

**CRTPA Board Meeting
January 28, 2013**

Monroe Street Access Management and

**Lake Ella Median
Implementation Study**

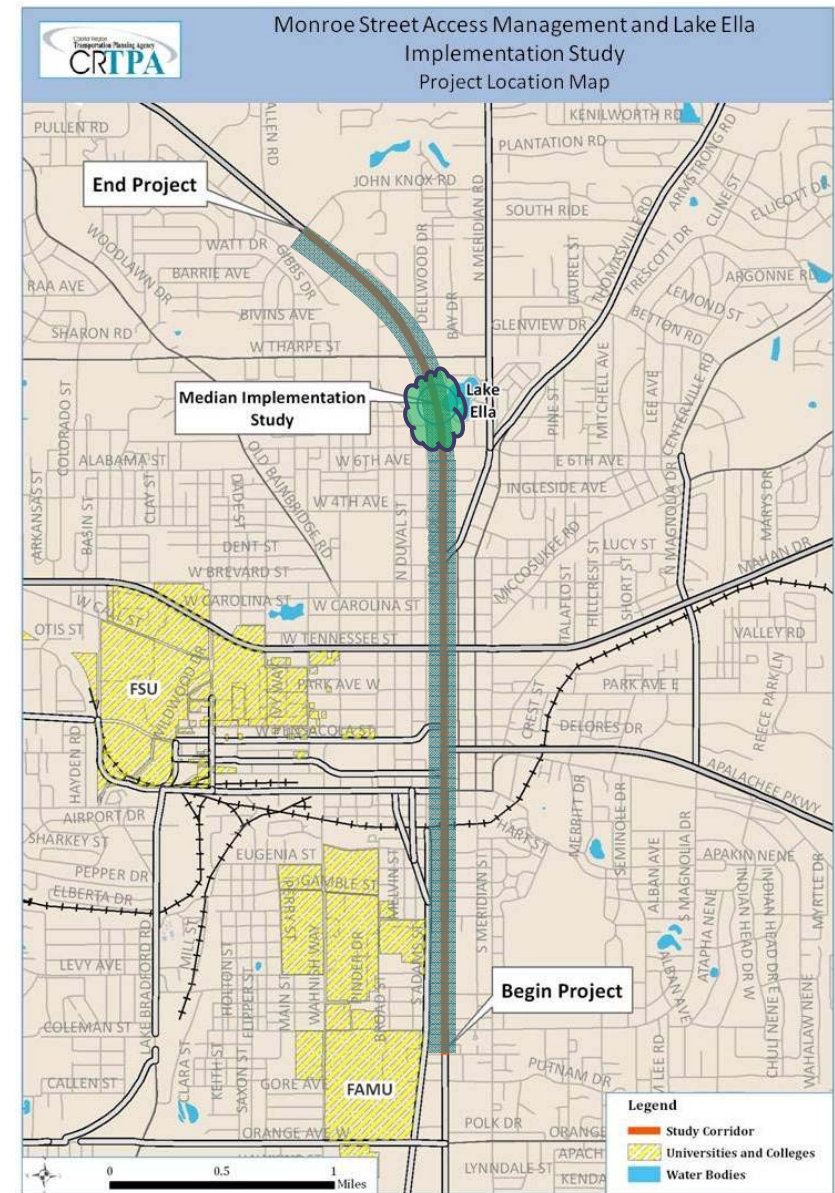


Today's Agenda

- Project Overview
- Project Schedule
- Study Recommendations
- Next Steps

Study Area

- Monroe Street Access Management
 - From just south of Magnolia Drive
 - To John Knox Road
- Lake Ella Median Implementation
 - From Tharpe Avenue
 - To E. 7th Avenue



Study Background: Building on Previous Efforts

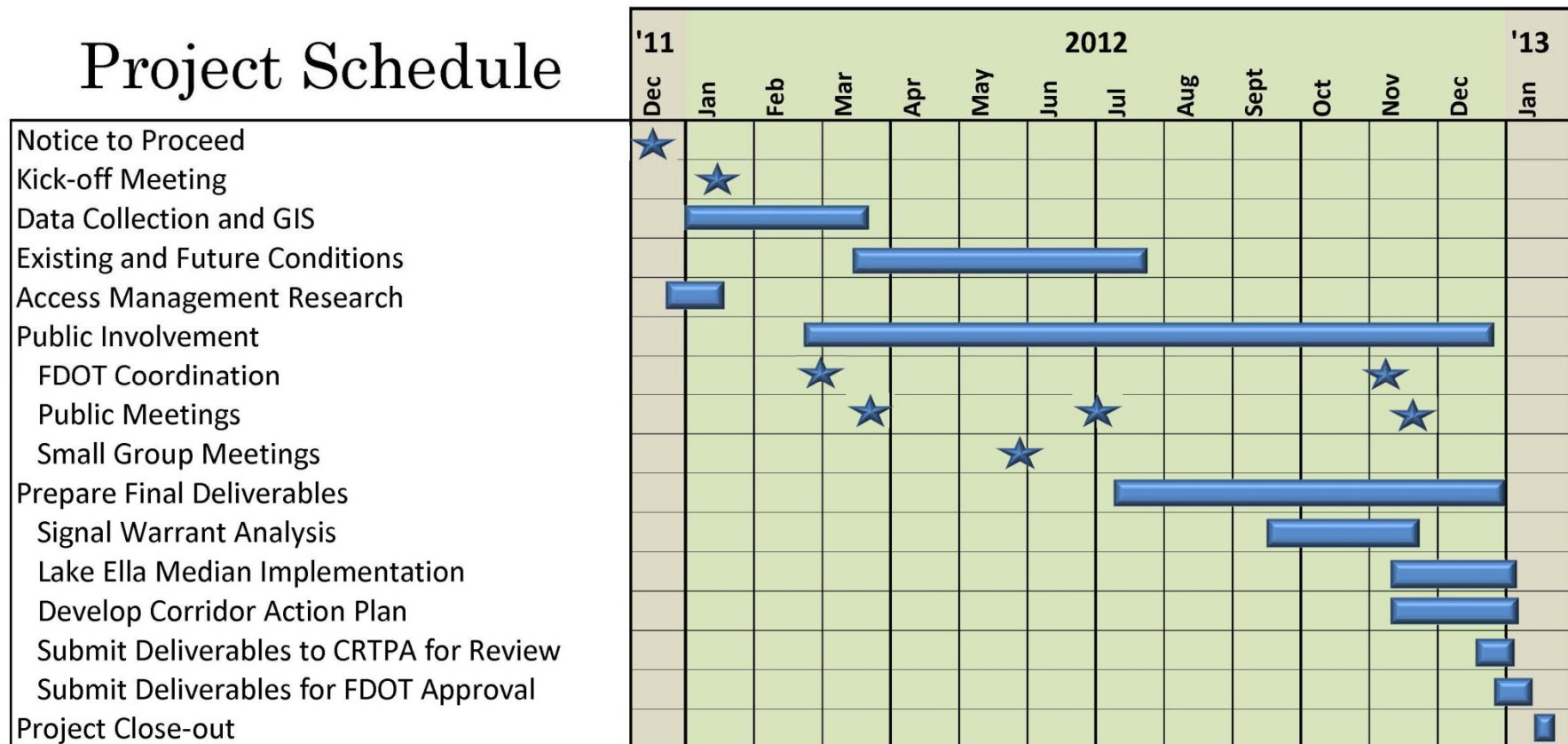
- Previous CRTPA Efforts
 - CRTPA Transportation Systems Management (TSM) Project List
 - Pedestrian Emphasis Intersection in 2004 Bike/Ped Plan (N. Monroe @ Lake Ella)
 - North Monroe Street Design and Safety Study (by FSU)
 - East Sixth Avenue Sidewalk Project
- Other Agency Efforts
 - Midtown Sense of Place Initiative (TLCPD)
 - Frenchtown/Southside Redevelopment Area
 - Downtown Redevelopment Area/ Pedestrian Connectivity Plan (Downtown Improvement Authority)

Study Tasks

- Data Collection and GIS
- Assessment of Existing Conditions
- Coordination
 - State & Local Agencies
 - Public & Private Stakeholders
- Access Management Research
- Public Involvement
- Signal Warrant Analysis
- Lake Ella Implementation
- Development of Corridor Action Plan

Overall Project Schedule

Project Schedule

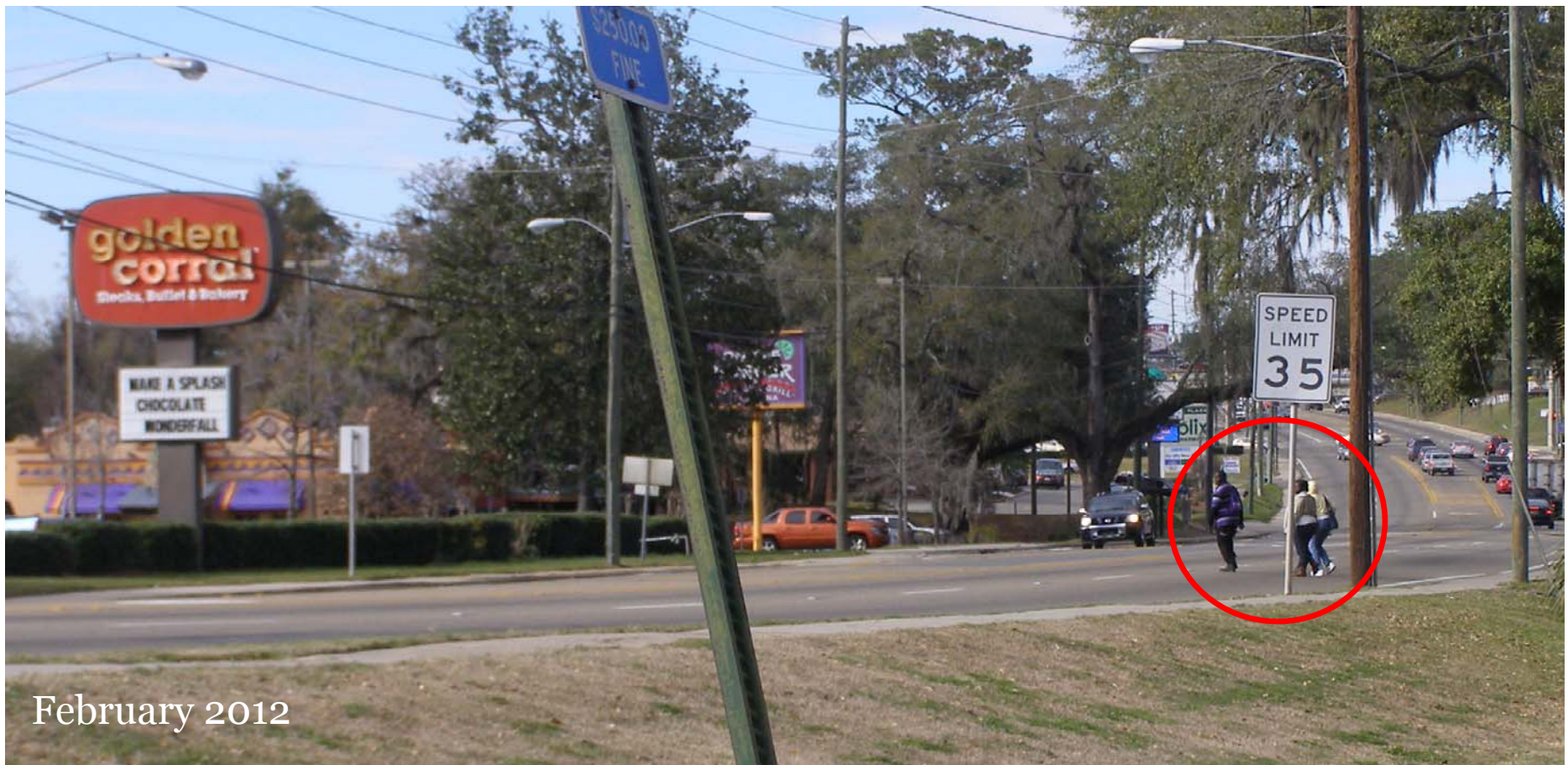


Lake Ella Area

NEED FOR IMPROVEMENT

- High pedestrian area
- 5-lane section, 35mph roadway with no median
- Crossing to the south @ E. 7th Ave. (appx. 950')
- Crossing to the north @ Tharpe St. (appx. 1,250')
- Northbound and Southbound StarMetro stops

Study Tasks - Assessment of Existing Conditions



February 2012

Lake Ella Crossing

Lake Ella Implementation Study

Crossing Monroe at Lake Ella a white-knuckle experience



PHOTOS BY GLENN BEIL/DEMOCRAT

Pedestrians continually have a dangerous dash to make it across the five lanes of Monroe Street Lake Ella and Tharpe Street.

Medians in the works to help pedestrian safety

By TaMarny Waters
Democrat staff writer

Standing behind a display case lined with antique pieces, Karen Loewen peers through her shop's large window and sees people trying to cross North Monroe Street at Lake Ella.

It often takes a while. Some people, including children, dash across before cars speed by. Others make it to the multi-turn lane and get stuck waiting for a clear path. Loewen, owner of Remember When, said "it's a white-knuckle experience" watching walkers cross one of the busiest streets in the city.

"Cars go way too fast, especially in front of our shops right here," she said. "All you have to do is try to walk it once or twice, especially at 5 o'clock."

Planners and officials say Monroe Street needs to be safer for pedestrians, especially near Lake Ella. A two-part project is in the works for Monroe Street that includes studying the placement of medians in front of Lake Ella between Tharpe Street and Seventh Avenue to improve pedestrian and vehicular safety.

From 2007 to 2011, 547 crashes related to pedestrians and vehicles occurred in the half-mile stretch from Tharpe to Seventh Avenue, a



Kyle Johnson keeps a close eye on traffic as he makes his way across busy Monroe Street across from Lake Ella.

report from the Tallahassee Police Department says.

For years, the Lake Ella area on Monroe Street has been identified as a prime place for improvements. In 2004, the Capital Region Transportation Planning Agency called North Monroe Street at Lake Ella a "pedestrian emphasis intersection" in the Tallahassee-Leon Bicycle and Pedestrian Master Plan. In 2009 and 2010, the agency rated the location the highest on one of its priority

project lists for pedestrian safety improvements.

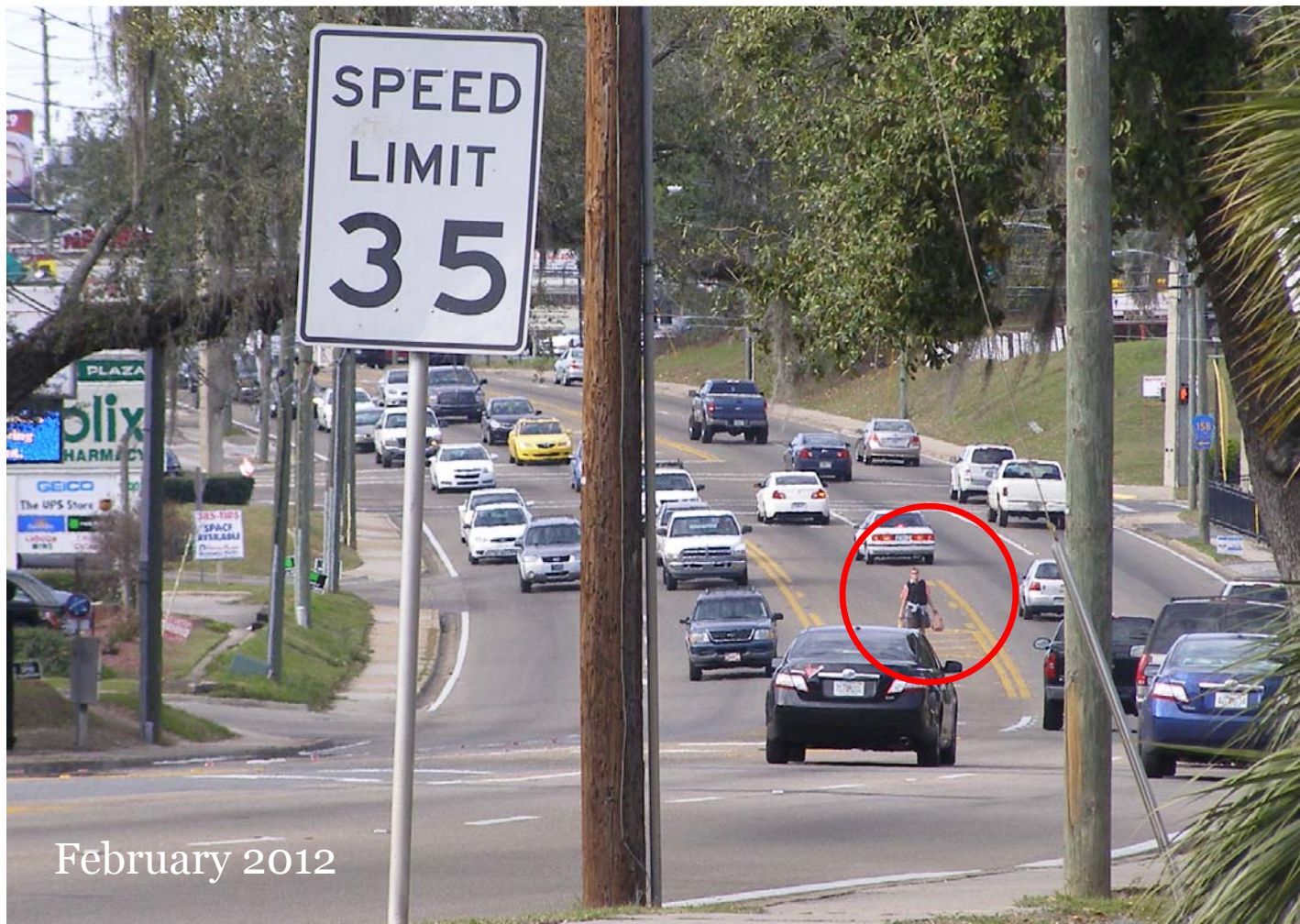
Loewen, vice chairwoman for the Committee for a Bikeable Community through Capital City Cyclists, said she supports the idea of medians in the area.

"Medians would provide a place for people to go halfway and then go the other half."

Some drivers say they will sup-

See LAKE ELLA, Page 2

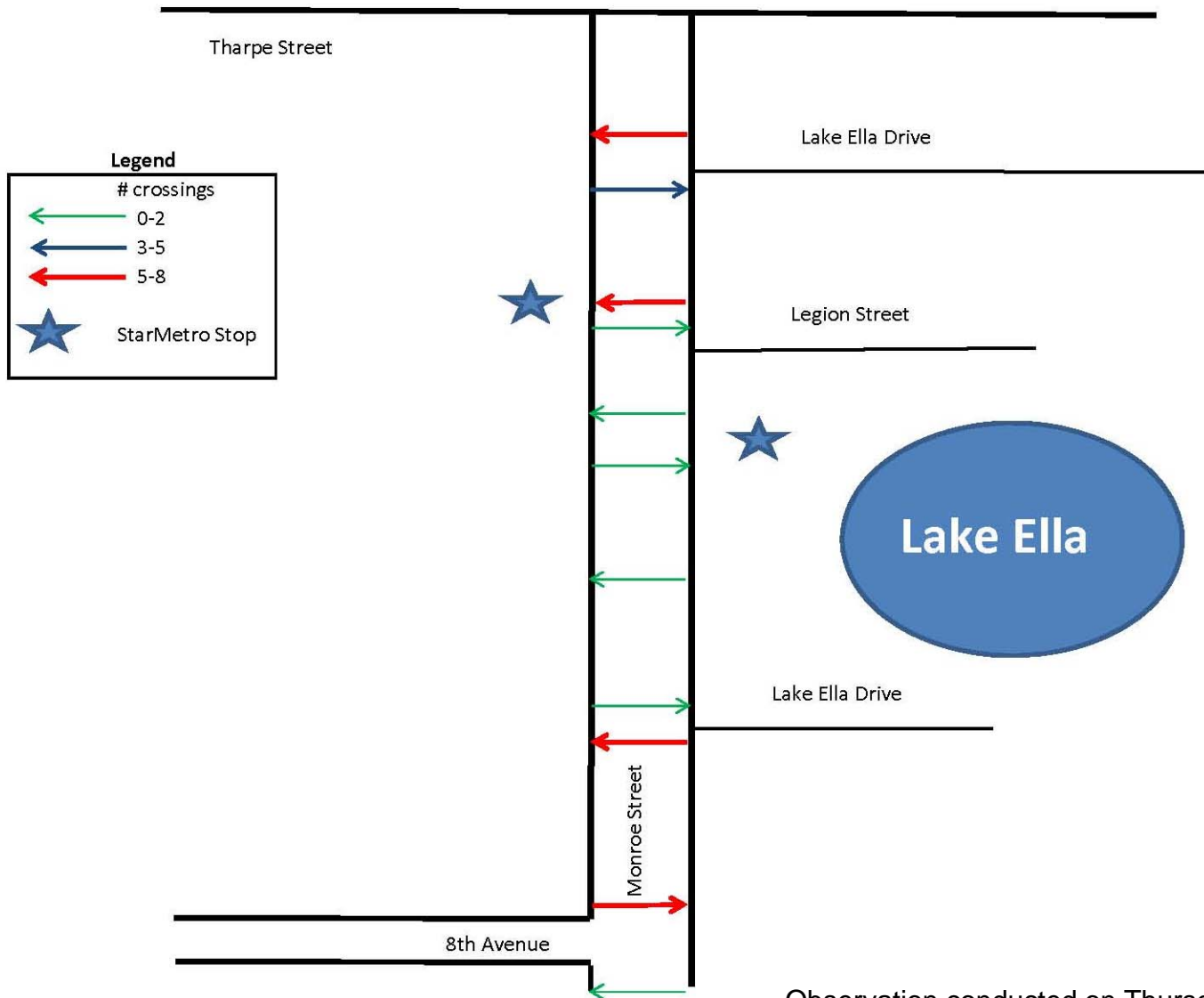
No Medians - Near Lake Ella



February 2012

No Medians - Near Lake Ella





Observation conducted on Thursday, April 12, 2012

Traffic Signal Warrant

1. Lake Ella Drive
 2. Legion Street
- Vehicular Volume
 - Pedestrian Volume
 - Crash History
 - Progression



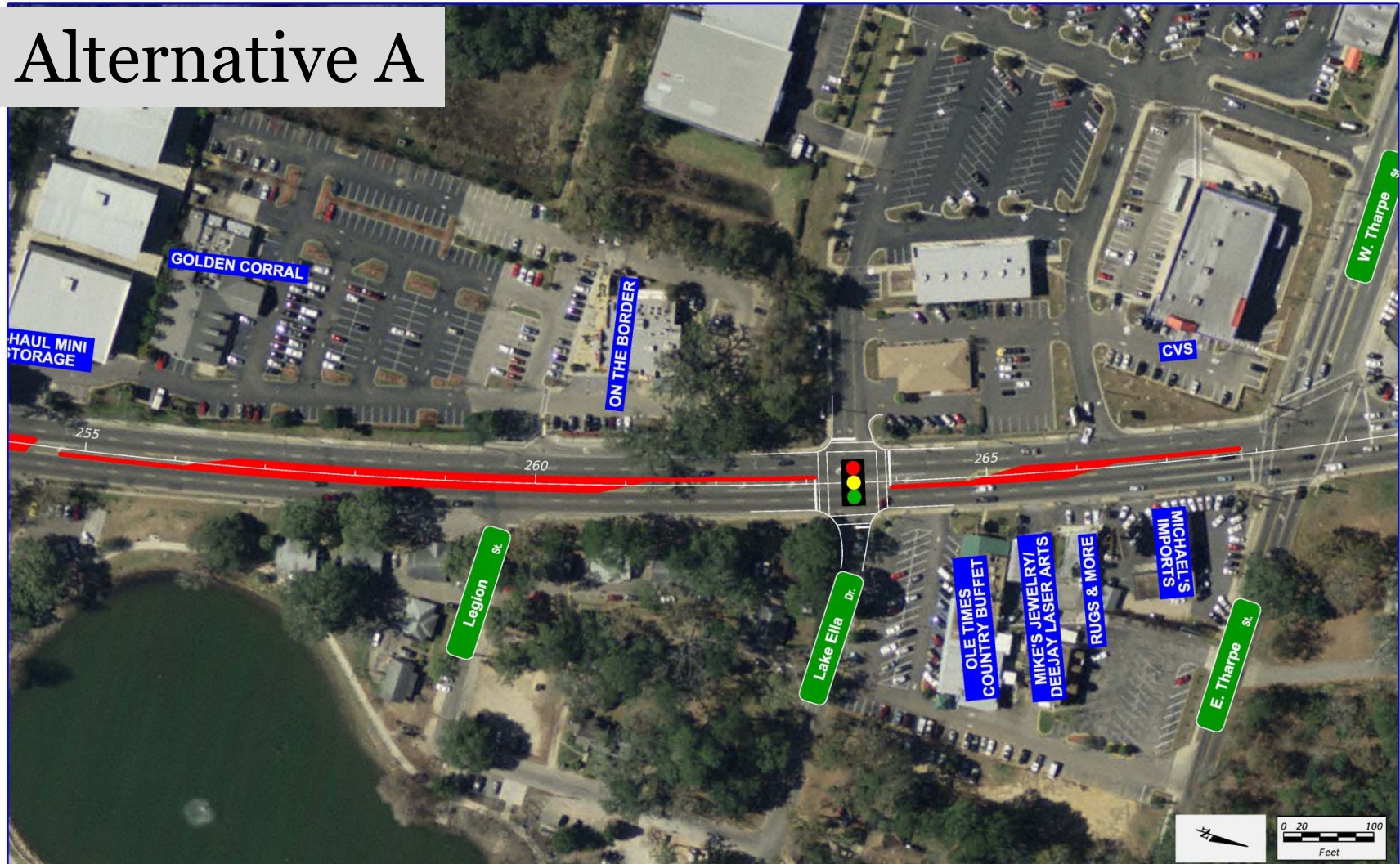
Signal Warrant - Traffic Count Locations



Warrant Results at N. Lake Ella Dr.

Warrant		Result
1	8-Hour Vehicular Volume	Not Satisfied
2	4-Hour Vehicular Volume	Satisfied
3	Peak Hour	Satisfied
4	Pedestrian Volume	N/A
5	School Crossing	N/A
6	Coordinated Signal System	Not Satisfied
7	Crash Experience	Not Satisfied
8	Roadway Network	N/A
9	Intersection Near a Grade Crossing	N/A

Alternative A



LAKE ELLA DRIVE SIGNAL WARRANT REPORT



PROPOSED MEDIAN



PROPOSED
TRAFFIC SIGNAL

ALTERNATIVE A

SHEET
NO.
1

Alternative B



**LAKE ELLA DRIVE
SIGNAL WARRANT REPORT**

PROPOSED MEDIAN



**PROPOSED
TRAFFIC SIGNAL**

ALTERNATIVE B

SHEET
NO.
2

Alternative C



**LAKE ELLA DRIVE
SIGNAL WARRANT REPORT**



PROPOSED MEDIAN



**PROPOSED
TRAFFIC SIGNAL**

ALTERNATIVE C

SHEET
NO.
3





Conceptual

What are the benefits of medians?

Safety:

- Fewer/less severe auto accidents
- Less auto/pedestrian conflict

Efficiency:

- Higher levels of service
- Less stop and go traffic

Aesthetics:

- landscaping
- More attractive corridors
- Less asphalt

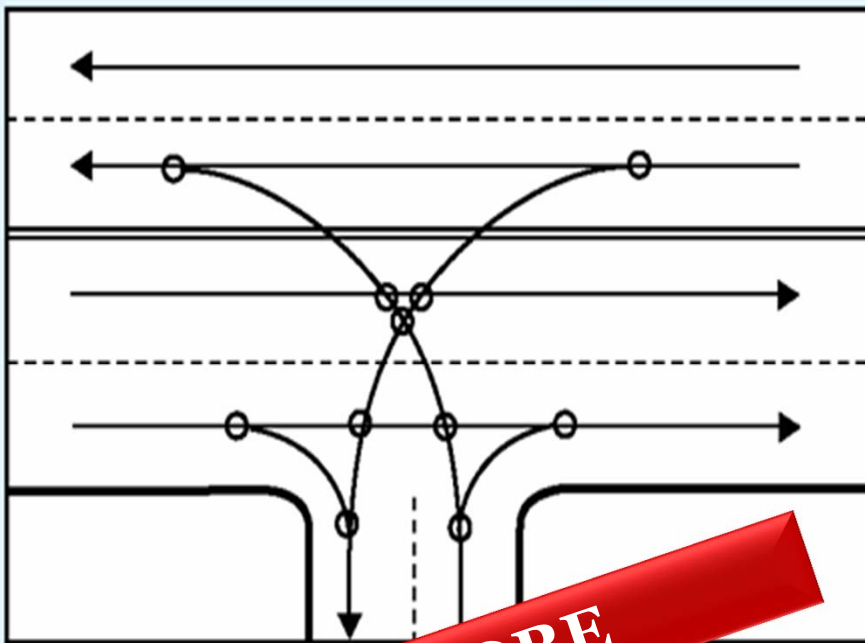


Conflict reduction is key

Safety is the Prime Reason for Access Management...

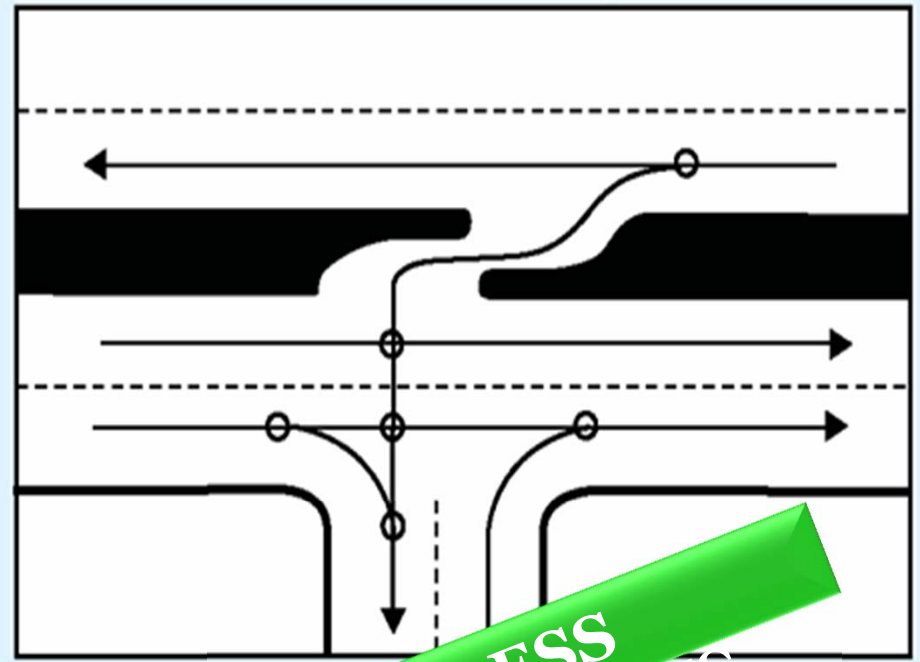
More **conflicts** means more **crashes**

Before Access Management



MORE

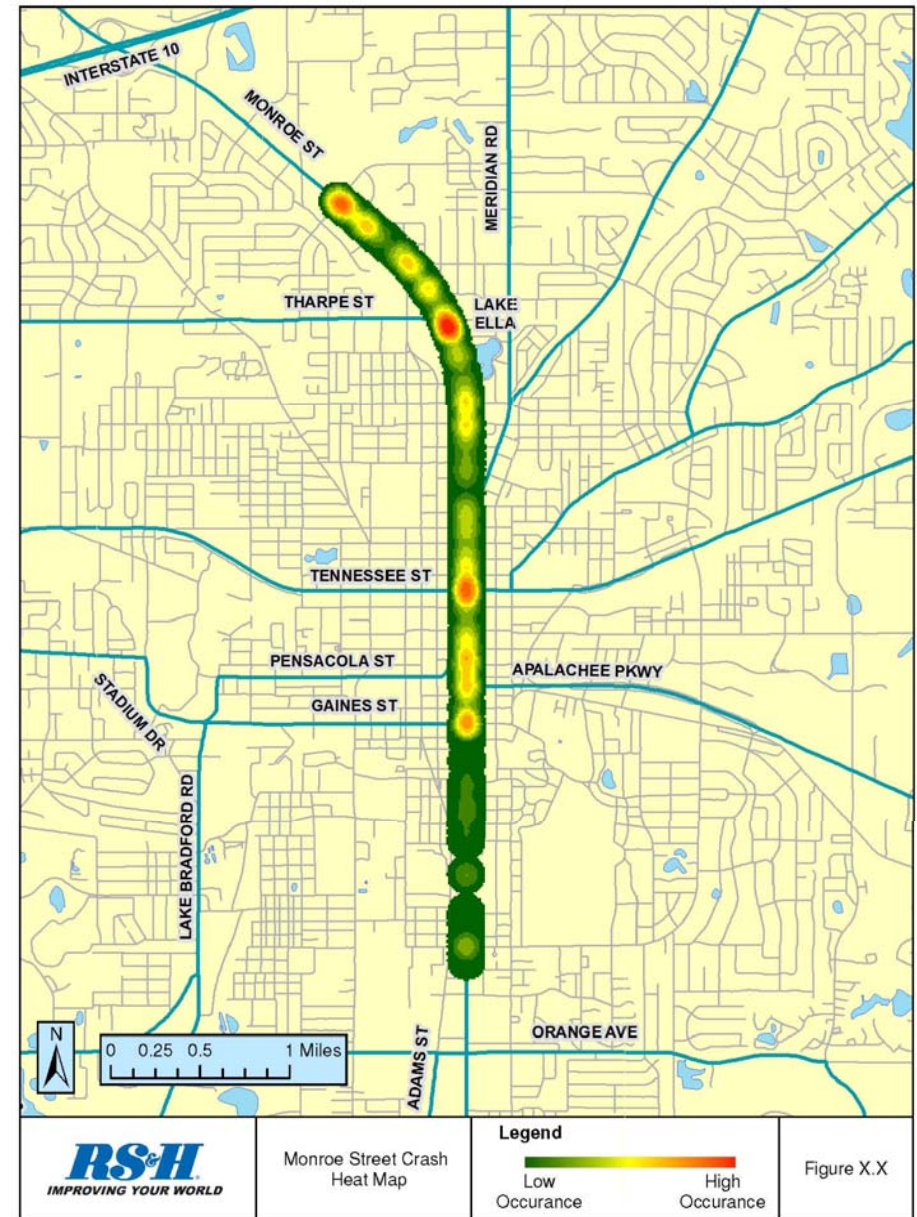
After Access Management



LESS

Corridor Level Crash Analysis: 2007 to 2011

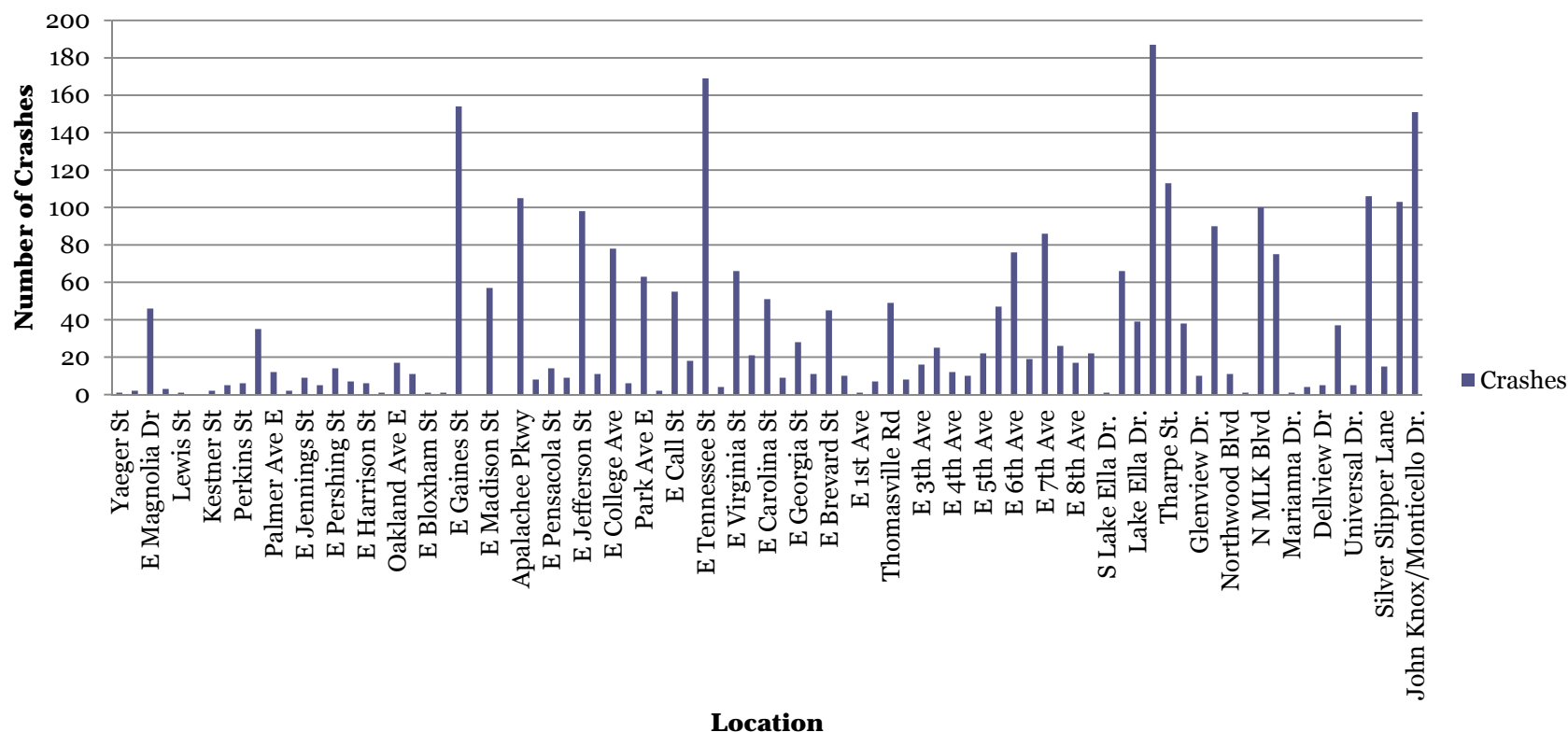
The image displays three Florida Traffic Crash Reports (Form 1) and a diagram of a road intersection. The reports are for crashes occurring on Monroe Street in the City of Lake Wales, Florida. The first report is for a crash on 01/10/2007 at 01:10 PM, involving a 2006 Ford Focus. The second report is for a crash on 01/10/2007 at 01:10 PM, involving a 2006 Ford Focus. The third report is for a crash on 01/10/2007 at 01:10 PM, involving a 2006 Ford Focus. The diagram shows a north-south road (Monroe Street) intersecting with an east-west road (Pensacola Street). A north arrow is present in the diagram.



Monroe Street Corridor

Crash Analysis: 2007 to 2011

Monroe St Crash Analysis



Corridor Crash Rate

- 33,400 Average Annual Daily Traffic (AADT)
- 2,880 crashes
- 4.0 miles
- Crash Rate = $(2880 * 10^6) / (33.4k * 5 * 365 * 4) =$
- 11.8 crashes / Million Vehicle Miles
- State average is 2.75 crashes per MVM
- Corridor Crash Rate is 4 TIMES Greater than State Average

Public Involvement to Date

- Public Meeting #1 – March 6, 2012
- Public Meeting #2 – June 28, 2012
- Public Meeting #3 – November 28, 2012
- Project Team Meetings
 - January 26, 2012
 - February 16, 2012
 - March 15, 2012
 - April 19, 2012
 - May 17, 2012
 - June 21, 2012
 - August 16, 2012
 - October 16, 2012
 - November 15, 2012
- Small Group Meetings
 - May 16, 2012
 - May 17, 2012

Study Tasks

- Coordination
 - Monthly Project Team meetings
 - Close coordination with FDOT Design Office, Operations, and Planning
 - Coordination with City of Tallahassee Public Works and Traffic Engineering
 - Close coordination with other stakeholders

Coordination - Project Team Members

- Lafayette Park NA
- Community Redevelopment Agency
- PLACE
- FDOT Safety Projects
- StarMetro
- FDOT Central Office
- FDOT District 3 – Operations
- City of Tallahassee
- Downtown Improvement Authority
- Levy Park Neighborhood Association
- FDOT District 3 – Planning
- Downtown Market
- Tallahassee Fire Department
- Knight Creative Communities
- Midtown Business Association

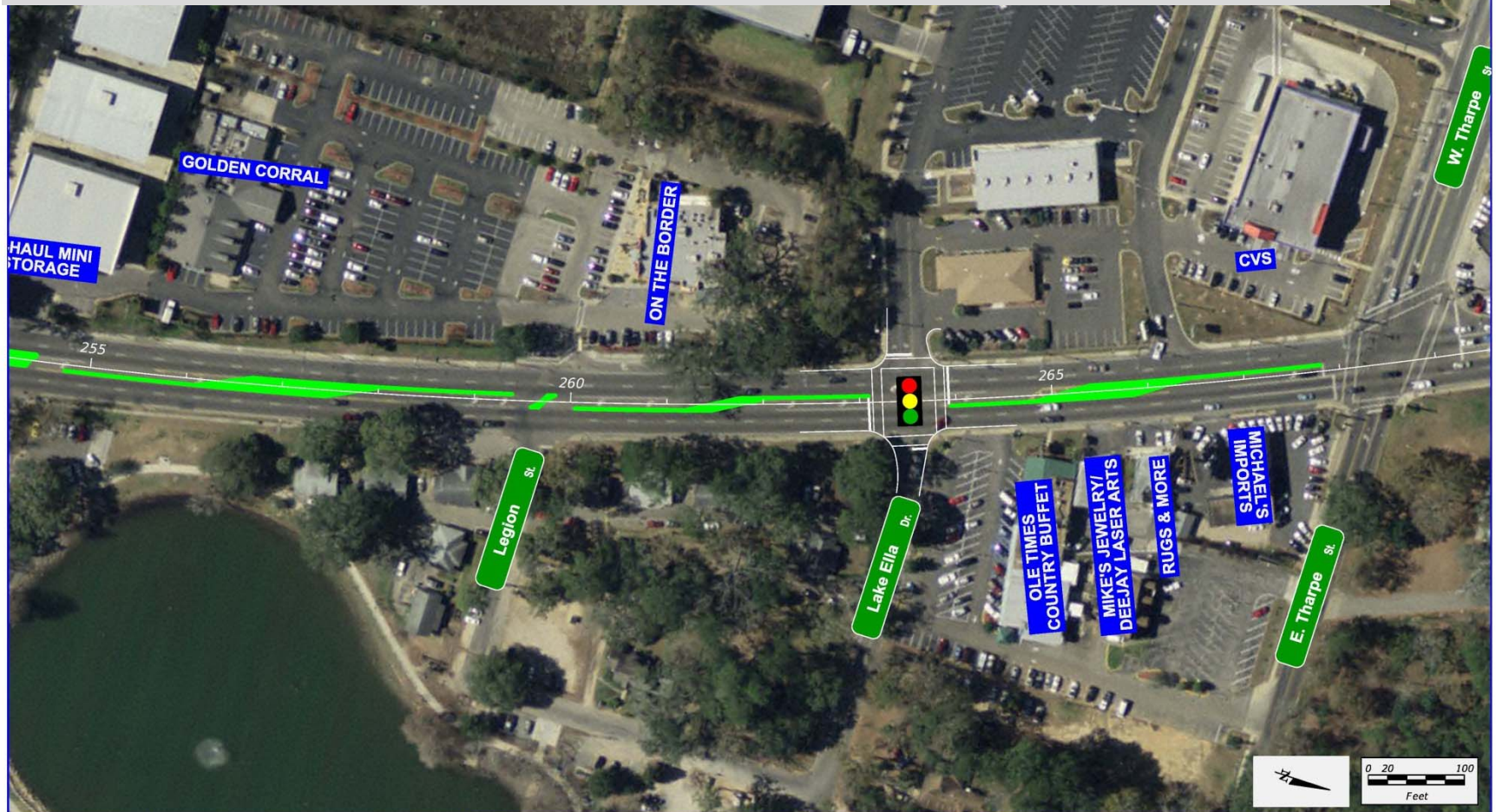
Coordination with Legion Street Businesses

- Additional Meetings were held on:
 - November 14, 2012
 - November 26, 2012
 - December 7, 2012

Legion Street Rendering



Alternative B – RECOMMENDED ALTERNATIVE



**LAKE ELLA DRIVE
SIGNAL WARRANT REPORT**

PROPOSED MEDIAN



**PROPOSED
TRAFFIC SIGNAL**

ALTERNATIVE B

SHEET
NO.
2

Additional Recommendations From the CMAC:

- Install **signage** to alert motorists of the high pedestrian area
- Install **flashing lights** to alert motorists of high pedestrian area
- Reduce speed limit to 25 mph or 30 mph

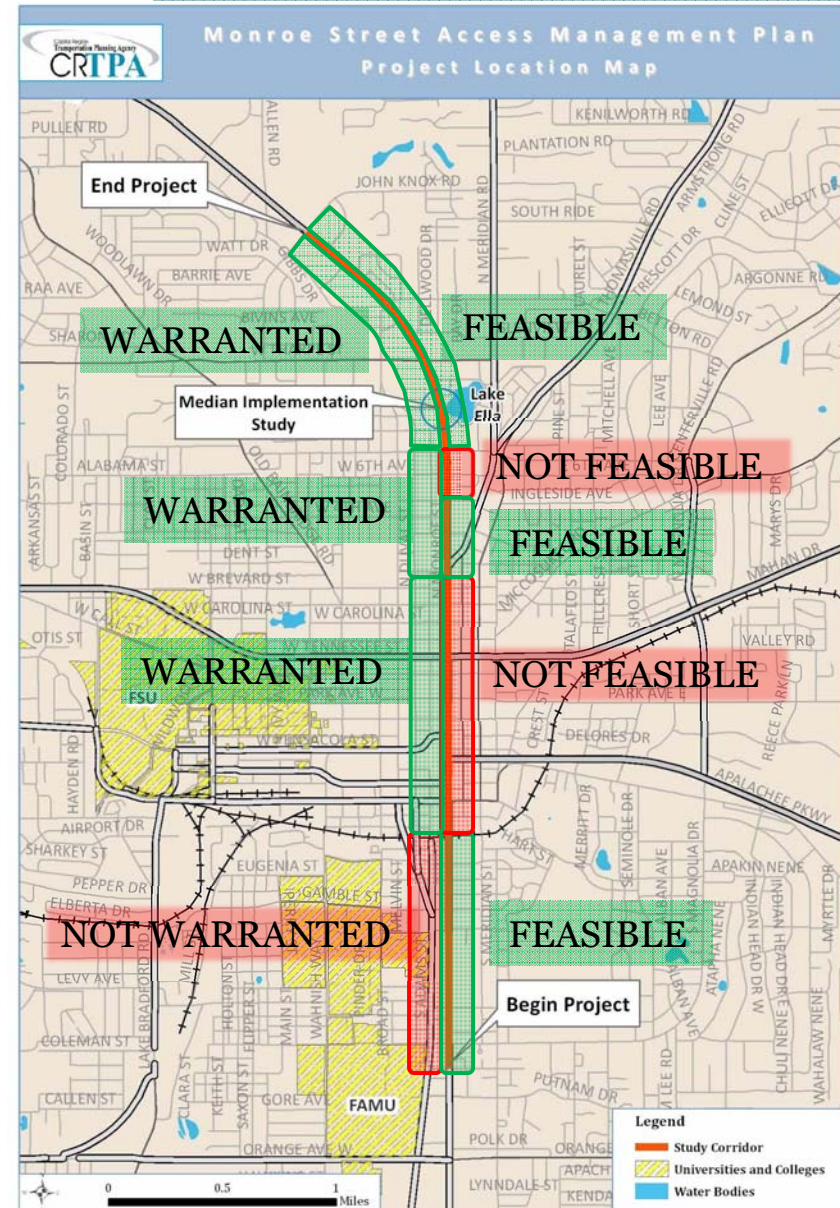




Conceptual

Recommended Corridor Action Plan

- Safety
- Geometry
- ROW
- Constraints
- Traffic Operations
- Priority



THANK YOU

Monroe Street Median Feasibility and Lake Ella Median Implementation Study

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