From: Tony Park
To: Burke, Greg
Cc: Muehlemann, Chris; Wu, Charles; Kostrzewa, Jack
Subject: FDOT Project #432559-1-32-01 (Resurfacing US 27/ Monroe St- John Knox to Thomasville Road)
Date: Thursday, June 23, 2016 2:49:14 PM

Greg,

Comments :

1) Are there areas considered for access management ? (Ex. South of intersection with John Knox Road turning into Walgreens)

2) Is placement of Paveway or alternate material in crosswalks to be a part of the project ? Those with this treatment presently should be reinstalled.

Tony Park, P.E.
Director, Department of Public Works
2280 Miccosukee Road
Tallahassee, Fl. 32308
850-606-1500
www.leoncountyfl.gov
"People Focused . Performance Driven "
Please note : Under Florida's Public Records laws, most written communications to or from county staff or officials regarding county business are public records available to the public and media upon request. Your email communications may therefore be subject to public disclosure.

CITY OF TALLAHASSEE - LEON COUNTY

BLUEPRINT

INTERGOVERNMENTAL AGENCY

July 1, 2016

Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, FL 32301

ATTN: Greg Burke, AICP

RE: FDOT Project #4325591
(US 27 Resurfacing from John Knox to Thomasville Rd)

Dear Mr. Burke:

Thank you for the opportunity to comment on Project #4325591 (US 27 Resurfacing from John Knox to Thomasville Rd). We have reviewed this project and compared it to the approved list of current and planned Blueprint projects. The resurfacing project intersects with planned corridor and placemaking improvements included in the "Midtown Placemaking" and "North Monroe Gateway Enhancements" which are both sales tax project. The project descriptions and maps for both sales tax projects are attached. As discussed at the Kick-off meeting on June 23, please find below suggestions to consider as the 60% plans for this resurfacing project are developed:

Extend the limits of project to include the installation of a pedestrian crossing at the intersection of Monroe Street and Thomasville Road

Blueprint supports the current study to evaluate opportunities to add a pedestrian crossing at this intersection. The installation of a pedestrian crossing at this intersection is consistent with the Blueprint holistic approach to corridor improvements that accommodate all users, including pedestrian. Specifically, the installation of a pedestrian crosswalk is consistent with the Blueprint Multimodal Design Guidelines, which state: "Crosswalks are critical elements of the pedestrian network. Specific attention to design and its relation to pedestrian safety is important to the development of surrounding areas. Design and hardscape elements will signify the importance of these crossings."

315 S. Calhoun St. Suite 450 • Tallahassee, FL 32301
Tel: 850.219.1060 Fax: 850.219.1098
www.blueprint2000.org

Installation of a pedestrian crossing will also improve safety for pedestrians, will improve connectivity between Midtown and destinations to the west, including the Grove and Governor's Mansion, and will reduce uncertainty for motorists traveling through this intersection. This suggestion is supported by Midtown Action Plan, as adopted by the Tallahassee City Commission in 2011.

- Midtown Vision Plan (Map) – Specifies the installation of a crosswalk and crosswalk stamping at the intersection of Monroe Street and Thomasville Road (Attached)

Install pedestrian crosswalks and infrastructure supporting safe crossing (walk signals) at all legs of Monroe Street intersections

The following recommendations from the Midtown Action Plan support the installation of crosswalks at all legs of intersections along Monroe Street:

Goal 6: Create a walkable and bikeable community.

- Raise awareness of pedestrians at intersections
- Improve East-West pedestrian connectivity in all areas of Midtown
- Midtown Vision Plan (Map) – Specifies the installation of crosswalks and crosswalk stamping at Monroe Street intersections between Tharpe and Thomasville Road

Maintain Existing and Install New Stamped Asphalt or Brick Pavers at Pedestrian Crossings between Tharpe Street and Thomasville Road

Currently, a number of pedestrian crossings between Thomasville Road and Tharpe Street are enhanced with brick paver or stamped asphalt treatments. This is consistent with recommendations within the adopted Midtown Action Plan and previous FDOT resurfacing projects along the Monroe Street corridor, including the recent resurfacing project along Monroe Street between Virginia Street and Apalachee Parkway. Blueprint suggests that the existing treatments at pedestrian crossings are replaced and that the same brick paver or stamped asphalt crossings are installed at all pedestrian crossing along Monroe Street between Tharpe Street and Thomasville Road as part of this resurfacing project. The following recommendations support the installation of stamped asphalt or brick pavers at pedestrians crossing on Monroe Street between Tharpe and Thomasville Road:

Goal 6: Create a walkable and bikeable community.

- Create streetscape plan for Monroe Street, ideally to include median, street trees, and other pedestrian friendly improvements
- Mark crosswalks at major intersections with pavers or stamped brick
- Raise awareness of pedestrians at intersections
- Clearly mark crosswalks at major intersections with pavers or stamped brick.
- Midtown Vision Plan (Map) – Specifies crosswalk stamping between Tharpe Street and Thomasville Road (Attached)

Thank you for the opportunity to comment on this project. Please do not hesitate to let us know if we can provide any additional information.

Sincerely,

Charles Hargraves, P.E.
Blueprint Manager

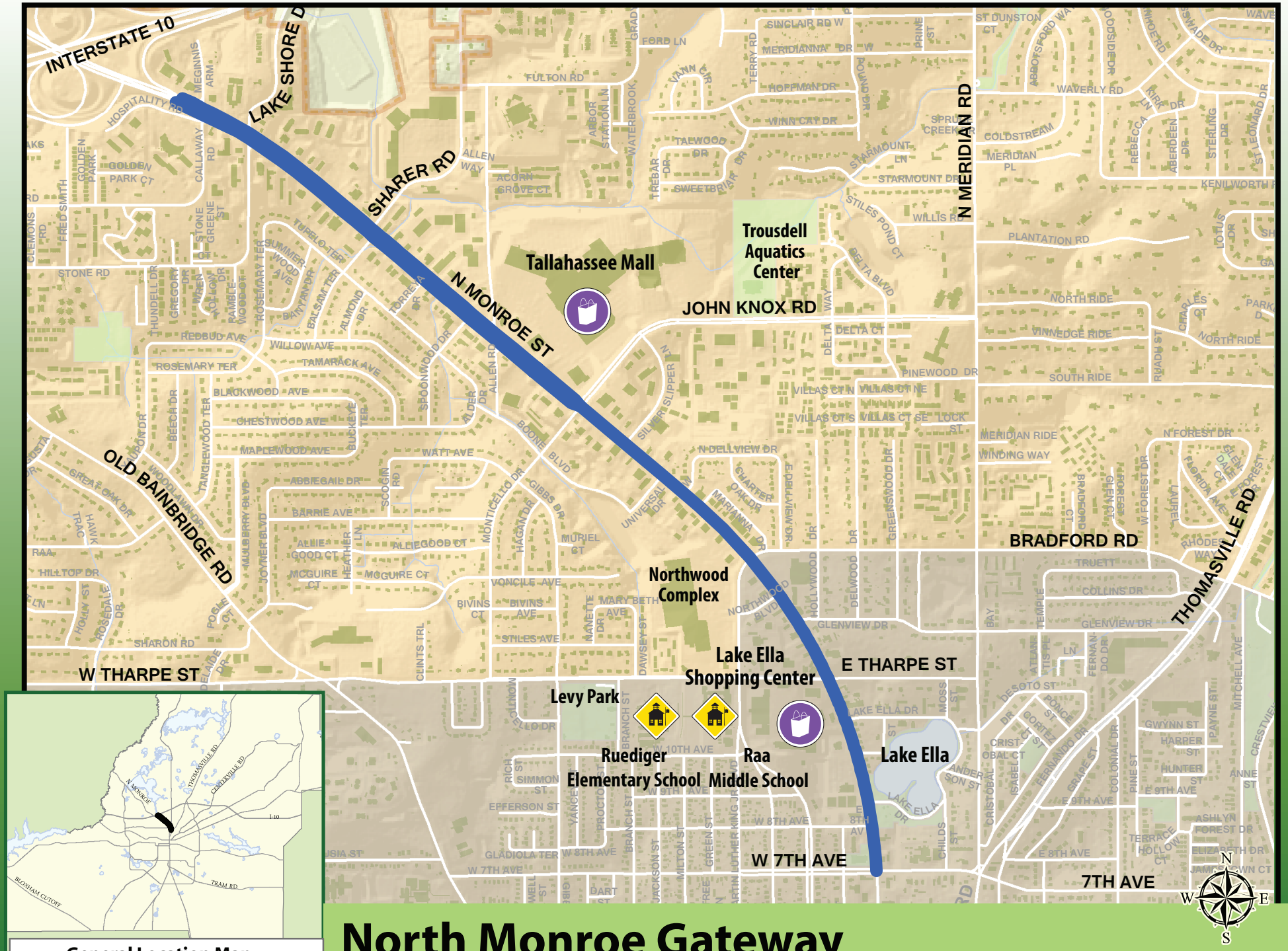
CC: Clay Hunter, PE, HNTB
Jessica Bloomfield, PE, Metric Engineering, Inc.
Suzanne Lex, FDOT Liaison to District Three
Tony Park, Leon County Public Works
Steve Shafer, City of Tallahassee Underground Utilities and Public Infrastructure
Cherie Bryant, Tallahassee-Leon County Planning Department

North Monroe Gateway

Project Highlights

- Creates northern gateway entrance into Tallahassee that clearly identifies and brands Tallahassee from Interstate 10 to Seventh Avenue.
- Complements the Midtown Sense of Place Project (landscaping along Monroe Street from Tharpe Street to the Thomasville Road intersection), creating a continuous entrance.
- Improves aesthetics to promote reinvestment and improves the quality of life for residents and daily commuters.
- Improves safety through pedestrian and bicycle enhancements.
- Estimated Cost: $9.4 million

Many visitors, residents, and former residents, including those coming to FSU and FAMU football games, enter Tallahassee via North Monroe Street. Currently, the automobile-oriented streetscape and empty or underutilized properties along the corridor do not make an attractive or thriving first impression. Investment in the corridor through streetscaping and pedestrian/bicycle safety enhancements, that will improve this entrance into the City and catalyze further redevelopment of the properties.



General Location Map

North Monroe Gateway

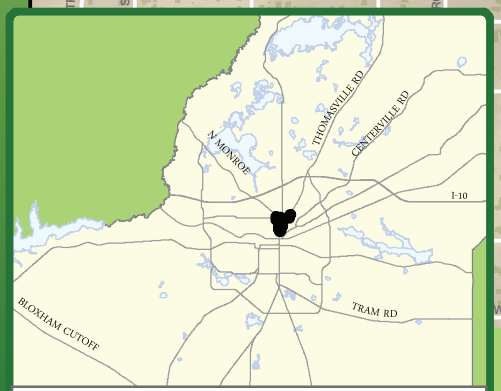
Community Enhancement Districts

Midtown Placemaking

Project Highlights

- Creates a unique, pedestrian-friendly sense of place in the Midtown area.
- Improvements at the five-points intersection of Meridian Road/ Thomasville Road /Seventh Avenue.
- Streetscaping on Monroe Street (Thomasville Road to Tharpe Street) and Thomasville Road (Monroe Street to Post Road).
- Streetscaping improvements include:
  - Wider sidewalks
  - Enhanced crosswalks
  - Benches
  - Lighting
  - Landscaping
  - Signage.
- Estimated Cost: $22 million

This project makes streetscape enhancements and placemaking improvements in Midtown, along Monroe Street and Thomasville Road. Enhancements will expand areas for safe pedestrian activity and improve area aesthetics along these two major thoroughfares. As was the case on Gaines Street, these streetscape improvements may promote reinvestment and increased pedestrian traffic for area retailers. This project also seeks to reconfigure the five-points intersection, which should improve automobile and pedestrian accessibility to the surrounding properties.



General Location Map

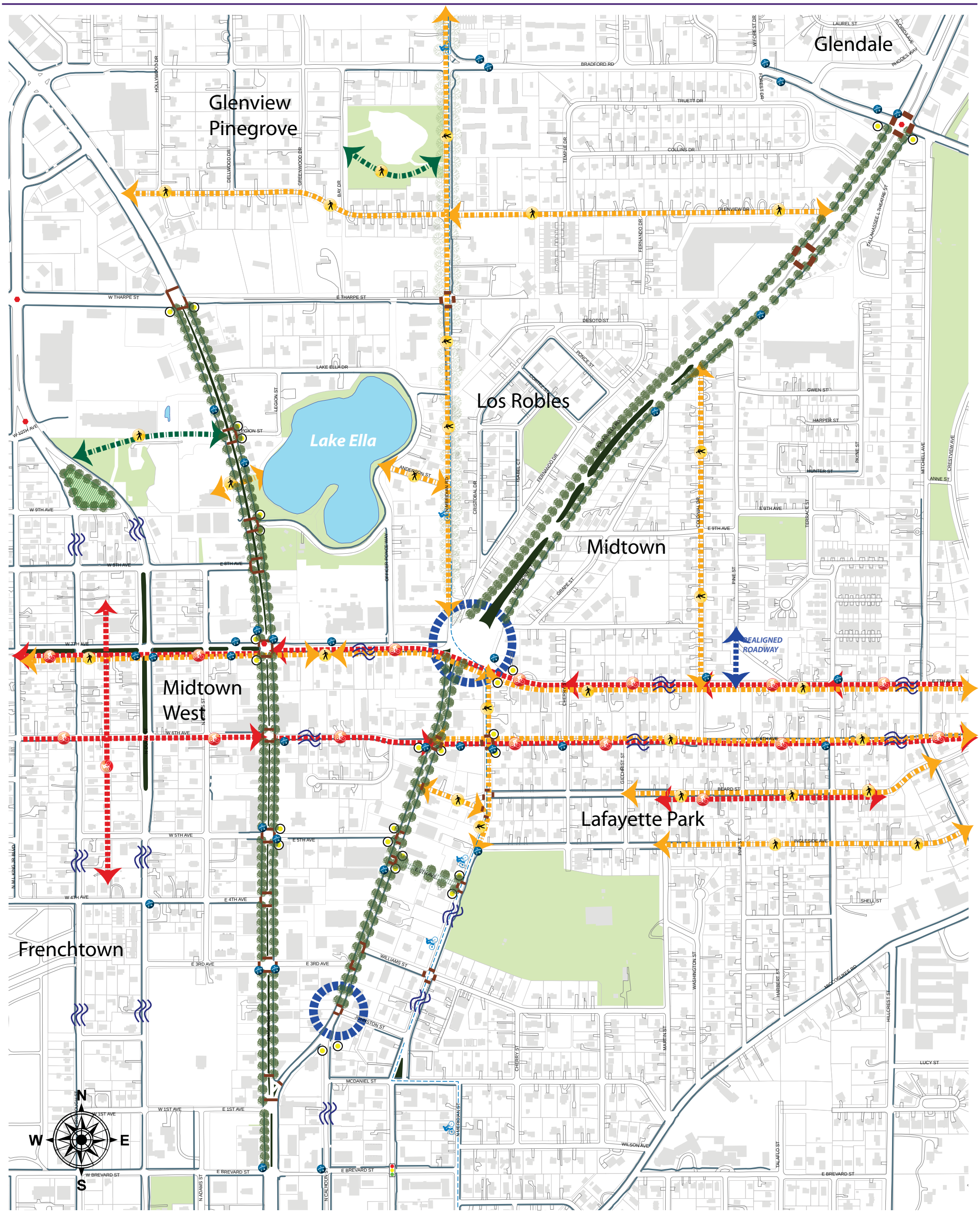
Midtown Placemaking

Vision for the Future

INFRASTRUCTURE, AMENITIES AND URBAN FORM

Goal 6: Create a walkable and bikable community.

Project Idea	Implementation Partners	Timeframe	Estimated Expense
Pedestrian			
Institute a “walking school bus program” for neighborhood children.	PLNG, NA, LCS	Short-term	Low
Evaluate the creation of direct, off-road pedestrian connections through publicly owned property.	PLNG, PW, UTIL, NA	Short-Term	Low
Mark crosswalks at major intersections with pavers or stamped brick.	MMA, PW, PLNG	Short-Term	Medium
Prioritize sidewalk connections between major attractors.	PLNG, PW	Mid-Term	Low
Fill in missing sidewalk segments, currently lack connections between activities.	PW, FDOT, CRTPA	Mid-term	Medium
Remove sidewalk obstructions and improve handicap accessibility – curb ramps, obstructions, width, etc.	PW, UTIL PW, FDOT, CRTPA	Mid-term	Medium
Raise awareness of pedestrians at all intersections.	PW, PLNG, CRTPA, FDOT	Mid-term	
Provide strategic connections from and through surrounding neighborhoods to the Midtown business centers.	PW, PLNG	Mid-term	Medium
Clearly mark crosswalks at major intersections with pavers or stamped brick.	MMA, PW, PLNG	Short-term	Medium
Improve ped crossing from Lake Ella destination to west side of Monroe St.	CRTPA, FDOT, PW	Mid-term	High
Improve of E-W pedestrian connectivity in all areas of Midtown, from Bradford to 3rd Ave.	PW, NA	Mid-term	High



LEGEND

- INTERSECTION IMPROVEMENTS
- CROSSWALK STAMPING
- PEDESTRIAN CONNECTIONS
- BICYCLE ROUTES / CONNECTIONS
- TRAIL CONNECTIONS
- STREET SCAPE
- TRAFFIC CALMING
- PARK / PLAZA / PUBLIC SPACE
- LIGHTING FIXTURES
- STARMETRO STOPS
- SIDEWALKS
- PARKS / GREENSPACE

MIDTOWN

Figure 5: Midtown Vision Plan.

CRTPA COMMENTS

MONROE STREET RESURFACING (FDOT Project #4325591)

- Monroe Street and Thomasville Road Intersection

  As detailed in an email from the CRTPA to the FDOT dated August 1, 2014 (attached):

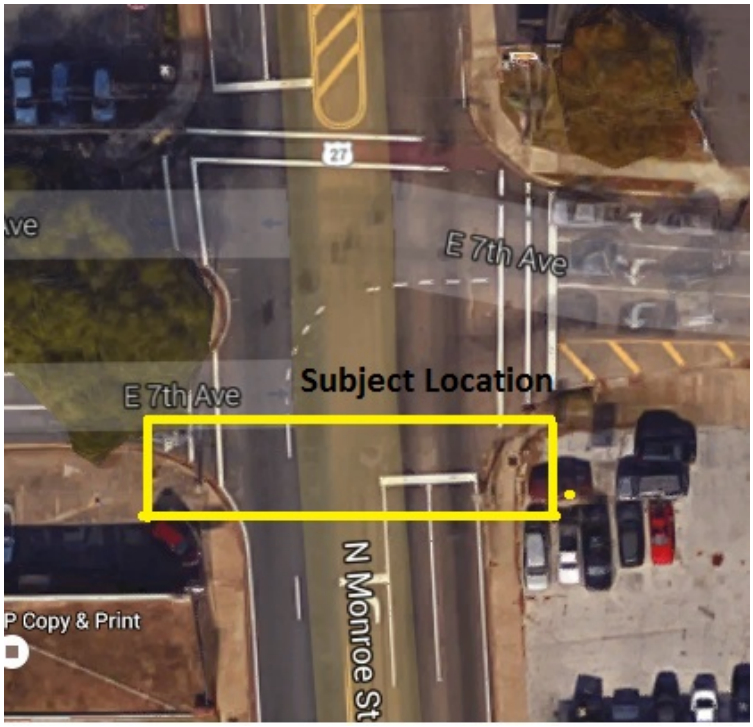
  > "This intersection is located in the midtown area of Tallahassee and has no marked crosswalks. Additionally, a continuous northbound right turn lane on Monroe Street to Thomasville Road makes the intersection challenging for pedestrians (pedestrians continuing north/south on the east side of Monroe have to cross this lane). The area has seen growing pedestrian activity due the presence of commercial establishments and nearby residential neighborhoods. Additionally, immediately west of this intersection is The Grove. The Grove (http://www.flheritage.com/grove/), an antebellum home on ten acres once owned by Governor Collins, is scheduled to open in the fall of 2014 and is anticipated to increase pedestrian activity in the vicinity."

  In response to the CRTPA's email, this intersection has recently been studied by the FDOT Safety Office as part of a larger study that is scheduled to be presented to the CRTPA Board in September 2016.

  The CRTPA requests that the resurfacing project's limits be extended south to this location. Such an extension would facilitate coordination with the FDOT Safety related to incorporating the identified improvements into the resurfacing project to facilitate improved pedestrian safety at this location.

- Monroe Street and Seventh Avenue

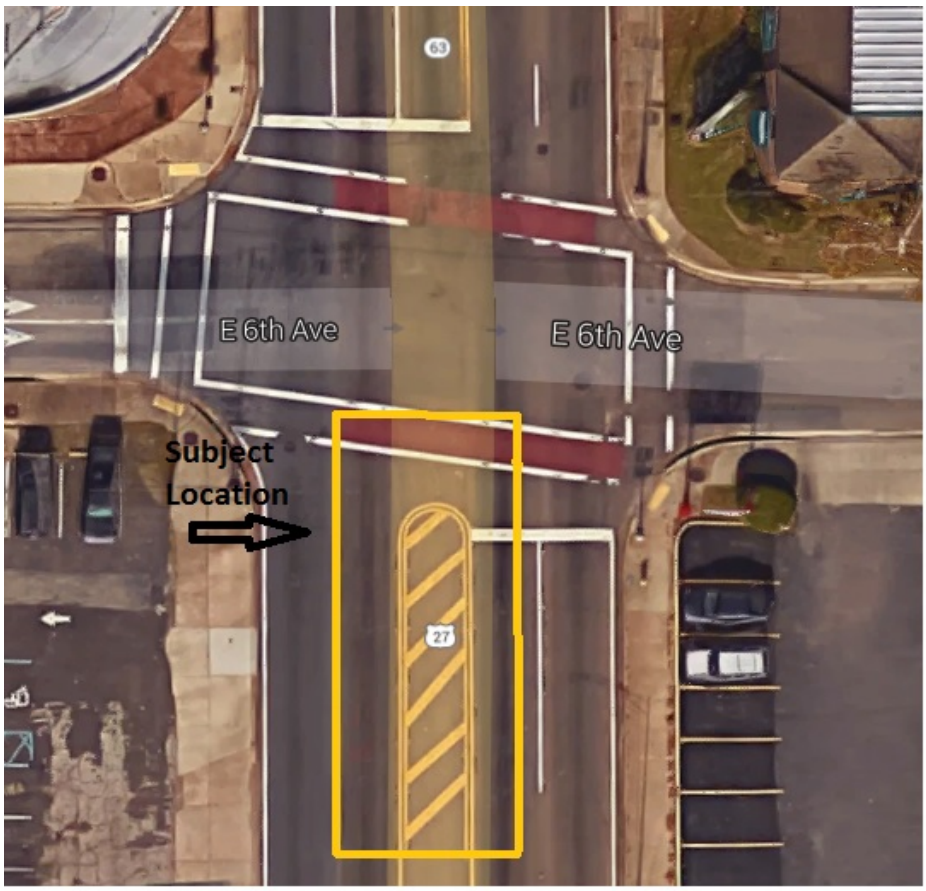
  A marked crosswalk at the southern quadrant of this intersection is not provided. The CRTPA requests that the resurfacing incorporate the addition of this crosswalk (*see below*) at this location in Midtown Tallahassee.



- <u>Monroe Street and Sixth Avenue</u>

  Similar to the pedestrian refuge island that is installed at the western quadrant of the intersection at Tennessee Street (SR 10) and Calhoun Street in downtown Tallahassee (*see below*), the CRTPA requests that the same treatment (concrete island) be installed on the southern quadrant of this intersection in Midtown Tallahassee where gore markings currently exist (*see below*). Such an installation would facilitate greater pedestrian safety at this location.

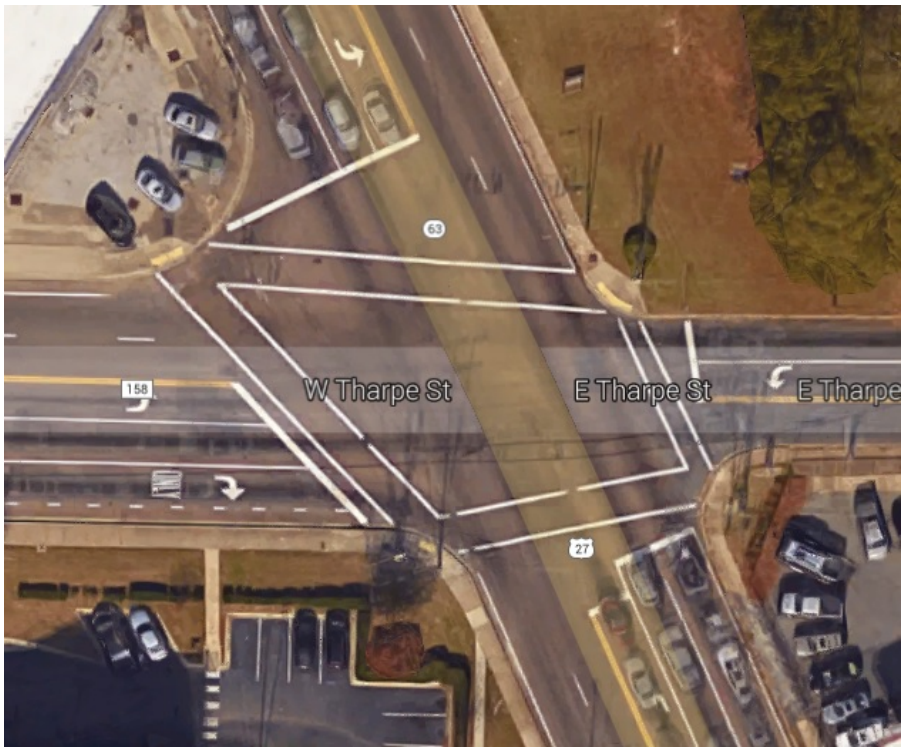
Above: Tennessee Street @ Calhoun – Pedestrian refuge on western intersection quadrant example



Above: Subject location (Monroe @ 6th Avenue)

- <u>Monroe Street and Tharpe Street</u>

  This skewed intersection presents challenges to pedestrians due to the lengthy crosswalk distances (*see below*) on the western and northern quadrants of the intersection. The CRTPA requests that the Department identify measures to incorporate within the resurfacing project that reduce the pedestrian crosswalk distances particularly as it relates to the northwest corner of the intersection and its large turning radii.



- <u>Existing Intersection Treatments</u>

  Four intersections along the corridor have enhanced crosswalks treatments (stamping) that the CRTPA requests be included for replacement associated with the resurfacing project. These locations are: Third Avenue, Fifth Avenue, Sixth Avenue and Seventh Avenue.

- Existing Monroe Corridor Studies

  This urban corridor has been the focus of a number of studies developed by or for the CRTPA in the recent years. These studies include the following:

  - North Monroe Street Design and Safety Study, accepted by the CRTPA in September 2010, was developed for the CRTPA by Florida State University Department of Urban and Regional Planning Master's students and provides recommendations for the North Monroe corridor. Included in the study is a ***Roadway Safety Audit*** which provides recommendations developed by the RSA team.
  - The Monroe Street Access Management Study (approved by CRTPA Board in January 2013) and Lake Ella Implementation Study (approved by CRTPA in March 2013) were developed provided a comprehensive assessment to address vehicular and pedestrian safety along the corridor.

  The above studies are located on the CRTPA's Projects page at the following link: http://crtpa.org/projects.html

  Additionally, other studies and projects have done developed by the CRTPA's transportation partners related to the Monroe corridor including:

  - Midtown Placemaking – Sales tax extension project
  - North Monroe Gateway Enhancements – Sales tax extension project
  - Midtown Action Plan – adopted in 2011 by the City of Tallahassee

  Review of the above studies and projects can assist the Department as it proceeds with development of the resurfacing plans of the corridor.

Burke, Greg

From: Burke, Greg
Sent: Friday, August 01, 2014 10:51 AM
To: 'Jared.Perdue@dot.state.fl.us'
Cc: 'john.fielding@atkinsglobal.com'; Reed, Harry; 'bryant.paulk@dot.state.fl.us'; Harrell, Starsky (Starsky.Harrell@dot.state.fl.us)
Subject: Potential TSM projects

The purpose of this email is to request that the Florida Department of Transportation evaluate three (3) locations within the urban area of Tallahassee as potential candidate projects for inclusion on the CRTPA's Transportation Systems Management (TSM) candidate project list. Specifically, the CRTPA would like the following locations, all within areas of increasing pedestrian activity, evaluated:

- Apalachee Parkway (SR 20) and Magnolia Drive (SR 265)

  This intersection provides challenges to pedestrians given the high volume of vehicular traffic, large number of lanes to cross and associated crosswalk distances (including the absence of a marked crosswalk on the east side of intersection). Additionally, the recent completion of Apalachee Parkway sidewalks east of this location (as well as the planned construction of sidewalks beginning approximately .7 miles to the west associated with scheduled resurfacing of the Parkway in 2016) has facilitated improved pedestrian mobility in this regional commercial corridor.

- Monroe Street (SR 63) and Thomasville Road (SR 61)

  This intersection is located in the midtown area of Tallahassee and has no marked crosswalks. Additionally, a continuous northbound right turn lane on Monroe Street to Thomasville Road makes the intersection challenging for pedestrians (pedestrians continuing north/south on the east side of Monroe have to cross this lane). The area has seen growing pedestrian activity due the presence of commercial establishments and nearby residential neighborhoods. Additionally, immediately west of this intersection is The Grove. The Grove (http://www.flheritage.com/grove/), an antebellum home on ten acres once owned by Governor Collins, is scheduled to open in the fall of 2014 and is anticipated to increase pedestrian activity in the vicinity.

- Thomasville Road (SR 61) and 5th Avenue vicinity (south to 3rd Avenue and north to 7th Avenue)

  Similar to the above intersection, this location (actually a segment of Thomasville Road) is in the midtown area of Tallahassee. This segment of Thomasville Road appears to contain the most pedestrian activity due to the proximity of commercial uses in the immediate area which include restaurants and bars. Pedestrian activity tends to be most heavy in the evenings increasingly so later on in the week. The posted speed limit of this portion of Thomasville Road is 25 mph; however, it appears that speeding and failure to yield to pedestrians are an issue along the corridor. Additionally, sidewalks are somewhat narrow given the observed pedestrian volumes and there are areas of continuous curb cuts creating potential pedestrian and vehicular conflicts. A rectangular rapid flashing beacon was added at 5th Avenue to assist pedestrians cross at this location in 2012.

The CRTPA is supportive of a preliminary analysis that can address opportunities for increased pedestrian and vehicular safety at these locations.

Sincerely,

Greg T. Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
408 N. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.6802 Fax/891.6832
Email: greg.burke@talgov.com
web site: www.crtpa.org

Mailing Address:
300 S. Adams Street, M.S. A-19
Tallahassee, FL 32301

Burke, Greg

From: Salyer, Sheila
Sent: Wednesday, July 06, 2016 10:07 AM
To: Doherty, Megan; Burke, Greg
Cc: Calder, Autumn; Childs, Venus; Edwards, Ashley
Subject: RE: FDOT Resurfacing Project on N. Monroe Street

Greg,

I am responding to Megan's e-mail to Ashley Edwards in regard to the improvements to be made on N. Monroe Street in front of and near the Senior Center. Thanks for the opportunity to weigh in on this important project. I'm sure you are covering the basics and probably a little more for intersection, ADA, and general improvements.

Below are some suggestions in case they haven't been included.

Re: Safety and Beautification

1. Between 7th and 8th Avenues on the Senior Center side, please include safety and beautification improvements to the sidewalk and landscaping, especially from the north edge of the Senior Center property to the corner of 8th Avenue. The trees and shrubbery in this section are overgrown and create an **unsafe** walkway on this section. Walkers must dodge the limbs and brush hanging over the sidewalk and may accidentally step into Monroe Street to avoid them. This and the light poles in that section of the sidewalk also cause the sidewalk to be more narrow and difficult for people with mobility challenges.

2. Please consider replacing or enhancing the concrete wall in front of the Senior Center and between 7th and 8th Avenues. It is difficult to maintain its aesthetic appeal.

3. In regard to the crosswalk at 7th Avenue and Monroe Street, consider improved signage for motorists turning right from 7th Avenue onto N. Monroe Street.

4. Insure the crosswalk signal allows the maximum amount of time for people to cross this busy street.

5. Any improvements to making Lake Ella more safely accessible to pedestrians and senior scooter users crossing from west to east side will be appreciated.

6. At the NW corner of 7th Avenue and N. Monroe Street, please review and enhance the grassy, dirt and sidewalk area where the traffic light box, electrical pole, crossing signal, guide wires, and light post are located. This corner is too narrow for wheelchairs and walkers to maneuver safely around the crossing signal pole, making the turn either from N. Monroe to 7th Avenue or vice versa.

7. Finally, if possible, due to the high volume of traffic entering the Senior Center parking lot from 7th Avenue, please consider an appropriate sign to alert motorists that this is a high pedestrian traffic area. People of all ages, mostly age 60+, cross 7th Avenue in the middle of this divided street – not at the crosswalks. Better signage would notify drivers to be more cautious.

Again, thank you for this opportunity to comment. We look forward to working with you as you move forward on this great project. We are happy to provide space for your meetings – as available. But don't hesitate to ask.

Sincerely,

Sheila Salyer
891-4001

Sheila Salyer, Manager
Tallahassee Senior Services
Parks, Recreation & Neighborhood Affairs
1400 N. Monroe St.
Tallahassee, FL 32303
phone: 850-891-4000
fax: 850-891-4020
email: Sheila.salyer@talgov.com

Find us online at:
Talgov.com/seniors

From: Edwards, Ashley
Sent: Thursday, June 30, 2016 2:28 PM
To: Doherty, Megan
Cc: Calder, Autumn; Burke, Greg; Salyer, Sheila; Childs, Venus
Subject: RE: FDOT Resurfacing Project on N. Monroe Street

Hi Megan – thanks so much for thinking of including us! I am copying Senior Center director Sheila Salyer as I am sure she will have some great ideas and suggestions, and I will ask her to respond to Greg.

Ashley C. Edwards, Director
City of Tallahassee
Parks, Recreation & Neighborhood Affairs Department
912 Myers Park Dr.
Tallahassee, FL 32301
850 891-3853 *p*
850 891-3850 *f*
850 891-FUNN

Burke, Greg

From: Shafer, Steve
Sent: Friday, July 08, 2016 9:50 AM
To: Burke, Greg
Cc: Gooch, Eric; Hargraves, Charles
Subject: RE: Monroe Street

The only comment we have in addition to what Blueprint forwarded is that they should address all ADA noncompliance issues within the right of way. That should include sidewalks (trip hazards, protrusions, etc.), ramps, ped. signal pushbuttons, etc..

From: Burke, Greg
Sent: Friday, July 08, 2016 9:17 AM
To: Shafer, Steve
Cc: Gooch, Eric
Subject: Monroe Street

Hi Steve. I'm combining the comments received re: the above resurfacing project and wanted to confirm if UUPI will be submitting comments for me to include (they were to be submitted to me today prior to my sending on to FDOT).

Thanks

Greg T. Burke, AICP
Transportation Planner
Capital Region Transportation Planning Agency
300 S. Adams Street, 4th Floor
Tallahassee, FL 32301
850/891.8626
Email: greg.burke@talgov.com
web site: www.crtpa.org

StarMetro Comments on the Monroe St. redesign

Location of StarMetro bus stops along North Monroe St. in need of ADA accessible curb cuts.

Northbound

1. Monroe at 3rd St
2. Monroe at 5th St
3. Monroe at 7th St.
4. Monroe at Tharpe St.

Southbound

1. Monroe at 7th street
2. Monroe at 5th St
3. Monroe at 3rd St

StarMetro would prefer an 11 foot outside land as opposed to a 10 foot lane

TALLAHASSEE-LEON COUNTY
PLANNING DEPARTMENT
PLACE - PLANNING, LAND MANAGEMENT AND COMMUNITY ENHANCEMENT

July 8, 2016

Capital Region Transportation Planning Agency
300 South Adams Street
Tallahassee, Florida 32301

ATTN: Greg Burke, AICP

RE: FDOT FPID No. 432559-1-52-01 | SR 63 Resurfacing from Thomasville Rd to John Knox Rd

Dear Mr. Burke:

The Tallahassee-Leon County Planning Department would like to thank the Florida Department of Transportation for the opportunity to coordinate on this project so early in the project schedule. This project is significant to the Planning Department due to its location in the Midtown Placemaking District and because of the approved sales tax project along this corridor. As discussed at the kickoff meeting on June 23, please consider the following comments as the 60% plans are developed for this project.

Sheet No. 2 Typical Section: Please give consideration to reducing the posted speed limit between Thomasville Road and Tharpe Street to no higher than 25 to 30 mph to account for the lack of bicycle lanes, heavy pedestrian traffic, and the programmed pedestrian crossing at Lake Ella, where Typical Section No. 2 is the planned typical section. This area is also within the Multimodal Transportation District. The FDOT Plans Preparation Manual, Chapter 1 Section 1.9.1 identifies the TDLC Design Speed range between 30 – 40 MPH. Please consider lowering the design speed as necessary within this range to adjust the posted speed appropriately.

Bicycle Facilities: Please consider designating the 4' paved shoulders shown on the typical section as bicycle lanes and widening these bicycle lanes wherever possible. Please consider evaluating a design exception to reduce the two way left turn lane to 10' or some of the travel lanes to 10' if feasible to widen the bike lanes to 5'. Because the bike lanes are the minimum width, please consider using profiled thermoplastic (audible and vibratory) lane markings to provide additional buffer between the bicycle lanes and the vehicular travel lanes where the bicycle lanes are 4' in width.

Bicycle Facilities: Please consider marking the 13' wide outside lanes shown in the typical section with shared lane markings (Sharrows). Please consider evaluating a design exception to reduce the lanes to 10' if feasible and to provide for designated bicycle lanes in this area.

Bicycle Facilities: Please consider installing, upgrading, or adjusting loop detectors on Monroe Street and on cross streets to detect bicycles.

Pedestrian Facilities: Please consider upgrading pedestrian facilities to meet current standards to improve mobility for persons with disabilities, consistent with Chapter 8, Section 8.3.2 of the FDOT Plans Preparation Manual. One specific location to consider is the intersection of N. Monroe Street (SR 63) at E. 3rd Avenue. The sidewalks at this location do not have curb ramps and the sidewalk is blocked by utilities and obstructions (Please see the following photos).

Pedestrian Facilities: Please consider installing a curb extension at the intersection of Monroe Street (SR 63) and E. 7th Avenue where gore striping currently exists (Please see the following photo).

Intersections: Please consider reducing the return radii at intersections where feasible, particularly in the Multimodal Transportation District (between the southern limits of the project and Bradford Road). Larger curb radii typically result in high-speed turning movements by motorists, which may increase the risk of pedestrians being struck by right-turning vehicles. Smaller radii can improve pedestrian safety by requiring motorists to reduce vehicle speed by making sharper turns, and shortening pedestrian crossing distances which thereby improves signal timing. Also the smaller radii provide larger pedestrian waiting areas at corners, improve sight distances, and allow for greater flexibility of curb ramp placement.

Pavement Markings: Please consider replacing crosswalks with existing paveway, thermoplastic, stamped asphalt, or similar treatment with crosswalks of a similar design. Please consider replacing other crosswalks at signalized intersections on all approaches with special emphasis crosswalk markings.

Pavement Markings: Please consider using standard crosswalk markings for stop or yield-controlled intersections where pedestrian facilities are present, consistent with Chapter 8, Section 8.3.3.1 of the FDOT Plans Preparation Manual.

Signage: Please consider installing speed limit signage beyond major intersections consistent with Section 2B.13 of the MUTCD. Please consider placing speed limit signs beyond the intersections with Thomasville Road (Principle Arterial), Tharpe Street (minor arterial), and Martin Luther King Jr. Boulevard (minor arterial).

General Comment: Please review and consider the applicability of the North Monroe Gateway sales tax project available at http://www.leonpenny.org/?project=north-monroe-gateway-i-10-to-tharpe-street

General Comment: Please review and consider the applicability of the Midtown Action Plan available at http://www.talgov.com/planning/planning-compln-placemaking-midtown.aspx

General Comment: Please review and consider the applicability of the Monroe Street Access Management and Lake Ella Implementation Study available at http://crtpa.org/monroe-median-project.html

General Comment: The southern limit of the project north to Bradford Road is within the Multimodal Transportation District. The Multimodal Transportation District was adopted in April 2009 and is supported by a tri-party agreement between the City of Tallahassee, Leon County, and the Florida Department of Transportation. The Multimodal Transportation District code identifies standards for streetscaping, including widths for planting strips and sidewalks. Please review and consider the applicability of the code available at

http://www.talgov.com/Uploads/Public/Documents/planning/pdf/trans/mmtd_code_web.pdf, specifically Section 10-283.4. Transportation Network.

Thank you again for the opportunity to comment on this project. Please do not hesitate to let us know if we can provide any additional information.

Sincerely,

Cherie Bryant, AICP
Planning Manager