

THOMASVILLE ROAD SAFETY STUDY

STATEMENT OF ISSUE

This item provides the findings of a road safety study conducted on Thomasville Road that was previously presented to the CRTPA in November 2017. Due to the number of projects underway or proposed in the Midtown area of Tallahassee, this item is being presented again.

HISTORY AND ANALYSIS

The Florida Department of Transportation will present the results of a safety analysis of Thomasville Road in the Midtown area conducted in 2017. The analysis, focused on the Meridian Road/Thomasville Road/Seventh Avenue (5 Points) intersection north to Betton Road, includes potential access recommendations to enhance safety along the corridor.

ATTACHMENTS

Attachment 1: Presentation from November 2017





Gadsden Street to Betton Road / Bradford Road Corridor

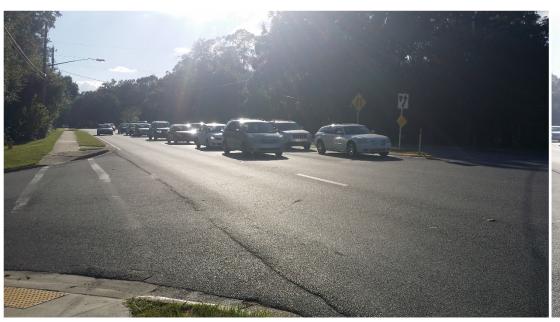
Leon County



- > Background
 - Original Ped/BikeStudy
 - Monroe St to Betton/Bradford Rd
 - Ped/Bike SafetyRecommendations
 - Monroe Street to 7th
 Avenue
 - Crash Analysis
 - 7th Ave to Betton/Bradford Rd



- > Five-Year Crash Investigation (2010-2015)
 - Left-turn Crash Pattern
 - Colonial Drive to Collins Drive
 - Weekday / PM peak hours / local motorists







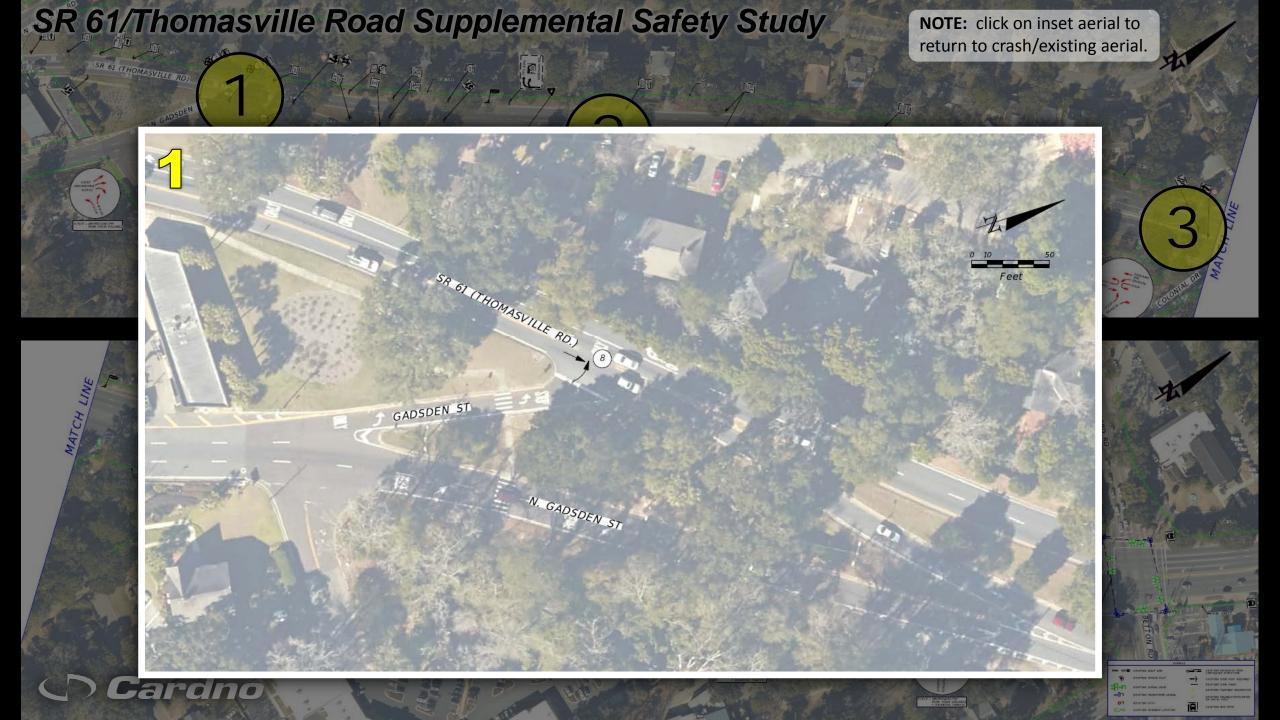
- > FDOT District 3 High Crash Rate Segment List
 - Colonial Dr to Post Rd (0.2 miles north of Betton/Bradford Rd)
 - #79 on list
 - 6.739 versus 3.079 Avg.

Crashes by Location			
Location	Left-turn Crashes	Angle Crashes	Total Crashes
Gadsden Street	0	8	8
Ninth Avenue	0	1	18
Grape Street	1	0	5
Colonial Drive	10	0	24
Pine Street	12	0	21
Capital Plaza Signal	9	6	26
Capital Plaza Median			
Opening	2	4	20
Glenview Drive Signal	3	8	40
Collins Drive	6	1	14















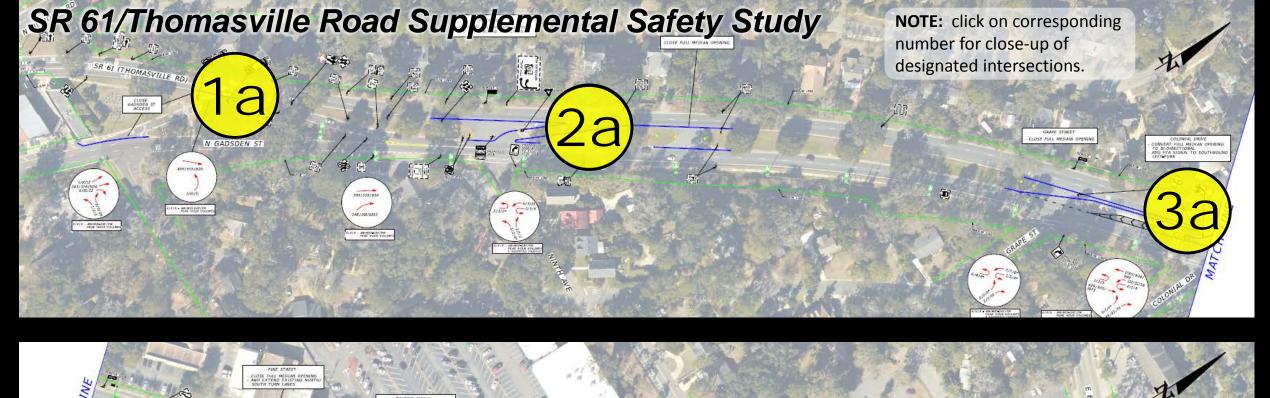






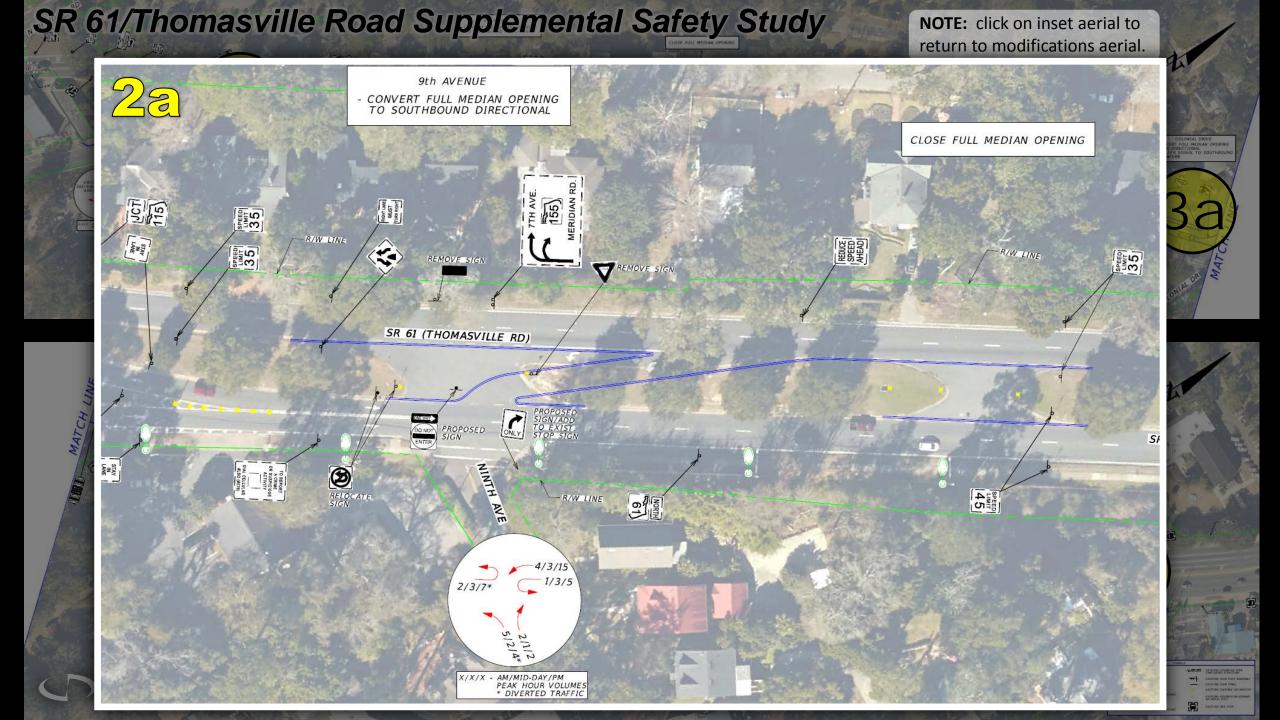
Proposed Modifications

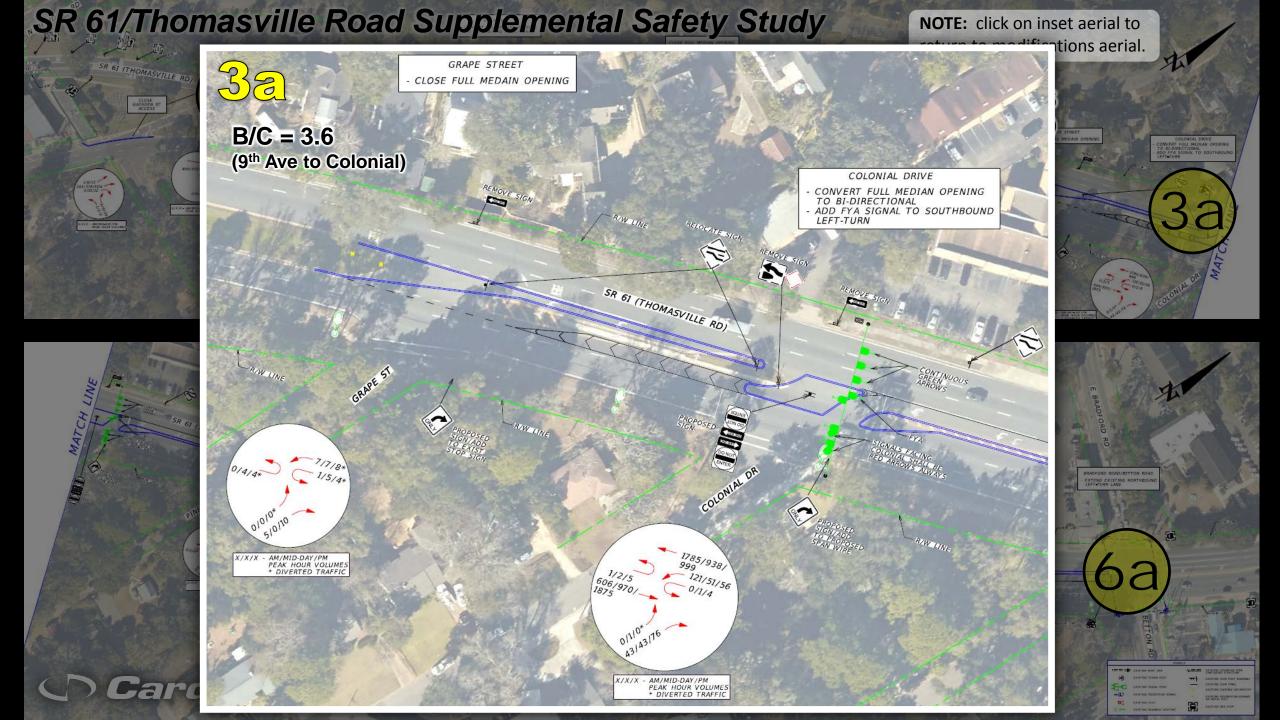


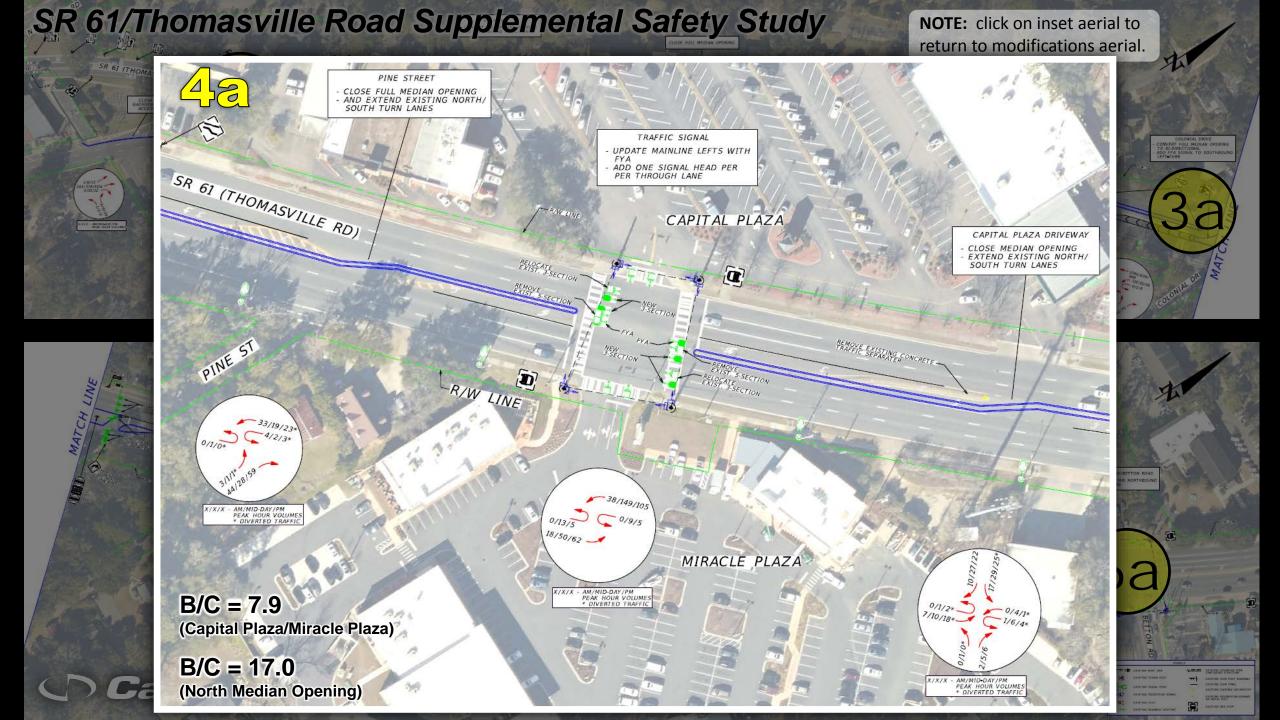


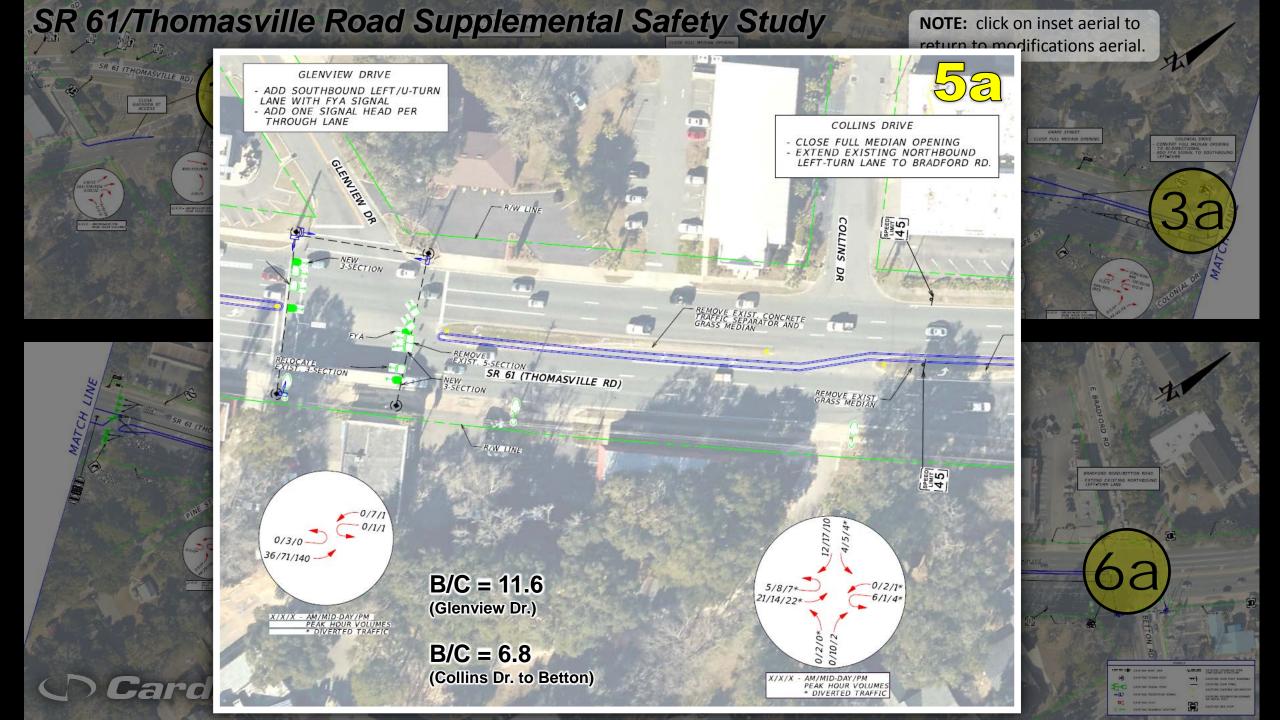


SR 61/Thomasville Road Supplemental Safety Study NOTE: click on inset aerial to return to modifications aerial. SR 61 (THOMASVILLE RD) 1916 SPEED 35 SPEED 135 CLOSE GADSDEN ST ACCESS N GADSDEN ST 135 400/555/820 R/W LINE 1/8/12 243/378/1014 6/10/12 1/10/11 390/559/850 X/X/X - AM/MID-DAY/PM PEAK HOUR VOLUMES 248/391/1052 X/X/X - AM/MID-DAY/PM PEAK HOUR VOLUMES X/X/X - AM/MID-DAY/PM PEAK HOUR VOLUMES











- > Summary
 - High Crash Rate
 - High Incidence of Left-turn Crashes
 - Access Management
 - Reduce Conflict Points
 - Reduce Speed Differentials
 - Increase Driver Expectancy
 - Improved Efficiency
 - Benefit Cost Ratio
 - o Ranges from 3.6 to 17.0
 - Crash Reduction
 - Ranges from 20 to 59 percent
 - Next Steps









QUESTIONS?

