

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



EXISTING VIEW



VIEW 1



EXISTING VIEW



VIEW 2



THOMASVILLE ROAD SOUTH - OPPORTUNITY 2

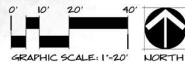
ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDER SIDEWALKS AND LANDSCAPED BUFFERS

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



EXISTING VIEW



VIEW 1



EXISTING VIEW



VIEW 2





THOMASVILLE ROAD SOUTH - OPPORTUNITY 3

ADDITIONAL SPACE DEDICATED TO THE WEST SIDE OF THE CORRIDOR
FOR ON-STREET PARKING AND LANDSCAPE BUFFER

PROPOSED IMPROVEMENTS

- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES
WITH A CENTER TURN LANE AT TWO LOCATIONS ALONG THE CORRIDOR
- WHERE TURN LANES ARE NOT PRESENT, DEDICATED ADDITIONAL SPACE TO THE
WEST SIDE OF THE CORRIDOR FOR:
 - ON-STREET PARKING
 - LARGE LANDSCAPED BUFFERS
- MAINTAIN EXISTING SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF THE
CORRIDOR; NO WIDENING TO THESE FACILITIES ARE PROPOSED
- MAINTAIN GRASS BUFFER ON EAST SIDE OF THE CORRIDOR

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 - OPPORTUNITY 1

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



VIEW 1



EXISTING VIEW



VIEW 2





THOMASVILLE ROAD NORTH - OPPORTUNITY 2

SIX LANE CORRIDOR WITH ADDITIONAL SPACE DEDICATED TO BOTH THE EAST AND WEST SIDE OF THE CORRIDOR FOR WIDE SIDEWALKS AND LANDSCAPED BUFFERS

PROPOSED IMPROVEMENTS

- INCLUDES SIX TRAVEL LANES, WITH THREE LANES IN EACH DIRECTION
- LANDSCAPED MEDIAN
- PROVIDE LEFT TURN LANES WHERE WARRANTED
- WIDE SIDEWALKS 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
- 5' SIDEWALK ON BOTH SIDES OF THE CORRIDOR

EXISTING VIEW



VIEW 1



EXISTING VIEW



VIEW 2





NORTH MONROE STREET OPPORTUNITIES

PROPOSED IMPROVEMENTS

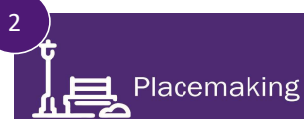
- ROADWAY FOOTPRINT WILL REMAIN AS IS WITH FOUR BI-DIRECTIONAL LANES, A CENTER TURN LANE AND SIDEWALKS
- MODIFY CENTER TURN LANE TO ACCOMMODATE THE ADDITION OF A LANDSCAPED MEDIANS WHERE FEASIBLE
- PROVIDE LEFT TURN LANES WHERE WARRANTED
- IN BETWEEN THE LANDSCAPING IN THE MEDIAN AND AT CROSSWALKS, INCLUDE 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

Overall Feedback – All Corridors

MetroQuest Priority Ranking of Transportation Improvements



Public Meeting Input

- Participants indicated that 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 for residents
- Many participants have concerns regarding the following corridors:
 - Gadsden Street
 - 6th Avenue
 - 7th Avenue
- There is strong support for improving the public space within the study area

Comments Received

“We need to keep encouraging bike transportation with these types of features”

- MetroQuest General Comment

“Placemaking with multi-modal integrated into Midtown”

- Public Meeting General Comment

“Very concerned over high/dangerous speeds on both 6th and 7th Avenues”

- Public Meeting General Comment

“No one-ways in Midtown!”

- Public Meeting General Comment

“Traffic calming is needed in the Midtown Area”

- MetroQuest General Comment



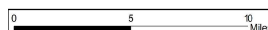
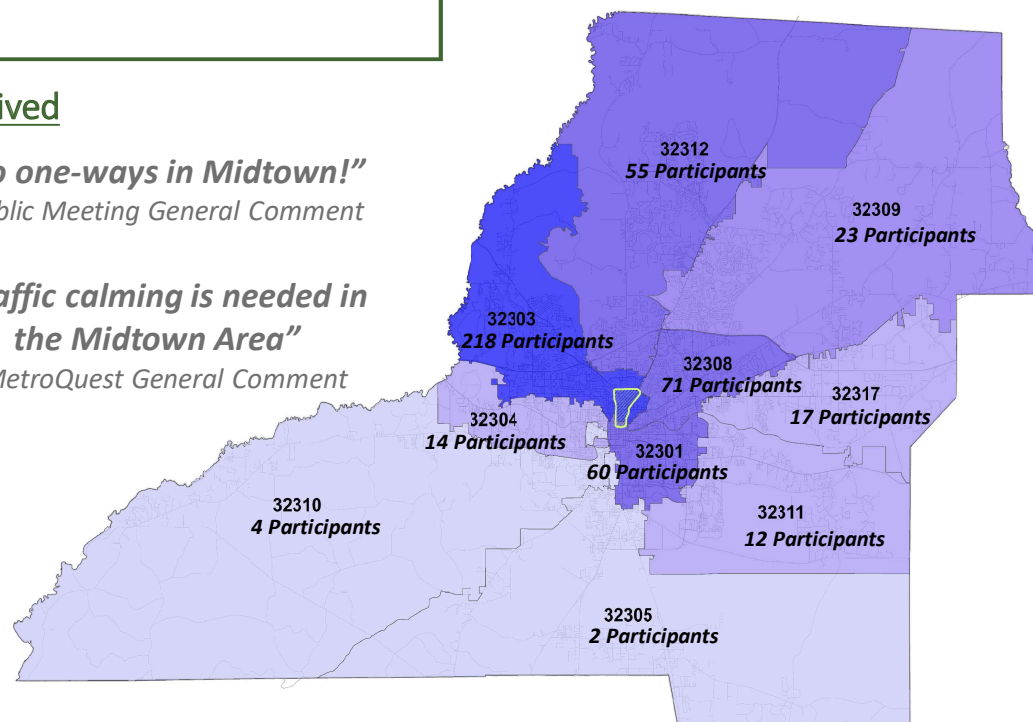
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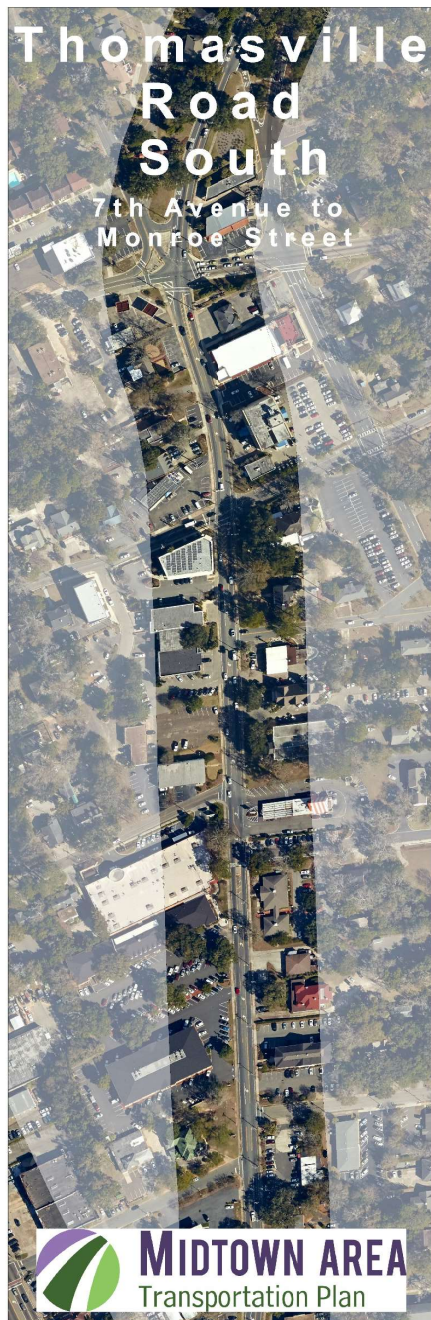
MetroQuest Survey Participants

90

Total In-person Interactions

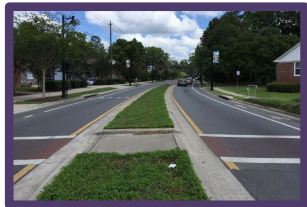
Survey Participants by Zip Code in Leon County, Florida





Feedback from Survey and Public Comments

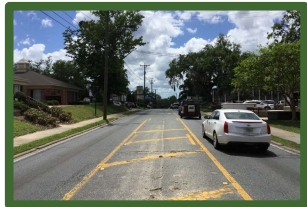
MetroQuest Survey: Visual Preference Question



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

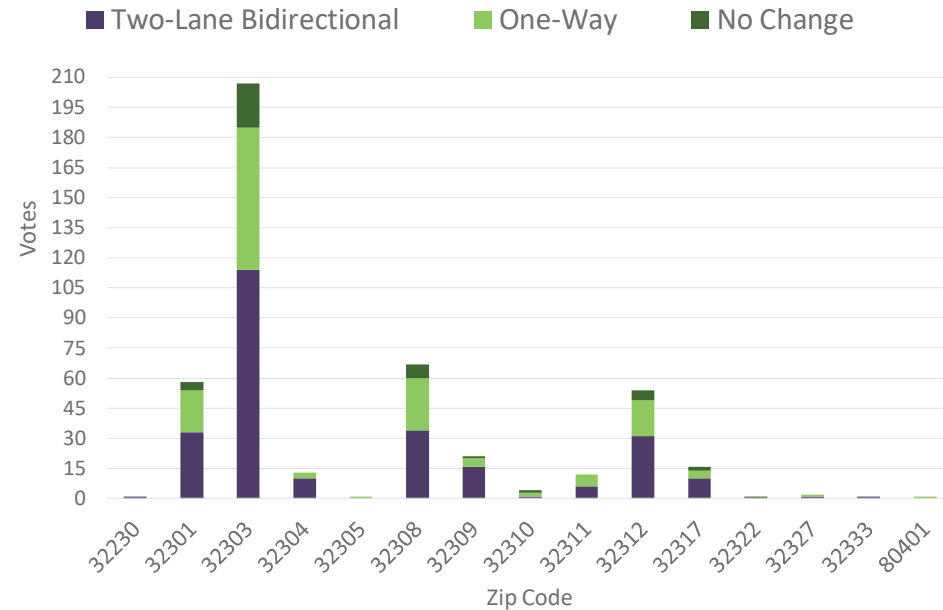


One-way corridor to allow for more space for multimodal facilities



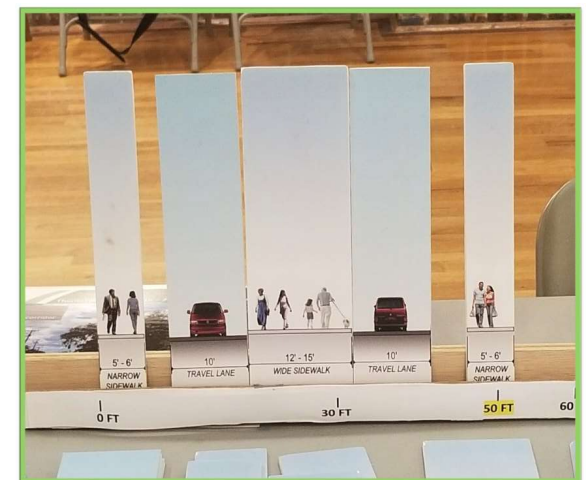
2 lane with center turn-lane

Thomasville Road South



Public Meeting Input: Build-a-Street

- 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





Feedback from Survey and Public Comments

MetroQuest Survey: Visual Preference Question



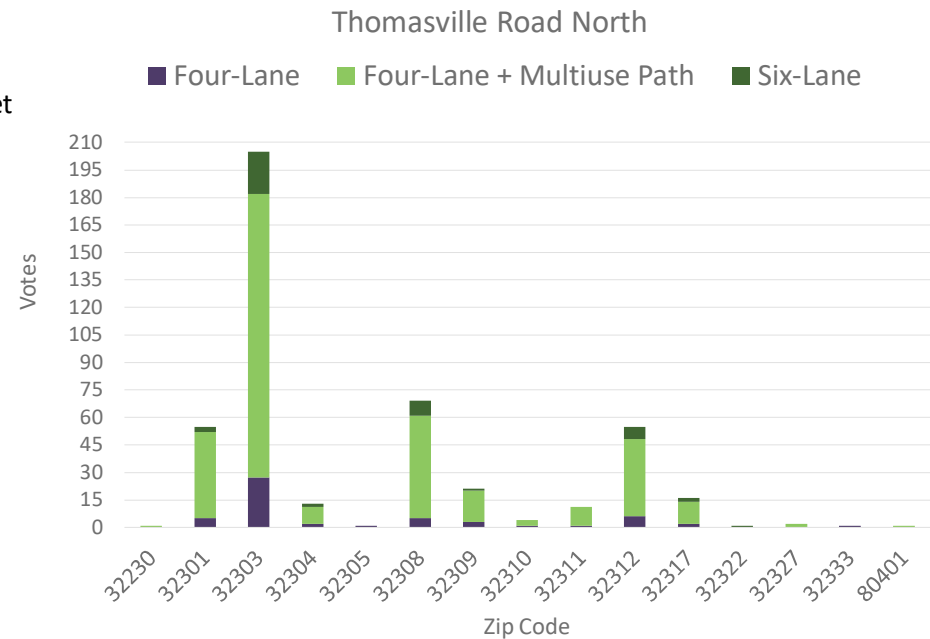
Four-Lane Option
with median, on-street
bike lanes



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



Six-Lane Option with
no median or bicycle
facilities



Public Meeting Input: Build-a-Street

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





Feedback from Survey and Public Comments

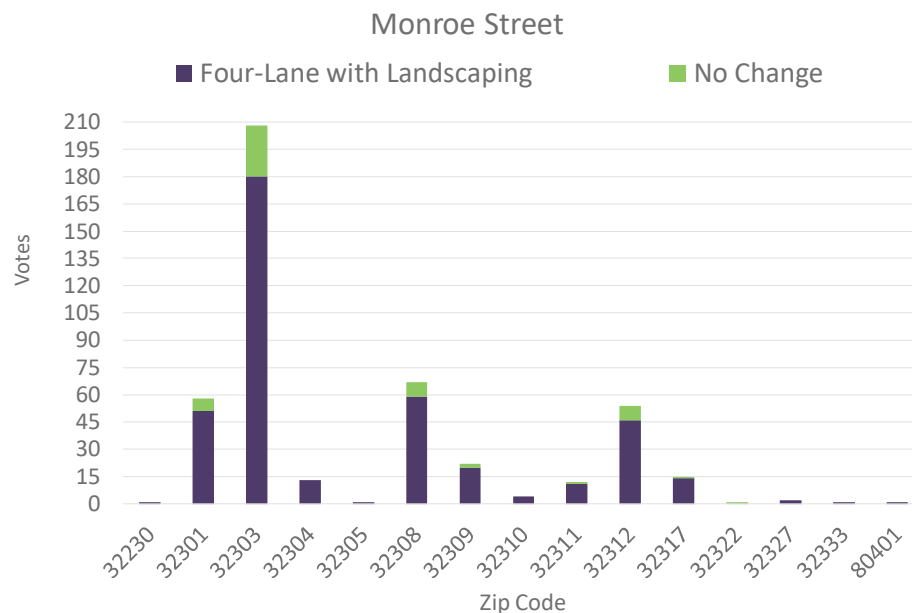
MetroQuest Survey: Visual Preference Question



Four lanes with landscaped median



No change



Public Meeting Input: Build-a-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



