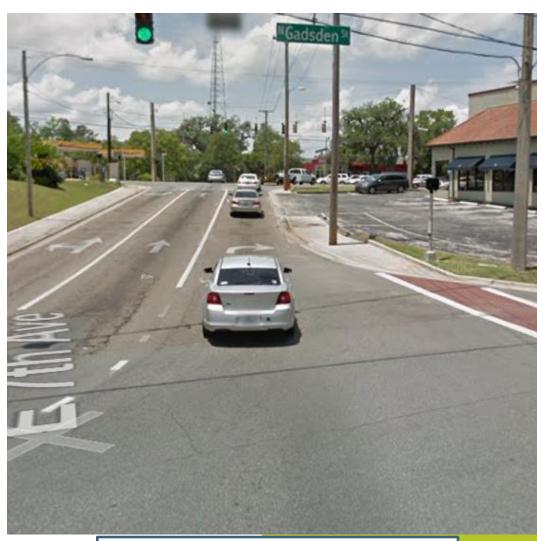
Roundabout Evaluation

- Maintenance of Traffic During Construction
- Pedestrian and Bicycle Compatibility
- Right of Way and Construction Costs
- Elevation Change along 7th Ave
- Existing Utilities





7th Ave approaching Gadsden St



7th Ave approaching Thomasville Rd



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North Gadsden St Corridor improvements from 6 th Ave to Thomasville Rd	+	ě	✓	÷	✓	1	-	Med	Construct sidewalks along entire corridor on both sides of roadway and implement a road diet.
Placemaking/Complete Streets	√	1	√	-	1	√	-	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	✓	✓	*_	×	✓	1		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.
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6 th and 7 th Ave Bi-Directional Roadways	×	-	✓	~	-	1	-	Low	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.

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One-way southbound of Thomasville Rd from N Gadsden St to 6 th Ave	✓	✓	*-	×	✓	1		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.
Thomasville, Meridian and N Gadsden Roundabout (includes all existing movements)	×	✓	✓	4	×	-	✓	High	FDOT Safety study includes 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)	✓	✓	✓	×	×	15	1	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 ^{7th} Ave Bi-Directional Roadways	×	-	√	✓		1		Low	LOS is degraded and it creates additional conflict points at the intersections. One-way roads do not contain the same amount of friction as a bi-directional roadway. This friction acts as a traffic calming measure by reducing the comfort level of the drivers, increasing their awareness and reducing their speed. Making the road bi-directional would provide improved connectivity and circulation to the driveways along those roadways.

Phase 2



- Public and Stakeholder Outreach
 - Midtown Merchants, Surrounding Neighborhoods, and others
- Refine alternatives evaluation and develop Midtown Transportation Plan
- Evaluations specific to other modes—pedestrian, bicycle, and transit facilities

Subsequent Phases

- Revise plan in response to other projects
- Develop phasing and implementation strategies
- Further development and design of alternatives





Questions/Discussion