



CRTPA 

N. Monroe St. Safety Study Phase II

Agenda

- Project Background
- SS4A Grant Results
- Summary of Findings
- Crossing Area Review
- Next Steps



Project Background

Purpose: Improve safety along the North Monroe Street corridor from Tharpe Street to Capital Circle Northwest.

- Corridor identified as part of High Injury Network (HIN) in the SS4A Safety Action Plan
- High levels of pedestrian and bicycle traffic



Project Background

Safety Analysis 2019-2024

- 24 Pedestrian crashes;
 - 24 pedestrian-involved crashes
- 16 Bicycle crashes;
 - 17 total bicyclist-involved crashes
- 7 total fatalities along corridor;
 - 4 pedestrians, 1 bicyclist
- 15 incapacitating injuries;
 - 5 pedestrians



Project Background

Walking Safety Audit (2024)

- Confirm corridor conditions and identify additional concerns
- Planners, engineers, law enforcement, and CRTPA Board member



Walking Audit - Transit Stop with Limited Pedestrian Infrastructure

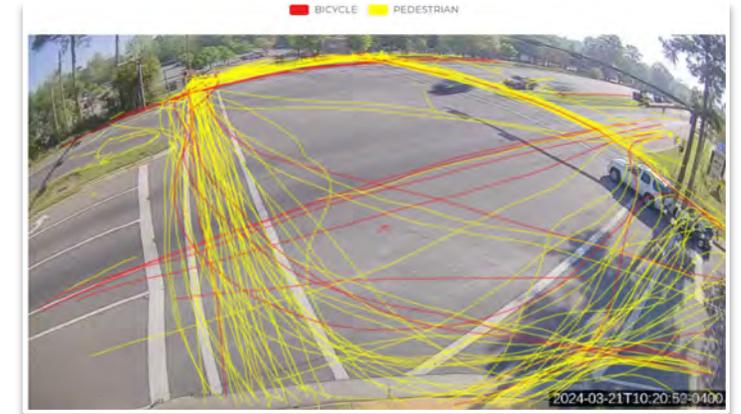


Damaged/Missing Pedestrian Safety Features (No Railing)

Project Background

Camera Counts & Near Miss Analysis

- Cameras recorded ped and bike pathing at 7 key intersections and mid-blocks
- Near misses captured “close calls”



Sessions Road Pedestrian and Bike Pathing

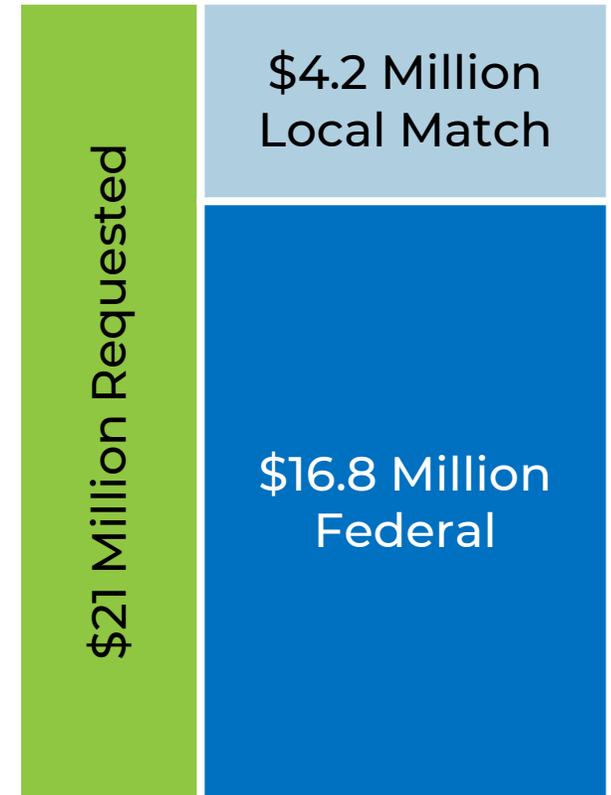


Near Miss Analysis

SS4A Grant Discussion

- Grant submitted under 2024 and 2025 Safe Streets and Roads for All (SS4A) Program
 - Implementation Grant submitted
- \$21 Million requested
- Partial Award in 2024

***Full Award in
2025!***



Intersection & Ped Crossing Analysis

- Pedestrian Crossing Analysis
- Intersection Analysis
 - Traffic Volumes
 - Level of Service (LOS) Analysis by Mode
 - Near Miss Events
- Recommendations Development
- Pedestrian/Bicycle Level of Traffic Stress (LTS) Analysis
 - Performed for existing conditions



Intersection & Pedestrian Crossing Analysis

- 8 crossing locations reviewed
- Camera counts at 10 intersections
 - 12-hour counts & Near Miss Analysis
 - Vehicle/Bike/Pedestrian



Traffic Operations Summary

- With mid-block implementation:
 - Intersections operate at LOS D or better in AM/PM peak
 - Mid-block crossings operate at LOS C or better in AM/PM peak
 - Slight increase in arterial travel time; increase is less than 2 minutes
 - Overall, LOS is still D or better for AM/PM peak

Arterial Segment	AM Peak		PM Peak	
	Travel Time Change (min)	LOS	Travel Time Change (min)	LOS
North Monroe Street Northbound	+0.76	C (same)	+0.79	D (decrease)
North Monroe Street Southbound	+1.71	C (same)	+0.36	C (same)

Traffic Operations Summary

- With mid-block and LPI implementation:
 - Intersections operate at LOS D or better in AM/PM peak
 - Mid-block crossings operate at LOS B or better in AM/PM peak
 - Slight increase in arterial travel time; increase is less than 2 minutes
 - Overall, LOS is still D or better for AM/PM peak

Intersection with N. Monroe Street	AM Peak		PM Peak	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Bradford Road	24.8	C	45.5	D
John Knox Road	31.7	C	42.4	D
Allen Road	29	C	31.6	C
Sharer Road	8.4	A	12.7	B
Lakeshore Drive	15.3	B	15.7	B
Callaway Road	32.5	C	22.9	C
I-10 EB	25.5	C	11.8	B
I-10 WB	8.8	A	23.9	C
Sessions Road	24.8	C	15.0	B
Midblock 1 South of Bradford Road	1.9	A	3.6	A
Midblock 2 South of Silver Slipper Lane	2.5	A	3.8	A
Midblock 3 South of Sharer Road	13	B	3.8	A
Midblock 4 North of Sharer Road	19.8	B	8.3	A
Midblock 5 South of Sessions Road	8.7	A	15.5	B

Arterial Segment	AM Peak		PM Peak	
	Travel Time Change (min)	LOS	Travel Time Change (min)	LOS
N Monroe St Northbound	0.76	C (same)	0.80	D (decrease)
N Monroe St Southbound	1.38	C (same)	0.34	C (same)

Benefit-Cost Summary (by CA)

Crossing Area	Corridor Location	Recommendations	Total Recommendation Cost	BC Ratio
1	Fred George Rd - Swatts Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Pedestrian Fencing • Relocation of Two (2) Transit Stops 	\$875,100	20.39
2	Spaulding Rd – Hopkins Dr	<ul style="list-style-type: none"> • Pedestrian Fencing (Not recommended) 	\$260,800*	0.75
3	Homewood Rd - Sessions Rd	<ul style="list-style-type: none"> • Pedestrian Fencing • Relocation of One (1) Transit Stop 	\$295,900	3.26
4	Sessions Rd - Okeeheepkee Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Pedestrian Fencing • Relocation of One (1) Transit Stop 	\$942,900	20.45
5	Lakeshore Dr - Sharer Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Pedestrian Fencing • Relocation of Two (2) Transit Stops 	\$768,700	52.05
6	Sharer Rd - Allen Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Pedestrian Fencing • Relocation of One (1) Transit Stop • Addition of One (1) Transit Stop 	\$791,300	4.49
7	N MLK Jr. Blvd - John Knox Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Relocation of Two (2) Transit Stops 	\$377,900	4.40
8	Northwood Center Blvd – W Tharpe St	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing 	\$379,000	29.50
Total	--	--	\$4,691,600	--

*Total cost includes Ped Fencing value for CA2 (otherwise \$4.43 million)

Benefit-Cost Summary (by BC Ratio)

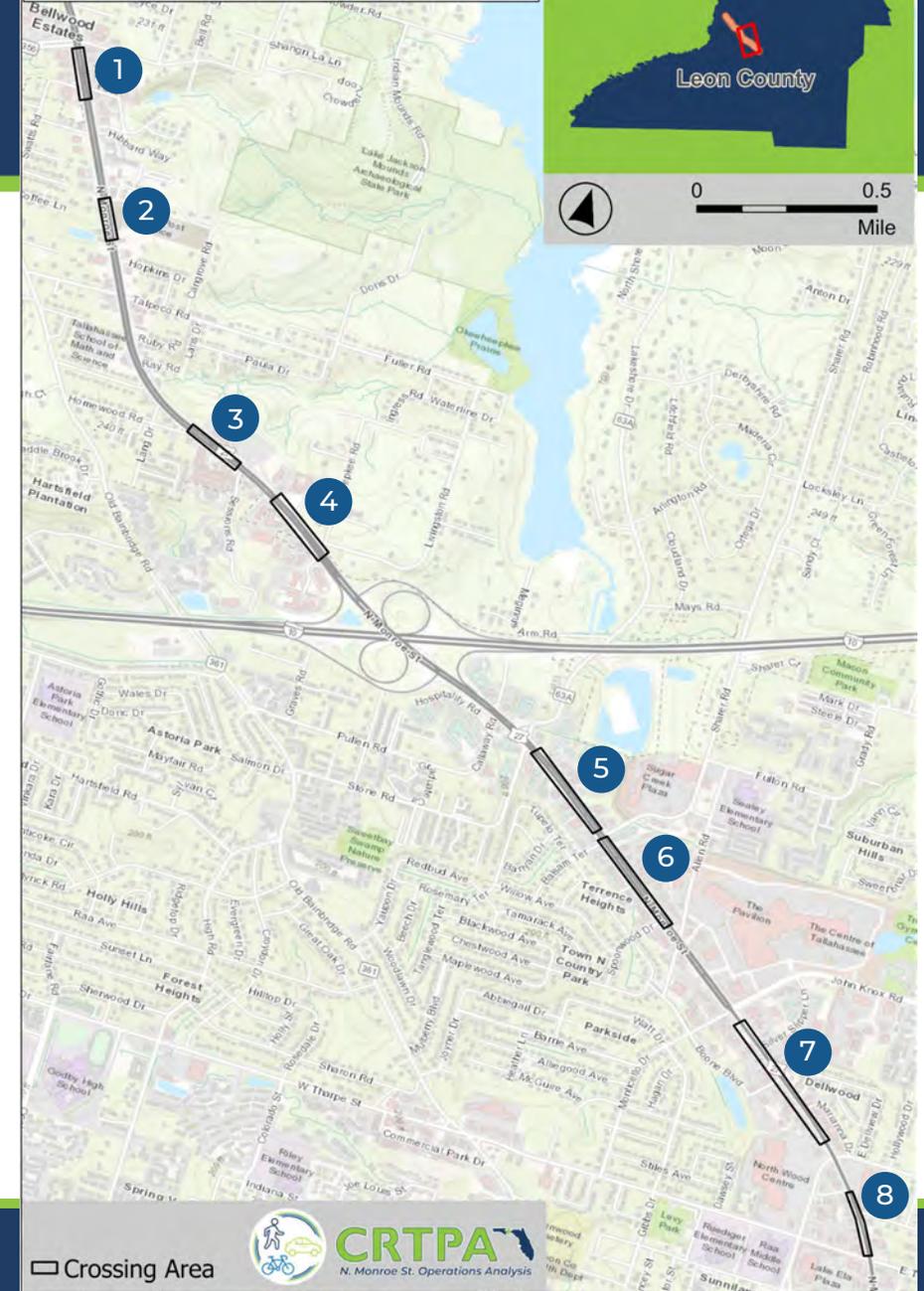
Crossing Area	Corridor Location	Recommendations	Total Recommendation Cost	BC Ratio
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8	Northwood Center Blvd – W Tharpe St	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing 	\$379,000	29.50
4	Sessions Rd - Okeeheepkee Rd	<ul style="list-style-type: none"> • Signalized Mid-Block Pedestrian Crossing • Pedestrian Fencing • Relocation of One (1) Transit Stop 	\$942,900	20.45
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3	Homewood Rd - Sessions Rd	<ul style="list-style-type: none"> • Pedestrian Fencing • Relocation of One (1) Transit Stop 	\$295,900	3.26
2	Spaulding Rd – Hopkins Dr	<ul style="list-style-type: none"> • Pedestrian Fencing (Not recommended) 	\$260,800*	0.75
Total	--	--	\$4,691,600	--

*Total cost includes Ped Fencing value for CA2 (otherwise \$4.43 million)

Crossing Areas

- Site visit location
- PLTS & BLTS
- Safety
- Summary of findings
- Concept exhibit

North Monroe Street Safety Study Phase II



Crossing Area 1 – Site Visit

Fred George Road/Crowder Road to Swatts Road/Trading Post Road

- 28 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Wednesday, September 17, 2025	11:00 a.m. – 12:00 p.m.	5
	12:00 p.m. – 1:00 p.m.	5
	1:00 p.m. – 2:00 p.m.	3
	2:00 p.m. – 3:00 p.m.	6
	3:00 p.m. – 4:00 p.m.	7
	4:00 p.m. – 5:00 p.m.	1
	5:00 p.m. – 5:06 p.m.	1
	Total	28



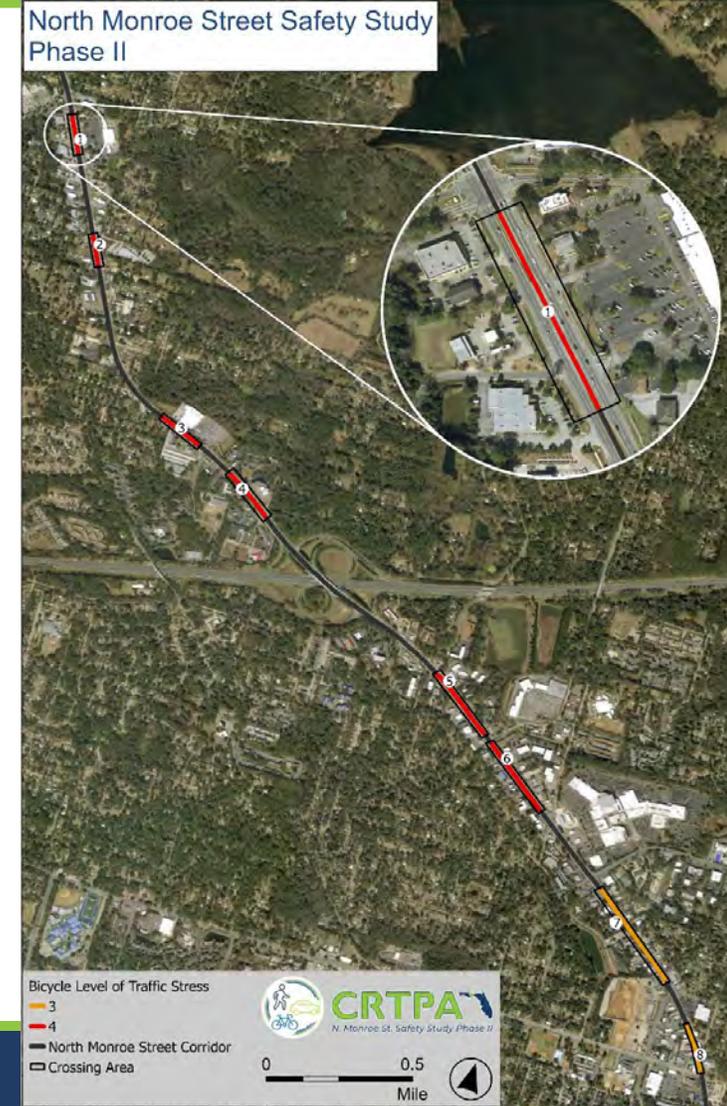
Crossing Area 1 – PLTS & BLTS

Fred George Road/Crowder Road to Swatts Road/Trading Post Road

- Pedestrian Level of Traffic Stress (PLTS) = 4
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

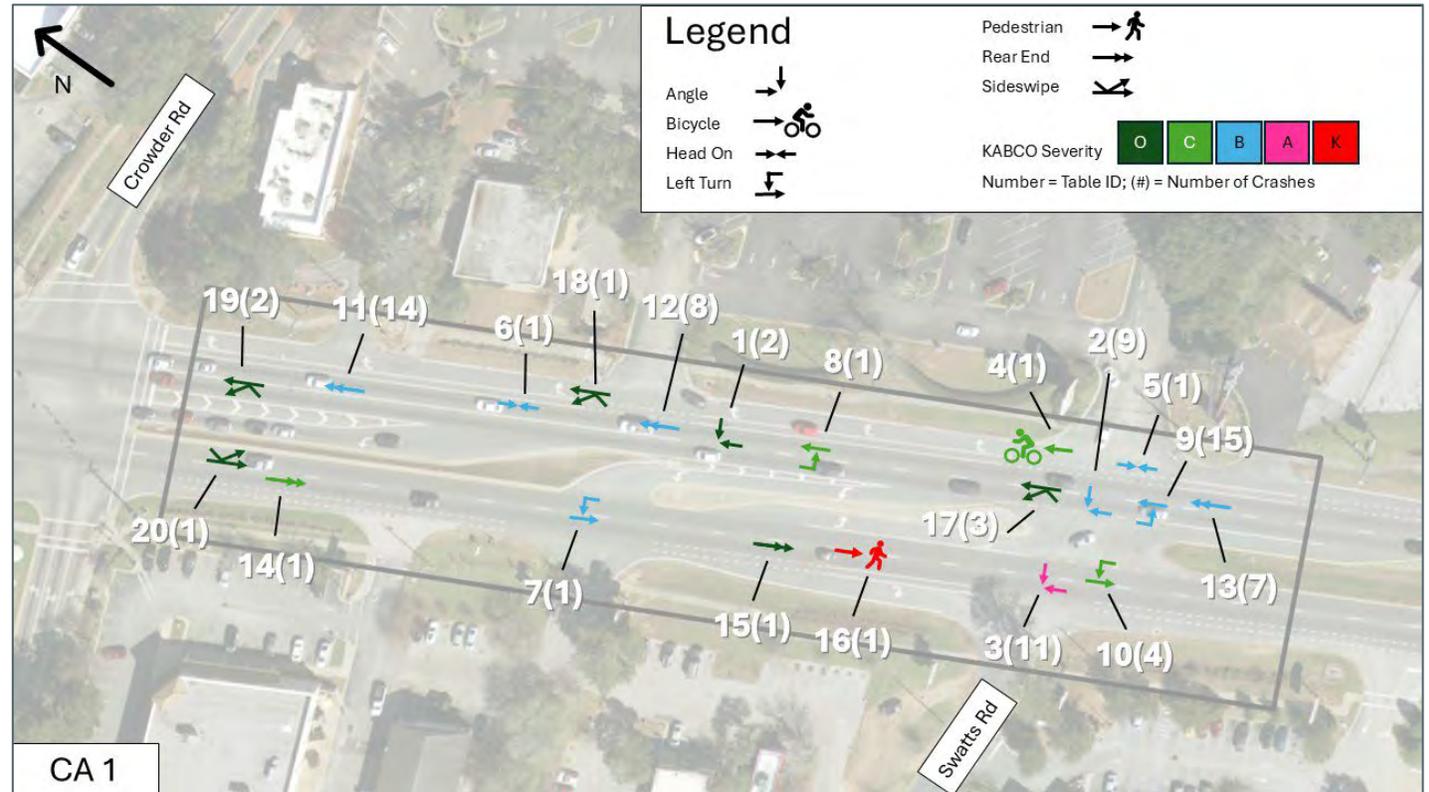


Crossing Area 1 – Safety

Fred George Road/Crowder Road to Swatts Road/Trading Post Road

- 85 total crashes (2019-2024)
- 1 pedestrian fatality in 2019
- 2 total crashes involving pedestrians or bicyclists

Crash Diagram



Crossing Area 1 – Summary of Findings

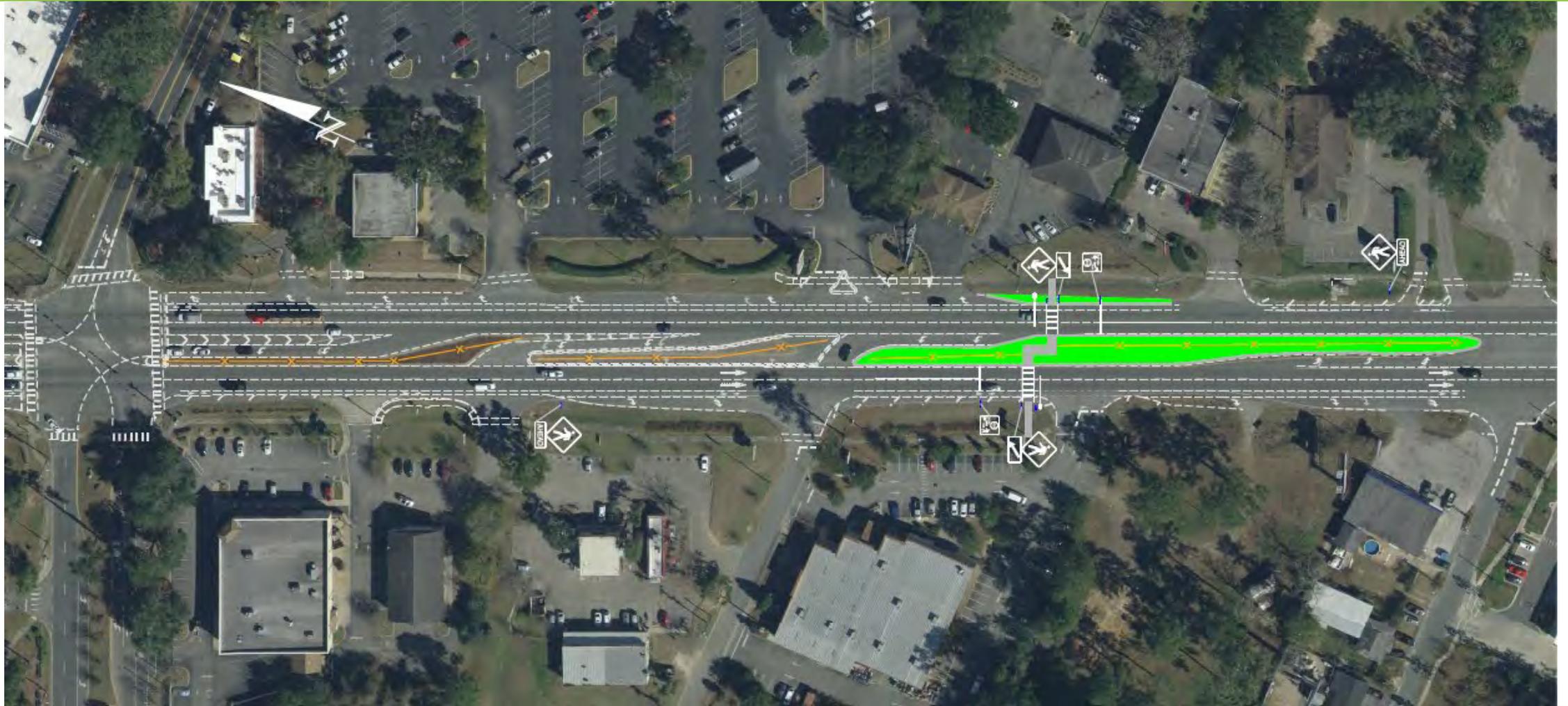
Fred George Road/Crowder Road to Swatts Road/Trading Post Road

- Benefit-cost ratio: 20.39
- Estimated cost of recommendations: \$875,100
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing
 - Pedestrian Fencing
 - Relocation of Two (2) Transit Stops



Crossing Area 1 – Concept Exhibit

Fred George Road/Crowder Road to Swatts Road/Trading Post Road



Crossing Area 2 – Site Visit

Spaulding Road to Hopkins Drive

- 4 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Thursday, October 2, 2025	11:00 a.m. – 12:00 p.m.	1
	12:00 p.m. – 1:00 p.m.	1
	1:00 p.m. – 2:00 p.m.	0
	2:00 p.m. – 3:00 p.m.	1
	3:00 p.m. – 4:00 p.m.	0
	4:00 p.m. – 5:00 p.m.	1
	Total	4



Crossing Area 2 – PLTS & BLTS

Spaulding Road to Hopkins Drive

- Pedestrian Level of Traffic Stress (PLTS) = 4
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

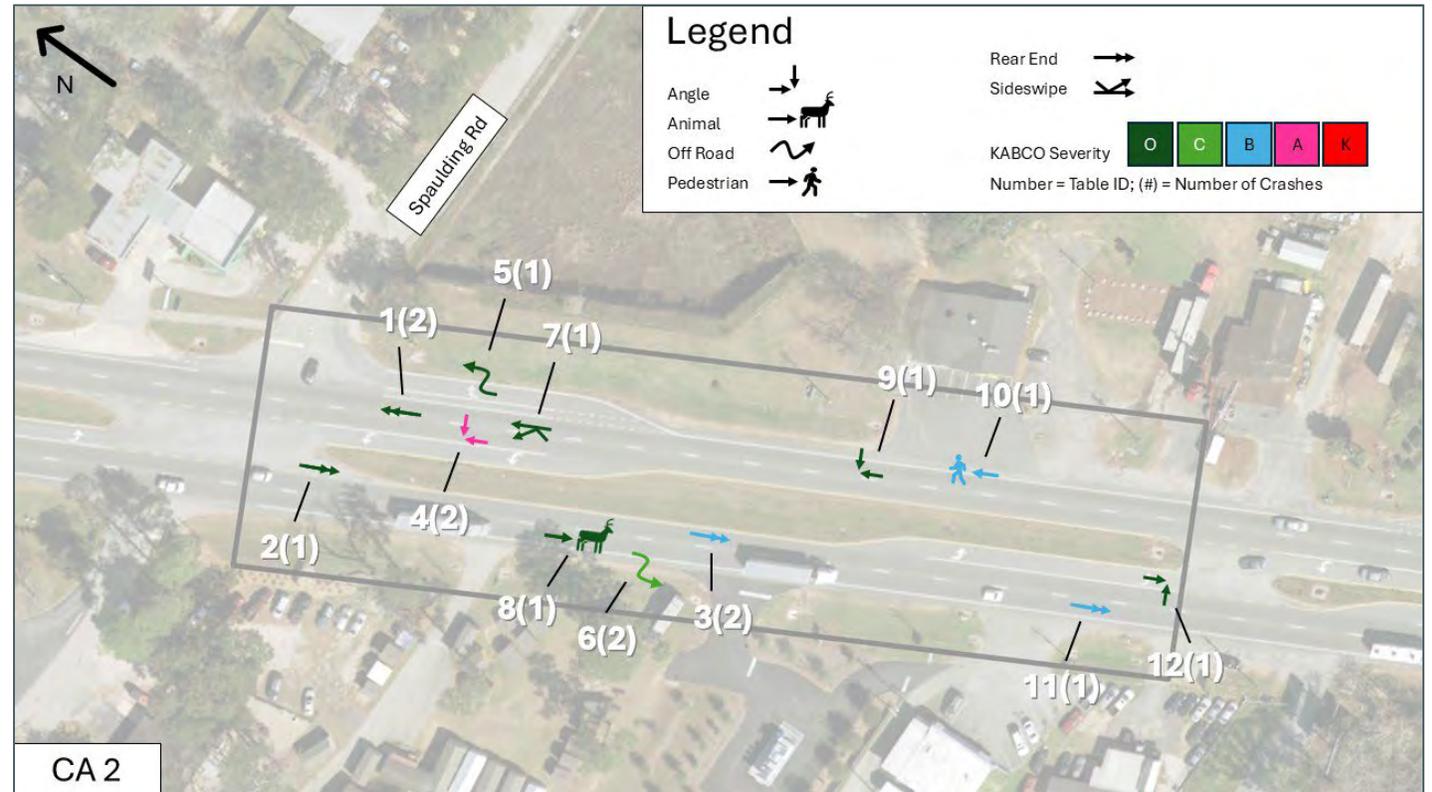


Crossing Area 2 – Safety

Spaulding Road to Hopkins Drive

- 16 total crashes (2019-2024)
- 1 crash involving bicyclist/pedestrian
- No fatalities within study period; 1 bicyclist fatality in 2015

Crash Diagram



Crossing Area 2 – Summary of Findings

Spaulding Road to Hopkins Drive

- Benefit-cost ratio: 0.75
 - Potential crash mitigation (benefit) from pedestrian fencing would not justify the cost of the countermeasure at this time
- Estimated cost of potential pedestrian fencing: \$260,800
- Recommendations:
 - None at this time

Crossing Area 3 – Site Visit

Homewood Road to Sessions Road

- 12 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Thursday, October 23, 2025	12:00 – 1:00 PM	2
	1:00 – 2:00 PM	1
	2:00 – 3:00 PM	3
	3:00 – 4:00 PM	2
	4:00 – 5:00 PM	4
	Total	12



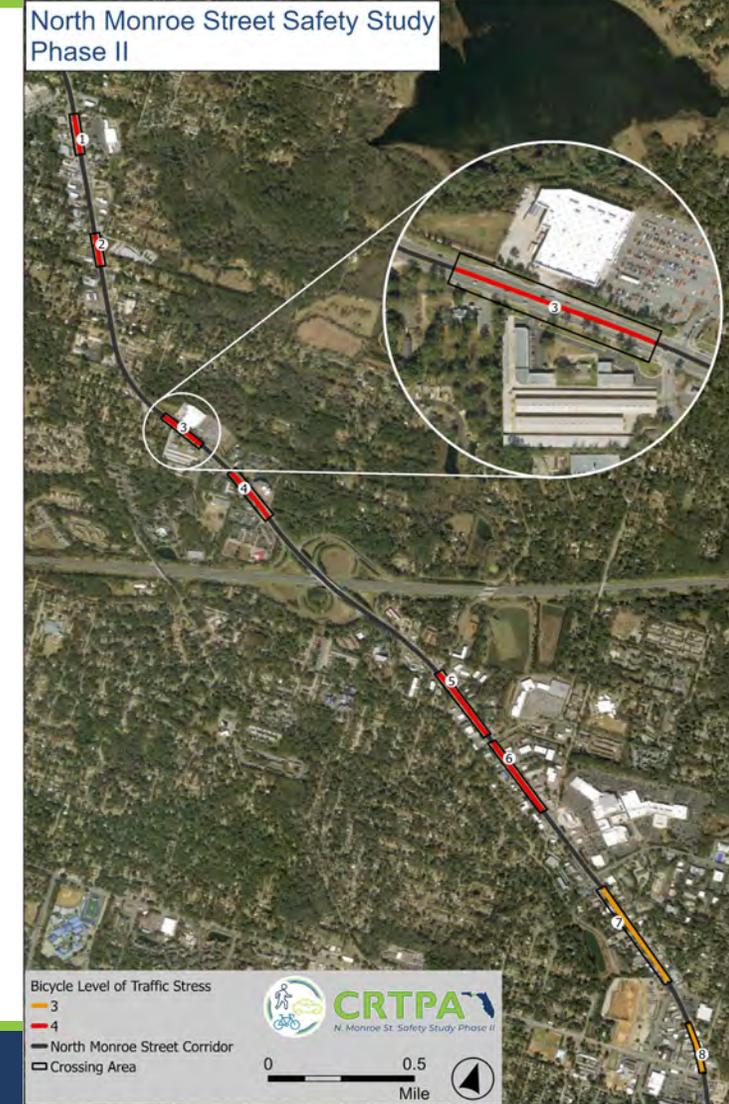
Crossing Area 3 – PLTS & BLTS

Homewood Road to Sessions Road

- Pedestrian Level of Traffic Stress (PLTS) = 4
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

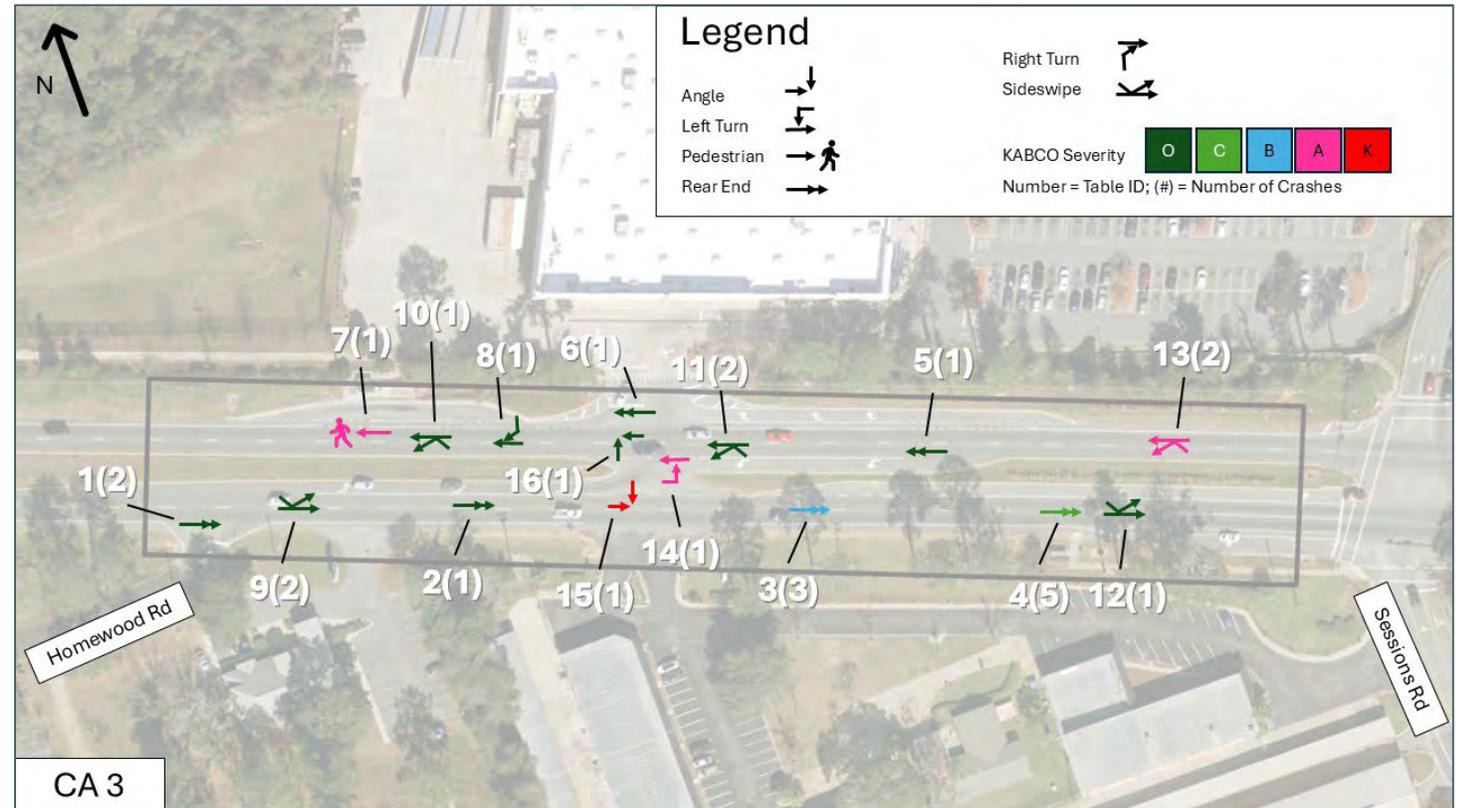


Crossing Area 3 – Safety

Homewood Road to Sessions Road

- 26 total crashes (2019-2024)
- 1 fatality
- 1 pedestrian incapacitating injury
- 1 pedestrian fatality outside the study period in 2015

Crash Diagram



Crossing Area 3 – Summary of Findings

Homewood Road to Sessions Road

- Benefit-cost ratio: 3.26
- Estimated cost of recommendations: \$295,900
- Recommendations:
 - Pedestrian Fencing
 - Relocation of One (1) Transit Stop



Crossing Area 3 – Concept Exhibit

Homewood Road to Sessions Road



Crossing Area 4 – Site Visit

Sessions Road to Okeeheepkee Road

- 13 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Wednesday, October 22, 2025	11:00 a.m. – 12:00 p.m.	4
	12:00 p.m. – 1:00 p.m.	1
	1:00 p.m. – 2:00 p.m.	2
	2:00 p.m. – 3:00 p.m.	2
	3:00 p.m. – 4:00 p.m.	4
	Total	13



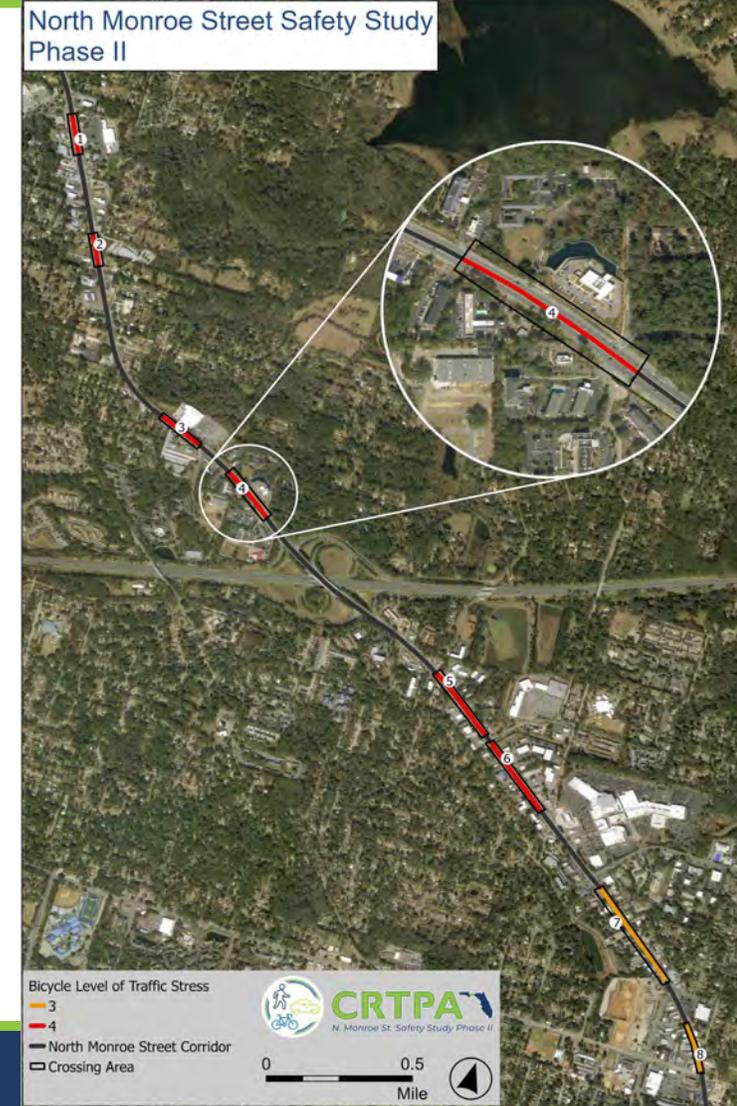
Crossing Area 4 – PLTS & BLTS

Sessions Road to Okeeheepkee Road

- Pedestrian Level of Traffic Stress (PLTS) = 4
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

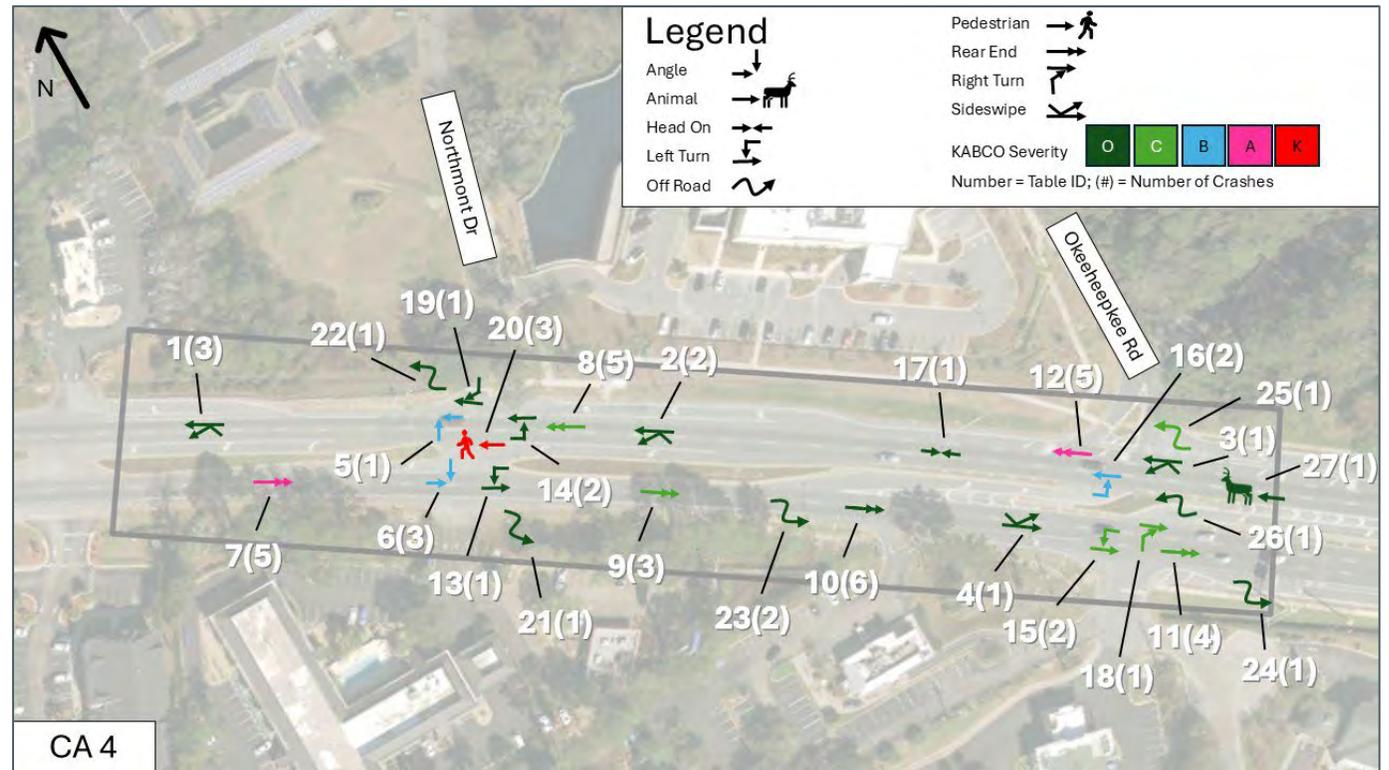


Crossing Area 4 – Safety

Sessions Road to Okeeheepkee Road

- 60 total crashes (2019-2024)
- 1 pedestrian fatality
- 1 pedestrian incapacitating injury
- 1 pedestrian non-incapacitating injury (3 total ped-involved crashes)

Crash Diagram



Crossing Area 4 – Summary of Findings

Sessions Road to Okeeheepkee Road

- Benefit-cost ratio: 20.45
- Estimated cost of recommendations: \$942,900
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing
 - Pedestrian Fencing
 - Relocation of One (1) Transit Stop



Crossing Area 4 – Concept Exhibit

Sessions Road to Okeeheepkee Road



Crossing Area 5 – Site Visit

Lakeshore Drive to Sharer Road

- 57 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Wednesday, September 24, 2025	10:00 a.m. – 11:00 a.m.	2
	11:00 a.m. – 12:00 p.m.	9
	12:00 p.m. – 1:00 p.m.	7
	1:00 p.m. – 2:00 p.m.	9
	2:00 p.m. – 3:00 p.m.	9
	3:00 p.m. – 4:00 p.m.	7
	4:00 p.m. – 5:00 p.m.	7
	5:00 p.m. – 6:00 p.m.	7
	Total	57



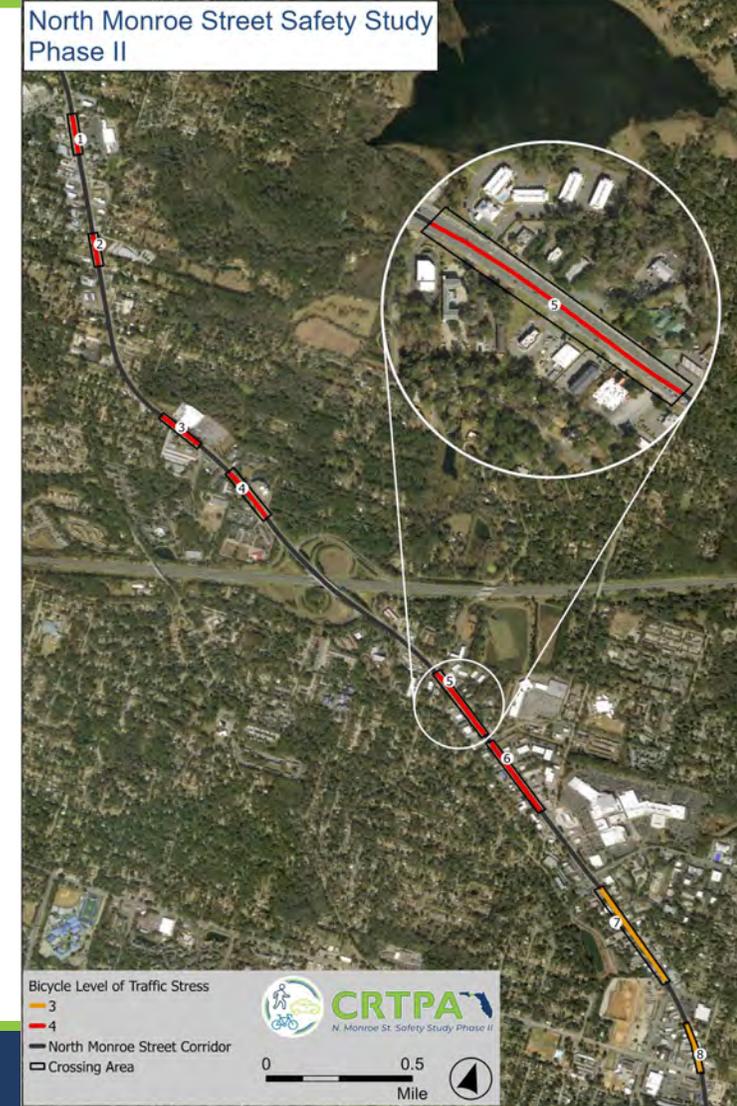
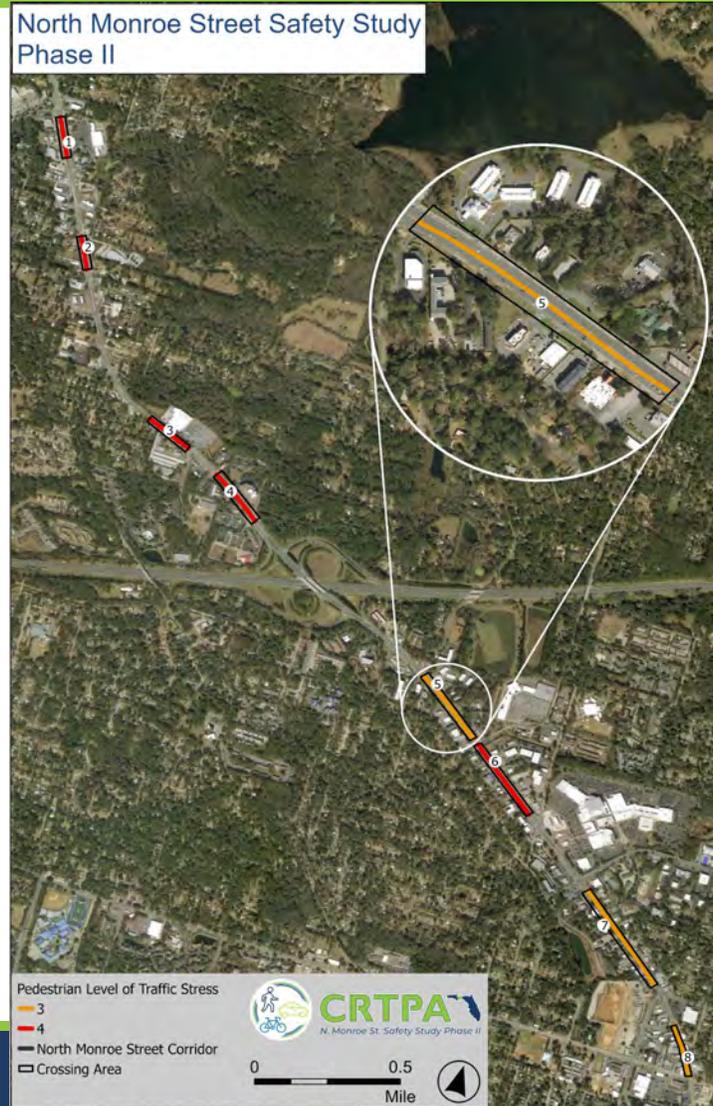
Crossing Area 5 – PLTS & BLTS

Lakeshore Drive to Sharer Road

- Pedestrian Level of Traffic Stress (PLTS) = 3
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

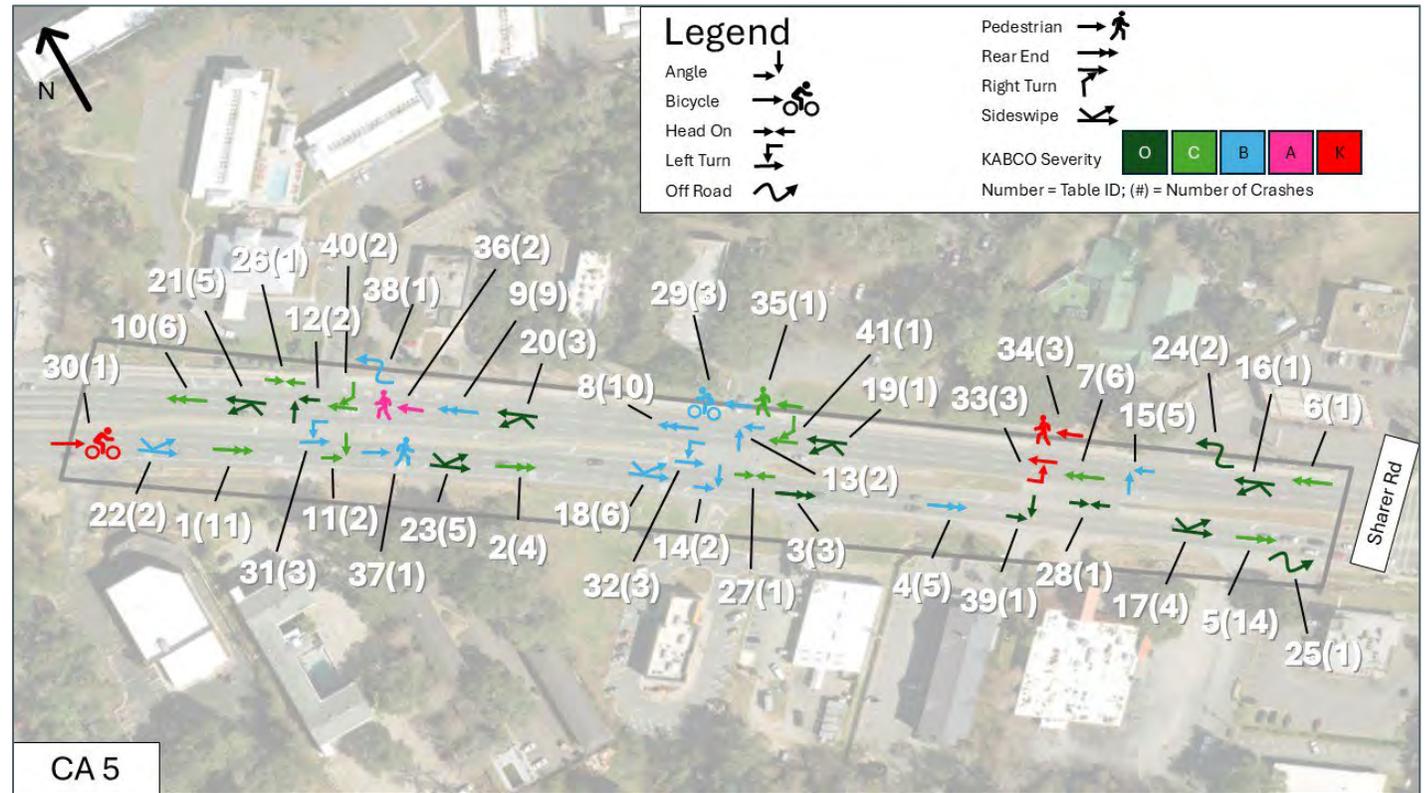


Crossing Area 5 – Safety

Lakeshore Drive to Sharer Road

- 140 total crashes (2019-2024)
- 3 fatalities
 - 1 pedestrian
 - 1 bicyclist
 - 1 other
- 7 total crashes involving pedestrians
- 4 crashes involving bicyclists

Crash Diagram



Crossing Area 5 – Summary of Findings

Lakeshore Drive to Sharer Road

- Benefit-cost ratio: 52.05
- Estimated cost of recommendations: \$768,700
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing
 - Pedestrian Fencing
 - Relocation of Two (2) Transit Stops



Crossing Area 5 – Concept Exhibit

Lakeshore Drive to Sharer Road



Crossing Area 6 – Site Visit

Sharer Road to Allen Road

- 37 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Wednesday, October 1, 2025	11:00 a.m. – 12:00 p.m.	3
	12:00 p.m. – 1:00 p.m.	8
	1:00 p.m. – 2:00 p.m.	6
	2:00 p.m. – 3:00 p.m.	3
	3:00 p.m. – 4:00 p.m.	9
	4:00 p.m. – 5:00 p.m.	8
	Total	37



Crossing Area 6 – PLTS & BLTS

Sharer Road to Allen Road

- Pedestrian Level of Traffic Stress (PLTS) = 4
- Bicycle Level of Traffic Stress (BLTS) = 4



Image Source: FDOT QLOS Handbook (2023)

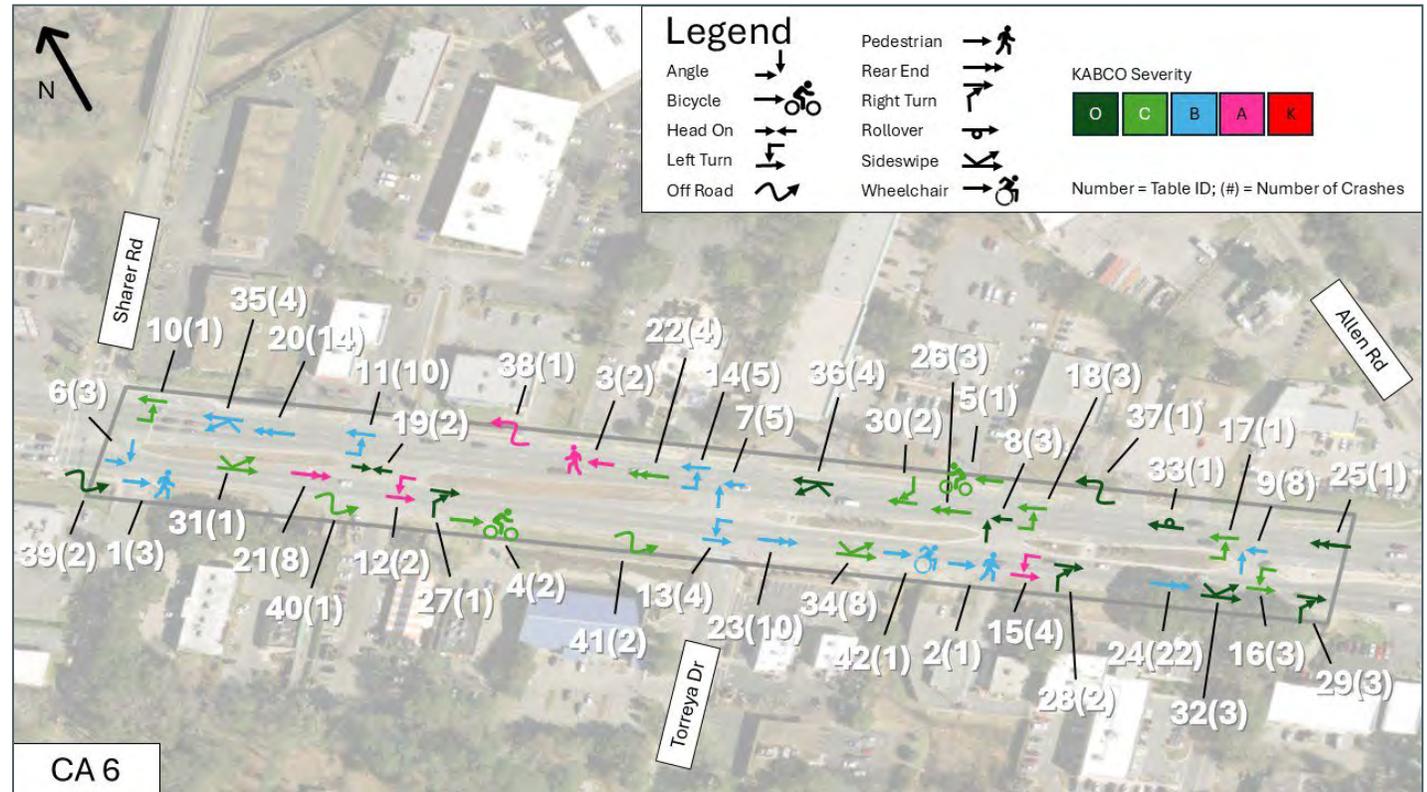


Crossing Area 6 – Safety

Sharer Road to Allen Road

- 162 total crashes (2019-2024)
- 6 total crashes involving pedestrians
- 4 crashes involving bicyclists

Crash Diagram



Crossing Area 6 – Summary of Findings

Sharer Road to Allen Road

- Benefit-cost ratio: 4.49
- Estimated cost of recommendations: \$791,300
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing
 - Pedestrian Fencing
 - Relocation of One (1) Transit Stop
 - Addition of One (1) Transit Stop



Crossing Area 6 – Concept Exhibit

Sharer Road to Allen Road



Crossing Area 7 – Site Visit

N MLK Jr. Boulevard/ E Bradford Road to John Knox Road/Monticello Drive

- 37 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Thursday, October 16, 2025	11:00 a.m. – 12:00 p.m.	8
	12:00 p.m. – 1:00 p.m.	6
	1:00 p.m. – 2:00 p.m.	10
	2:00 p.m. – 3:00 p.m.	3
	3:00 p.m. – 4:00 p.m.	10
	Total	37



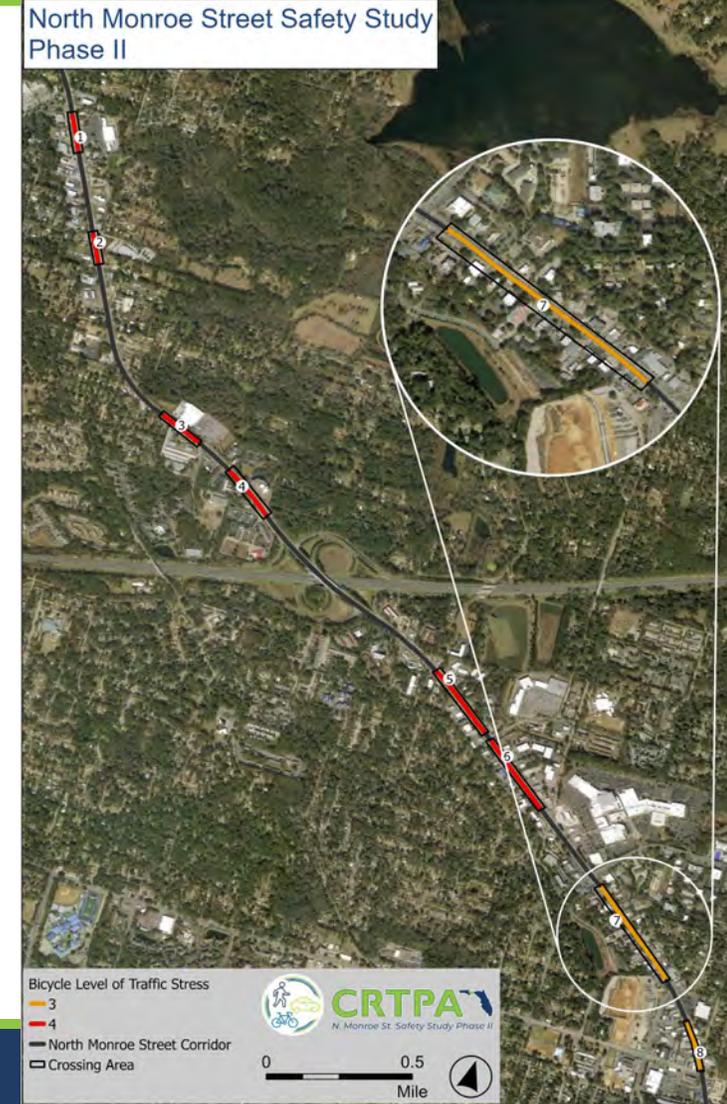
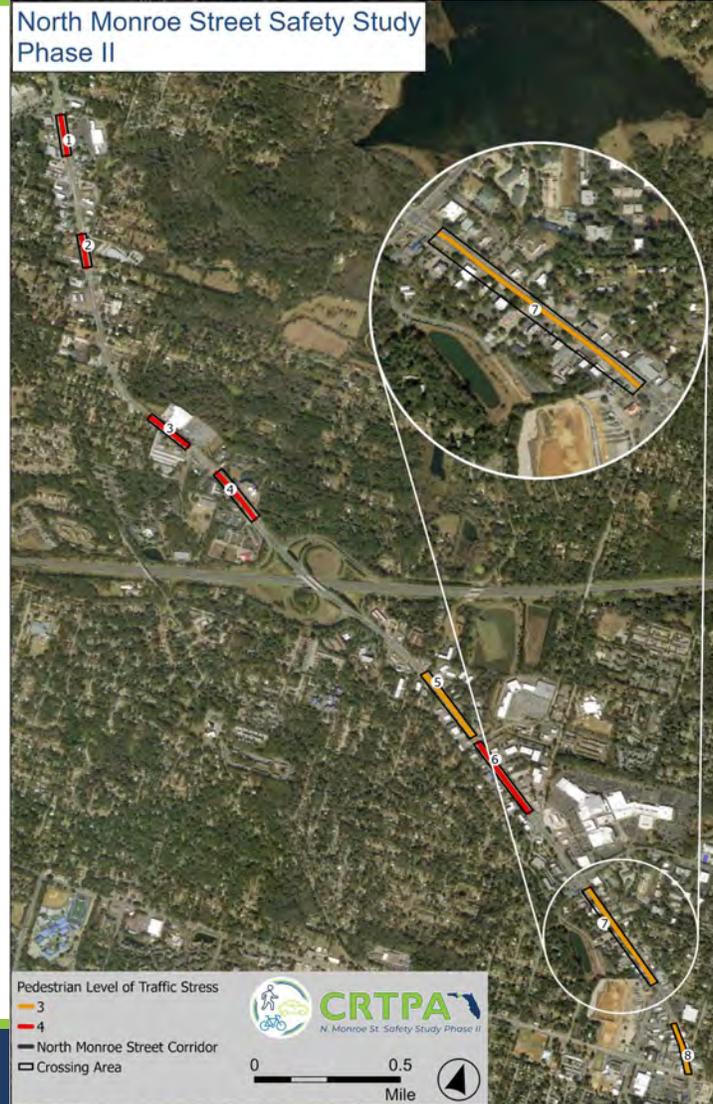
Crossing Area 7 – PLTS & BLTS

N MLK Jr. Boulevard/ E Bradford Road to John Knox Road/Monticello Drive

- Pedestrian Level of Traffic Stress (PLTS) = 3
- Bicycle Level of Traffic Stress (BLTS) = 3



Image Source: FDOT QLOS Handbook (2023)



Crossing Area 7 – Summary of Findings

N MLK Jr. Boulevard/ E Bradford Road to John Knox Road/Monticello Drive

- Benefit-cost ratio: 4.40
- Estimated cost of recommendations: \$377,900
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing
 - Relocation of Two (2) Transit Stops



Crossing Area 7 – Concept Exhibit

N MLK Jr. Boulevard/ E Bradford Road to John Knox Road/Monticello Drive



Crossing Area 8 – Site Visit

Northwood Center Boulevard to W Tharpe Street/E Tharpe Street

- 28 total pedestrian crossings observed at this crossing area

Day	Time Period	Number of Crossings
Thursday, September 18, 2025	11:00 a.m. – 12:00 p.m.	1
	12:00 p.m. – 1:00 p.m.	2
	1:00 p.m. – 2:00 p.m.	3
	2:00 p.m. – 3:00 p.m.	2
	3:00 p.m. – 4:00 p.m.	4
	4:00 p.m. – 5:00 p.m.	7
	5:00 p.m. – 6:00 p.m.	9
	Total	28



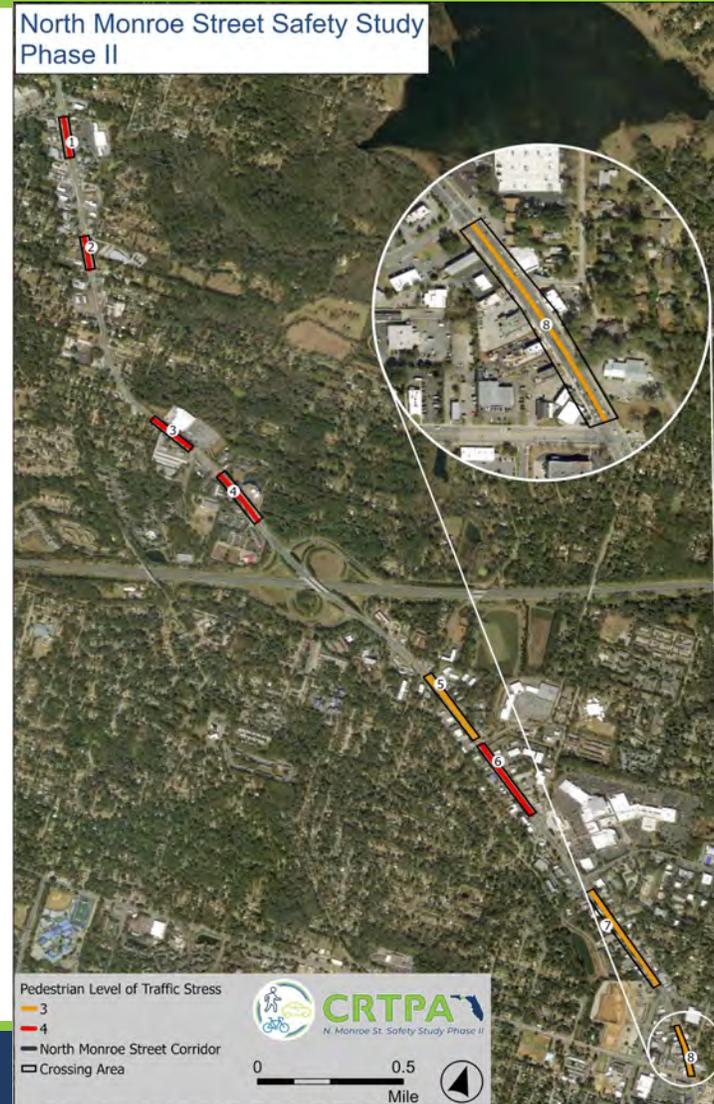
Crossing Area 8 – PLTS & BLTS

Northwood Center Boulevard to W Tharpe Street/E Tharpe Street

- Pedestrian Level of Traffic Stress (PLTS) = 3
- Bicycle Level of Traffic Stress (BLTS) = 3



Image Source: FDOT QLOS Handbook (2023)

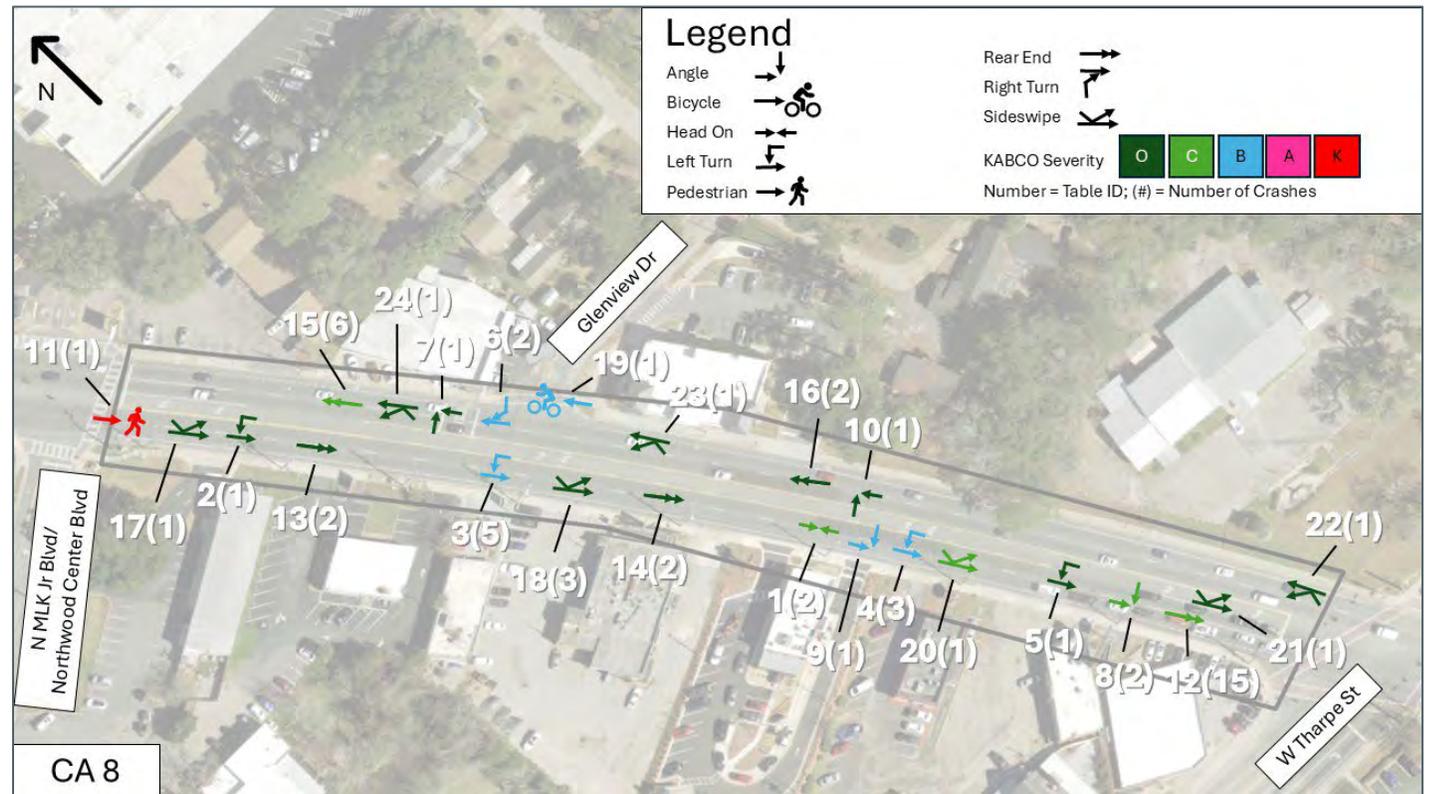


Crossing Area 8 – Safety

Northwood Center Boulevard to W Tharpe Street/E Tharpe Street

- 57 total crashes (2019-2024)
- 1 pedestrian fatality
- 1 non-incapacitating bicyclist injury

Crash Diagram



Crossing Area 8 – Summary of Findings

Northwood Center Boulevard to W Tharpe Street/E Tharpe Street

- Benefit-cost ratio: 29.50
- Estimated cost of recommendations: \$379,000
- Recommendations:
 - Signalized Mid-Block Pedestrian Crossing



Crossing Area 8 – Concept Exhibit

Northwood Center Boulevard to W Tharpe Street/E Tharpe Street



Benefit-Cost Summary (by CA)

Crossing Area	Corridor Location	Recommendations	Total Recommendation Cost	BC Ratio
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Total	--	--	\$4,691,600	--

*Total cost includes Ped Fencing value for CA2 (otherwise \$4.43 million)

Next Steps

- Stakeholder coordination (today!)
- Development of final recommendations and documentation



Thank You!

RS&H

Questions?



CRTPA 
N. Monroe St. Safety Study Phase II