



March 19, 2019

AGENDA ITEM 6B

MIDTOWN AREA TRANSPORTATION PLAN PHASE II

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

This item provides an update on the recent initiation of Phase II of the Midtown Area Transportation Plan. Phase II will provide a focus on obtaining input on the transportation needs in Midtown through a series of meetings, surveys, workshops and an Open House with stakeholders and the public. A map of the study area is provided as **Attachment 1**.

HISTORY AND ANALYSIS

The Latest

Phase II of the Midtown Area Transportation Plan has recently been initiated. Through a focus on community input, the phase will include a more detailed analysis on Midtown's bicycle, pedestrian and transit users. Specifically, this phase builds upon the options identified and evaluated in Phase I (provided as **Attachment 2**) through conducting stakeholder meetings, surveys, general public workshops, and an Open House. Upon receiving public input, the study's alternatives will be further refined.

As a background, Phase I of the Midtown Area Transportation Plan provided a traffic operations study that evaluated nine (9) transportation options (many of which are not stand alone and may be implemented in coordination with other identified options). Specifically, the following options were identified:

- **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 right-of-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. Study recommendation – 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. Study recommendation: Do not move forward with further exploration.

On February 20, 2018, the CRTPA approved Phase 1 of the plan and eliminated the 3 options identified above in **blue** from further study.

Midtown Area Transportation Plan Background

Building on the recent efforts identified for the Midtown area of Tallahassee, the Midtown Area Transportation Plan was initiated at the June 19, 2017 CRTPA meeting. The plan is being developed in two parts (Phase I and Phase II).

Such recent efforts identified in the Midtown area 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 ("Midtown Placemaking (Thomasville and Monroe Roads)") 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 (“Thomasville Road (Midtown) Safety Study”) was conducted by the FDOT on Thomasville Road (Monroe Street to Betton Road) based upon a request by the CRTPA to evaluation 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).

As noted above, Phase I of the Plan is complete and provided 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 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 I was the identification of nine (9) options, discussed above, and how each option performs based on both qualitative and quantitative criteria. Due to the technical nature of Phase I of the Plan, coordination efforts focused largely on meetings with the Florida Department of Transportation District 3 and the CRTPA’s local planning partners.

Phase II of the plan involves extensive public and stakeholder input on the plan’s development including the refinement of those options identified in Phase I.

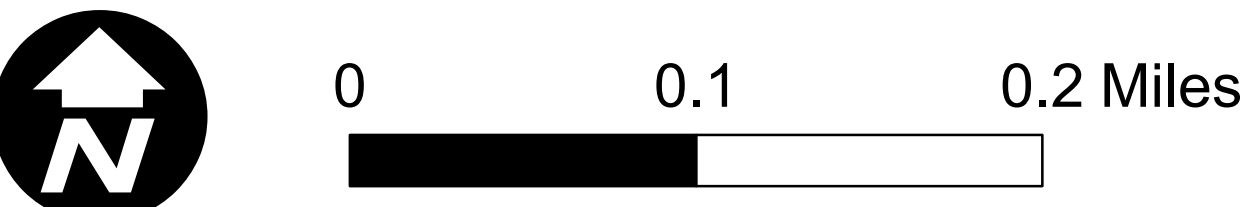
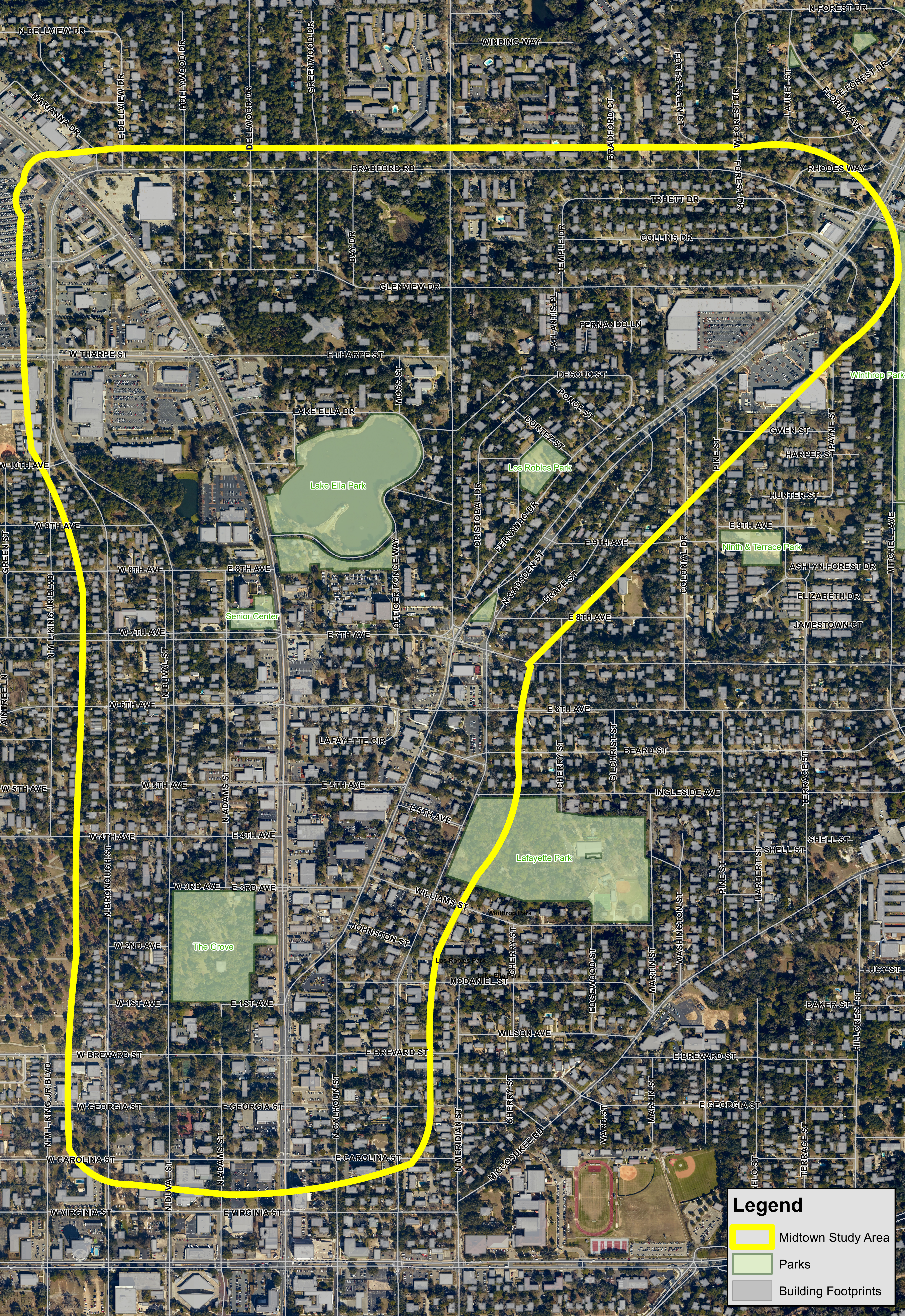
Once scheduled, opportunities for public involvement associated with Phase II will be shared with the Board. Additionally, a project page for the Midtown Area Transportation Plan has been developed on the CRTPA’s website to highlight the project and inform the public of upcoming opportunities for involvement (www.crtpa.org).

ATTACHMENTS

Attachment 1: Project Map

Attachment 2: Potential Improvement Options identified in Phase I

Attachment 3: Draft presentation



Midtown Area Transportation Plan Phase II

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?
- ✗ 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 intersection that create undesirable pedestrian conditions at crossings.



MIDTOWN AREA

Transportation Plan Phase II

CRTPA Board Meeting – March 19, 2019

Midtown Area Transportation Plan

Two Phase Project

- Phase I → Technical analysis and identification of viable improvements (completed and presented to CRTPA in March 2018)
- Phase II → Public and stakeholder input (kickoff March 2019)

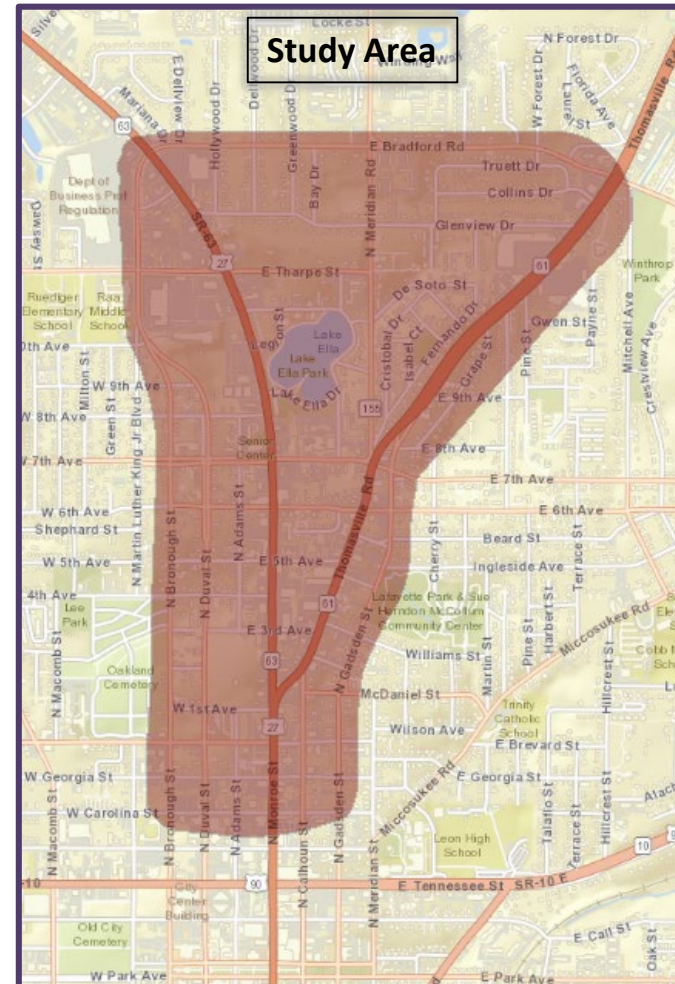
Project Limits

- North Boundary - Bradford/Betton Rd
- East Boundary - N. Gadsden Street
- South Boundary - E. Virginia Street
- West Boundary - N. Bronough Street



Phase I - Complete

- Analyzed traffic trends and patterns
- Identified network deficiencies in the Midtown area
- Evaluated potential transportation improvement alternatives



Phase I Activities

Phase I identified viable alternatives for further study and stakeholder input

- Review of previous studies in the Midtown area
- Data collection
- Traffic analysis



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:

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NOT MOVING FORWARD TO PHASE II

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Phase II – Project Kick Off

- Phase II will build on the alternatives identified and evaluated in Phase I
- More detailed focus on bicycles, pedestrians, and transit
- Opportunities for public input



Phase II Activities

- Public and Stakeholder Outreach
 - Project Survey
 - Community Events
 - Public Workshops
 - Stakeholder Meetings
- Refine alternatives identified in Phase I
- Develop Midtown Transportation Plan



Next Steps

- Finalize Project Survey and distribute
- Stakeholder Engagement
 - Neighborhood Associations
 - Tallahassee-Leon County Planning working group
- Community Event

