MAY
2020

MIDTOWN AREA
Transportation Plan

Phase II

Kimley»Horn

CRTPA CAPITAL REGION

Introduction

The Midtown area has always been a popular destination for residents in Tallahassee. In recent years, the area has benefitted greatly from strong businesses and increased interest from the community due to its cluster of local shops, restaurants and other businesses, many of which are accessible by walking or biking. This has attracted new residents, businesses, and investment. Thomasville Road runs through the heart of this area, connecting northside residents to downtown and other destinations on the southside of Tallahassee and beyond. This combination of popularity and connectivity has caused the transportation network in Midtown to become increasingly strained, a situation that allows for high speeds and hinderance of sidewalk and bicycle facility connectivity. To address some of these transportation issues in the Midtown area and create a safer, more efficient and balanced transportation network, the Midtown Area Transportation Plan was developed.

The intent of the Midtown Area Transportation Plan was to analyze traffic and travel patterns in this area and on main corridors, identify transportation network deficiencies, and propose alternatives for public and stakeholders' input. This was done through a dual-phased approach that evaluated existing conditions, identified feasible alternatives, and refined and developed recommendations for the area based on public input. This document will focus on Phase II of the Plan, which focused heavily on vetting feasible alternatives from Phase I with stakeholders and the public, and refining overall project recommendations.

Neighborhood Street and Sidewalk on Calhoun Street in Midtown

Project Background

As Midtown continues to develop and grow in popularity, it is important that a safe and well-connected transportation network exist to better serve bicyclists, pedestrians, and motorists in the area. The Midtown Area Transportation Plan addressed these needs through a two phased approach. Phase I consisted of a technical analysis and a traffic operations study, while Phase II focused heavily on engaging stakeholders and the public to gather feedback on the feasible alternatives from Phase I, and hear additional needs and recommendations. This approach was taken to ensure that alternatives for the area were based on facts and were considered feasible prior to being presented to the public.

Phase I

Phase I of the Midtown Area Transportation Plan consisted of the evaluation of transportation improvement alternatives. To do this, the project team analyzed traffic and travel patterns throughout the Midtown area using origin and destination Bluetooth data, signal timing information, turning movement volumes, and peak hour traffic analysis. This review determined that peak travel within and through the Midtown area is concentrated in the AM peak period and that much of the traffic originates from areas and neighborhoods north of Midtown. Main intersections experiencing significant delays were identified as North Monroe Street and 7th Avenue, and Thomasville Road and 6th Avenue.

With this information, the project team was able to determine a series of alternatives that were then tested and compared. Nine alternatives were identified and analyzed using specific criteria that focused on level of service, sense of place, traffic calming elements, alternative transportation opportunities, and right-of-way needs. Of the original nine, six of the alternatives met the established criteria to move forward for further analysis in Phase II. **Table 1** shows how well each of the original alternatives meet the criteria, and which moved forward to Phase II. The three alternatives that did not move forward to Phase II were removed from consideration due to operational deficiencies or high costs, as noted in the "Additional Comments" section of the table.

Scooters and bicycles in Midtown

Table 1. Midtown Area Transportation Plan - Phase I Alternatives

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 6th 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 6th 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 7th 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.
6th and 7th 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.

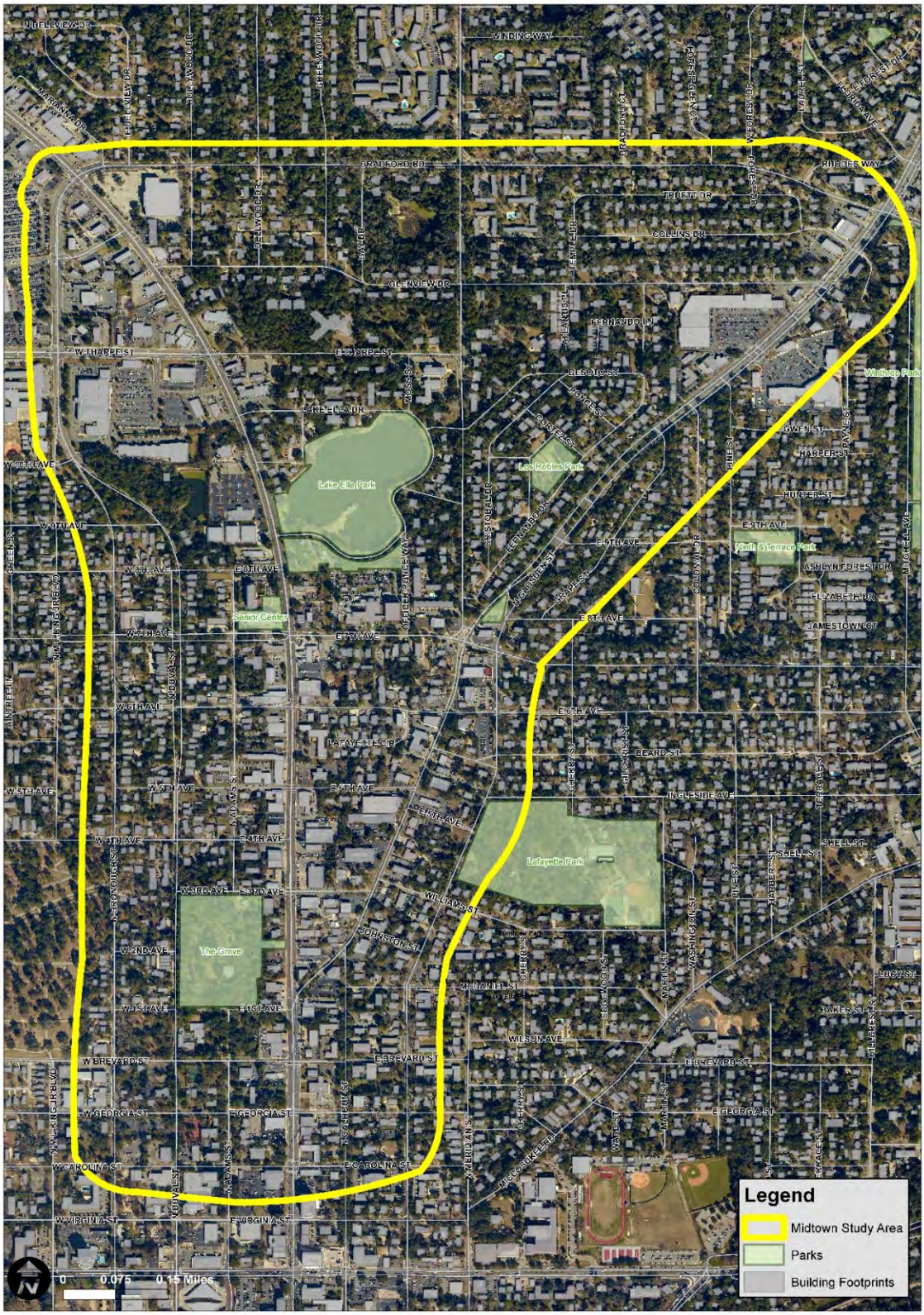
Phase II

In Phase II, the alternatives identified in Phase I were further refined and evaluated through a series of public engagement opportunities including focused meetings, public workshops, pop-up tent events, and an online survey. Phase II was designed to also consider alternative transportation opportunities for bicyclists and pedestrians. The Midtown area, with its cluster of restaurants, shops, and other businesses, would be an ideal location for foot and bicycle traffic. Currently, sidewalks exist on most corridors in Midtown, but there are significant gaps that limit the overall connectivity of the sidewalk network, an issue noted during Phase I. There are limited opportunities for safe crossings on main corridors, and buffers between sidewalks and travel lanes are limited, which hinder the perception of safety for sidewalk users. The area also lacks connectivity with the existing bicycle network and does not provide bicycle facilities. This is a major disadvantage for the area, and Phase I reflected this by evaluating recommendations that addressed key sidewalk gaps and encouraged traffic-calming in areas on corridors that bicyclists and pedestrians frequently use. These alternatives are described in **Table 1** above.

Public events and workshops were facilitated to allow the public opportunities to consider improvements to existing transportation conditions and the community overall. To accurately collect data and provide structure for input opportunities, each of the viable alternatives from Phase I were presented for consideration and comment from stakeholders and the public for further refinement. To better present alternatives including the potential of converting segments of Thomasville Road to a one-way corridor, the study area was broken into two segments for Phase II; Thomasville Road North and Thomasville Road South. Additionally, North Monroe Street was presented as an opportunity for placemaking and complete streets in the Midtown area. The general project area is shown in Figure 1. Presenting all viable opportunities from Phase I gave the public a chance to understand the different ways to address placemaking, traffic-calming, and network connectivity in Midtown. The input received from these events and workshops, in combination with data collected from Phase I, was then used to determine specific recommendations to address each transportation related concern that arose through the process.

Intersection of 7th Avenue and Thomasville Road

Figure 1. Map of Project Area



Phase II Approach

As noted previously, Phase II was designed to focus heavily on stakeholder and public engagement through a variety of channels. This was intended to give the community several opportunities to provide comment on their interests in Midtown and their impressions regarding the planning process associated with this project. These opportunities included:

- Stakeholder meetings
- An online MetroQuest survey
- Pop-up tent events in the Midtown area
- Public workshops

Through these methods, the project team was able to engage hundreds of members of the public and obtain critical feedback about transportation interests and needs in Midtown. These meetings, events, and public engagement tools are described in more detail, and include the general feedback received during each of these events. Comments received, survey results, and specific meeting materials are provided in the **Appendix** at the end of this document.

Stakeholder Meetings

During Phase II, stakeholders were engaged on several occasions to get a better understanding of transportation needs in the area and identify concerns associated with the alternatives identified in Phase I. Stakeholder meetings were very important for this Plan in that they were able to provide specific information and unique points of view that might be missed when offering open opportunities for any member of the public to comment. Stakeholder groups that were identified and consulted included City of Tallahassee and Leon County technical staff, businesses in the area, and neighborhood associations. **Table 2** details the specific stakeholder groups that participated, number of participants, and meeting intent.

Table 2. Stakeholder Meetings

Stakeholder Meeting	*Number of Participants*	*Meeting Intent*
Tallahassee-Leon County Stakeholders	15	To review the technical analysis of Phase I prior to moving forward to Phase II and obtain input on the projects in the area that may affect the Midtown Area Transportation Plan.
Midtown Working Group	18	This group was developed to update the Midtown Placemaking Plan led by Tallahassee-Leon County Planning Department. Coordination with them occurred to make them aware of this project and gather feedback on the Phase I recommendations.
CRTPA Citizens Multimodal Advisory Committee (CMAC)	10	To present Phase I alternatives and make them aware of the project goal, schedule, and upcoming public engagement opportunities.
CRTPA Technical Advisory Committee (TAC)	12	To present Phase I alternatives and make them aware of the project goal, schedule, and upcoming public engagement opportunities.
Midtown Merchants Association	11	To engage local business owners in the Midtown area and determine their thoughts and concerns about the transportation network in Midtown, and the perceived impact to their businesses with potential improvements.
Neighborhood Association Meetings (Midtown, Lafayette Park, Betton Hills, Los Robles)	12	To engage local neighborhood groups, provide project information to residents via newsletters, Facebook pages, and email lists, and determine their interests, thoughts, and concerns about the transportation network in Midtown.

MetroQuest Survey

Public Engagement Tool	*Dates Available*	*Number of Participants*
MetroQuest Survey	5/8/2019 – 7/31/2019	615

An online survey through MetroQuest was developed to provide a larger platform for reaching a wide range of the community. The MetroQuest Survey for Phase II was available online from May 8th, 2019 through July 31st, 2019. The survey was distributed through email, on the project website, social media, and was available to take at the other public events. Participants had the option of accessing the survey from their personal computer or phones, and could take the survey at any time while the survey was live.

MetroQuest surveys are designed to be interactive and engage the participant in a series of questions related to transportation preferences, many of which require ranking and voting. The intent is to engage the participant through a non-traditional means and give them opportunities to consider the various improvements to address identified deficiencies. The survey designed for Phase II presented several questions that encouraged participants to consider streetscape priorities, transportation elements, and facility preference on identified corridors. This information was presented through interactive screens that allowed participants several options for sharing their thoughts and opinions. The content of the interactive screens included:

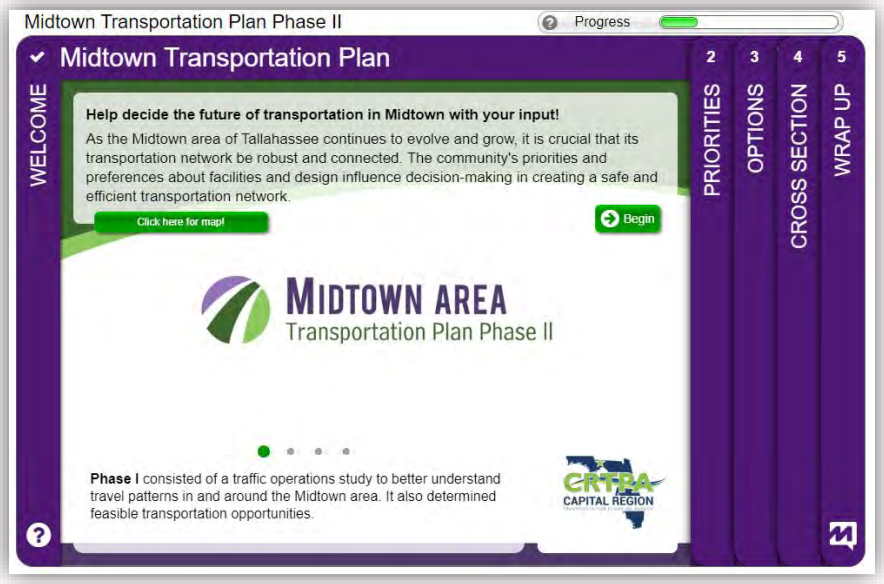
- ***Screen 1: Welcome*** – Participants were provided with basic information about Midtown and the Midtown Area Transportation Plan, including a map of the study area, and instructions for completing the survey
- ***Screen 2: Streetscape Priorities*** – Participants were asked to prioritize potential improvements to the streetscape by selecting their **top 5** interests. Options for priorities included:
    - Bicycle Facilities
    - Bus Stops and Amenities
    - Congestion Relief
    - Pedestrian Facilities
    - Placemaking
    - Travel Speeds
    - Signage and Wayfinding
- ***Screen 3: Transportation Elements*** – Using the information provided in *Screen 2: Streetscape Priorities*, the participant was then asked to rank a series of images by how much they favored these improvements for implementation in Midtown. The transportation elements from each of the original streetscape priorities included:

- **Bicycle Facilities:** Sharrows, Buffered-Bike Lane, Shared-use path, One-way Street
- **Bus Stops and Amenities**: Covered Stops, Benches, Enhance Signage
- Congestion Relief: One-way Street, Travel Options, Turn Lanes, Signal Timing
- **Pedestrian Facilities:** Sidewalks, Enhanced Crossings, Shared-use path, Refuge Islands, One-way Street
- **Placemaking:** Enhanced Landscaping, Public Space, Street Furniture, Lighting, and One-way Street
- **Travel Speeds:** One-way Street, Two-way Street, Traffic Calming, Signal Timing
- **Signage and Wayfinding:** Entrance Signage, Attraction Signage, Bicycle/Pedestrian Signage

- ***Screen 4: Facility Preference*** – Participants were offered examples of potential corridor improvements for each of the main corridors identified in Phase II (Thomasville Road North, Thomasville Road South, and North Monroe Street). These potential improvements included:

  - **Thomasville Road North** – Four lanes with shared-use path, bicycle facilities and median, Four lanes with bicycle facilities and median, or No change
  - **Thomasville Road South** – One-way with multimodal facilities, Two-lane bidirectional with multimodal facilities and median, or No change
  - **North Monroe Street** – Four lanes with median, or No change

- ***Screen 5: Thank you*** – Participants were able to offer further information about their demographics and access the project website. Opportunities for additional commenting were also provided.

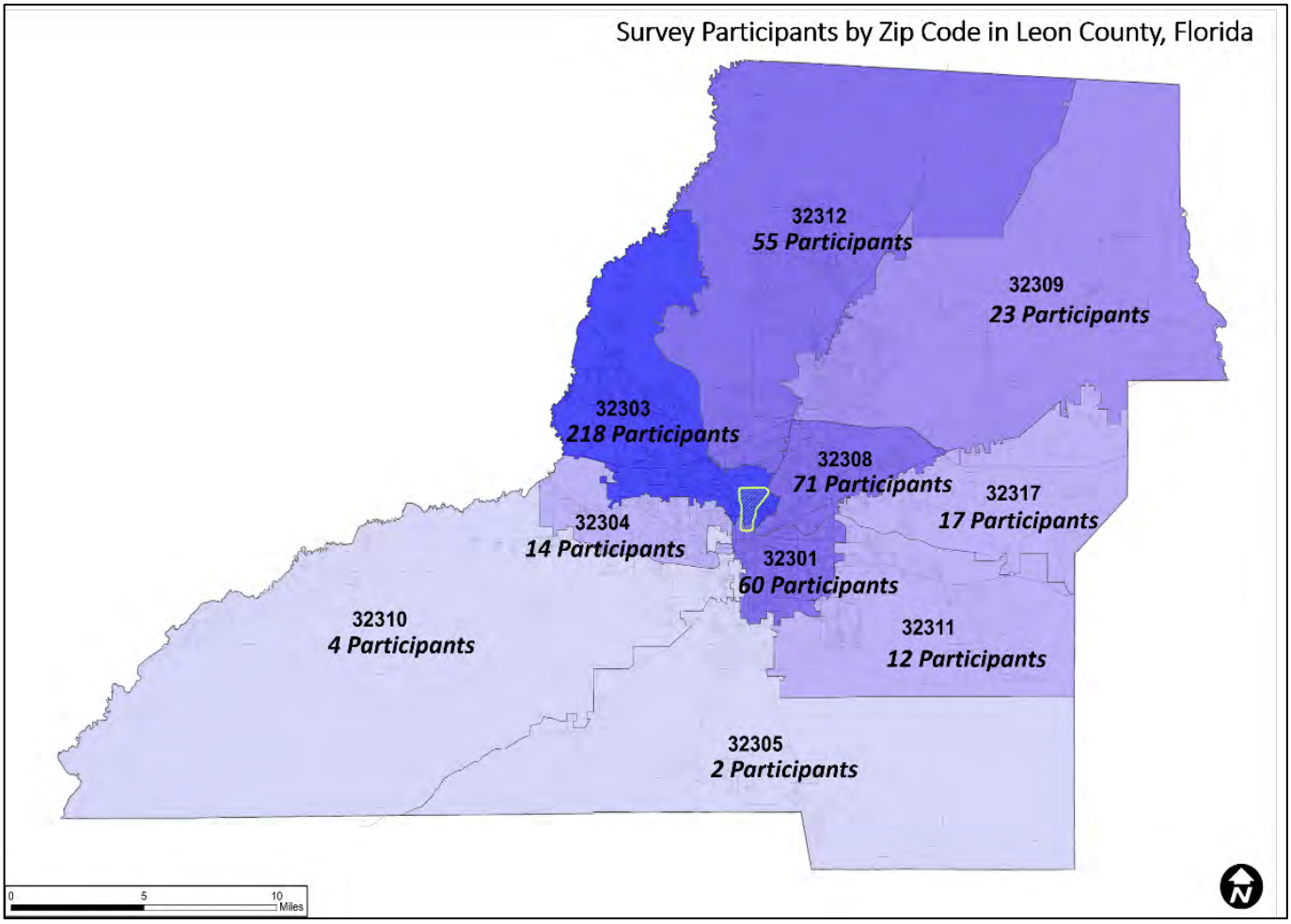


MetroQuest Welcome Screen

METROQUEST SURVEY RESULTS

The MetroQuest survey was completed by 615 people, which generated thousands of responses and comments. Feedback was received from all age groups, and all zip codes associated with Leon County. The majority of respondents were in zip code 32303, which is where Midtown is located (Figure 2). While the survey was taken by people from all age groups, nearly half of those who responded to the optional demographic questions indicated they were in the 26-40-year-old category. Additionally, all respondents indicated that they either lived in Midtown, worked in Midtown, and/or frequented the area often.

Figure 2. Survey Participants by Zip Code, Leon County, Florida



Through the 3 interactive screens that were provided (Streetscape Priorities, Transportation Elements, and Facility Preferences), the project team was able to gain a concrete understanding of the collective feelings and perceptions of the public. When prioritizing different improvements to the streetscape on Screen 2, the addition of ***pedestrian facilities*** was consistently ranked as the most important element, as shown in **Figure 3**. This was followed by ***placemaking, congestion relief,*** and ***addressing travel speeds***. Least prioritized by the public were signage & wayfinding, and bus stops & amenities. This indicated a strong community preference for creating a sense of place in Midtown that incorporates opportunities for alternative transportation, especially walking.

Figure 3. MetroQuest Streetscape Priority Ranking Results Screen 2

On Screen 3, respondents were asked to rank a series of photos based on their preferences for the elements associated with each of the streetscape priorities they selected in Screen 2. With regard to pedestrian facilities, respondents indicated that they were most interested in ***sidewalks, enhanced crosswalks,*** and ***shared-use paths*** for improving walking conditions in Midtown. Placemaking initiatives that were highly ranked included the addition of ***public space, improved lighting,*** and ***enhanced landscaping***. One-way streets were presented as a form of improving pedestrian facilities, bicycle facilities, congestion and travel speeds, and creating a sense of place, but were met with lackluster approval, and were the least liked option in every category.

Meeting participants at the MetroQuest Station

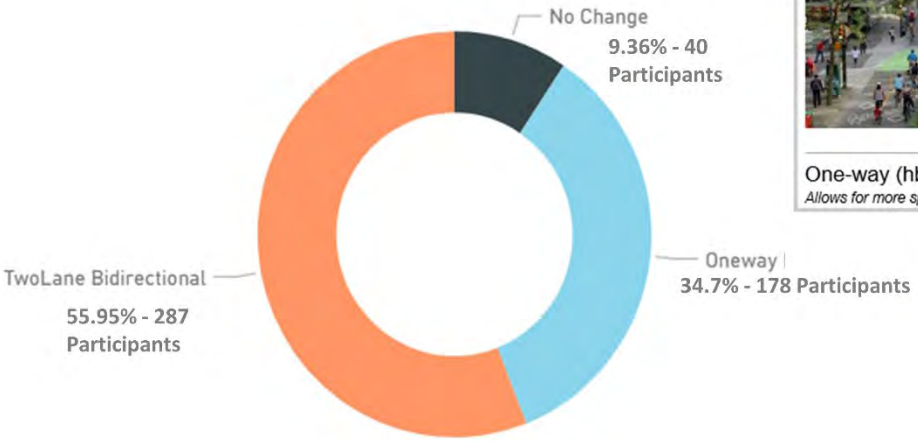
On screen 4, participants were given the opportunity to determine their most preferred alternative for each of the roadway segments identified in Phase II. Photo examples for each potential improvement were presented, and respondents were asked to select their preferred alternative. The results for this screen, as shown in **Figure 4**, indicated that:

- More than half of respondents preferred Thomasville Road South to remain a two-lane bidirectional road, but with the addition of a landscaped median and multimodal facilities,
- Over 75% of respondents would like to see Thomasville Road North reduced from a six-lane corridor to a four-lane road with a shared-use path, bicycle facilities, and a consistent, landscaped median, and;
- Almost 90% of respondents would like to see North Monroe Street with bicycle facilities, a median, and landscaping to improve the aesthetic of the corridor.

Thomasville Road South

Figure 4. MetroQuest Results for Screen 4

THOMASVILLE ROAD SOUTH



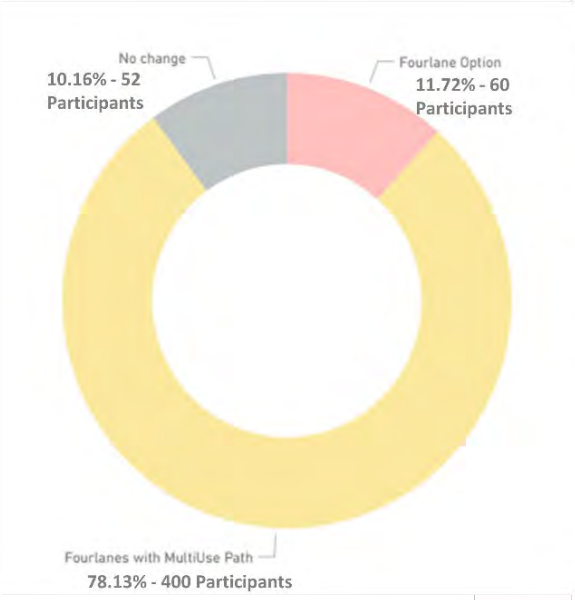
Thomasville Road (South)
7th Avenue to Monroe Street

One-way (hbl.org)
Allows for more space for multi-modal

Two-Lane Bi-directional
Multi-modal facilities, median

No Change
Two-lane bi-directional with no bike facilities

THOMASVILLE ROAD NORTH



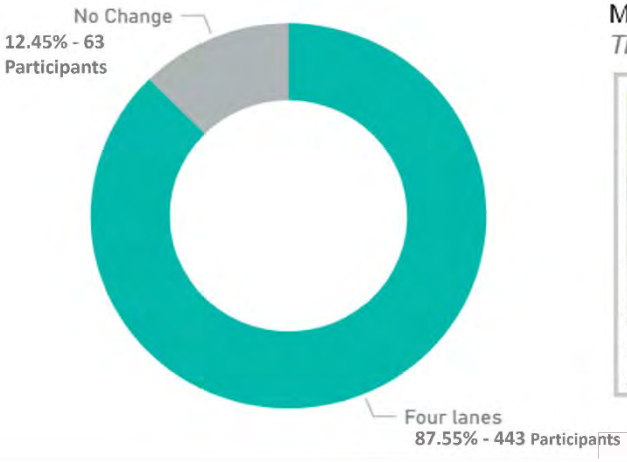
Thomasville Road (North)
Betton Road to Colonial Drive

Four-lanes with Multi-Use Path
Multi-use path, bike facilities, median

Four-lane Option
Bike facilities, median (googlemaps)

No change
6 lanes, no median along commercial area

NORTH MONROE STREET



Monroe Street
Tharpe Street to Thomasville Road

Four lanes
Bike facilities, median, landscaping

No Change
Four lanes, center turn lane, no bike facilities

Pop-up Tent Events

Pop-up Tent Event	Date	Number of Participants
Waterworks *(1133 Thomasville Rd, Tallahassee, FL 32303)*	5/16/2019	25
RedEye Coffee *(1122 Thomasville Rd, Tallahassee, FL 32303)*	11/2/2019	15

Pop-up tent events were another public engagement tool used by the project team to solicit input from members of the community. Pop-up tent events consisted of tabling at local businesses in the Midtown area and providing opportunities for customers and passersby to complete the survey, provide additional input, and obtain information about the project. These events were intended to be informal compared to a community meeting or public workshop. Informational flyers for upcoming community meetings and information on how to take the survey at a later time were provided. The pop-up tent events were a useful tactic in approaching members of the public who might not have otherwise known about the project or the workshops associated with it.

Pop-up tent event at RedEye Coffee in Midtown

Public Workshops

Event	Date	Number of Participants
Public Workshop #1	6/16/2019	50
Public Workshop #2	11/2/2019	55
Final Open House	3/10/2020	25

Three community-wide public workshops were held during Phase II to offer a formal opportunity for members of the public to interact with the project team, ask questions, and provide input and comments. These workshops were structured to avoid a format that relies heavily on formal presentations, in an effort to empower community members to get involved and ask questions while reviewing presented materials.

Meeting participants crowd around draft renderings at the second public meeting

PUBLIC WORKSHOP #1

The first public workshop was comprised of a series of activities to give members of the community creative ways to share their opinions and comments regarding the Midtown Area Transportation Plan. This workshop was held on June 16th, 2019 at the Tallahassee Senior Center in Midtown. Activities were selected to provide guidance on the type of input that was being sought and give tangible examples about potential challenges and opportunities associated with each of the corridors when considering improvements. These activities included:

- **Build-a-street** – Participants were asked to use a series of different tiles that represented common street elements (landscaping, curbs, multimodal facilities, vehicle lane, storefronts, etc.) and create a road that reflected what they most desired along each of the three corridors: Thomasville Road North, Thomasville Road South, and North Monroe Street. Available right-of-way ranges were determined ahead of the workshop, and participants were expected to build their streets within these limits. This allowed participants to understand the constraints and potential challenges associated with different improvements.

Build-a-street Activity for North Monroe Street

- **Map/Comment Board** – Participants were encouraged to provide information on existing conditions and to make suggestions by marking up maps of the Midtown area that included main corridors such as Thomasville Road, North Monroe Street, North Gadsden Street, 6th Avenue, and 7th Avenue. An additional board was located alongside each map that was provided to allow for general comments to be posted using markers and post-it notes.

- **Priority Pyramid** – Participants were provided a worksheet and several examples of transportation themes, including:

  - Affordability
  - Commuter delay
  - Economic prosperity
  - Fill gaps
  - Improved comfort

- Innovation
- Placemaking

Participants were also encouraged to document their own transportation theme, if desired. Participants were then asked to select six of the themes, and prioritize them on the pyramid worksheet from most important to least important. Additional space was provided to further explain answers or make other comments.

- **MetroQuest Survey** – the MetroQuest Survey was available for participants to take at the meeting. Flyers were also available for people to take if they wanted to take the survey at another time.

The first public meeting also presented Phase I alternatives to the public for the first time, and to collect input. This input would assist in beginning to refine those alternatives, and establish any additional needs or potential improvements for the Midtown area. At this point in the process, no specific alternatives or recommendations had been selected.

PUBLIC MEETING #1 FEEDBACK

Through the activities provided at the first public meeting, the project team was able to determine specific priorities for the Midtown area based on the responses of meeting participants. Participants in the build-a-street activities revealed that they were most interested in **street trees**, **bicycle facilities**, and **sidewalks** in Midtown. These results shifted slightly when broken down by corridor, but sidewalks and street trees remained top priorities. While bicycle facilities were not highly ranked for Thomasville Road South, there was significant interest in providing these on both Thomasville Road North and Monroe Street.

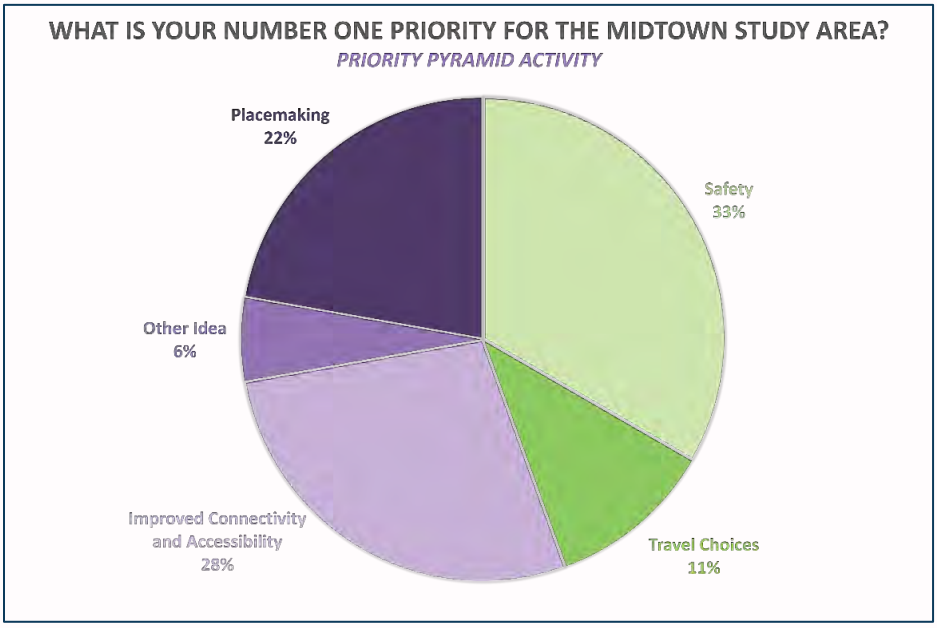
Comments posted on the Midtown area Map during Public Workshop #1

When determining the preferred number of travel lanes, opinions depended on which corridor participants were evaluating. For Thomasville Road South, over half of all respondents indicated that a two-lane bidirectional road would be ideal. Few indicated that they would support a one-way road, and very few respondents suggested widening the road to four lanes. For Thomasville Road North, over 90% of respondents indicated that four-lanes would be ideal. Interestingly, while half of all respondents for North Monroe Street determined that four lanes would be acceptable,

almost 40% indicated that two-lanes would be ideal. This data is reflected in **Figure 6**. Because the build-a-street activity guidelines only required that the participants work within the available right-of-way, some of the suggestions presented are not considered viable based on the traffic analysis performed in Phase I. These suggestions include widening Thomasville Road South to four lanes, and reducing North Monroe Street to two lanes.

Through the priority pyramid activity, it was determined that the number one priority for the public in the Midtown study area was "safety". This was followed closely by "improved connectivity and accessibility" and "placemaking", which is reflected in **Figure 5**. This preference was reflected in many of the comments and suggestions received throughout the entire process, which highlighted many safety issues in Midtown related to transportation.

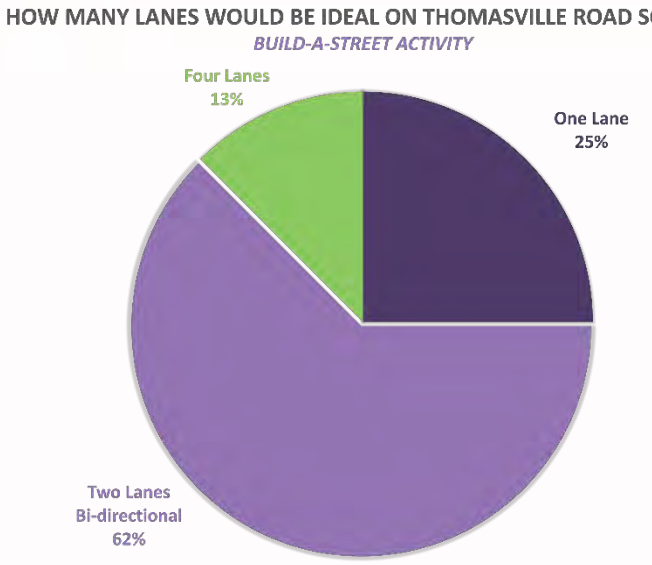
Figure 5. Priority Pyramid Activity



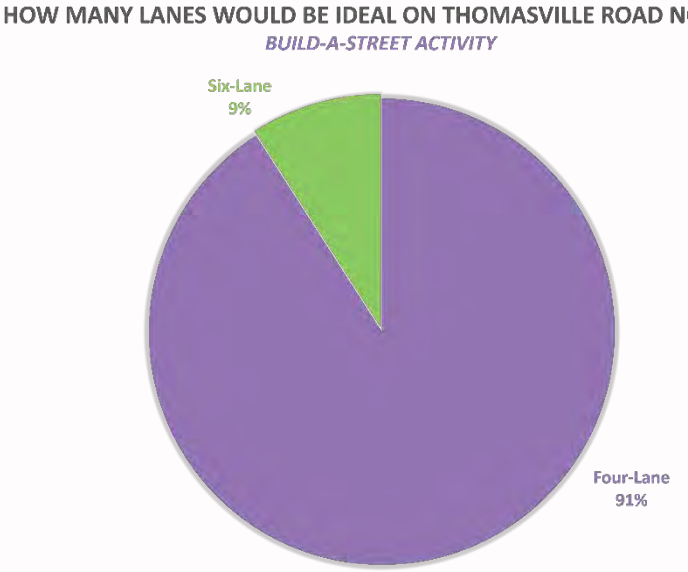
Comments received via comment forms and mark-ups to maps generally emphasized an interest in placemaking, pedestrian-centered development such as better sidewalks and pedestrian refuges, and safety. Safety issues regarding speeding and lack of protection and security for pedestrians came up frequently. According to comments, people were divided about one-way facilities; half the comments suggested that making Thomasville Road South a one-way would be an excellent idea to create more space for pedestrians and cyclists, while others stated it would speed up traffic even more, making it more unsafe than it currently feels to other user types. Several comments indicated they did not see any issues with the transportation network in Midtown as-is. Some comments addressed speeding issues on 6th Avenue, 7th Avenue, and North Gadsden Street. Shared-use paths were suggested in several comments to area maps on North Gadsden Road and Thomasville Road.

Figure 6. Ideal Number of Lanes According to Participants, by Segment

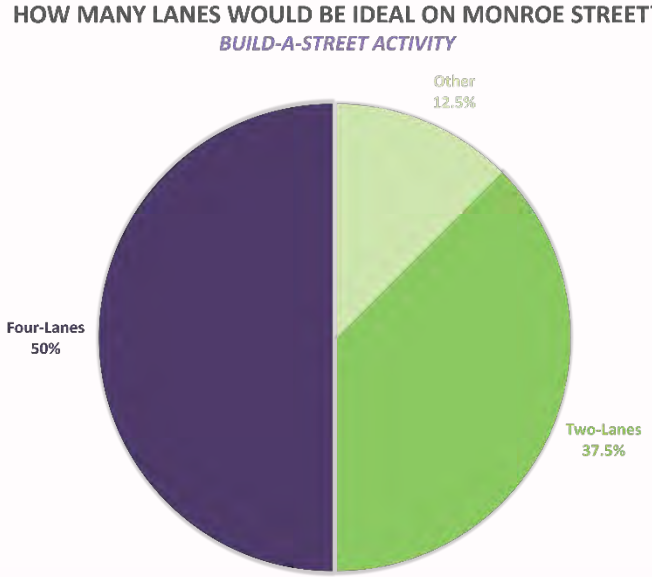
THOMASVILLE ROAD SOUTH



THOMASVILLE ROAD NORTH



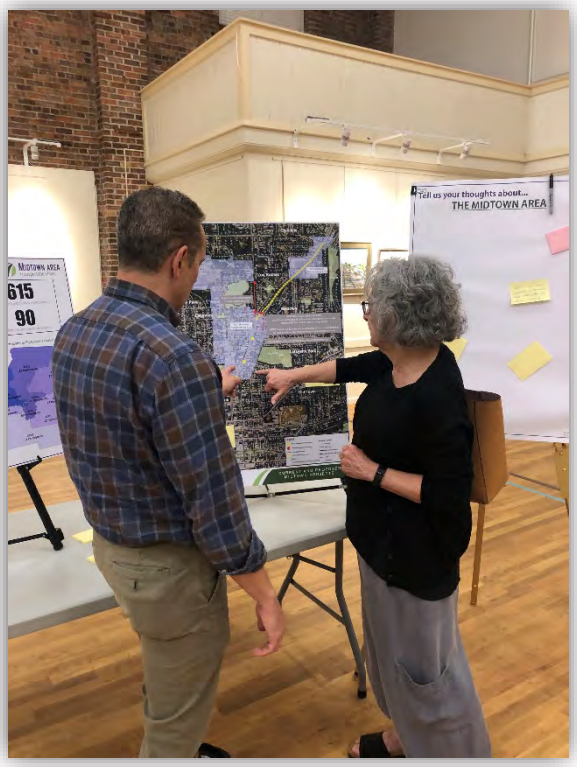
NORTH MONROE STREET



PUBLIC WORKSHOP #2

The second public workshop was held on November 2nd, 2019 at the Tallahassee Senior Center in Midtown, like the first public workshop. This meeting was designed to present draft renderings of opportunities to the public. The draft renderings were based on the original six alternative improvements that came out of Phase I, in combination with public feedback gathered from the previous public workshop, the MetroQuest survey, and the pop-up tent event at Waterworks. The draft renderings consisted of three opportunities for Thomasville Road South, two opportunities for Thomasville Road North, and one opportunity for North Monroe Street. The opportunities are shown in **Figures 7 through 17** on the following pages.

The draft renderings were presented by corridor, and participants were asked to consider the alternatives presented and vote for the one that most reflected their vision for that specific corridor. This was done to narrow down the number of alternatives that would ultimately be recommended in this Plan. Informational boards were presented detailing what was gathered from the public during the first public workshop, as well as the final data summary from the MetroQuest survey. Additionally, several options for sharing further comments and opinions were provided.



Meeting participants engaging with the project team

Meeting participants at the second public workshop

Figure 7. Thomasville Road South Opportunity 1

THOMASVILLE ROAD SOUTH - OPPORTUNITY 1

ADDITIONAL SPACE DEDICATED TO EAST SIDE OF THE CORRIDOR FOR A SHARED-USE PATH AND LANDSCAPED BUFFER

PROPOSED IMPROVEMENTS

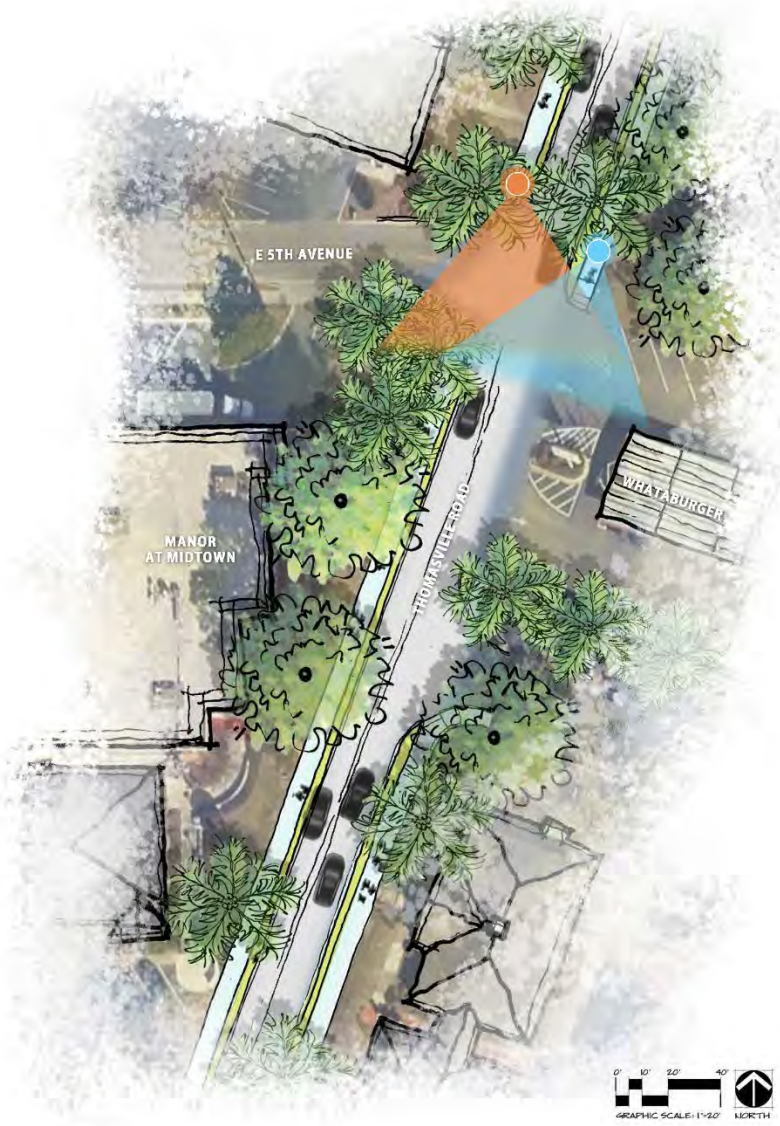
- INCLUDES TWO 10' BI-DIRECTIONAL TRAVEL LANES (REMOVAL OF 10' CENTER TURN LANE)
  - REMOVAL OF THE CENTER TURN LANE MAY ADD FRICTION ALONG THE ROADWAY, RESULTING IN SLOWER TRAFFIC AND A MORE WALKABLE, BIKEABLE ENVIRONMENT ON THOMASVILLE ROAD SOUTH
  - ADDITIONAL SPACE GAINED BY ELIMINATING THE CENTER 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

Figure 8. Thomasville Road South Opportunity 1

Figure 9. Thomasville Road South Opportunity 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

Figure 10. Thomasville Road South Opportunity 2

Figure 11. Thomasville Road South Opportunity 3

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

Figure 12. Thomasville Road South Opportunity 3

Figure 13. Thomasville Road North Opportunity 1

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

Figure 14. Thomasville Road North Opportunity 1

Figure 15. Thomasville Road North Opportunity 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

Figure 16. Thomasville Road North Opportunity 2

Figure 17. North Monroe Street Opportunities

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

PUBLIC WORKSHOP #2 FEEDBACK

When voting for a preferred alternative, participants overwhelmingly selected options that increased landscaping and provided improved multimodal options through shared-use paths and wider sidewalks. The breakdown of votes received is reflected in **Table 3**. For Thomasville Road South, participants were generally opposed to removing bidirectional movement on the corridor, but were willing to compromise on the presence of a center turn lane to provide improved pedestrian facilities. On Thomasville Road North, participants were largely supportive of removing a travel lane in both directions and modifying the center turn lane to accommodate a shared-use path and landscaped buffer. On North Monroe Street, only one option was provided, but comments received indicated that meeting participants were supportive of slightly modifying the existing corridor to improve aesthetics and provide multimodal facilities.

General comments received during the second public workshop mirrored the comments that had been received up to this point. These comments included speeding issues on 6th Avenue, 7th Avenue, and North Gadsden Road, emphasized greenery and landscaping as a placemaking initiative, and highlighted safety as a major concern throughout Midtown.

Table 3. Community-Preferred Alternatives Voting Summary - Public Workshop #2

Opportunity	*Number of Votes*
THOMASVILLE ROAD SOUTH	
Thomasville Road South **#1**	6
Thomasville Road South **#2**	30
Thomasville Road South **#3**	13
TOTAL VOTES	**49**
THOMASVILLE ROAD NORTH	
Thomasville Road North **#1**	41
Thomasville Road North **#2**	8
TOTAL VOTES	**49**
NORTH MONROE STREET	
North Monroe Street	No Vote; General Approval via Comment

FINAL OPEN HOUSE

Meeting participants discuss maps at the Final Open House

The final open house was held on March 10th at the Tallahassee Board of Realtors in Midtown. The meeting presented the preferred alternatives for Thomasville Road North, Thomasville Road South, and North Monroe Street, as well as recommendations that addressed issues identified by the public throughout the Phase II public engagement process. These identified issues include sidewalk gaps, lack of crossing locations, and speeding on main corridors. Projects and initiatives being undertaken by other agencies in Tallahassee and Leon County that address issues identified in this process were also presented. Stakeholders and representatives from many of these agencies were present to answer any questions related to those projects. This open house was an opportunity for the public to provide final comments or opinions regarding the Midtown Area Transportation Plan. The preferred alternatives and recommendations will be further detailed in the **Recommendations** section.

FINAL OPEN HOUSE FEEDBACK

Feedback from the final open house was limited, as a majority of the information had already been presented to the public and vetted through their comments and voting. Some comments were received that again highlighted speeding issues on 6th Avenue, 7th Avenue, and North Gadsden Street. Comments that related to landscaping and placemaking opportunities such as bike racks were also submitted.

During this time, concerns related to COVID-19 were beginning to emerge, and some members of the public reached out to voice concerns about attending a public meeting during this time. To address this, all meeting materials and information was provided on the project page on the CRTPA website. This likely influenced the limited number of participants at this meeting compared to the first two public workshops.

Meeting participants discuss maps at the Final Open House

Phase II Feedback Summary

A wide range of comments were received, many of which supported results obtained from the survey and public workshop activities. General themes indicated in formal commenting opportunities included speeding concerns, safety improvements, landscaping, placemaking, and sidewalks. Some comments were outside of the scope of this Plan; these related to elements not directly related to transportation or improvements to corridors outside of the Midtown study area. Throughout the process, very few comments received were in opposition to the overall goal of this Plan.

Overall, community members indicated that due to current traffic and road conditions, they were fearful of biking and walking on main corridors in Midtown. In addition to Thomasville Road and North Monroe Street, participants indicated that 7th Avenue, 6th Avenue, and North Gadsden Street are major barriers to walkability and bicycling opportunities. Speeding on these corridors was a major concern. In order to address these issues, participants recognized the potential benefits of incorporating multi-modal facilities to ease some of these concerns.

Meeting participants at the MetroQuest Station

Recommendations

Through the extensive public engagement conducted throughout Phase II, the project team was able to gain a deep understanding of the perceptions and desires of the public when considering the transportation network in Midtown. In order to make recommendations that would be feasible and appropriate for the Midtown area, technical data obtained in Phase I was consulted in conjunction with the public input received. This allowed for recommendations to be based on both technical analysis and citizen input. In some cases, throughout Phase II, suggestions and comments were received that were not supported by the technical analysis conducted in Phase I. While public opinion weighed heavily in formulating these recommendations, it was critical that they were based on data to offer the most feasible opportunities for improving the Midtown area. In addition to this, FDOT was consulted on these recommendations to ensure their input was considered moving forward. The recommendations outlined in this section were formulated to address gaps in connectivity, speeding on main corridors, and improving a sense of place in Midtown.

These recommendations and projects were broken into three categories based on time frame for completion: short-term recommendations, mid-term recommendations, and long-term recommendations. The time frames and additional information about each is as follows:

Short-term
These projects are expected to be initiated within the next 1-3 years. These projects are less costly and will require little coordination and construction.

Mid-term
These projects are expected to be initiated within the next 5 years. Costs may be higher, or a higher degree of coordination will be required compared to short-term projects.

Long-term
These projects are expected to be initiated beyond 5 years. They are typically associated with high construction costs and right-of-way constraints.

In compiling all of this data and feedback, it is the project team's impression that these recommendations accurately and fully reflect both the facts presented in the traffic analysis of Phase I, and the desires and interests of the public. All recommendations are listed in **Table 6** and shown in **Figure 23** at the end of this section.

SHORT-TERM RECOMMENDATION

Addition of Rectangular Rapid Flashing Beacon (RRFB) at DeSoto Street & Meridian Road

Implementing Agency: TBD

The addition of an RRFB at this location will improve connectivity for residents of the Los Robles neighborhood to Lake Ella, and the existing sidewalk located on the west side of N. Meridian Road from this location north. This recommendation is based on feedback obtained during public engagement during Phase II. The addition of an RRFB will improve connectivity, access, and provide a safer environment for these residents to access locations in Midtown by walking. A study is recommended to determine if this location meets the MUTCD guidelines for construction of an RRFB.

Intersection of DeSoto Street and Meridian Road

SHORT-TERM RECOMMENDATION

Speed Study and Traffic Calming on N. Gadsden Road

Time Frame: Within 3 years
Agency: Leon County

Through public engagement for Phase II, it became clear that residents were concerned about speeding issues on North Gadsden Street, which is a one-way street that borders the Lafayette Park and Midtown neighborhoods. Residents identified North Gadsden Street as a major barrier to accessing Thomasville Road and the commercial area of Midtown, and indicated that it was a major safety concern. To address this, a speed study is recommended to determine traffic calming measures to slow speeds on this road and allow for safer access for residents.

North Gadsden Street facing South

North Gadsden Street facing North

SHORT-TERM RECOMMENDATION

Speed Study and Traffic Calming on 6th & 7th Avenue

Implementing Agency: City of Tallahassee

Phase I of this planning process determined that converting 6th Avenue and 7th Avenue from one way to bidirectional was not feasible. To address comments received regarding high speeds on these corridors, a recommendation of 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:

- The City will be permanently installing driver feedback signs along 6th Avenue and 7th Avenue.
- The City will be installing supplemental traffic signal heads for increased visibility at the traffic signal at 6th Avenue and Mitchell Avenue.
- The City will be installing pavement marking directional arrows on both 6th Avenue and 7th Avenue at Colonial Drive and Terrace Street.

6th Avenue

7th Avenue

"Slow Down" sign on 6th Avenue

LONG-TERM RECOMMENDATION

Meridian Road Sidewalk

Implementing Agency: TBD

Meridian Road is a well-traveled Canopy Road that provides connectivity between the main commercial area of Midtown on Thomasville Road and Lake Ella. Currently, Meridian Road between Sergeant Dale Green Way/Desoto Street and 7th Avenue is a major gap in the pedestrian network in Midtown and does not offer sidewalks on either side of the corridor. The topography of this road can facilitate high travel speeds that are not conducive to pedestrian traffic without a sidewalk. Due to the narrow nature of the road and the location of private property and utility poles along it, there are right-of-way constraints associated with the addition of pedestrian facilities.

This lack of connectivity was identified throughout the public input process and suggested as an improvement to the Midtown area. To address this, a study is recommended to determine the feasibility of relocating utility poles to one side of the corridor or undergrounding these utilities altogether. Once feasibility is determined, a sidewalk should be designed and constructed in the most appropriate location.

Meridian Road

LONG-TERM RECOMMENDATION

Thomasville Road South Improvements

The community-preferred alternative for Thomasville Road South includes the elimination of the center turn lane to reallocate right-of-way for wider sidewalks and increased landscaping on both sides of the corridor. This would allow for bidirectional movement for bicyclists and pedestrians, and narrow the existing roadway. This narrowing would result in friction that may slow down travel speeds and make the area more conducive to bicycle and pedestrian travel. This option includes the limiting of left turns along Thomasville Road South, due to modification and elimination of the center turn lane. This recommendation will require an operational and safety analysis to assess existing signal operations and associated safety conditions to determine if limiting left turn movement is a feasible solution. **Figures 18 and 19** show the preferred alternative in more detail, and **Table 4** provides planning level cost estimates. The information provided is preliminary, and further details and specific costs will be determined in a feasibility study. Of the major corridor improvements outlined in this plan, it is recommended that Thomasville Road South from Monroe Street to 7th Avenue move forward first.

Figure 18. Thomasville Road South Preferred Opportunity

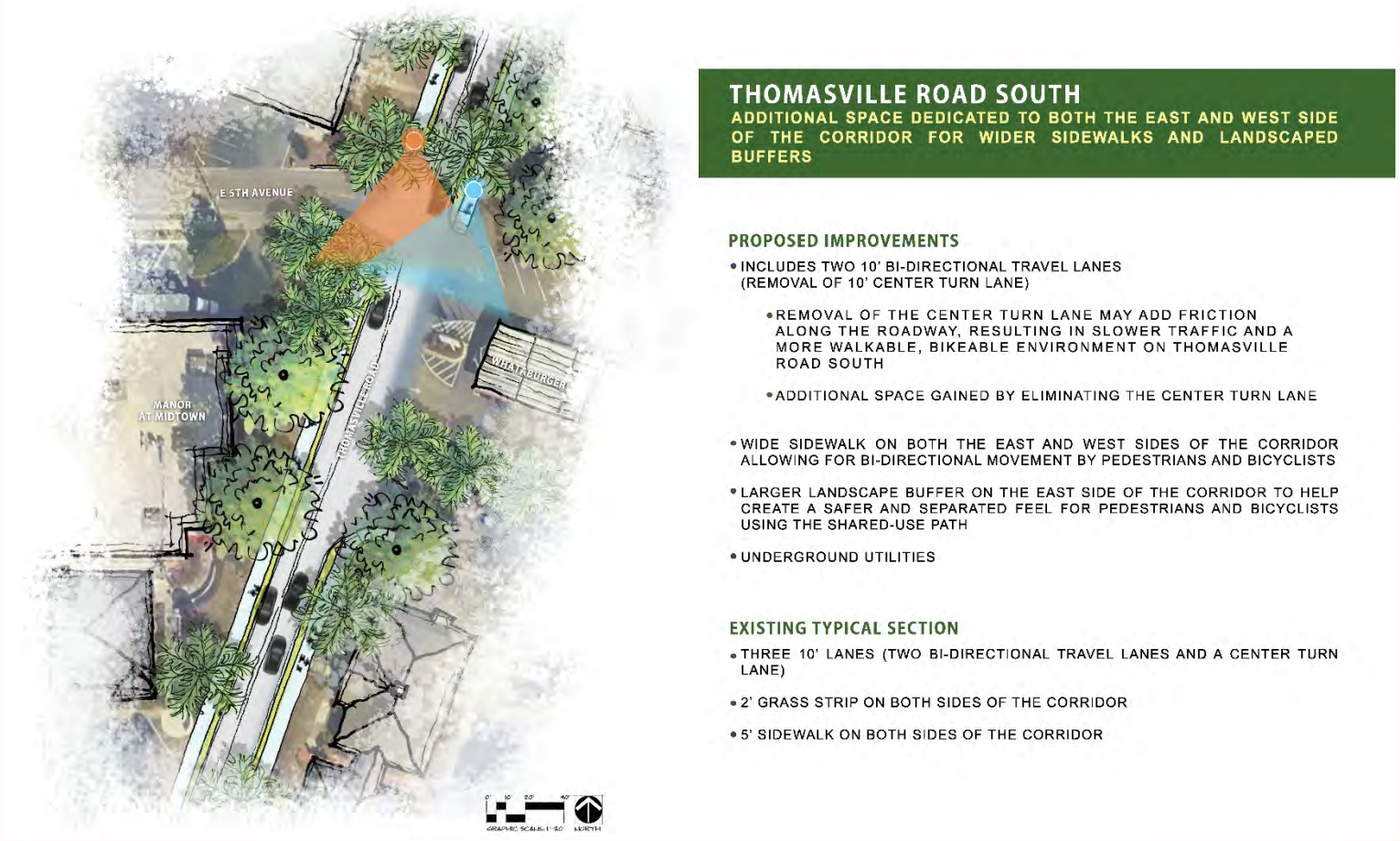


Figure 19. Thomasville Road South Preferred Opportunity

Table 4. Planning Level Cost Estimates for Thomasville Road South

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**

LONG-TERM RECOMMENDATION

Thomasville Road North Improvements

The community-preferred alternative includes the reduction in number of travel lanes on Thomasville Road North from six lanes to four lanes. The additional right-of-way obtained from removing two travel lanes, as well as having consistent lane widths, will allow for a shared-use path and landscaped buffer on both sides of the corridor. Like Thomasville Road South, this will allow bidirectional movement for pedestrians and bicyclists. A landscaped median is also included in this alternative, and would provide left turns where warranted.

Recently, FDOT District 3 completed a safety analysis study between the intersections of 7th Avenue /Meridian Road and Betton Road/Bradford Road on Thomasville Road. The study revealed that there are several high crash locations along this segment, indicating the need for enhanced access management. FDOT is continuing to study this area with a more detailed corridor management study. This community-preferred alternative considers access management issues along the corridor and addresses them through the removal of the two-way center turn lane. **Figures 20 and 21** show the preferred alternative in more detail, and **Table 5** provides planning level cost estimates. The information provided is preliminary, and further details and specific costs will be determined in a feasibility study,

Figure 20. Thomasville Road North Preferred Opportunity

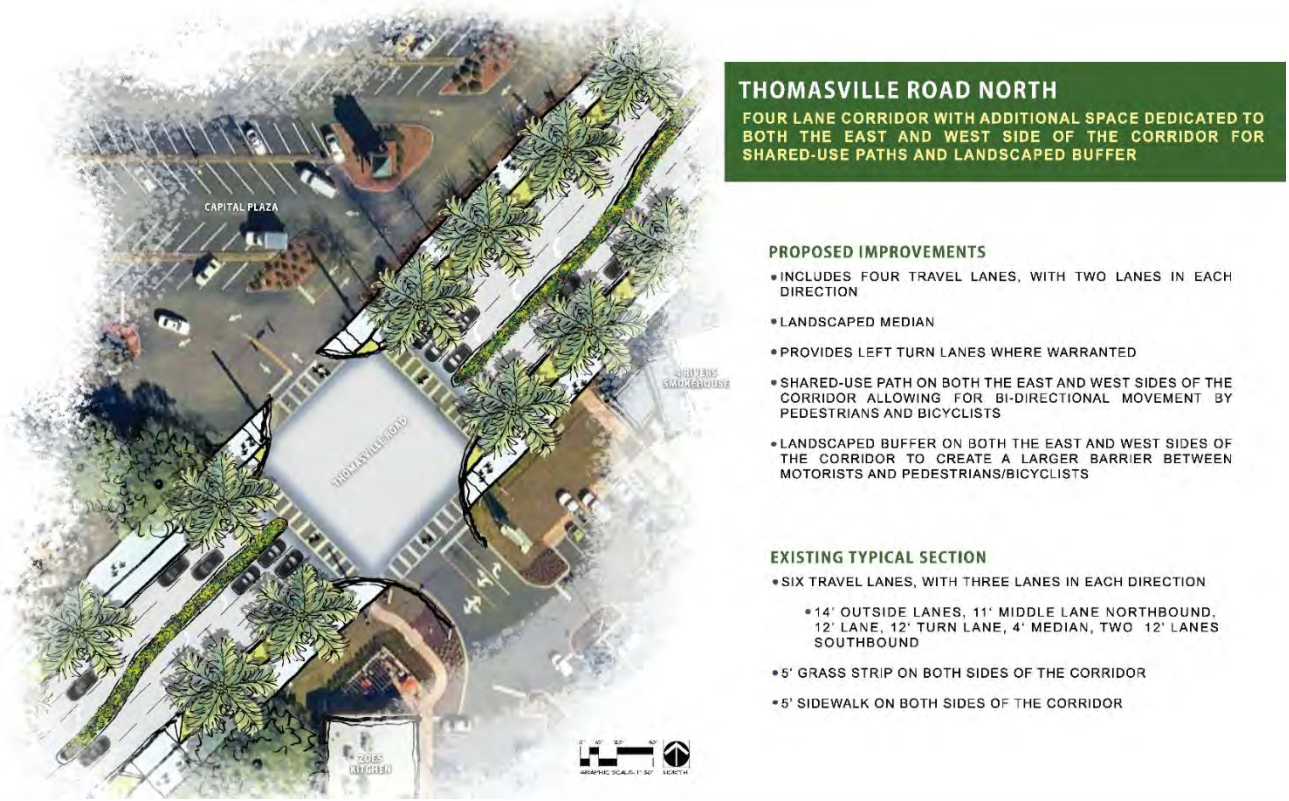


Figure 21. Thomasville Road North Preferred Opportunity

Table 5. Planning Level Cost Estimates for Thomasville Road North

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**

LONG-TERM RECOMMENDATION

North Monroe Street Improvements

For this alternative, North Monroe Street will remain within the existing footprint of the road modified center turn lane. This two-way center turn lane will be replaced where feasible with a landscaped median to improve access management along the corridor, with left turns provided at appropriate locations. Monroe Street currently has limited right-of-way, so any significant changes to the roadway's footprint are unlikely and would be extremely costly. In this alternative, the addition of mountable pavers or another type of texture at crosswalks and medians is included to improve to aesthetic of the area. Additionally, modern light fixtures and other elements to improve the streetscape are recommended. This information is further detailed in **Figure 22**.

Figure 22. North Monroe Street Preferred Opportunity

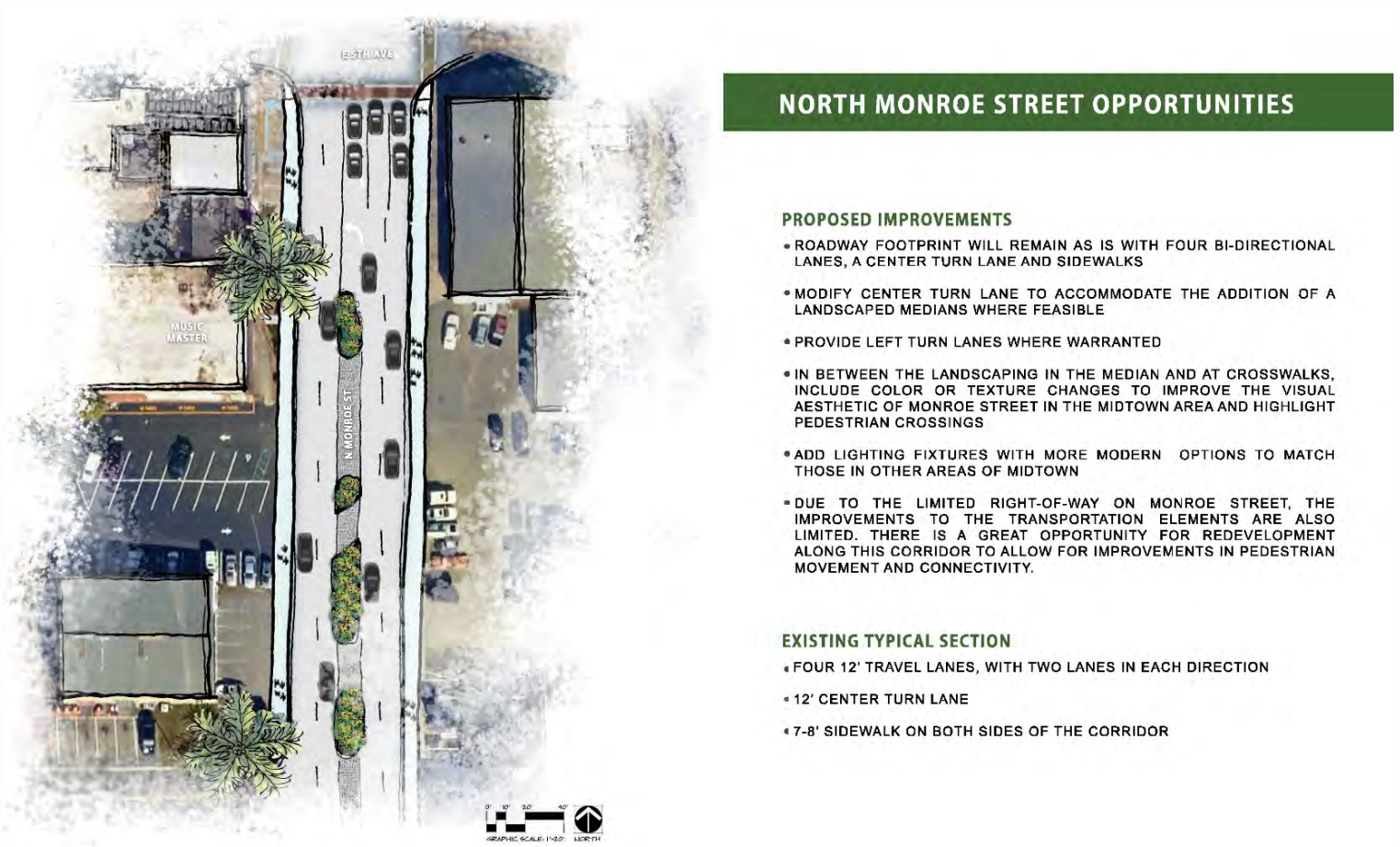


Table 6. Midtown Area Transportation Plan – Summary of Recommendations

Location	Time Frame	Improvement	Implementing Agency
A	Short-term	Proposed RRFB Crosswalk at De Soto Street to cross Meridian Road	TBD
B	Short-term	Proposed Speed Study and Traffic Calming on Gadsden Street	Leon County
C	Short-term	Proposed Speed Study and Traffic Calming along 6th and 7th Avenue	City of Tallahassee
D	Long-term	Proposed Sidewalk along Meridian Road from 7th Avenue to existing sidewalk south of Tharpe Street	TBD
E	Long-term	Thomasville Road South	TBD
F	Long-term	Thomasville Road North	TBD
G	Long-term	North Monroe Street	TBD

Figure 23. Midtown Area Transportation Plan – Recommendation Locations

Supporting Projects

In addition to the recommendations that are outlined in this Plan, the project team was able to coordinate with other agencies in Tallahassee and Leon County to determine specific improvements and projects planned for the Midtown area. Each of these projects addresses concerns voiced by the public related to connectivity, speeding, parking, and safety. These projects are identified as short-term, mid-term, and long-term similarly to the recommendations in the previous section. These projects are listed in **Table 7** and shown in **Figure 24** at the end of this section.

Sidewalk project on North Monroe Street and 6th Avenue in the Midtown area

SHORT-TERM PROJECT

Addition of Pedestrian Improvements

Time Frame: Summer 2020 – Summer 2021
Implementing Agency: Florida Department of Transportation (FDOT)

The following locations will have Rectangular Rapid Flashing Beacons (RRFBs) constructed along Thomasville Road:

- South of Calhoun Street
- Williams Street
- South of Beard Street

RRFB on Thomasville Road in Midtown

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. These improvements in the commercial area of Midtown will allow for additional safe opportunities to cross Thomasville Road and access destinations on both sides of the corridor. These improvements support the goals of this Plan by providing safer opportunities for alternative transportation within Midtown, which was a frequently suggested improvement from the public during Phase II.

Future pedestrian crossing on northside of 7th Avenue and Thomasville Road Intersection in Midtown

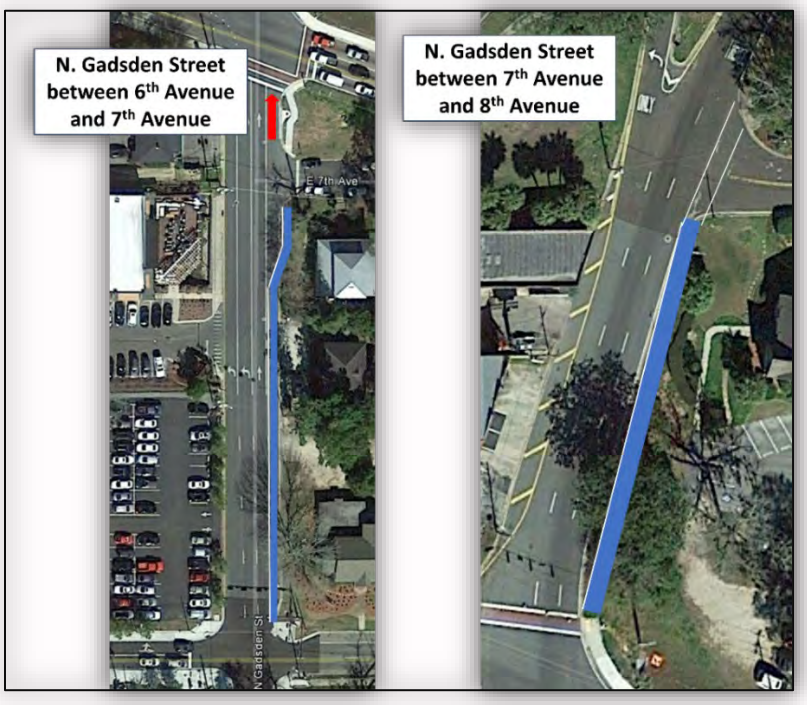
Future RRFB Location at Beard Street and Thomasville Road in Midtown

SHORT-TERM PROJECT

Sidewalk on east side of North Gadsden Street

Implementing Agency: Leon County Public Works

This project involves the removal of the eastern northbound lane to create a sidewalk on North Gadsden Street between 6th Avenue and 8th Avenue. This has been a major gap in sidewalk connectivity for the Midtown area, and preliminary studies by Leon County have indicated that the use of the easternmost lane will not negatively impact traffic in the area. Several comments received during Phase II indicated the need for a sidewalk in this area. This project supports the goals of this Plan by providing additional opportunities for alternative transportation and facilitates sidewalk connectivity in the Midtown area.



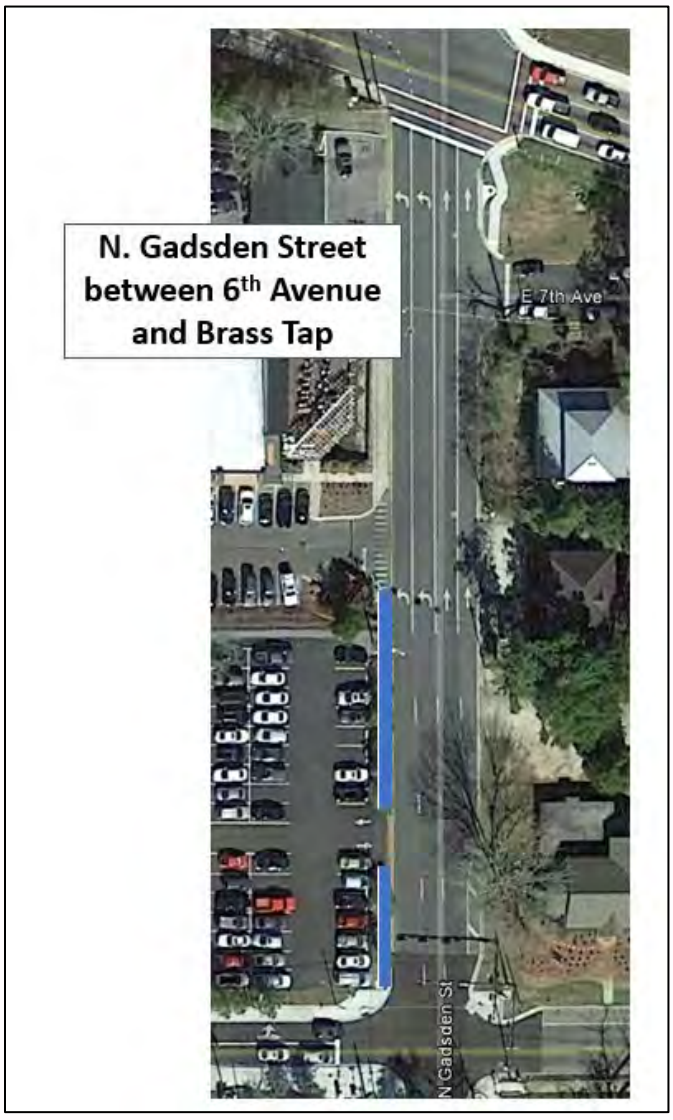
North Gadsden Street

SHORT-TERM PROJECT

Sidewalk on west side of North Gadsden Street

Implementing Agency: Capital Region Transportation Planning Agency (CRTPA)

This project includes the addition of a sidewalk on the west side of North Gadsden Street between 6th Avenue and Brass Tap. This side of the corridor, like the east side, is a major gap in sidewalk connectivity in Midtown and along North Gadsden Road. Limited right-of-way along the corridor poses a challenge to the addition of a sidewalk in this area. This project supports the goals of this Plan by providing additional opportunities for alternative transportation and facilitates sidewalk connectivity in the Midtown area.



North Gadsden Street

SHORT-TERM PROJECT

Removal of Directional Sign on Thomasville Road

Implementing Agency: Florida Department of Transportation (FDOT)

Currently, an FDOT directional sign is located in front of Waterworks, just south of Beard Street. This sign is in the center of the sidewalk, and creates a barrier for pedestrians and bicyclists using the sidewalk. This sign is being removed to improve accessibility and allow pedestrians to access the full sidewalk. This project supports the goals of this Plan by restoring sidewalk connectivity and alternative transportation opportunities in the Midtown area.

FDOT Directional Sign on Thomasville Road

SHORT-TERM PROJECT

FDOT Safety Analysis on Thomasville Road

Time Frame: Summer 2020 – Summer 2021
Implementing Agency: Florida Department of Transportation (FDOT)

FDOT District 3 conducted a Safety Analysis of Thomasville Road in the Midtown area of Tallahassee. This study determined that there were several high crash locations along the segment between 7th Avenue and Betton Road. This analysis indicated the need for improved access management along this segment of the corridor to improve safety of pedestrians, bicyclists, and motorists. FDOT is continuing to study this area with a corridor management plan study to identify specific recommendations related to safety and access. While specific solutions have not yet been identified to address these issues, a meeting regarding the proposed improvements is anticipated in late 2020. This study and subsequent improvements support the goals of this Plan by providing safer transportation opportunities in the Midtown area.

Thomasville Road near Colonial Drive

Thomasville Road north of Glenview Drive

MID-TERM PROJECT

Beard Street Realignment

Implementing Agency: City of Tallahassee

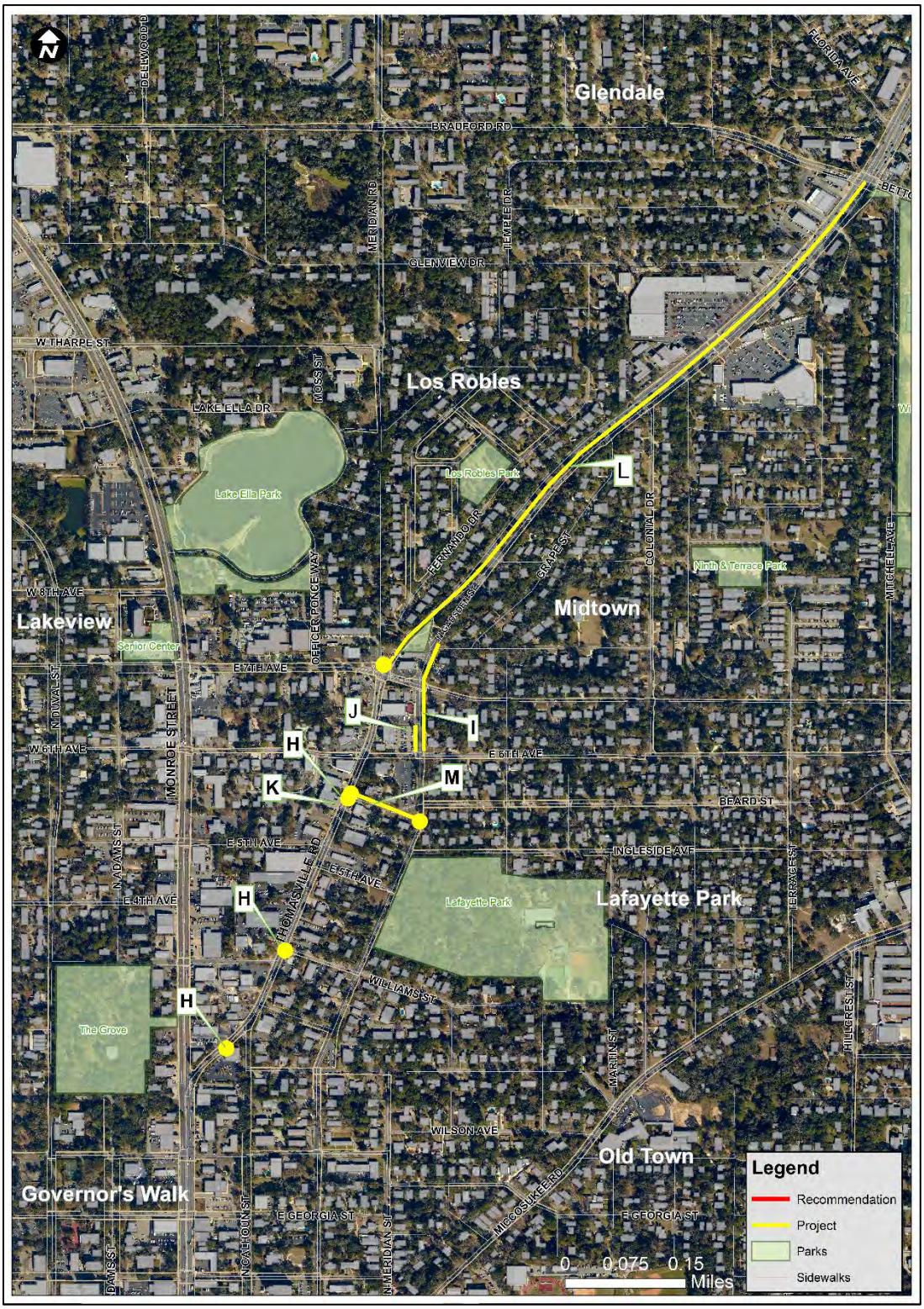
This project will close off one of the Beard Street access points on North Gadsden Street and possibly provide a crosswalk to better connect the Lafayette Park neighborhood to the commercial area of Midtown. This area was highlighted by public comment to be extremely dangerous for pedestrians and bicyclists. These comments indicated that high travel speeds on North Gadsden Street combined with a blind corner made this location extremely difficult to navigate. In addition to realignment, a study will be needed to determine the feasibility of a crosswalk at this location. Improvements have recently been made to Beard Street, west of Gadsden Street, with the addition of striped on-street parking. This project supports the goals of this Plan by promoting bicyclist and pedestrian safety, and providing alternative transportation opportunities. It also provides connectivity for these other modes of transportation that is currently lacking.

Beard Street and North Gadsden Road

Table 7. Midtown Area Transportation Plan – Summary of Supporting Projects

Location	Time Frame	Improvement	Implementing Agency
H	Short-term	Addition of Pedestrian Improvements	FDOT
I	Short-term	Removal of northbound outside travel lane to accommodate sidewalk on east side of Gadsden Street	Leon County Public Works
J	Short-term	Sidewalk on west side of Gadsden Street	CRTPA
K	Short-term	Removal of Directional Sign on Thomasville Road	FDOT
L	Short-term	Safety Improvements along Thomasville Road from 8th Avenue to Betton Road/Bradford Road	FDOT
M	Mid-term	Beard Street Realignment	City of Tallahassee

Figure 24. Supporting Projects



Conclusion

The Midtown Area Transportation Plan sought to examine transportation issues in the Midtown area, and determine feasible alternatives and recommendations to address those concerns. Through extensive public engagement performed during Phase II, the project team was able to provide opportunities and recommendations for the area that was both based on an in-depth traffic analysis as well as expressed public desire. As these recommendations move forward, it is important that agencies work together to improve Midtown and continue to incorporate enhancements that support increasing the Midtown area's multimodal opportunities as expressed by the public. Through the Phase II process, it was clear that a significant portion of those who offered their thoughts and comments would like to see a greater focus on bicycle and pedestrian travel within Midtown. This is reflected throughout the recommendations. It is expected that Midtown will continue to thrive, and with the implementation of the recommendations outlined in this Plan, it will be able to serve a wide range of people and offer multimodal opportunities far into the future.

Members of the public at the second public workshop