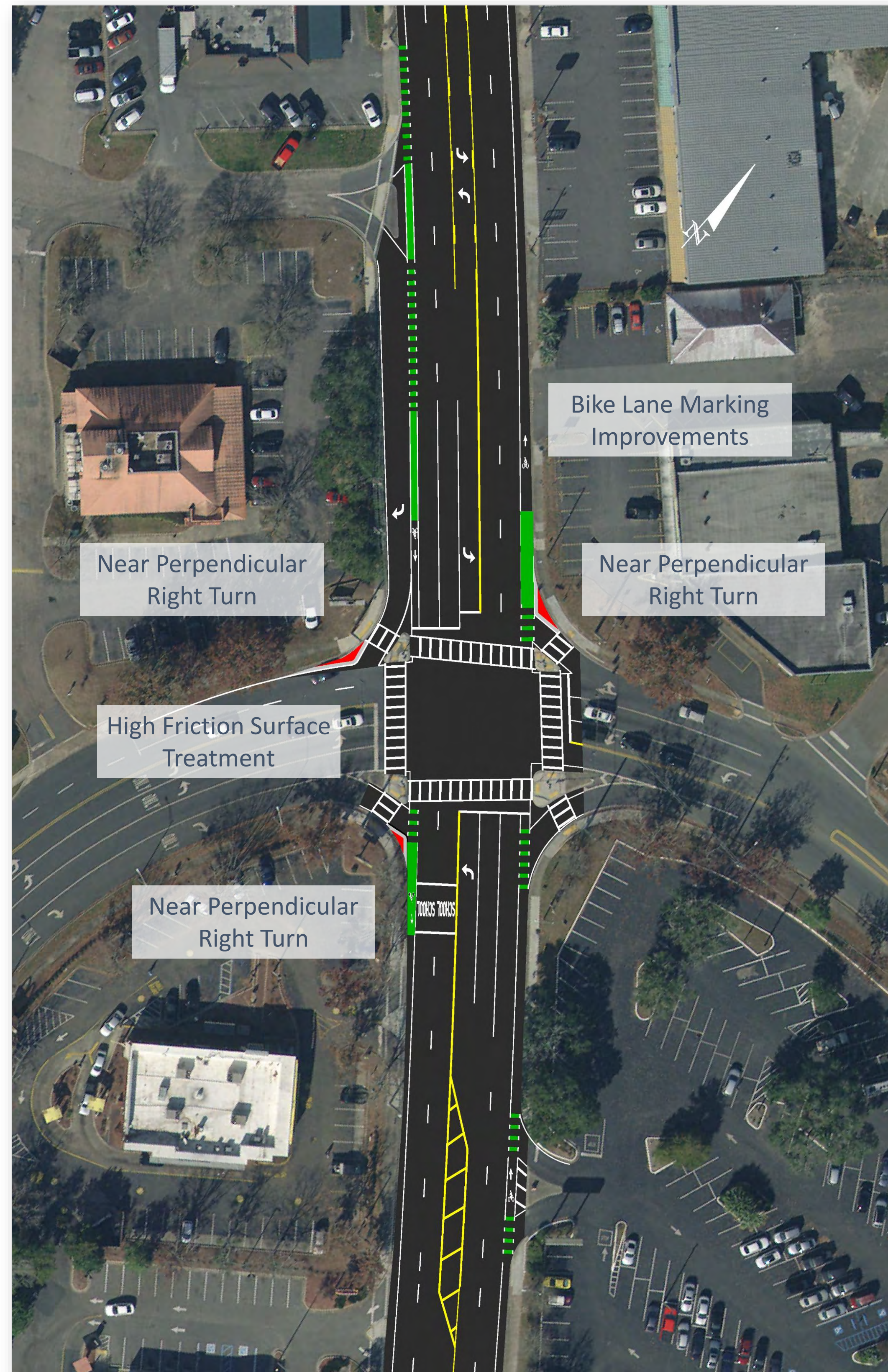
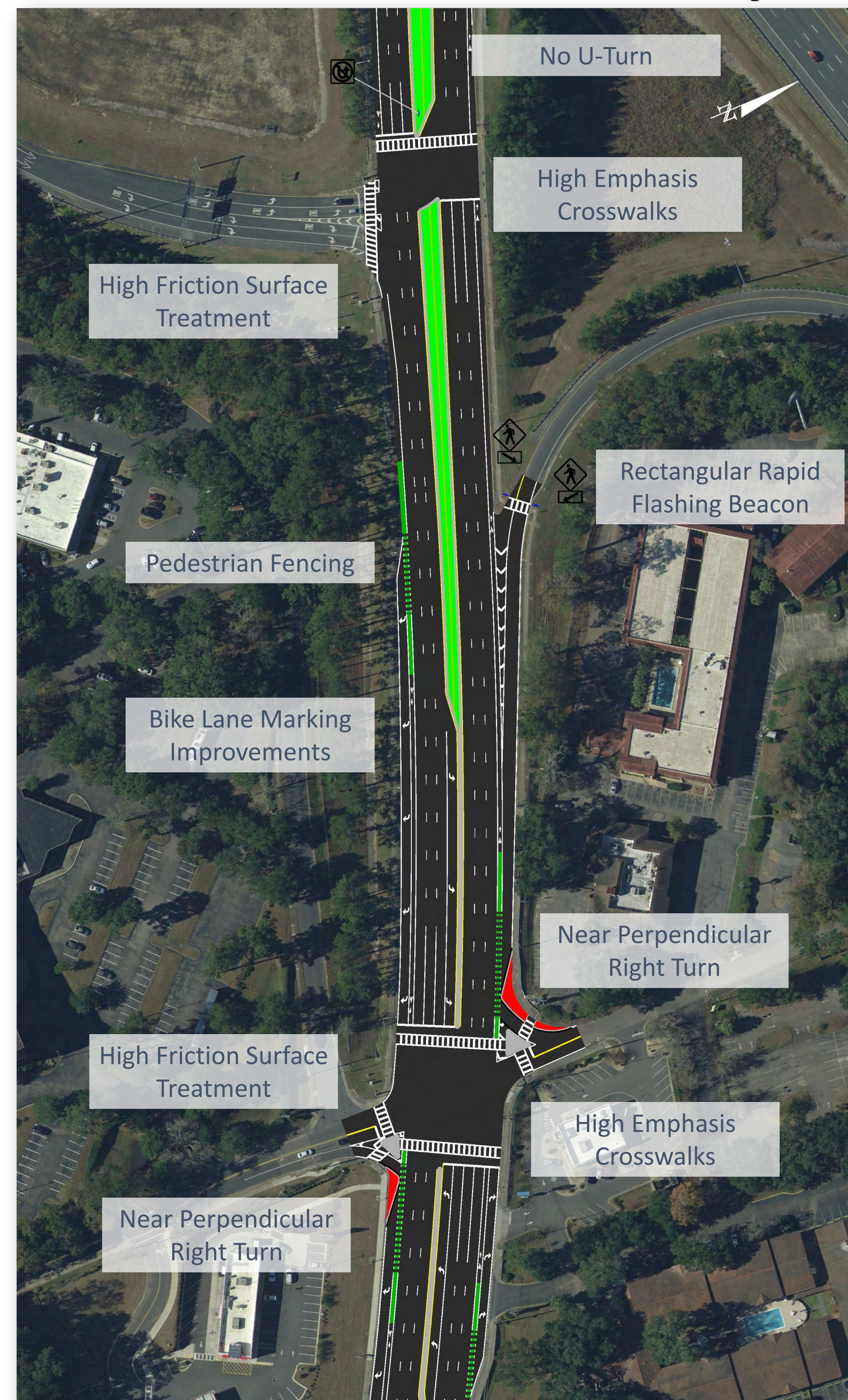


Example Corridor Modifications

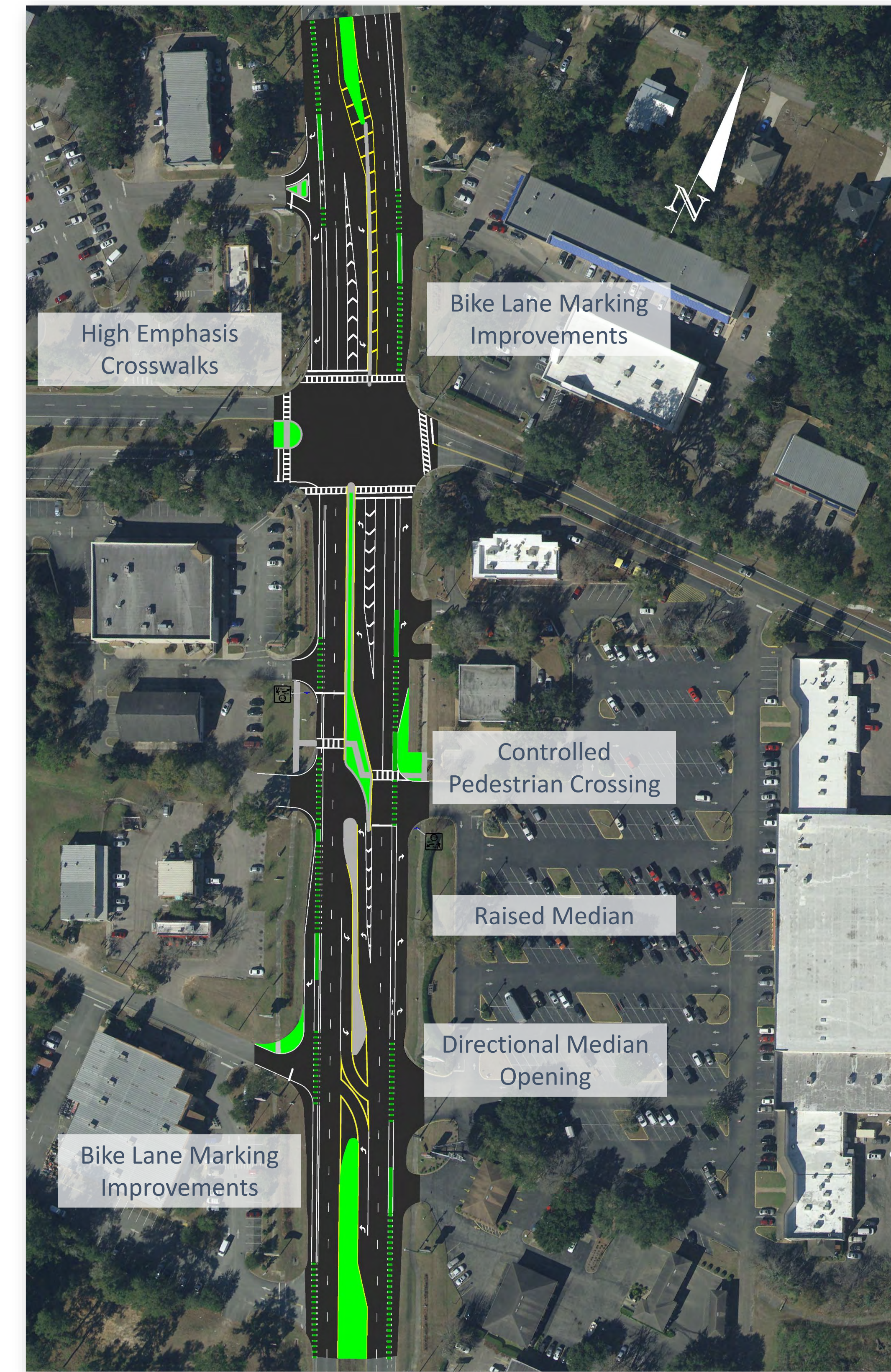
MLK and Bradford



I-10 and Callaway



Fred George



Potential Improvements By Location

Intersection Crash Hotspots and Potential Improvements

Intersections	#	Crash Hotspot(s) (2017-2023)	Potential Improvement(s)
Tharpe Street	1	Bike/Ped	Crosswalk improvements / LPI / Lighting
Northwood Boulevard	2	--	LPI / Lighting
N MLK Jr. Boulevard/ E Bradford Road	3	Wet Weather	HFST / LPI / Right Turn Modification / Shift Traffic Control Box / Remove Transit Stop
John Knox Road/ Monticello Drive	4	--	Crosswalk improvements / LPI / Replace Truncated Domes
Allen Road	5	--	Crosswalk improvements / LPI / Median Pedestrian Refuge / Right Turn Modification / Ped Fencing
Sharer Road	6	Severe, Bike/Ped	Crosswalk improvements / LPI / Add Crosswalk / Ped Fencing / Lighting
Lakeshore Drive	7	Severe, Bike/Ped	Crosswalk improvements / LPI / Ped Fencing / Right Turn Modification
Callaway Road/ Meginnis Arm Road	8	Wet Weather	HFST / Crosswalk improvements / LPI / Ped Fencing / Right Turn Modification
I-10 Eastbound Off-Ramp	9	Wet Weather	HFST / RRFB / No U turn / Ped Fencing / Ped Signage / Crosswalk Improvements
I-10 Westbound Off-Ramp	10	Wet Weather	HFST / RRFB / Ped Fencing / Ped Signage / Crosswalk improvements
Sessions Road	11	Wet Weather	LPI / HFST / Realign to Perpendicular / Median Refuge / Replace Truncated Domes / Sidewalk Location Sign / Crosswalk Improvements / Ped Fencing
Talpeco Road	12	-	Add Crosswalk
Crowder Road/ Fred George Road	13	-	LPI / Median Refuge / Ped Railing Replacement / Modification of Railing for ADA / Ped Signal in Island
Faulk Drive/Perkins Road	14	-	-
Old Bainbridge Road/ Capital Circle NW	15	Severe, Dark – Unlit Left-Turn Crashes	Offset NB & SB left-turn lanes for better visibility / Realign to Perpendicular / Blank Out Sign

Each intersection and roadway segment was given an identifier of 1-15 starting from the southernmost study intersection of Tharpe Street and heading north to Capital Circle NW/Old Bainbridge Road. Intersections were identified Using whole numbers and segments were identified using “.5” to distinguish their location on the corridor.

Segment Crash Hotspots and Potential Improvements

Segments	#	Crash Hotspot(s) (2017-2023)	Potential Improvement(s)
From Tharpe Street to Northwood Boulevard	1.5	--	Controlled Ped Crossing
From Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road	2.5	--	--
From N MLK Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive	3.5	Severe, Bike/Ped	Controlled Ped Crossing / Ped Signage / Reconfigure Silver Slipper Access
From John Knox Road/Monticello Drive to Allen Road	4.5	Severe, Bike/Ped	Controlled Ped Crossing / Raised Median / Directional Median Opening / Turn Lane Modification
From Allen Road to Sharer Road	5.5	Severe, Bike/Ped	Controlled Ped Crossing / Ped Fencing / Directional Median Opening
From Sharer Road to Lakeshore Drive	6.5	Severe, Bike/Ped, Wet Weather	Controlled Ped Crossing / Ped Fencing / Directional Median Opening
From Lakeshore Drive to Callaway Road/Meginnis Arm Road	7.5	--	Ped Fencing
From Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp	8.5	Wet Weather	HFST/Ped Fencing
From I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp	9.5	Wet Weather	HFST / Ped Barrier on Bridge
From I-10 Westbound Off-Ramp to Sessions Road	10.5	Bike/Ped	Controlled Ped Crossing / Ped Fencing / Directional Median Opening
From Sessions Road to Talpeco Road	11.5	Dark - Unlit	Lighting at median openings / Ped Fencing / Remove Truncated Dome From Transit Stop / Controlled Ped Crossing / Directional Median Opening
From Talpeco Road to Crowder Road/Fred George Road	12.5	Dark - Unlit	Lighting at median openings / Controlled Ped Crossing / Directional Median Opening
From Crowder Road/Fred George Road to Faulk Drive/Perkins Road	13.5	Dark - Unlit	Lighting at median openings / Directional Median Opening
From Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW	14.5	Dark - Unlit	Lighting at median openings / Directional Median Opening

Potential Improvement Examples

Potential Improvement	Benefit
Leading Pedestrian Interval (LPI)	Pedestrian safety
Controlled Pedestrian Crossing	Pedestrian safety
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian safety
Green-Colored Pavement Markings	Bicyclist safety
Near Perpendicular Right Turn	Safety (all modes)
Posted Speed Limit Reduction	Safety (all modes)
Dynamic Speed Feedback Sign	Motorist safety
Directional Median Opening (semi-permanent or permanent)	Motorist safety
High Friction Surface Treatment (HFST)	Safety (all modes)
Pedestrian Fencing	Pedestrian safety
Blank Out Sign	Pedestrian safety
Truncated Domes / Detectable Warning	Pedestrian safety
No U-turn	Motorist safety
Heavy Pedestrian Signage	Pedestrian safety
Pedestrian / Median Refuge	Pedestrian safety
Temporary Curb	Motorist safety



Sources: FHWA, FDOT, MUTCD, NACTO, ITE, Google Earth

Glossary of Potential Improvements

Potential Improvement	Description	Benefit
Leading Pedestrian Interval (LPI)	Gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.	Pedestrian safety
Controlled Pedestrian Crossings	Signalization of midblock crossing locations for pedestrian movement using either an actuated traffic signal or similar technologies such as the pedestrian hybrid beacon. These traffic control devices are designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections. These improvements temporarily stop motor vehicular movement to encourage safe pedestrian travel. Most pedestrian fatalities occur at mid-block crossings or on multi-lane roadways at non-signalized locations. For pedestrians, walking just a half block out of the way to get to a signal can increase their delay by up to 3 minutes or more (note: assumes a 660-foot block, and walking speed of 3.5 to 4 feet per second)—a delay which would not be tolerated by motorists at a traffic signal.	Pedestrian safety
Rectangular Rapid Flashing Beacon (RRFB)	To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular- shaped yellow indications, each with a light-emitting diode (LED)-array-based light source. RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.	Pedestrian safety
Near Perpendicular Right Turn	Channelized right turn lanes can be designed with a flat or near perpendicular angle of entry to the cross street. The flat angle of entry is most appropriate for higher speed turning movements with no pedestrian accommodations. Large turning radii and angles of entry into the cross street allow higher turning speeds, reduced traffic delays, and the turning movement of large trucks. The higher speeds, angle of entry and large radii adversely impact pedestrian safety at the crosswalk. The near perpendicular angle of entry is preferred where pedestrian facilities are provided. Tight turning radii and angles of entry into the cross street accommodate the following: <ul style="list-style-type: none"> • Slower turning speeds, • Reduced cross walk length, • Improved pedestrian visibility, • Improved sight distance • Decreased angle of driver head turning • Reduced right-of-way impacts. 	Safety (all modes)
Posted speed limit reduction	The goal of reducing motorist travel speeds is to increase reaction time for both drivers and pedestrians to avoid crashes, as well as reduce the severity of pedestrian injuries when these crashes occur. It is important to keep in mind that actual travel speeds often exceed posted or statutory speed limits and that posted speed limits often exceed safe travel speeds. Evidence shows that actual speeds are reduced by only a fraction of the reduction in speed limits—typically 1- to 2 mph speed reduction for every 5-mph speed limit reduction (Elvik et al., 2004). However, even 1- to 2 mph reductions in average speed are estimated to yield substantial fatal and injury crash reductions.	Safety (all modes)
Dynamic speed feedback sign	A dynamic message sign that uses radar or laser technology to determine the speed of an approaching vehicle and then displays the speed to the driver.	Safety (all modes)

Potential Improvement	Description	Benefit
Directional Median Opening (semi-permanent or permanent)	Directional (channelized) median openings are designed to accommodate left-turn movements from the through roadway and prevent or discourage left-turn and crossing movements by traffic from a side road or driveway.	Motorist safety
High Friction Surface Treatment	High friction surface treatments (HFST) are pavement treatments that dramatically and immediately reduce crashes, injuries, and fatalities associated with friction demand issues, such as: <ul style="list-style-type: none"> • A reduction in pavement friction during wet conditions, and/or • A high friction demand due to vehicle speed and/or roadway geometrics. 	Safety (all modes)
Pedestrian Fencing	Pedestrian Channelization Barriers are used along medians and roadsides to help guide pedestrians to marked crosswalk locations.	Pedestrian safety
Blank Out Sign	A blank out sign, also known as a changeable message sign (CMS), appears dark unless activated. One application includes for right-turns: <ul style="list-style-type: none"> • “No right turn” symbol appears during pedestrian crossing activation • “Yield to peds” text can also be used 	Pedestrian safety
Truncated Domes / Detectable Warning	Truncated domes (AKA detectable warnings, tactile paving, detectable warning surfaces) are ground surface indicators designed to assist and warn pedestrians who are blind or visually impaired. Truncated domes feature a unique pattern of cones that are easily detected by a cane or foot, alerting the visually impaired to the presence of a street or sudden drop-off.	Pedestrian safety
No U-turn	No U-turn signs alert drivers that the U-turn movement is prohibited at that specific location.	Motorist safety
Heavy Pedestrian Signage	Signs highlighting heavy pedestrian activity can alert drivers to be more aware of pedestrians and drive more cautiously.	Pedestrian safety
Pedestrian / Median Refuge	All State and local agencies are encouraged to consider raised medians in curbed sections of multi-lane roadways in urban and suburban areas, particularly in areas where there are mixtures of a significant number of pedestrians, high volumes of traffic (more than 12,000 Average Daily Trips (ADT)) and intermediate or high travel speeds.	Pedestrian safety
Temporary Curb	Temporary curb/traffic lane separators can facilitate a “test” or “pilot” condition; in this case, changes to median openings (see Directional Median Opening).	Motorist safety
Green-Colored Pavement Markings	Green-colored pavement markings may be used when the need to enhance the conspicuity of bicycle-vehicular conflict areas is demonstrated. The Federal Highway Administration (FHWA) has issued an Interim Approval (IA.14) for the use of green-colored pavement in marked bicycle lanes, extensions of bicycle lanes through intersections, and other bicycle-vehicular conflict areas. FDOT has received permission from FHWA for use of green-colored pavement on the SHS. Bicycle-vehicular conflict areas include: <ol style="list-style-type: none"> 1) Bicycle lane crosses a vehicular right turn lane <ol style="list-style-type: none"> a) Separate right-turn lane b) Dropped lane transitioning into a right-turn lane c) Free-flow channelized right-turn lane, such as at an interchange: lane addition or merge lane 2) Bicycle lane adjacent to a dedicated bus bay 3) Intersection Bicycle Boxes, see FDM 223.2.1.5 4) Two-Stage Bicycle Turn Boxes, see FDM 223.2.1.5 	Bicyclist safety

Sources: FHWA, FDOT, MUTCD, NACTO, ITE