CRTPA

N. Monroe Safety Implementation

RS&H

Appendix C

CRTPA

N. Monroe Safety Implementation

Intersection and Segment Specific Data and Potential Improvements

Prepared By:

RS&H

Table of Contents

Table of Tables

Table of Figures

Intersection and Segment Specific Data and Potential Improvements

In the subsequent sections, each of the intersections and segments have a series of potential improvements identified for implementation along the corridor. A description of pedestrian and bicyclist movements in addition to specific crash data have been included to showcase why and where improvements have been suggested. Each intersection and segment is also denoted with a Number in parentheses, this number correlates to the identification number for the respective feature. I.e. Tharpe Street is intersection 1 and is followed by (1).

Tharpe Street Intersection (1)

Pedestrian and Bicycle Movements

Tharpe Street intersects North Monroe Street in a commercialized area, with many nearby stores, restaurants, parks, and other places of interest that designate this location as a prime spot for foot traffic. As seen in Table 1, according to Replica, on a typical spring weekday in 2023, there would have been around 300 pedestrians and cyclists combined that utilized the Tharpe Street intersection. The camera counts from March recorded fewer pedestrians and cyclists in the intersection. For the weekend day, the variance is larger, as Replica estimated over 250 more total trips than the camera count analysis.

Table 1: Tharpe Street (1) Pedestrian and Cyclist Trips

Tharpe Street (1) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	71	46
Pedestrian	235	138
All	306	184
Weekend		
Cyclist	106	30
Pedestrian	326	137
All	432	167

Crash and Safety Conditions

The most common types of crashes at the Tharpe Street intersection from 2017-2023 were Rear End crashes (48.5%) and Left Turn crashes (19.1%). The majority of crashes at this intersection were classified as No Injury (59.6%). For pedestrian-related injuries, four were classified as Possible Injury and one was a Non-Incapacitating Injury. There was no reported cyclist involvement in any of the crashes. Table 2 depicts the crash types and Table 3 identifies the severities.

Table 2: Tharpe Street (1) Crashes by Type

Tharpe Street (1) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	7	5.1%
Head On	3	2.2%
Left Turn	26	19.1%
Off Road	2	1.5%
Other	7	5.1%
Pedestrian	4	2.9%
Rear End	66	48.5%
Right Turn	2	1.5%
Sideswipe	18	13.2%
All	136	100%

Table 3: Tharpe Street (1) Crashes by Severity

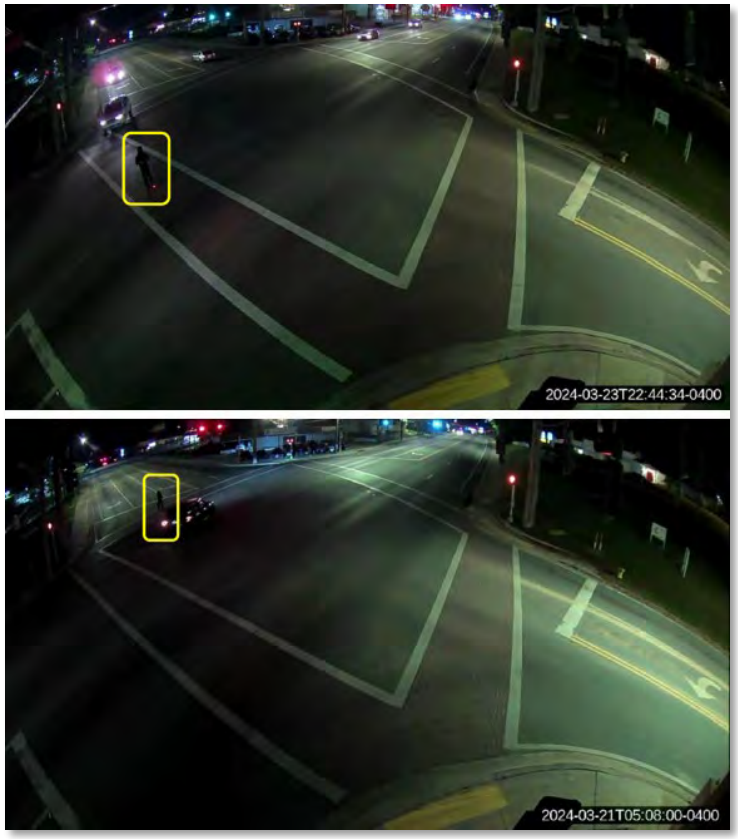
Tharpe Street (1) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	81	59.6%
Non-Incapacitating Injury	16	11.8%
Possible Injury	39	28.7%
All	136	100%

Potential Improvements

From 2017-2023, there were four pedestrian Possible Injury crashes and one pedestrian Non-Incapacitating Injury crash at the Tharpe Street intersection. In 2023, there was a daily average of about 51 pedestrian actuations of the crosswalk signal buttons.

Potential improvements for the Tharpe Street intersection include crosswalk improvements, LPI, and lighting enhancements. The crosswalk improvements would create increased visibility of the crosswalk through high emphasis hatch marks, aiming to increase driver awareness of the crossing area. LPI, or leading pedestrian intervals, at this intersection would allow pedestrians who are walking to nearby restaurants, stores, or bus stops to enter the intersection a few seconds before drivers get a green signal, further increasing driver awareness of a pedestrian in this commonly utilized intersection. Currently, there are existing street light poles at this intersection, but additional lighting could improve visibility for both pedestrians and drivers, and it would offer pedestrians a boosted sense of safety. Figure 1 depicts recorded near miss examples at this location at night.

Figure 1: Near Miss Examples in Darkness



Tharpe Street to Northwood Boulevard (1.5)

Pedestrian and Bicycle Movements

Located within the commercial area, this segment experiences significant non-motorized traffic. According to Replica, in the spring of 2023 on a typical weekday, there were about 91 cyclist trips and 210 walking trips made, totaling 301 trips. These trips were made between the Tharpe Street intersection and the Northwood intersection, with the data being pulled from both sidewalk and roadway usage. This data is depicted within Table 4.

Table 4: Tharpe Street to Northwood Boulevard (1.5) Pedestrian and Cyclist Trips

Tharpe Street to Northwood Boulevard (1.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	91
Pedestrian	210
All	301
Weekend	
Cyclist	100
Pedestrian	289
All	389

Crash and Safety Conditions

The most common types of crashes at the Tharpe Street to Northwood Boulevard segment from 2017-2023 were Rear End crashes (29.7%) and Left Turn crashes (21.6%). The majority of crashes at this intersection were classified as No Injury (73.0%). For bicycle-related injuries, there was one Non-Incapacitating Injury. There was no reported pedestrian involvement in any of the crashes. This intersection exceeds statewide crash rates. Table 5 depicts the crash types and Table 6 identifies the severities.

Table 5: Tharpe Street to Northwood Boulevard (1.5) Crashes by Type

Tharpe Street to Northwood Boulevard (1.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	3	8.1%
Head On	1	2.7%
Left Turn	8	21.6%
Off Road	1	2.7%
Other	3	8.1%
Pedestrian	0	0.0%
Rear End	11	29.7%
Right Turn	1	2.7%
Sideswipe	7	18.9%
Unknown	2	5.4%
All	37	100%

Table 6: Tharpe Street to Northwood Boulevard (1.5) Crashes by Severity

Tharpe Street to Northwood Boulevard (1.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	27	73.0%
Non-Incapacitating Injury	5	13.5%
Possible Injury	5	13.5%
All	37	100%

Potential Improvements

From 2017-2023 at the Tharpe Street to Northwood Boulevard segment, there was one bicycle-related injury categorized as a Non-Incapacitating Injury.

Controlled pedestrian crossings are a potential improvement to reduce unsafe pedestrian crossings at the midblock location. The crossing would be effective approximately 500 feet northwest of the intersection of Tharpe Street and N. Monroe Street. The controlled pedestrian crossing was proposed to provide a safer crossing location within a more commercial area of the corridor. At this location, there are multiple restaurants within walking distance of one another, and with the nearest

intersection crossings being a little over 1,000 feet from one another, increasing safety at the midblock location would be greatly beneficial for pedestrian and cyclists who frequent the area.

Northwood Boulevard (2)

Pedestrian and Bicycle Movements

Compared to the Replica counts for the Tharpe Street intersection about 1,000 feet to the south, there were fewer pedestrian and cyclist trips on a given spring weekday or weekend day through the Northwood intersection (shown in Table 7).

Table 7: Northwood Boulevard (2) Pedestrian and Cyclist Trips

Northwood Boulevard (2) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	52
Pedestrian	170
All	222
Weekend	
Cyclist	77
Pedestrian	258
All	335

Crash and Safety Conditions

The most common types of crashes at the Northwood Boulevard intersection from 2017-2023 were Rear End crashes (39.4%) and Left Turn crashes (18.2%). The majority of crashes at this intersection were classified as No Injury (57.6%). For pedestrian-related injuries, one was classified as a Possible Injury, and one was classified as Fatal (within 30 days). For cyclist-related injuries, there was one classified as a Possible Injury. Table 8 depicts the crash types and Table 9 identifies the severities.

Table 8: Northwood Boulevard (2) Crashes by Type

Northwood Boulevard (2) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	3	9.1%
Left Turn	6	18.2%
Off Road	1	3.0%
Other	2	6.1%
Pedestrian	2	6.1%
Rear End	13	39.4%
Sideswipe	5	15.2%
Unknown	1	3.0%
All	33	100%

Table 9: Northwood Boulevard (2) Crashes by Severity

Northwood Boulevard (2) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	3.0%
No Injury	19	57.6%
Non-Incapacitating Injury	5	15.2%
Possible Injury	8	24.2%
All	33	100%

Potential Improvements

From 2017-2023, there was one pedestrian Possible Injury, one pedestrian Fatality (within 30 days), and one cyclist Possible Injury at the Northwood Boulevard intersection.

At the Northwood Boulevard intersection, there was a daily average of 23 pedestrian actuations of the crosswalk signal buttons in 2023. There are multiple restaurants and transit stops immediately surrounding the Northwood Boulevard intersection, indicating that improved lighting and leading pedestrian intervals would be helpful improvements to increase overall visibility and give pedestrians more time to be recognized by drivers within the intersection.

Northwood Boulevard to N MLK Jr. Boulevard / E Bradford Road (2.5)

Pedestrian and Bicycle Movements

There were fewer pedestrian counts for the Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road mid-block segment than the Tharpe Street to Northwood Boulevard mid-block segment to the southeast (conveyed in Table 10).

Table 10: Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road (2.5) Pedestrian and Cyclist Trips

Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road (2.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	50
Pedestrian	165
All	215
Weekend	
Cyclist	77
Pedestrian	254
All	331

Crash and Safety Conditions

Between 2017 and 2023, there was one Rear End crash that resulted in No Injury at the Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road segment. There was no reported pedestrian or cyclist involvement in the crash. Table 11 depicts the crash types and Table 12 identifies the severities.

Table 11: Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road (2.5) Crashes by Type

Northwood Boulevard to N MLK Jr. Boulevard/ E Bradford Road (2.5) Crashes by Type		
Crash Type	Total	Percent of Total
Rear End	1	100%
All	1	100%

Table 12: Northwood Boulevard to N MLK Jr. Boulevard/E Bradford Road (2.5) Crashes by Severity

Northwood Boulevard to N MLK Jr. Boulevard/ E Bradford Road (2.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	1	100%
All	1	100%

Potential Improvements

There were no potential improvements identified for this specific location. This small roadway segment has sidewalks and bike lanes providing adequate access along the corridor.

N MLK Jr. Boulevard / E Bradford Road (3)

Pedestrian and Bicycle Movements

According to data from Replica shown in Table 13, the North MLK Jr. Boulevard/East Bradford Road intersection had a greater volume of pedestrian and cyclist trips on a given spring weekday or weekend day than the Northwood Boulevard intersection that's located 500 feet to the southeast.

Table 13: N MLK Jr. Boulevard/E Bradford Road (3) Pedestrian and Cyclist Trips

N MLK Jr. Boulevard/E Bradford Road (3) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	85
Pedestrian	327
All	412
Weekend	
Cyclist	117
Pedestrian	399
All	516

Crash and Safety Conditions

The most common types of crashes at the North MLK Jr. Boulevard/East Bradford Road intersection were Rear End crashes (36.5%) and Left Turn crashes (21.5%). The majority of crashes at this intersection were classified as No Injury (71.3%). There was one pedestrian Non-Incapacitating Injury. There was no reported cyclist involvement in any of the crashes. Table 14 depicts the crash types and Table 15 identifies the severities.

Table 14: N MLK Jr. Boulevard/E Bradford Road (3) Crashes by Type

N MLK Jr. Boulevard/E Bradford Road (3) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	19	10.5%
Head On	1	0.6%
Left Turn	39	21.5%
Off Road	5	2.8%
Other	5	2.8%
Pedestrian	1	0.6%
Rear End	66	36.5%
Right Turn	1	0.6%
Sideswipe	36	19.9%
Unknown	8	4.4%
All	181	100%

Table 15: N MLK Jr. Boulevard/E Bradford Road (3) Crashes by Severity

N MLK Jr. Boulevard/E Bradford Road (3) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	129	71.3%
Non-Incapacitating Injury	11	6.1%
Possible Injury	41	22.7%
All	181	100%

Potential Improvements

From 2017-2023, there was one pedestrian Non-Incapacitating Injury resulting from a crash at the North MLK Jr. Boulevard/East Bradford Road intersection. In 2023, there was an average of 50 actuations of the crosswalk in a day. There are several restaurants, shopping centers, and transit stops near this intersection, likely leading to high foot traffic in this area.

Potential improvements include high friction surface treatments, leading pedestrian intervals, right turn modifications, shifting of a traffic control box, and removal/relocation of a transit stop. The LPI and HSFT (high friction surface treatment) at this intersection would serve to reduce crashes especially in wet weather conditions, as there is a large proportion of crashes that occur at this intersection when the pavement is wet. The right turn modifications would serve to reduce how far drivers must turn their head to view pedestrians and oncoming

traffic when turning right, while still maintaining efficient flow of traffic. Additionally, on a safety walking audit, participants identified that the transit stop is located within the right turn slip lane, in an area where vehicles anticipate a smooth flow of traffic. Following conversations with Star Metro, a potential improvement in the flow of traffic as well as safety of the transit riders would be to relocate the transit stop or remove it entirely. Nearby transit stops such as the one across North Monroe Street as well as the one to the south on North MLK Jr. Boulevard would remain in operation.

Another potential improvement at the southern corner of the North MLK Jr. Boulevard/East Bradford Road intersection would be shifting the location of the traffic control box. Currently, when vehicles take a right turn in the slip lane, the traffic control box has the potential to block the view of where pedestrians stand while waiting for the signal to cross. By shifting the traffic control box back further away from the intersection, pedestrians would be easier for drivers to see when they get to the intersection.

N MLK Jr. Boulevard / E Bradford Road to John Knox Road / Monticello Drive (3.5)

Pedestrian and Bicycle Movements

The Replica pedestrian and cyclist mid-block counts along N MLK Luther King Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive were almost double those of the Northwood Boulevard to E Bradford Road/MLK Jr. Boulevard mid-block segment (shown in Table 16).

Along this segment are various stores, restaurants, banks, and transit stops, producing relatively higher levels of foot traffic. This is a much longer midblock section, extending nearly 2,500 feet from the E Bradford/N MLK Jr. intersection to the John Knox Road/Monticello Drive intersection.

Table 16: N. MLK Jr. Boulevard/ E Bradford Rd/Monticello Drive (3.5) Pedestrian and Cyclist Trips

N MLK Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive (3.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	82
Pedestrian	332
All	414
Weekend	
Cyclist	114
Pedestrian	408
All	522

Crash and Safety Conditions

The most common types of crashes at the N MLK Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive segment from 2017-2023 were Rear End crashes (40.4%) and Left Turn crashes (19.5%). The majority of crashes at this intersection were classified as No Injury (68.9%). There were two pedestrian Non-Incapacitating Injuries, one cyclist No Injury, two cyclist Non-Incapacitating Injuries, and one cyclist Possible Injury. Table 17 depicts the crash types and Table 18 identifies the severities.

Table 17: N. MLK Jr. Boulevard/ E Bradford Rd/Monticello Drive (3.5) Crashes by Type

N MLK Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive (3.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	17	6.4%
Bicycle	1	0.4%
Head On	6	2.2%
Left Turn	52	19.5%
Off Road	8	3.0%
Other	15	5.6%
Pedestrian	2	0.7%
Rear End	108	40.4%
Right Turn	3	1.1%
Sideswipe	40	15.0%
Unknown	15	5.6%
All	267	100%

Table 18: N. MLK Jr. Boulevard/ E Bradford Rd/Monticello Drive (3.5) Crashes by Severity

N MLK Jr. Boulevard/E Bradford Road to John Knox Road/Monticello Drive (3.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	1	0.4%
No Injury	184	68.9%
Non-Incapacitating Injury	32	12.0%
Possible Injury	50	18.7%
All	267	100%

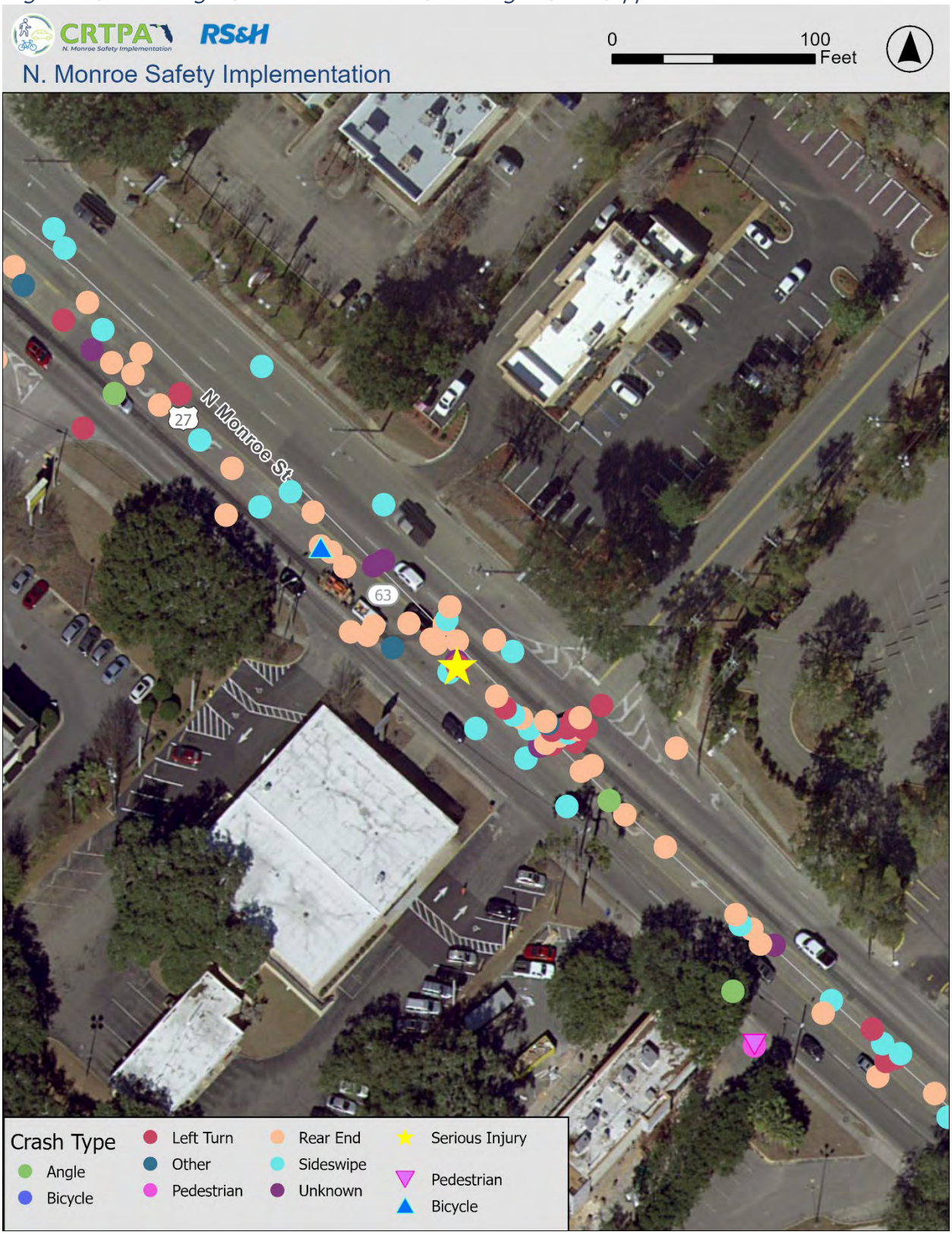
Potential Improvements

Along the North MLK Jr. Boulevard/East Bradford Road to John Knox Road/Monticello Drive segment, there were two pedestrian Non-Incapacitating Injuries, one cyclist No Injury, two cyclist Non-Incapacitating Injuries, and one cyclist Possible Injury resulting from crashes recorded from 2017-2023. The introduction of a controlled pedestrian crossing along with pedestrian signage at this midblock segment are some potential improvements to increase driver attention to the

presence of pedestrians as well as awareness when there is a pedestrian who activates the signal with the intention of entering the mid-block crosswalk.

Another potential improvement would be the reconfiguration of the access point at Silver Slipper Lane. This would consist of changing the geometry at this location to have a right turn in, right turn out vehicular flow with hatched pedestrian crossing at the new medians. Figure 2 indicates the current angle crash and rear end clustering at the Silver Slipper Lane intersection.

Figure 2: Current Angle Crash and Rear End Clustering at Silver Slipper Lane Intersection



John Knox Road / Monticello Drive (4)

Pedestrian and Bicycle Movements

At the John Knox/Monticello Drive intersection, the camera count analysis captured little more than half the total number of pedestrians and cyclists that Replica anticipated for the weekday, and less than half the Replica count for the weekend day (displayed in Table 19). In all, Replica anticipated that there would be more pedestrian and cyclist trips in the spring of 2023. However, even among fewer trips made, there were still on average 58 daily pedestrian actuations in 2023 at this intersection, making this the most actuated crossing among the studied intersections to the south.

Table 19: John Knox Road/Monticello Drive (4) Pedestrian and Cyclist Trips

John Knox Road/Monticello Drive (4) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	107	34
Pedestrian	314	192
All	421	226
Weekend		
Cyclist	125	31
Pedestrian	384	131
All	509	162

Crash and Safety Conditions

The most common types of crashes at the John Knox Road/Monticello Drive intersection were Rear End crashes (51.8%) and Sideswipe crashes (20.4%). The majority of crashes at this intersection were classified as No Injury (76.4%). There was one cyclist Non-Incapacitating Injury and one pedestrian Fatality (within 30 days). Table 20depicts the crash types and

Table 21 identifies the severities.

Table 20: John Knox Road/Monticello Drive (4) Crashes by Type

John Knox Road/Monticello Drive (4) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	10	5.2%
Left Turn	13	6.8%
Off Road	2	1.0%
Other	12	6.3%
Pedestrian	1	0.5%
Rear End	99	51.8%
Right Turn	7	3.7%
Sideswipe	39	20.4%
Unknown	8	4.2%
All	191	100%

Table 21: John Knox Road/Monticello Drive (4) Crashes by Severity

John Knox Road/Monticello Drive (4) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.5%
Incapacitating Injury	3	1.6%
No Injury	146	76.4%
Non-Incapacitating Injury	11	5.8%
Possible Injury	30	15.7%
All	191	100%

Potential Improvements

At the John Knox Road/Monticello Drive intersection, there was one cyclist Non-Incapacitating Injury and one pedestrian Fatality (within 30 days) resulting from crashes between 2017 and 2023. LPI and crosswalk enhancements such as more visible crossings with hatches would be potential improvements to increase safe crossings at this intersection. Additionally, replacing the truncated domes at the crosswalks would improve accessibility and awareness of the crosswalk boundaries.

There is currently a gap in pedestrian infrastructure at this intersection, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

John Knox Road / Monticello Drive to Allen Road (4.5)

Pedestrian and Bicycle Movements

Compared to the trips counted by Replica at the North MLK Jr. Boulevard/East Bradford Road to John Knox Road/Monticello Drive segment, the John Knox Road/Monticello Drive to Allen Road segment saw slightly fewer pedestrian and cyclist counts on a typical weekday or weekend day in spring of 2023 (shown in Table 22).

The John Knox Road/Monticello Drive to Allen Road mid-block segment is approximately 1,200 feet long. Located along this segment are some government offices, a transit stop, and multiple food establishments.

Table 22: John Knox Road/Monticello Drive to Allen Road (4.5) Pedestrian and Cyclist Trips

John Knox Road/Monticello Drive to Allen Road (4.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	72
Pedestrian	259
All	331
Weekend	
Cyclist	85
Pedestrian	309
All	394

Crash and Safety Conditions

The most common types of crashes at the John Knox Road/Monticello Drive to Allen Road segment were Rear End crashes (43.6%) and Left Turn crashes (26.6%). The majority of crashes at this intersection were classified as No Injury (70.2%). There was one cyclist Non-Incapacitating Injury and one pedestrian Fatality (within 30 days). Table 23 depicts the crash types and Table 24 the severities.

Table 23: John Knox Road/Monticello Drive to Allen Road (4.5) Crashes by Type

John Knox Road/Monticello Drive to Allen Road (4.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	10	10.6%
Bicycle	1	1.1%
Left Turn	25	26.6%
Other	5	5.3%
Pedestrian	1	1.1%
Rear End	41	43.6%
Sideswipe	10	10.6%
Unknown	1	1.1%
All	94	100%

Table 24: John Knox Road/Monticello Drive to Allen Road (4.5) Crashes by Severity

John Knox Road/Monticello Drive to Allen Road (4.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	1.1%
Incapacitating Injury	1	1.1%
No Injury	66	70.2%
Non-Incapacitating Injury	6	6.4%
Possible Injury	20	21.3%
All	94	100%

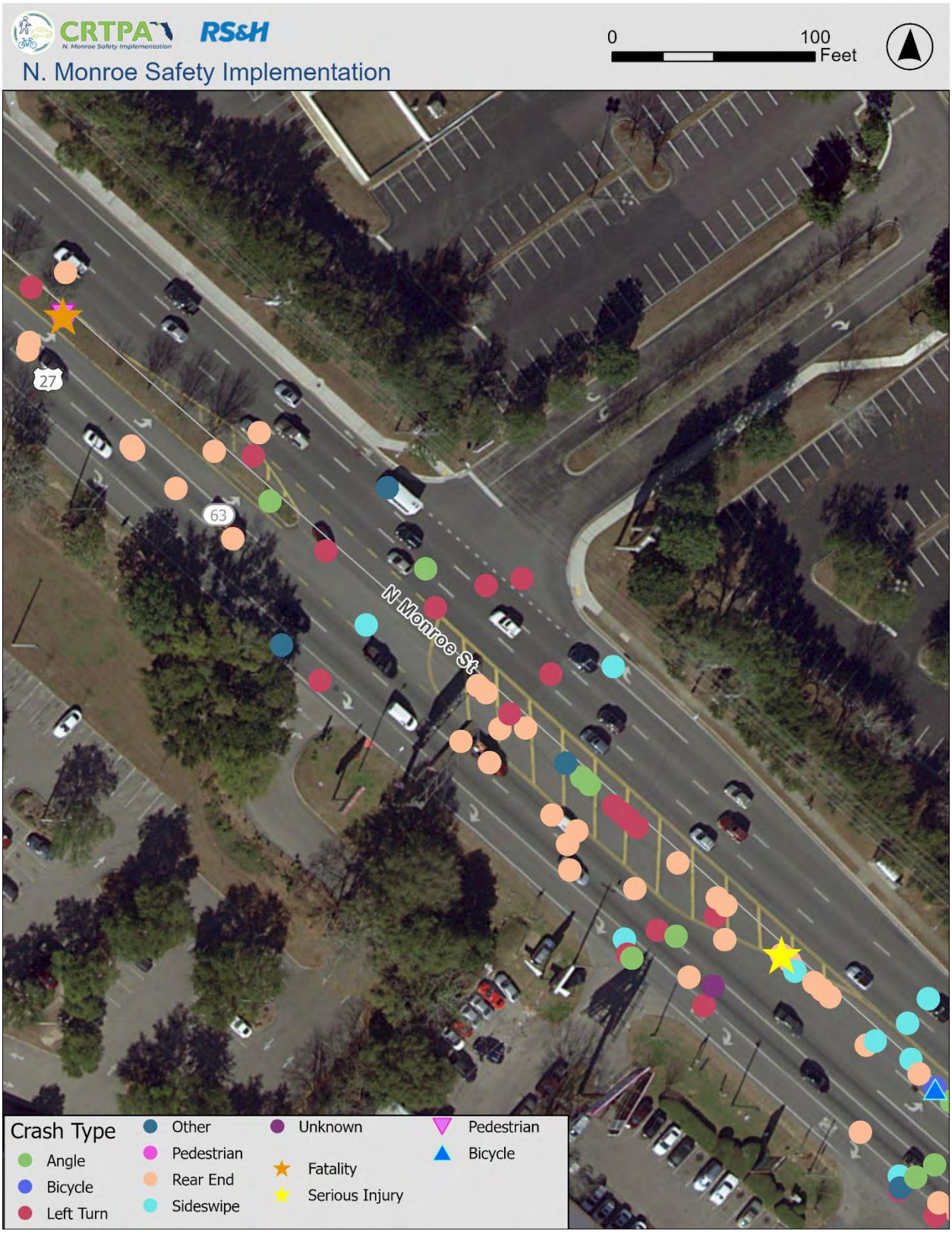
Potential Improvements

At the John Knox Road/Monticello Drive to Allen Road segment, there was one cyclist Non-Incapacitating Injury and one pedestrian Fatality (within 30 days) resulting from crashes between 2017 and 2023.

There is currently a gap in pedestrian infrastructure along this segment, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

Potential improvements along this mid-block segment include the addition of controlled pedestrian crossings to reduce distance needed to travel to cross at intersections to the north or south, a raised median for pedestrian refuge, and modification of the turn lane to reduce the number of points of potential contact between motorists. Additionally, the redevelopment of the significant gore space and directionalization of the medians is proposed to further increase safety in the area. Figure 3 depicts the location of significant turning and rear end crashes making inappropriate use of the median areas.

Figure 3: Significant Turning and Rear End Crash Locations



Allen Road (5)

Pedestrian and Bicycle Movements

The Replica trip counts at the Allen Road intersection were slightly higher for the weekday and slightly lower for the weekend day compared to the John Knox Road/Monticello Drive intersection to the southeast (see

Table 25). The average daily number of pedestrian actuations at the crossing of the Allen Road intersection was 38 in 2023.

Within the vicinity of this intersection are a few shopping centers, a convenience store, and a transit stop.

Table 25: Allen Road (5) Pedestrian and Cyclist Trips

Allen Road (5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	115
Pedestrian	332
All	447
Weekend	
Cyclist	108
Pedestrian	365
All	473

Crash and Safety Conditions

The most common types of crashes at the Allen Road intersection from 2017-2023 were Rear End crashes (63.9%) and Sideswipe crashes (9.0%). The majority of crashes at this intersection were classified as No Injury (72.2%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 26 depicts the crash types and

Table 27 identifies the severities.

Table 26: Allen Road (5) Crashes by Type

Allen Road (5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	8	6.0%
Head On	1	0.8%
Left Turn	11	8.3%
Off Road	2	1.5%
Other	7	5.3%
Rear End	85	63.9%
Sideswipe	12	9.0%
Unknown	7	5.3%
All	133	100%

Table 27: Allen Road (5) Crashes by Severity

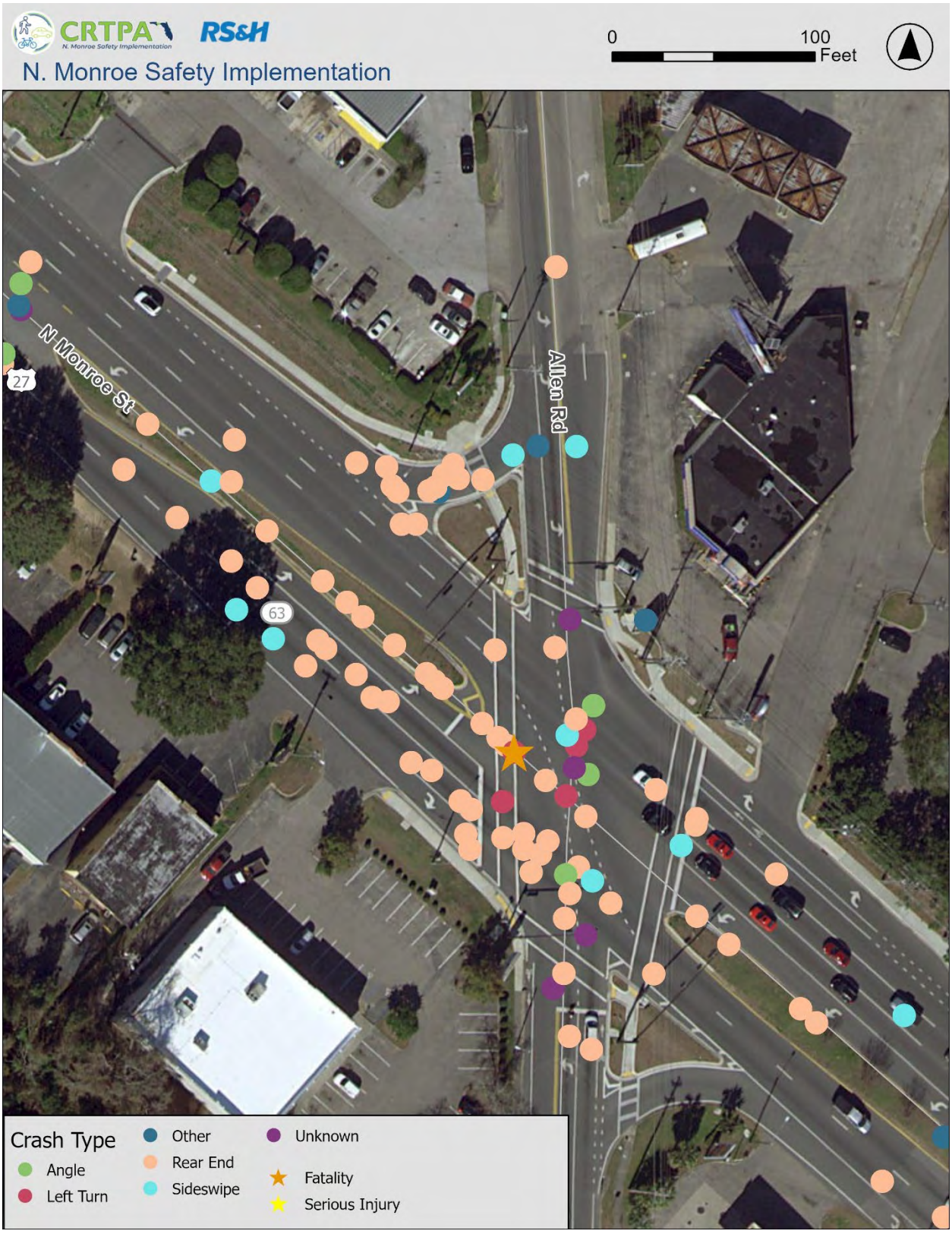
Allen Road (5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.8%
Incapacitating Injury	2	1.5%
No Injury	96	72.2%
Non-Incapacitating Injury	7	5.3%
Possible Injury	27	20.3%
All	133	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure at this intersection, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

The Allen Road intersection may also benefit from crosswalk hatching enhancements as potential safety improvements. Additionally, LPI and right turn modifications would allow for more visibility of pedestrians in the intersection and reduce the time it takes for drivers to recognize pedestrian presence in the crosswalk. Pedestrian fencing is also a potential improvement at this intersection as the fencing would direct pedestrians to use either the intersection crossing or the potential mid-block crossings rather than crossing through traffic lanes. Realignment of the right slip lanes is also proposed to improve sigh lines without significant operational impact. The southbound right slip lane has significant crash clustering which may be mitigated by the near perpendicular improvements (Figure).

Figure 4: Crash Clustering Near the Allen Road Intersection



Allen Road to Sharer Road (5.5)

Pedestrian and Bicycle Movements

As shown in Table 28, there were slightly more pedestrian and cyclist trips counted by Replica on a typical spring day in 2023 for the Allen Road to Sharer Road mid-block segment than the John Knox Road/Monticello Drive to Allen Road segment to the southeast. Additionally, along this mid-block segment are various restaurants and stores representing significant trip generators.

Table 28: Allen Road to Sharer Road (5.5) Pedestrian and Cyclist Trips

Allen Road to Sharer Road (5.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	84
Pedestrian	353
All	437
Weekend	
Cyclist	97
Pedestrian	376
All	473

Crash and Safety Conditions

The most common types of crashes seen at the Allen Road to Sharer Road segment (see Table 29) from 2017-2023 were Rear End crashes (45.0%) and Left Turn crashes (12.8%). The majority of crashes at this intersection were classified as No Injury (61.1%). There was one pedestrian Incapacitating Injury, one Non-Incapacitating Injury, two pedestrian Possible Injuries, and one cyclist No Injury. Table 30 identifies the severities.

Table 29: Allen Road to Sharer Road (5.5) Crashes by Type

Allen Road to Sharer Road (5.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	11	7.4%
Left Turn	19	12.8%
Off Road	3	2.0%
Other	12	8.1%
Pedestrian	2	1.3%
Rear End	67	45.0%
Right Turn	3	2.0%
Sideswipe	18	12.1%
Unknown	14	9.4%
All	149	100%

Table 30: Allen Road to Sharer Road (5.5) Crashes by Severity

Allen Road to Sharer Road (5.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	5	3.4%
No Injury	91	61.1%
Non-Incapacitating Injury	16	10.7%
Possible Injury	37	24.8%
All	149	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure along this segment, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

From 2017-2023, along the Allen Road to Sharer Road mid-block segment, there was one pedestrian Incapacitating Injury, one Non-Incapacitating Injury, two pedestrian Possible Injuries, and one cyclist No Injury. Potential improvements at this segment include controlled pedestrian crossings and pedestrian fencing to reroute pedestrians to a safer, more identifiable mid-block crossing. Additionally, transitioning to a directional median openings would be a potential improvement to improve driver safety when using median breaks along the segment. Figure 5 depicts clustering in the median areas along this segment.

Figure 5: Median Break Crash Clustering Between Allen Road and Sharer Road

Sharer Road (6)

Pedestrian and Bicycle Movements

At the Sharer Road intersection, Replica tallied more pedestrian and cyclist trips for both a typical weekday and weekend day than the cameras counted (shown in Table 31. There were comparable numbers of pedestrian and cyclist trips to the Allen Road intersection to the southeast, with slightly fewer weekday trips and slightly more weekend trips at the Sharer Road intersection. In 2023, there was on average 54 daily pedestrian actuations of the crosswalk signals at this intersection.

Near to this intersection are a restaurant, a hotel, a transit stop, and a convenience store.

Table 31: Sharer Road (6) Pedestrian and Cyclist Trips

Sharer Road (6) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	97	63
Pedestrian	344	229
All	441	292
Weekend		
Cyclist	119	37
Pedestrian	391	272
All	510	309

Crash and Safety Conditions

The most common types of crashes at the Sharer Road intersection from 2017-2023 were Rear End crashes (37.0%) and Left Turn crashes (22.8%). The majority of crashes at this intersection were classified as No Injury (62.3%). There was one pedestrian Fatality (within 30 days), two pedestrian No Injuries, two pedestrian Non-Incapacitating Injuries, five pedestrian Possible Injuries, and one cyclist No Injury. Table 32 depicts the crash types and Table 33 identifies the severities.

Table 32: Sharer Road (6) Crashes by Type

Sharer Road (6) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	9	5.6%
Head On	3	1.9%
Left Turn	37	22.8%
Off Road	5	3.1%
Other	10	6.2%
Pedestrian	8	4.9%
Rear End	60	37.0%
Right Turn	3	1.9%
Sideswipe	19	11.7%
Unknown	8	4.9%
All	162	100%

Table 33: Sharer Road (6) Crashes by Severity

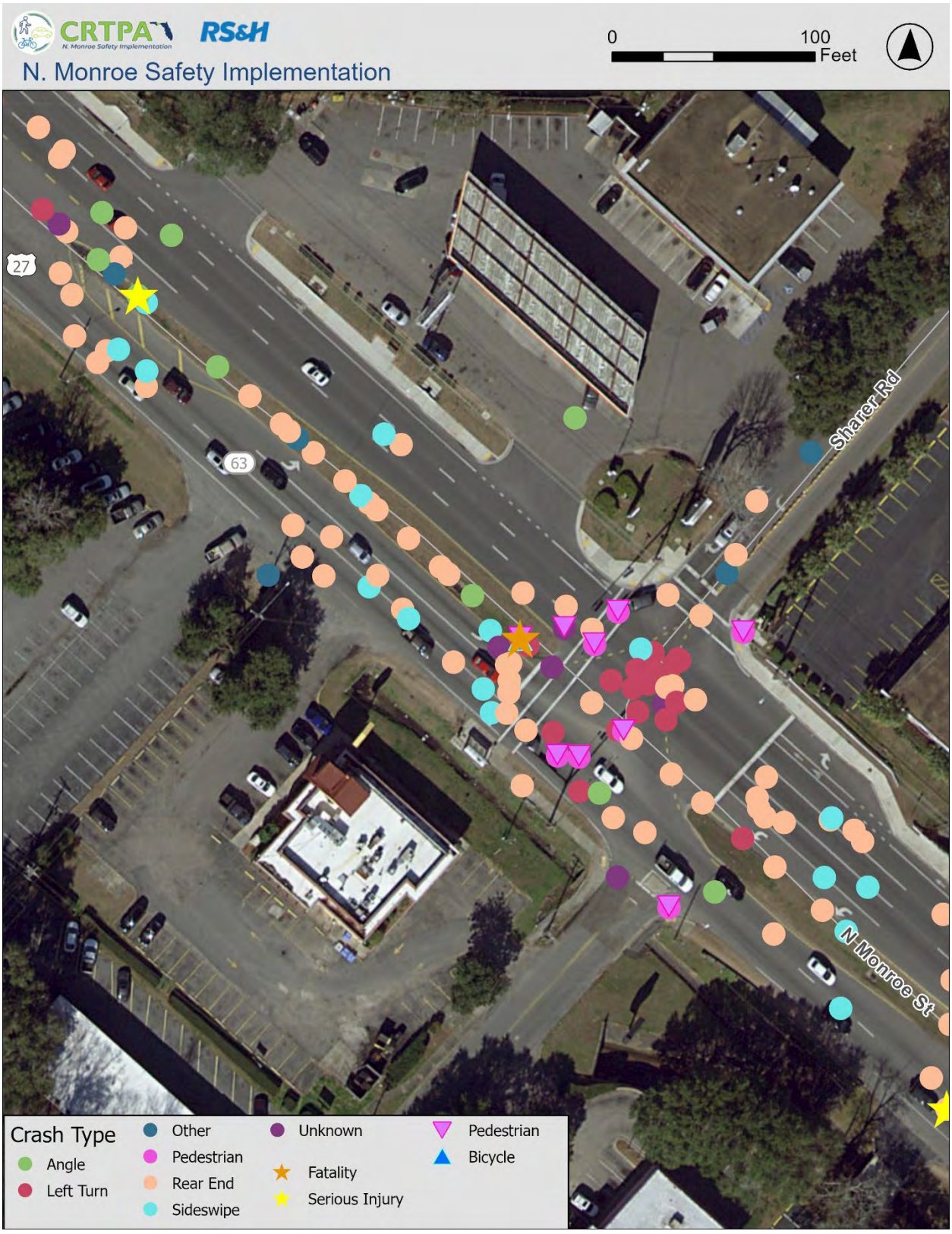
Sharer Road (6) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.6%
No Injury	101	62.3%
Non-Incapacitating Injury	21	13.0%
Possible Injury	39	24.1%
All	162	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure at this intersection, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

At the Sharer Road intersection, from 2017-2023, there was one pedestrian Fatality (within 30 days), two pedestrian No Injuries, two pedestrian Non-Incapacitating Injuries, five pedestrian Possible Injuries, and one cyclist No Injury. To enhance safety at this location, some potential improvements include enhancing the existing crossing by adding hatches, adding a crosswalk at Balsam Terrace, introducing LPI and additional lighting, and adding pedestrian fencing to direct pedestrians to one of the marked crossings. Figure 6 depicts the area with a significant number of pedestrian crashes throughout the intersection.

Figure 6: Significant Pedestrian Crash Data



Sharer Road to Lakeshore Drive (6.5)

Pedestrian and Bicycle Movements

For the Sharer Road to Lakeshore Drive segment, there were two sets of cameras in the camera count analysis, set up at opposite ends of the segment to capture as many pedestrian and cyclist movements as possible within the approximately 1,700 feet long mid-block segment. The cameras on the north end of the segment are represented as "Sharer Road to Lakeshore Drive (6.5) (N)" and the cameras that captured movements on the south end are represented as "Sharer Road to Lakeshore Drive (6.5) (S)."

For the northern segment of the Sharer Road to Lakeshore Drive mid-block, the camera counts were also little more than half of the Replica counts, with one difference being that along this section there were more camera counts for pedestrians and cyclists on the weekend day than the weekday.

The northern segment of the mid-block section is adjacent to multiple hotels, a restaurant, and transit stops.

Table 34: Sharer Road to Lakeshore Drive (6.5) (N) Pedestrian and Cyclist Trips

Sharer Road to Lakeshore Drive (6.5) (N) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	90	16
Pedestrian	348	226
All	438	242
Weekend		
Cyclist	100	35
Pedestrian	381	243
All	481	278

As seen in Table 35, the total pedestrian and cyclist camera counts for the southern portion of the Sharer Road to Lakeshore Drive mid-block segment were little over half of what Replica anticipated for a typical weekday or weekend day in spring of 2023. This portion of the mid-block has transit stops, a restaurant, an animal hospital, and a hotel.

Table 35: Sharer Road to Lakeshore Drive (6.5) (S) Pedestrian and Cyclist Trips

Sharer Road to Lakeshore Drive (6.5) (S) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	88	29
Pedestrian	343	237
All	431	266
Weekend		
Cyclist	106	35
Pedestrian	393	215
All	499	250

Crash and Safety Conditions

The most common types of crashes at the Sharer Road to Lakeshore Drive segment from 2017-2023 were Rear End crashes (47.8%) and Sideswipe crashes (19.9%). The majority of crashes at this intersection were classified as No Injury (68.4%). From 2017-2023, there was one pedestrian Possible Injury, one pedestrian Incapacitating Injury, and one cyclist Non-Incapacitating Injury. Table 36 depicts the crash types and Table 37 identifies the severities.

Table 36: Sharer Road to Lakeshore Drive (6.5) Crashes by Type

Sharer Road to Lakeshore Drive (6.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	12	8.8%
Bicycle	1	0.7%
Head On	2	1.5%
Left Turn	10	7.4%
Off Road	2	1.5%
Other	5	3.7%
Pedestrian	2	1.5%
Rear End	65	47.8%
Sideswipe	27	19.9%
Unknown	10	7.4%
All	136	100%

Table 37: Sharer Road to Lakeshore Drive (6.5) Crashes by Severity

Sharer Road to Lakeshore Drive (6.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.7%
Incapacitating Injury	2	1.5%
No Injury	93	68.4%
Non-Incapacitating Injury	17	12.5%
Possible Injury	23	16.9%
All	136	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure along this segment, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

Along the Sharer Road to Lakeshore Drive segment from 2017-2023, there was there was one pedestrian Possible Injury, one pedestrian Incapacitating Injury, and one cyclist Non-Incapacitating Injury. Potential safety improvements for the entire Sharer Road to Lakeshore Drive mid-block segment include controlled pedestrian

crossings, pedestrian fencing to redirect unsafe crossings, and directional median openings to reduce potential contact between drivers.

Lakeshore Drive (7)

Pedestrian and Bicycle Movements

For the spring weekday as well as weekend day the cameras counted the same small number of cyclists, with a higher number of pedestrians (as seen in Table 38). The Replica counts were much larger for each day, yet still identified more pedestrian than cyclist trips and more trips occurring on the weekend day. In 2023, there was a daily average of 48 pedestrian actuations at this intersection.

Table 38: Lakeshore Drive (7) Pedestrian and Cyclist Trips

Lakeshore Drive (7) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	86	16
Pedestrian	372	97
All	458	113
Weekend		
Cyclist	102	16
Pedestrian	399	174
All	501	190

Crash and Safety Conditions

The most common types of crashes at the Lakeshore Drive intersection from 2017-2023 were Rear End crashes (44.1%) and Sideswipe crashes (18.1%). The majority of crashes at this intersection were classified as No Injury (69.6%). There were two pedestrian Incapacitating Injuries, one pedestrian Non-Incapacitating Injury, one pedestrian Possible Injury, one cyclist Incapacitating Injury, and one cyclist Fatality (within 30 days). Table 39 depicts the crash types and Table 40 identifies the severities.

Table 39: Lakeshore Drive (7) Crashes by Type

Lakeshore Drive (7) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	14	6.9%
Bicycle	2	1.0%
Head On	2	1.0%
Left Turn	24	11.8%
Off Road	6	2.9%
Other	13	6.4%
Pedestrian	3	1.5%
Rear End	90	44.1%
Right Turn	1	0.5%
Rollover	1	0.5%
Sideswipe	37	18.1%
Unknown	11	5.4%
All	204	100%

Table 40: Lakeshore Drive (7) Crashes by Severity

Lakeshore Drive (7) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.5%
Incapacitating Injury	4	2.0%
No Injury	142	69.6%
Non-Incapacitating Injury	14	6.9%
Possible Injury	43	21.1%
All	204	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure at this intersection, however there is a planned FDOT project (445053-1) to address this issue on the west side of the North Monroe Street Corridor.

From 2017-2023, at the Lakeshore Drive intersection there were two pedestrian Incapacitating Injuries, one pedestrian Non-Incapacitating Injury, one pedestrian Possible Injury, one cyclist Incapacitating Injury, and one cyclist Fatality (within 30 days). Potential improvements at this location include crosswalk improvements to enhance visibility of the crossing locations, including the crossings along the right turn slip lanes, as well as modification of the right turn lanes to be near perpendicular to the cross street. Additional potential improvements may be LPI and pedestrian fencing to guide pedestrians to cross at safer, marked crossings and give them a chance to begin crossing before vehicles are given a green signal to begin movement. Figure 7 depicts the severe bicyclist and pedestrian crashes and the crash clustering at the intersection and in the slip lane areas.

Figure 7: Crash Clustering at Lakeshore Drive

Lakeshore Drive to Callaway Road / Meginnis Arm Road (7.5)

Pedestrian and Bicycle Movements

For 2023, Replica counted that there were a similar number of pedestrians on a given weekday or weekend day, with many more cyclist trips on the weekend day than the weekday (conveyed in Table 41).

There is a food establishment, a convenience store, and a hotel along this mid-block segment.

Table 41: Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Pedestrian and Cyclist Trips

Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	67
Pedestrian	319
All	386
Weekend	
Cyclist	435
Pedestrian	339
All	435

Crash and Safety Conditions

The most common types of crashes at the Lakeshore Drive to Callaway Road/Meginnis Arm Road segment from 2017-2023 were Rear End crashes (71.4%) and Sideswipe crashes (21.4%). All crashes at this intersection were recorded as No Injury (59.6%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 42 depicts the crash types and Table 43 identifies the severities.

Table 42: Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Crashes by Type

Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Crashes by Type		
Crash Type	Total	Percent of Total
Other	1	7.1%
Rear End	10	71.4%
Sideswipe	3	21.4%
All	14	100%

Table 43: Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Crashes by Severity

Lakeshore Drive to Callaway Road/Meginnis Arm Road (7.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	14	100%
All	14	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure along this segment, however there is a planned FDOT project (445053-1) which may help address some of this issue.

Since this midblock segment is approximately 550 feet long, which is relatively short compared to most mid-block segments along the corridor, one potential improvement is the introduction of pedestrian fencing to redirect pedestrians to cross at either of the nearby intersections on either end of the mid-block segment.

Callaway Road/Meginnis Arm Road (8)

Pedestrian and Bicycle Movements

At the Callaway Road/Meginnis Arm Road intersection, Replica counted the highest total number of pedestrian and cyclist trips out of all other intersections and mid-block segments that were studied along the corridor (see Table 44). In 2023, there was a daily average of 27 pedestrian actuations at this intersection.

There is a restaurant as well as a coffee shop located adjacent to the intersection.

Table 44: Callaway Road/Meginnis Arm Road (8) Pedestrian and Cyclist Trips

Callaway Road/Meginnis Arm Road (8) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	84
Pedestrian	462
All	546
Weekend	
Cyclist	154
Pedestrian	504
All	658

Crash and Safety Conditions

The most common types of crashes at the Callaway Road/Meginnis Arm Road intersection from 2017-2023 were Rear End crashes (50.9%) and Sideswipe crashes (16.4%). The majority of crashes at this intersection were classified as No Injury (76.1%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 45 depicts the crash types and Table 46 identifies the severities.

Table 45: Callaway Road/Meginnis Arm Road (8) Crashes by Type

Callaway Road/Meginnis Arm Road (8) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	13	8.2%
Head On	6	3.8%
Left Turn	16	10.1%
Off Road	1	0.6%
Other	9	5.7%
Rear End	81	50.9%
Right Turn	4	2.5%
Rollover	1	0.6%
Sideswipe	26	16.4%
Unknown	2	1.3%
All	159	100%

Table 46: Callaway Road/Meginnis Arm Road (8) Crashes by Severity

Callaway Road/Meginnis Arm Road (8) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	121	76.1%
Non-Incapacitating Injury	7	4.4%
Possible Injury	31	19.5%
All	159	100%

Potential Improvements

There is currently a gap in pedestrian infrastructure at this intersection. Indicating a need for sidewalk improvements.

To boost safety at this highly frequented intersection, some potential improvements include HFST, crosswalk improvements, LPI, pedestrian fencing, and right turn modifications. These potential improvements are intended to increase awareness and visibility of the crosswalk and pedestrians using it, as well as encouraging pedestrians to use the crossings rather than trying to cross the street at an unsafe location.

Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5)

Pedestrian and Bicycle Movements

Compared to the Lakeshore Drive to Callaway Road/Meginnis Arm Road segment to the southeast, Replica counted more total pedestrian and cyclist trips on the Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp mid-block segment (shown in Table 47).

Along this segment, there is a hotel right before the I-10 eastbound on-ramp.

Table 47: Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Pedestrian and Cyclist Trips

Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	78
Pedestrian	414
All	492
Weekend	
Cyclist	151
Pedestrian	454
All	605

Crash and Safety Conditions

The most common types of crashes at the Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp segment from 2017-2023 were Left Turn crashes (59.1%) and Off Road crashes (25.0%). The majority of crashes at this intersection were classified as No Injury (68.2%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 48 depicts the crash types and Table 49 identifies the severities.

Table 48: Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Crashes by Type

Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	2	4.5%
Head On	4	9.1%
Left Turn	26	59.1%
Off Road	11	25.0%
Other	1	2.3%
All	44	100%

Table 49: Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Crashes by Severity

Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp (8.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	30	68.2%
Non-Incapacitating Injury	4	9.1%
Possible Injury	10	22.7%
All	44	100%

Potential Improvements

HFST and pedestrian fencing are potential improvements considered for this mid-block segment. These improvements are considered due to the prevalence of wet weather crashes and bicycle and pedestrian movements.

I-10 Eastbound Off-Ramp (9)

Pedestrian and Bicycle Movements

There were slightly fewer Replica pedestrian and cyclist counts for the I-10 Eastbound Off-Ramp intersection compared to the Callaway Road/Meginnis Arm Road intersection (shown in Table 50). In 2023, there was a daily average of 12 pedestrian actuations for the crosswalks at this intersection.

Table 50: I-10 Eastbound Off-Ramp (9) Pedestrian and Cyclist Trips

I-10 Eastbound Off-Ramp (9) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	67
Pedestrian	367
All	434
Weekend	
Cyclist	121
Pedestrian	389
All	510

Crash and Safety Conditions

The most common types of crashes at the I-10 Eastbound Off-Ramp intersection from 2017-2023 were Rear End crashes (65.1%), Left Turn crashes (11.6%), and Sideswipe crashes (11.6%). The majority of crashes at this intersection were classified as No Injury (65.1%). There were two pedestrian Possible Injuries at this intersection. Table 51 depicts the crash types and Table 52 identifies the severities.

Table 51: I-10 Eastbound Off-Ramp (9) Crashes by Type

I-10 Eastbound Off-Ramp (9) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	2	2.3%
Left Turn	10	11.6%
Off Road	3	3.5%
Other	1	1.2%
Pedestrian	2	2.3%
Rear End	56	65.1%
Right Turn	1	1.2%
Sideswipe	10	11.6%
Unknown	1	1.2%
All	86	100%

Table 52: I-10 Eastbound Off-Ramp (9) Crashes by Severity

I-10 Eastbound Off-Ramp (9) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	1.2%
No Injury	56	65.1%
Non-Incapacitating Injury	8	9.3%
Possible Injury	21	24.4%
All	86	100%

Potential Improvements

From 2017-2023, there were two pedestrian Possible Injuries at the I-10 Eastbound Off-Ramp intersection. Potential improvements for the intersection include RRFB, or rectangular rapid flashing beacons to increase awareness of pedestrians crossing, HFST due to high proportion of crashes in wet weather conditions, No U-turn on account of motorist safety, pedestrian fencing, pedestrian signage, and crosswalk enhancements.

I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5)

Pedestrian and Bicycle Movements

For both a typical weekday and a typical weekend day in spring of 2023, Replica counted slightly fewer pedestrian and cyclist trips along the I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp segment compared to the Callaway Road/Meginnis Arm Road to I-10 Eastbound Off-Ramp segment (counts displayed in Table 53). This segment is a bridge crossing over I-10.

Table 53: I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Pedestrian and Cyclist Trips

I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	66
Pedestrian	336
All	402
Weekend	
Cyclist	113
Pedestrian	360
All	473

Crash and Safety Conditions

The most common types of crashes at the I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp segment from 2017-2023 were Rear End crashes (37.0%) and Off Road crashes (25.9%). The majority of crashes at this intersection were classified as No Injury (70.4%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 54 depicts the crash types and Table 55 identifies the severities.

Table 54: I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Crashes by Type

I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Crashes by Type		
Crash Type	Total	Percent of Total
Head On	1	3.7%
Off Road	7	25.9%
Rear End	10	37.0%
Right Turn	2	7.4%
Sideswipe	4	14.8%
Unknown	3	11.1%
All	27	100%

Table 55: I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Crashes by Severity

I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp (9.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	19	70.4%
Non-Incapacitating Injury	5	18.5%
Possible Injury	3	11.1%
All	27	100%

Potential Improvements

Potential improvements for the bridge segment between the I-10 eastbound off-ramp and the I-10 westbound off-ramp include HFST to reduce crashes in wet weather conditions as well as a pedestrian barrier along the bridge.

I-10 Westbound Off-Ramp (10)

Pedestrian and Bicycle Movements

The Replica trip counts for the I-10 Westbound Off-Ramp intersection are similar to those of the I-10 Eastbound Off-Ramp intersection but are slightly lower for this intersection (see Table 56). There were also 12 daily pedestrian actuations of the crosswalk, the same number as the I-10 Eastbound Off-Ramp intersection.

Table 56: I-10 Westbound Off-Ramp (10) Pedestrian and Cyclist Trips

I-10 Westbound Off-Ramp (10) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	65
Pedestrian	306
All	371
Weekend	
Cyclist	106
Pedestrian	333
All	439

Crash and Safety Conditions

The most common types of crashes at the I-10 Westbound Off-Ramp intersection from 2017-2023 were Rear End crashes (54.9%) and Sideswipe crashes (13.5%). The majority of crashes at this intersection were classified as No Injury (68.4%). There was one pedestrian Non-Incapacitating Injury, one cyclist Non-Incapacitating Injury, and one cyclist Possible Injury. Table 57 depicts the crash types and Table 58 identifies the severities.

Table 57: I-10 Westbound Off-Ramp (10) Crashes by Type

I-10 Westbound Off-Ramp (10) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	5	3.8%
Left Turn	11	8.3%
Off Road	8	6.0%
Other	7	5.3%
Pedestrian	1	0.8%
Rear End	73	54.9%
Right Turn	4	3.0%
Sideswipe	18	13.5%
Unknown	6	4.5%
All	133	100%

Table 58: I-10 Westbound Off-Ramp (10) Crashes by Severity

I-10 Westbound Off-Ramp (10) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	2	1.5%
No Injury	91	68.4%
Non-Incapacitating Injury	11	8.3%
Possible Injury	29	21.8%
All	133	100%

Potential Improvements

From 2017-2023, there was one pedestrian Non-Incapacitating Injury, one cyclist Non-Incapacitating Injury, and one cyclist Possible Injury, and a high proportion of crashes at this intersection have occurred under wet weather conditions. To mitigate this, potential safety improvements for this intersection include HFST, RRFB, pedestrian fencing, pedestrian signage, and crosswalk improvements.

I-10 Westbound Off-Ramp to Sessions Road (10.5)

Pedestrian and Bicycle Movements

The Replica trip counts for the I-10 Westbound Off-Ramp to Sessions Road mid-block segment are similar to those of the I-10 Eastbound Off-Ramp to I-10 Westbound Off-Ramp mid-block segment, but are slightly lower (shown in Table 59).

Along this segment, there are numerous hotels, a fast-food restaurant, and an emergency room.

Table 59: I-10 Westbound Off-Ramp to Sessions Road (10.5) Pedestrian and Cyclist Trips

I-10 Westbound Off-Ramp to Sessions Road (10.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	58
Pedestrian	280
All	338
Weekend	
Cyclist	78
Pedestrian	281
All	359

Crash and Safety Conditions

The most common types of crashes at the I-10 Westbound Off-Ramp to Sessions Road segment from 2017-2023 were Rear End crashes (46.1%) and Sideswipe crashes (19.1%). The majority of crashes at this intersection were classified as No Injury (73.0%). For pedestrian-related injuries, one was classified as Fatal (within 30 days), one was an Incapacitating Injury, and two were a Non-Incapacitating Injury. There was no

reported cyclist involvement in any of the crashes. Table 60 depicts the crash types and Table 61 identifies the severities.

Table 60: I-10 Westbound Off-Ramp to Sessions Road (10.5) Crashes by Type

I-10 Westbound Off-Ramp to Sessions Road (10.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	6	5.2%
Animal	1	0.9%
Head On	3	2.6%
Left Turn	8	7.0%
Off Road	6	5.2%
Other	6	5.2%
Pedestrian	4	3.5%
Rear End	53	46.1%
Right Turn	2	1.7%
Sideswipe	22	19.1%
Unknown	4	3.5%
All	115	100%

Table 61: I-10 Westbound Off-Ramp to Sessions Road (10.5) Crashes by Severity

I-10 Westbound Off-Ramp to Sessions Road (10.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.9%
Incapacitating Injury	5	4.3%
No Injury	84	73.0%
Non-Incapacitating Injury	7	6.1%
Possible Injury	18	15.7%
All	115	100%

Potential Improvements

Between 2017 and 2023, was one pedestrian Fatality (within 30 days), one pedestrian Incapacitating Injury, and two pedestrian Non-Incapacitating Injuries. There was no reported cyclist involvement in any of the crashes. Potential improvements for this intersection include pedestrian fencing to promote the use of identified crossing areas.

Sessions Road (11)

Pedestrian and Bicycle Movements

At the Sessions Road intersection, Replica anticipated more pedestrian and cyclist trips than the camera count analysis produced, yet both trip collection methods

counted more pedestrians than cyclists. Replica, however, predicted more total trips occurring on the weekend day, while the cameras counted more trips for the weekday (see Table 62). In 2023, the average number of pedestrian actuations was 47 daily.

At the Sessions Road intersection, there is a Walmart, convenience store, a storage facility, a church, and a transit stop nearby.

Table 62:Sessions Road (11) Pedestrian and Cyclist Trips

Sessions Road (11) Pedestrian and Cyclist Trips		
Weekday	Replica Count	Camera Count
Cyclist	37	14
Pedestrian	244	65
All	281	79
Weekend		
Cyclist	58	7
Pedestrian	249	62
All	307	69

Crash and Safety Conditions

The most common types of crashes at the Sessions Road intersection from 2017-2023 were Left Turn crashes (35.8%) and Rear End crashes (29.6%). The majority of crashes at this intersection were classified as No Injury (59.3%). For pedestrian-related injuries, there was one Fatality (within 30 days), one Incapacitating Injury, one Non-Incapacitating Injury, and one Possible Injury. There was no reported cyclist involvement in any of the crashes. Table 63 depicts the crash types and Table 64 identifies the severities.

Table 63: Sessions Road (11) Crashes by Type

Sessions Road (11) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	5	6.2%
Head On	1	1.2%
Left Turn	29	35.8%
Off Road	1	1.2%
Other	7	8.6%
Pedestrian	3	3.7%
Rear End	24	29.6%
Right Turn	1	1.2%
Sideswipe	10	12.3%
All	81	100%

Table 64: Sessions Road (11) Crashes by Severity

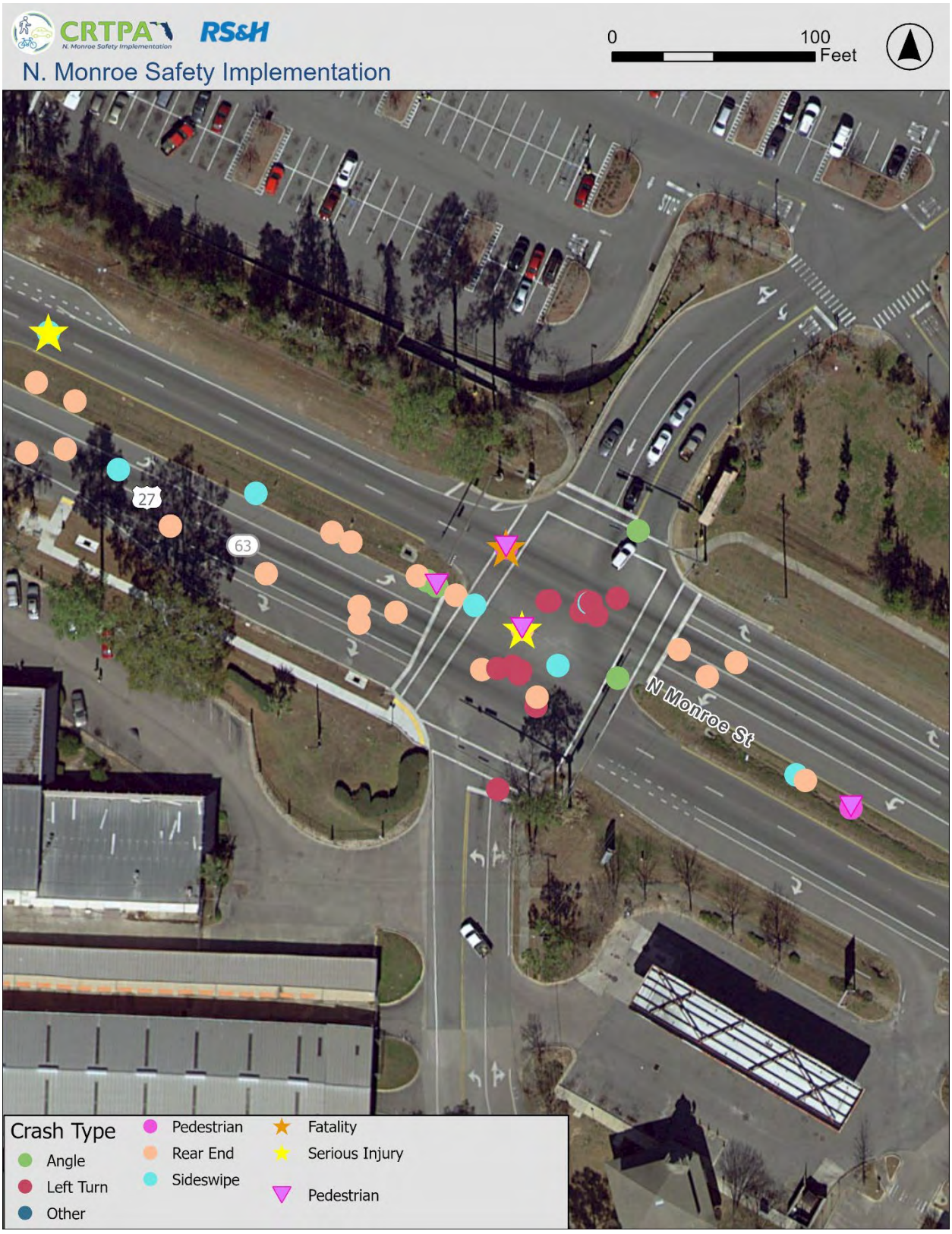
Sessions Road (11) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	1.2%
Incapacitating Injury	1	1.2%
No Injury	48	59.3%
Non-Incapacitating Injury	13	16.0%
Possible Injury	18	22.2%
All	81	100%

Potential Improvements

There is currently a gap in bicycle infrastructure at this intersection indicating a need for improvement.

From 2017-2023, there was one pedestrian Fatality (within 30 days), one pedestrian Incapacitating Injury, one pedestrian Non-Incapacitating Injury, and one pedestrian Possible Injury, with a high proportion of crashes occurring under wet weather conditions. To mitigate this, potential improvements at this location include LPI, HFST, realignment of the southern leg of the intersection to improve visibility and predictability of positioning and desired movements. On the south side, replacement of the truncated domes, adding a sidewalk location sign, crosswalk improvements, and pedestrian fencing. Figure 8 depicts the location of the pedestrian crashes and significant left turn crash clustering in this area.

Figure 8: Sessions Road Crash Clustering



Sessions Road to Talpeco Road (11.5)

Pedestrian and Bicycle Movements

For the Sessions Road to Talpeco Road segment, Replica counted more pedestrian trips and less cyclist trips than the I-10 WB Off-Ramp to Sessions Road segment to the southeast for both the typical weekday and weekend day in spring of 2023 (shown in Table 65).

Along the Sessions Road to Talpeco Road mid-block segment, there are multiple transit stops, a big-box store, an urgent care facility, and various schools.

Table 65: Sessions Road to Talpeco Road (11.5) Pedestrian and Cyclist Trips

Sessions Road to Talpeco Road (11.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	42
Pedestrian	303
All	345
Weekend	
Cyclist	70
Pedestrian	310
All	380

Crash and Safety Conditions

The most common types of crashes at the Sessions Road to Talpeco Road segment from 2017-2023 were Rear End crashes (47.9%) and Sideswipe crashes (21.9%). The majority of crashes at this intersection were classified as No Injury (75.3%). There was one Incapacitating Injury and two pedestrian Possible Injuries, with no cyclist involvement reported in any of the crashes. Table 66 depicts the crash types and Table 67 identifies the severities.

Table 66: Sessions Road to Talpeco Road (11.5) Crashes by Type

Sessions Road to Talpeco Road (11.5) Crashes by Type		
Crash Type	Total	Percent of Total
Animal	2	2.7%
Head On	1	1.4%
Left Turn	5	6.8%
Off Road	2	2.7%
Other	4	5.5%
Pedestrian	3	4.1%
Rear End	35	47.9%
Right Turn	2	2.7%
Rollover	2	2.7%
Sideswipe	16	21.9%
Unknown	1	1.4%
All	73	100%

Table 67: Sessions Road to Talpeco Road (11.5) Crashes by Severity

Sessions Road to Talpeco Road (11.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	3	4.1%
No Injury	55	75.3%
Non-Incapacitating Injury	2	2.7%
Possible Injury	13	17.8%
All	73	100%

Potential Improvements

There is currently a gap in pedestrian and bicycle infrastructure along this segment.

From 2017-2023, there was one Incapacitating Injury and two pedestrian Possible Injuries at the Sessions Road to Talpeco Road mid-block segment. This segment experiences significant dark/unlit crashes, indicting that lighting may contribute to the number and severity of crashes at this location. Potential improvements include introducing lighting at median openings, pedestrian fencing, controlled pedestrian crossings, and directional median openings.

Talpeco Road (12)

Pedestrian and Bicycle Movements

The Replica trip counts for the Talpeco Road intersection are similar to those of the Sessions Road intersection, but are slightly lower. Table 68 depicts the movements in the area. This represents a significant pedestrian facility gap area as there are no crosswalks at the intersection and limited sidewalk infrastructure in the adjacent area.

Immediately surrounding the Talpeco Road intersection are a few retail/ commercial shops, a school and a bank.

Table 68: Talpeco Road (12) Pedestrian and Cyclist Trips

Talpeco Road (12) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	35
Pedestrian	230
All	265
Weekend	
Cyclist	50
Pedestrian	263
All	313

Crash and Safety Conditions

The most common types of crashes at the Talpeco Road intersection from 2017-2023 were Rear End crashes (34.8%), Left Turn crashes (18.2%), and Angle crashes (18.2%). The majority of crashes at this intersection were classified as No Injury (71.2%). There was one pedestrian Incapacitating Injury and one cyclist No Injury. Table 69 depicts the crash types and Table 70 identifies the severities.

Table 69: Talpeco Road (12) Crashes by Type

Talpeco Road (12) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	12	18.2%
Bicycle	1	1.5%
Head On	1	1.5%
Left Turn	12	18.2%
Off Road	2	3.0%
Other	5	7.6%
Pedestrian	1	1.5%
Rear End	23	34.8%
Right Turn	1	1.5%
Sideswipe	8	12.1%
All	66	100%

Table 70: Talpeco Road (12) Crashes by Severity

Talpeco Road (12) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	2	3.0%
No Injury	47	71.2%
Non-Incapacitating Injury	10	15.2%
Possible Injury	7	10.6%
All	66	100%

Potential Improvements

There is currently a gap in pedestrian and bicycle infrastructure at this intersection. There are nearby sidewalks; however, the intersection does not provide for pedestrian crossings, indicating an opportunity for improvement.

Between 2017 and 2023 at the Talpeco Road intersection, there was one pedestrian crash resulting in Incapacitating Injury and one cyclist crash resulting in No Injury. A potential improvement for the Talpeco Road intersection would be to add a marked crosswalk, to provide a safer area for bicyclists and pedestrians to traverse the area.

Talpeco Road to Crowder Road / Fred George Road (12.5)

Pedestrian and Bicycle Movements

The Replica trip counts for the Talpeco Road to Crowder Road/Fred George Road segment are similar to those of the Sessions Road to Talpeco Road segment, but are slightly lower. The counts for this segment are in Table 71.

Along this segment, some of the places that may be frequented by pedestrians and cyclists include a few food establishments, retail stores, transit stops, places of worship, and a post office.

Table 71: Talpeco Road to Crowder Road/Fred George Road (12.5) Pedestrian and Cyclist Trips

Talpeco Road to Crowder Road/Fred George Road (12.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	37
Pedestrian	254
All	291
Weekend	
Cyclist	49
Pedestrian	286
All	335

Crash and Safety Conditions

The most common types of crashes at the Talpeco Road to Crowder Road/Fred George Road segment from 2017-2023 were Rear End crashes (33.3%) and Angle crashes (22.0%). The majority of crashes at this intersection were classified as No Injury (62.9%). There was one pedestrian Fatality (within 30 days) and one cyclist Possible Injury. Table 72 depicts the crash types and Table 73 identifies the severities.

Table 72:Talpeco Road to Crowder Road/Fred George Road (12.5) Crashes by Type

Talpeco Road to Crowder Road/Fred George Road (12.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	35	22.0%
Animal	1	0.6%
Bicycle	1	0.6%
Head On	2	1.3%
Left Turn	26	16.4%
Off Road	4	2.5%
Other	9	5.7%
Pedestrian	1	0.6%
Rear End	53	33.3%
Sideswipe	20	12.6%
Unknown	7	4.4%
All	159	100%

Table 73: Talpeco Road to Crowder Road/Fred George Road (12.5) Crashes by Severity

Talpeco Road to Crowder Road/Fred George Road (12.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	0.6%
Incapacitating Injury	3	1.9%
No Injury	100	62.9%
Non-Incapacitating Injury	20	12.6%
Possible Injury	35	22.0%
All	159	100%

Potential Improvements

There is currently a gap in pedestrian and bicycle infrastructure along this segment. Indicating a need for the implementation of sidewalks and bike lanes in the area.

From 2017-2023, there was one pedestrian Fatality (within 30 days) and one cyclist Possible Injury along the Talpeco Road to Crowder Road/Fred George Road segment. Potential improvements for the Talpeco Road to Crowder Road/Fred George Road segment include introducing lighting at median openings, controlled pedestrian crossings, and directional median openings.

Crowder Road / Fred George Road (13)

Pedestrian and Bicycle Movements

The Replica cyclist counts at the Crowder Road/Fred George Road intersection are fairly low, especially compared to those of the Talpeco Road intersection to the south

(shown in Table 74). The pedestrian counts from Replica are similar but lower for the Crowder Road/Fred George Road intersection. The average daily number of pedestrian actuations at this intersection was 69 in 2023.

Table 74: Crowder Road/Fred George Road (13) Pedestrian and Cyclist Trips

Crowder Road/Fred George Road (13) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	17
Pedestrian	210
All	227
Weekend	
Cyclist	20
Pedestrian	234
All	254

Crash and Safety Conditions

The most common types of crashes at the Crowder Road/Fred George Road intersection from 2017-2023 were Rear End crashes (49.6%) and Left Turn crashes (19.7%). The majority of crashes at this intersection were classified as No Injury (67.9%). There was a crash that resulted in one cyclist with a Possible Injury. Table 75 depicts the crash types and Table 76 identifies the severities.

Table 75: Crowder Road/Fred George Road (13) Crashes by Type

Crowder Road/Fred George Road (13) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	6	4.4%
Animal	1	0.7%
Bicycle	1	0.7%
Head On	2	1.5%
Left Turn	27	19.7%
Off Road	4	2.9%
Other	6	4.4%
Rear End	68	49.6%
Sideswipe	19	13.9%
Unknown	3	2.2%
All	137	100%

Table 76:Crowder Road/Fred George Road (13) Crashes by Severity

Crowder Road/Fred George Road (13) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	2	1.5%
Incapacitating Injury	2	1.5%
No Injury	93	67.9%
Non-Incapacitating Injury	16	11.7%
Possible Injury	24	17.5%
All	137	100%

Potential Improvements

From 2017-2023, there was a crash that resulted in one cyclist with a Possible Injury at the Crowder Road/Fred George Road intersection.

There is currently a partial gap in pedestrian infrastructure at this intersection on the northeast corner where sidewalks could be added.

Potential improvements at this intersection include introducing LPI, median refuges, replacing pedestrian railings, modifying railings for increased accessibility, and adding pedestrian signals in median island.

Crowder Road / Fred George Road to Faulk Drive / Perkins Road (13.5)

Pedestrian and Bicycle Movements

The Replica pedestrian and bicycle counts for the Crowder Road/Fred George Road to Faulk Drive/Perkins Road segment are lower than those of the Talpeco Road to Crowder Road/Fred George Road segment to the south, but more trips were predicted for a typical weekend day rather than weekday for both segments (see Table 77).

The Crowder Road/Fred George Road to Faulk Drive/Perkins Road segment is approximately one mile long, and along the segment are a few places of worship, food establishments, and shopping centers.

Table 77: Crowder Road/Fred George Road to Faulk Drive) Pedestrian and Cyclist Trips

Crowder Road/Fred George Road to Faulk Drive) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	15
Pedestrian	177
All	192
Weekend	
Cyclist	16
Pedestrian	198
All	214

Crash and Safety Conditions

The most common types of crashes at the Crowder Road/Fred George Road to Faulk Drive/Perkins Road segment from 2017-2023 were Rear End crashes (39.1%) and Sideswipe crashes (18.8%). The majority of crashes at this intersection were classified as No Injury (70.3%). There was one pedestrian Fatality (within 30 days) and two pedestrians with Incapacitating Injuries. There was no reported cyclist involvement in any of the crashes. Table 78 depicts the crash types and Table 79 identifies the severities.

Table 78: Crowder Road/Fred George Road to Faulk Drive/Perkins Road (13.5) Crashes by Type

Crowder Road/Fred George Road to Faulk Drive/Perkins Road (13.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	4	6.3%
Animal	2	3.1%
Head On	1	1.6%
Left Turn	5	7.8%
Off Road	4	6.3%
Other	4	6.3%
Pedestrian	3	4.7%
Rear End	25	39.1%
Right Turn	1	1.6%
Sideswipe	12	18.8%
Unknown	3	4.7%
All	64	100%

Table 79: Crowder Road/Fred George Road to Faulk Drive/Perkins Road (13.5) Crashes by Severity

Crowder Road/Fred George Road to Faulk Drive/Perkins Road (13.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Fatal (within 30 days)	1	1.6%
Incapacitating Injury	2	3.1%
No Injury	45	70.3%
Non-Incapacitating Injury	6	9.4%
Possible Injury	10	15.6%
All	64	100%

Potential Improvements

There is currently a gap in pedestrian and bicycle infrastructure along this segment.

From 2017-2023, there was one pedestrian Fatality (within 30 days) and two pedestrians with Incapacitating Injuries at the Crowder Road/Fred George Road to Faulk Drive/Perkins Road segment.

One potential improvement for this segment is introducing lighting at median openings.

Faulk Drive / Perkins Road (14)

Pedestrian and Bicycle Movements

The Replica pedestrian and bicycle counts for the Faulk Drive/Perkins Road intersection are lower than those of the Crowder Road/Fred George Road intersection to the south. The average number of daily pedestrian actuations at the Faulk Drive/Perkins Road intersection was 10 in 2023.

Near this intersection is a convenience store and a school.

Table 80: Faulk Drive/Perkins Road (14) Pedestrian and Cyclist Trips

Faulk Drive/Perkins Road (14) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	9
Pedestrian	146
All	155
Weekend	
Cyclist	11
Pedestrian	173
All	184

Crash and Safety Conditions

The most common types of crashes at the Faulk Drive/Perkins Road intersection from 2017-2023 were Rear End crashes (46.9%), Left Turn crashes (12.5%), and Sideswipe crashes (12.5%). The majority of crashes at this intersection were classified as No Injury (71.9%). There was no reported pedestrian or cyclist involvement in any of the crashes. Table 81 depicts the crash types and Table 82 identifies the severities.

Table 81: Faulk Drive/Perkins Road (14) Crashes by Type

Faulk Drive/Perkins Road (14) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	1	3.1%
Animal	1	3.1%
Left Turn	4	12.5%
Off Road	1	3.1%
Other	3	9.4%
Rear End	15	46.9%
Sideswipe	4	12.5%
All	32	100%

Table 82: Faulk Drive/Perkins Road (14) Crashes by Severity

Faulk Drive/Perkins Road (14) Crashes by Severity		
Crash Severity	Total	Percent of Total
No Injury	23	71.9%
Non-Incapacitating Injury	4	12.5%
Possible Injury	5	15.6%
All	32	100%

Potential Improvements

There is currently a partial gap in pedestrian infrastructure at this intersection on the northwest side, and a partial gap in bicycle infrastructure on the west and south sides which could be remedied with the appropriate facilities.

There were no additional potential improvements identified for this specific location at this time.

Faulk Drive / Perkins Road to Old Bainbridge Road / Capital Circle NW (14.5)

Pedestrian and Bicycle Movements

At the Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW segment, Replica counted the lowest total number of pedestrian and cyclist trips out of all other mid-block segments and intersections that were studied along the corridor (see Table 83).

This segment extends approximately 1.8 miles, and situated along it are various shopping centers, a few places of worship, and a childcare center.

Table 83: Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Pedestrian and Cyclist Trips

Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	9
Pedestrian	137
All	146
Weekend	
Cyclist	9
Pedestrian	171
All	180

Crash and Safety Conditions

The most common types of crashes at the Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW intersection from 2017-2023 were Rear End crashes (30.3%) and Angle crashes (20.2%). The majority of crashes at this intersection were classified as No Injury (71.9%). There was one pedestrian Non-Incapacitating Injury and one pedestrian Possible Injury. There was no reported cyclist involvement in any of the crashes. Table 84 depicts the crash types and Table 85 identifies the severities.

Table 84: Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Crashes by Type

Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	18	20.2%
Animal	2	2.2%
Head On	1	1.1%
Left Turn	8	9.0%
Off Road	7	7.9%
Other	8	9.0%
Pedestrian	2	2.2%
Rear End	27	30.3%
Right Turn	1	1.1%
Rollover	1	1.1%
Sideswipe	12	13.5%
Unknown	2	2.2%
All	89	100%

Table 85: Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Crashes by Severity

Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW (14.5) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	2	2.2%
No Injury	64	71.9%
Non-Incapacitating Injury	7	7.9%
Possible Injury	16	18.0%
All	89	100%

Potential Improvements

There is currently a gap in pedestrian and bicycle infrastructure along this segment.

From 2017-2023, there was one pedestrian Non-Incapacitating Injury and one pedestrian Possible Injury at the Faulk Drive/Perkins Road to Old Bainbridge Road/Capital Circle NW intersection.

One potential improvement for this segment is introducing lighting at median openings.

Old Bainbridge Road / Capital Circle NW (15)

Pedestrian and Bicycle Movements

The Replica pedestrian and bicycle counts for weekday at the Old Bainbridge Road/Capital Circle NW intersection are slightly lower than those of the Faulk Drive/Perkins Road intersection to the southeast, and the total pedestrian and cyclist counts for the weekend day are the same.

The average number of daily pedestrian actuations at the Faulk Drive/Perkins Road intersection was 5 in 2023.

Table 86: Old Bainbridge Road/Capital Circle NW (15) Pedestrian and Cyclist Trips

Old Bainbridge Road/Capital Circle NW (15) Pedestrian and Cyclist Trips	
Weekday	Replica Count
Cyclist	7
Pedestrian	142
All	149
Weekend	
Cyclist	7
Pedestrian	177
All	184

Crash and Safety Conditions

The most common types of crashes at the Old Bainbridge Road/Capital Circle NW intersection from 2017-2023 were Rear End crashes (49.7%) and Left Turn crashes (21.1%). The majority of crashes at this intersection were classified as No Injury (73.1%). There was one cyclist with a Non-Incapacitating Injury and one cyclist with a Possible Injury. There was no reported pedestrian involvement in any of the crashes. Table 87 depicts the crash types and Table 88 identifies the severities.

Table 87: Old Bainbridge Road/Capital Circle NW (15) Crashes by Type

Old Bainbridge Road/Capital Circle NW (15) Crashes by Type		
Crash Type	Total	Percent of Total
Angle	8	4.7%
Bicycle	2	1.2%
Head On	4	2.3%
Left Turn	36	21.1%
Off Road	5	2.9%
Other	10	5.8%
Rear End	85	49.7%
Right Turn	1	0.6%
Rollover	1	0.6%
Sideswipe	17	9.9%
Unknown	2	1.2%
All	171	100%

Table 88: Old Bainbridge Road/Capital Circle NW (15) Crashes by Severity

Old Bainbridge Road/Capital Circle NW (15) Crashes by Severity		
Crash Severity	Total	Percent of Total
Incapacitating Injury	1	0.6%
No Injury	125	73.1%
Non-Incapacitating Injury	20	11.7%
Possible Injury	25	14.6%
All	171	100%

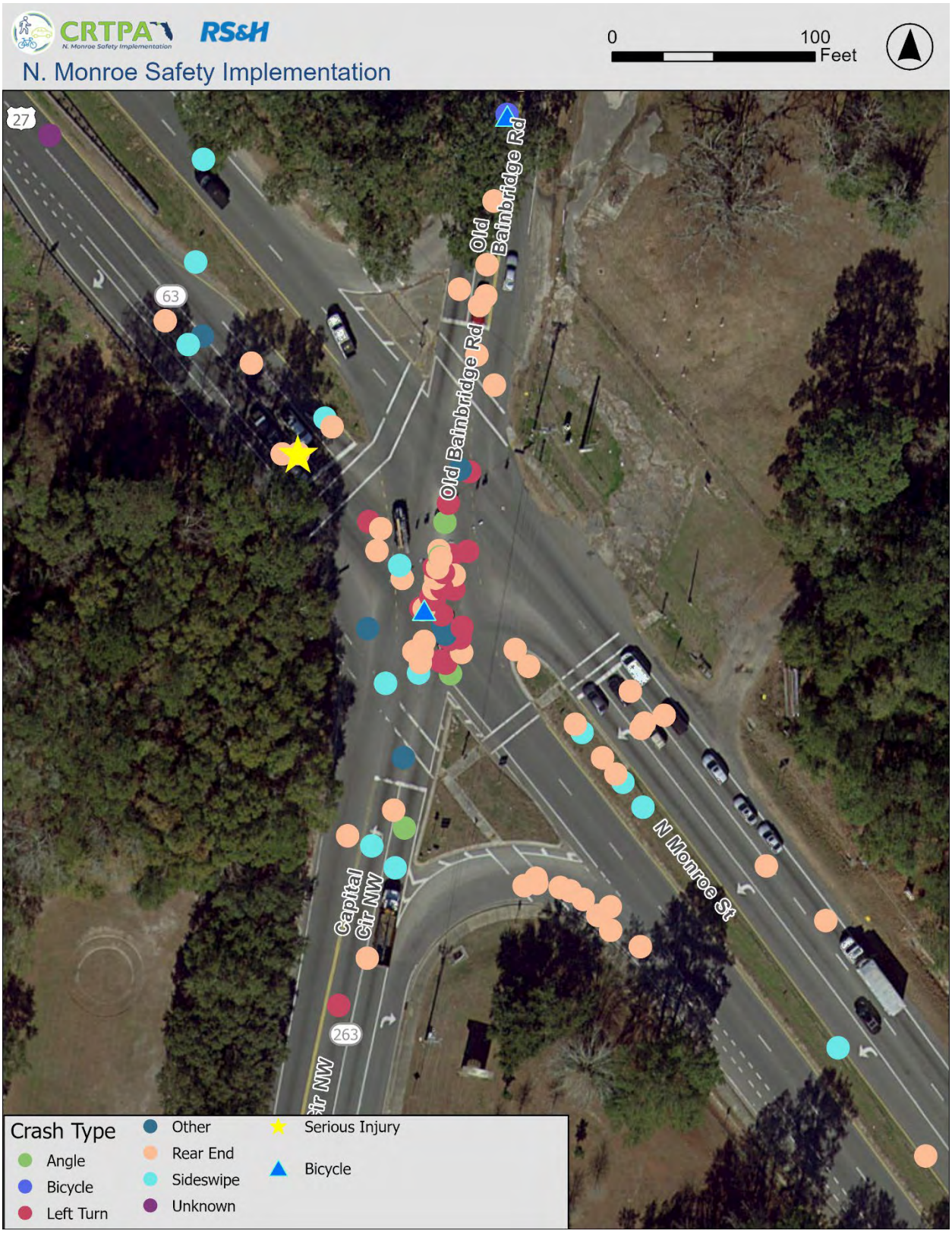
Potential Improvements

From 2017-2023, there was one cyclist with a Non-Incapacitating Injury and one cyclist with a Possible Injury within the Old Bainbridge Road/Capital Circle NW intersection, which is a particularly dark and unlit location.

There is currently a partial gap in pedestrian infrastructure at this intersection on the east side and the west sides, as well as a partial gap in bicycle infrastructure on the north side.

Potential improvements to address visibility issues are to offset the northbound and southbound left turn lanes and add a blank out sign to restrict turning movements when pedestrians are present. Figure 9 depicts the crash clustering at this intersection.

Figure 9: Capital Circle NW / Old Bainbridge Rd Crash Clustering



CRTPA

N. Monroe Safety Implementation

RS&H

Appendix D

CRTPA

N. Monroe Safety Implementation

Improvement Visualizations

RS&H

Tharpe Street through Northwood Boulevard (Intersections 1-2)

MLK Jr. Boulevard and East Bradford Road (Intersection 3)

North MLK Jr. Boulevard and East Bradford Road through John Knox Road and Monticello Drive (Intersections 3-4)

John Knox Road and Monticello Drive through Allen Road (Intersections 4-5)

Allen Road through Sharer Road (Intersections 5-6)

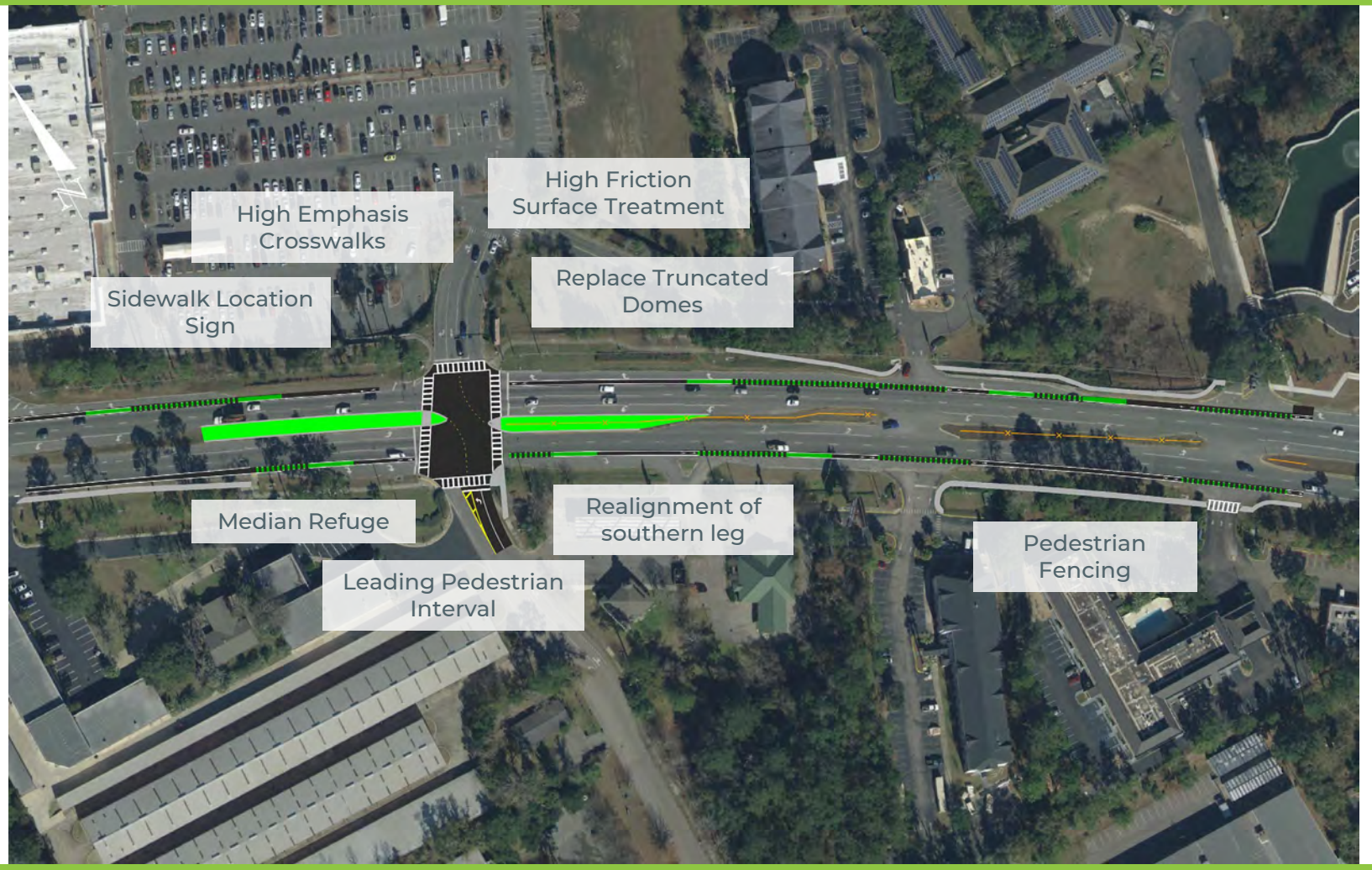
Sharer Road to Lakeshore Drive (Segment 6.5)

Lakeshore Drive through Callaway Road and Meginnis Arm Road (Intersections 7-8)

I-10 Eastbound Off-Ramp through I-10 Westbound Off-Ramp (Intersections 9-10)

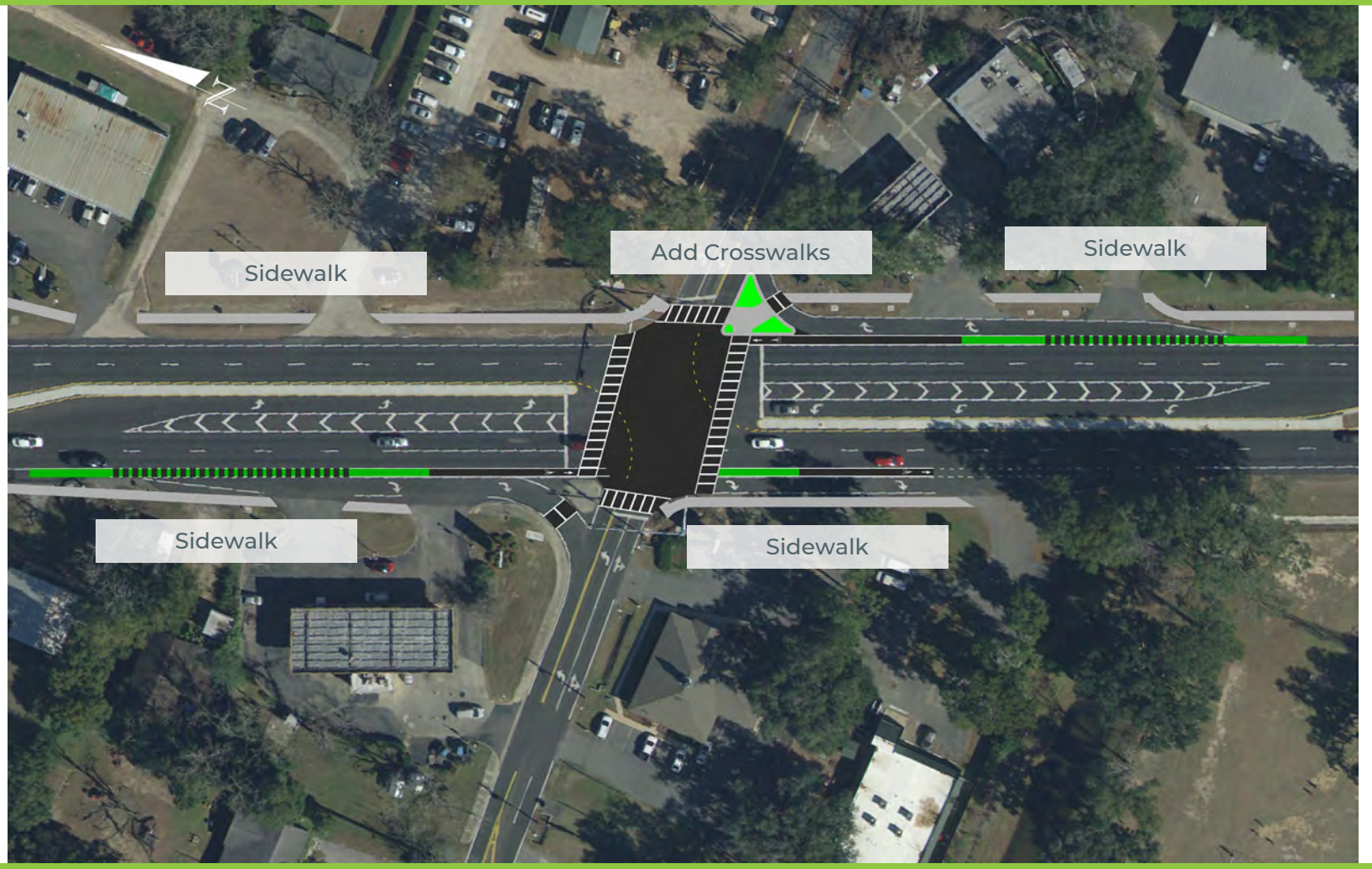
I-10 Westbound Off-Ramp through Sessions Road (Intersections 10-11)

Sessions Road (Intersection 11)



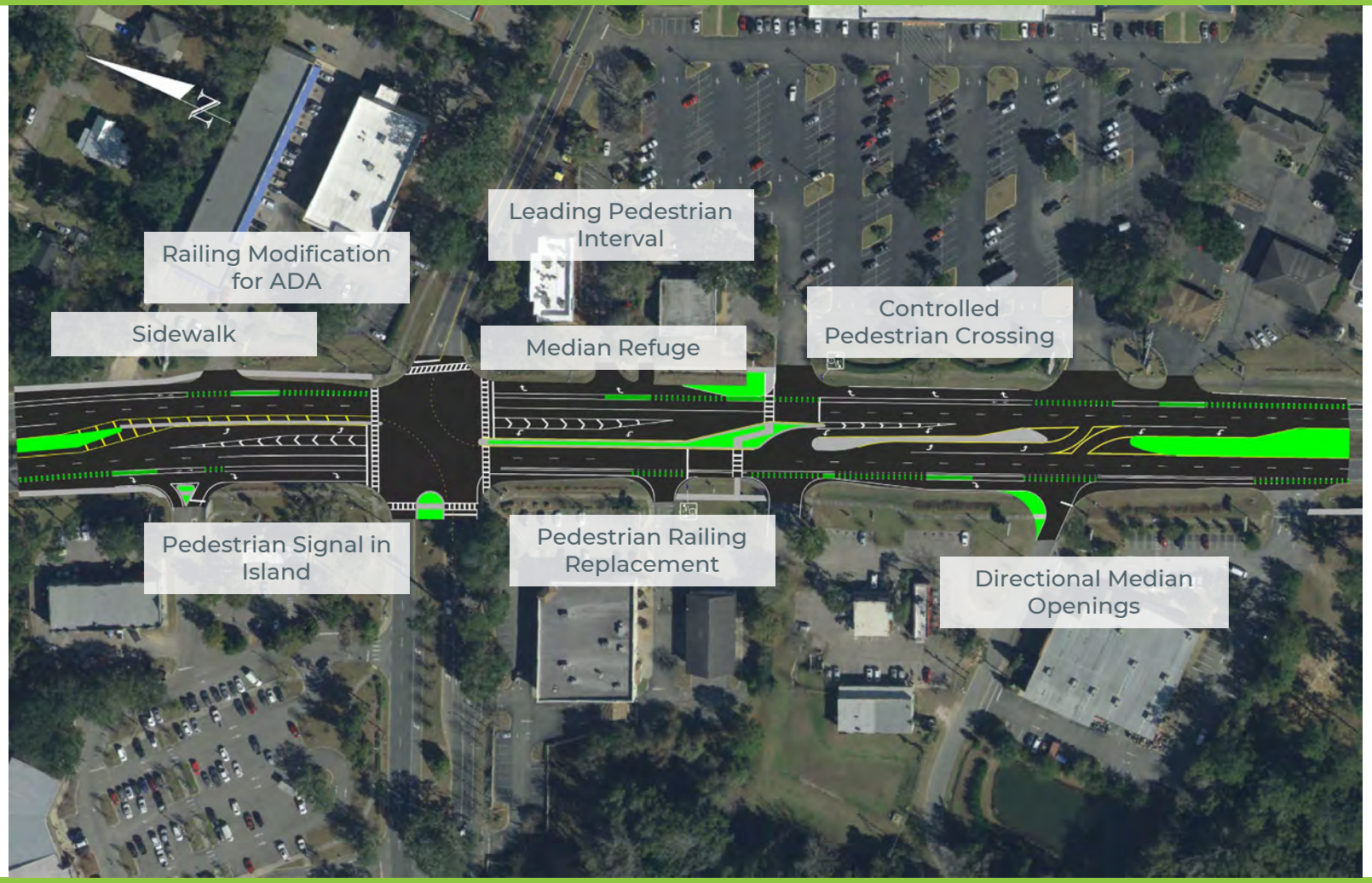
Sessions Road to Talpeco Road (Segment 11.5)

Talpeco Road (Intersection 12)



Talpeco Road to Crowder Road and Fred George Road (Segment 12.5)

Crowder Road and Fred George Road (Intersection 13)



Old Bainbridge Road and Capital Circle Northwest (Intersection 15)

CRTPA

N. Monroe Safety Implementation

RS&H

Appendix E

CRTPA
N. Monroe Safety Implementation

Controlled Ped Crossing
Directional Median Opening
Directional Median Opening
Controlled Ped Crossing
Improve Pedestrian Lighting
Directional Median Opening
Controlled Ped Crossing
Directional Median Opening
Directional Median Opening
Pedestrian Refuge
Near Perpendicular Right Turn
Near Perpendicular Right Turn
Pedestrian Refuge
Directional Median Opening
Controlled Ped Crossing
Raised Median
Replace Truncated Domes
Pedestrian Signage
Right-In-Right-Out
Controlled Ped Crossing
FUTURE POLICE STATION
Remove Transit Stop
HFST
Near Perpendicular Right Turn
Shift Traffic Box or Crosswalk Location
Near Perpendicular Right Turn
Improve Pedestrian Lighting
Controlled Ped Crossing
Improve Pedestrian Lighting

FATAL AND SERIOUS INJURY CYCLIST / PEDESTRIAN CRASHES
ANGLE AND LEFT TURN CRASHES
CYCLIST / PEDESTRIAN CRASHES

Rosemary Ter
Chestwood Ave
Tupelo Ter
Sharer Rd
Allen Rd
CENTRE OF TALLAHASSEE
Barrie Ave
Monticello Dr
Boone Blvd
Gibbs Dr
Voncile Ave
John Knox Rd
State HWY Tharpe/Sharpe St
N Martin Luther King Jr Blvd
Dellwood Dr
Bradford

Potential Improvements
- Bike Lane
- High Emphasis Crosswalk
- Modify Turn Lane
- Pedestrian Channelization
- Raised Median
- Repair Roadway
- Replace Road Markings
- Sidewalk
- Spot Improvement

Crash Data 2017-2023
- Fatal Crash
- Serious Injury Crash
- Bike Serious Inj. Crash
- Ped. Serious Inj. Crash
- Bike Fatal Crash
- Ped. Fatal Crash
- Pedestrian Crash
- Bicyclist Crash

CRTPA
N. Monroe Safety Implementation

Controlled Ped Crossing
Remove Truncated Dome from Bus Stop
Replace Truncated Domes
Sidewalk Location Sign
Median Refuge
Realign Roadway to Perpendicular
Median Refuge
HFST
Controlled Ped Crossing
RRFB
Blank Out Sign
HFST
Pedestrian Signage
RRFB
RRFB
No U Turn
HFST
Pedestrian Signage
RRFB
Pedestrian Signage
HFST Near Perpendicular Right Turn
Reduce Lane Size
Near Perpendicular Ri
Near Perpendicular Right Turn
Directional Median Opening
Controlled Ped Crossing
Directional Median Opening
Directional Median Opening

WALMART
HOSPITAL
CRACKER BARREL

FATAL AND SERIOUS INJURY PEDESTRIAN CRASHES
WET WEATHER AND CYCLIST / PEDESTRIAN CRASHES
ANGLE AND LEFT TURN CRASHES

Fuller Rd
Okeeheepkee Rd
Livingston Rd
Sessions Rd
Pullen Rd
Stone Rd
Graduate Cir
W Lakesh
I- 10
State Hwy 8

Potential Improvements
- Bike Lane
- High Emphasis Crosswalk
- Modify Turn Lane
- Pedestrian Channelization
- Raised Median
- Repair Roadway
- Replace Road Markings
- Sidewalk
- Spot Improvement

Crash Data 2017-2023
- Fatal Crash
- Serious Injury Crash
- Bike Serious Inj. Crash
- Ped. Serious Inj. Crash
- Bike Fatal Crash
- Ped. Fatal Crash
- Pedestrian Crash
- Bicyclist Crash

CRTPA
N. Monroe Safety Implementation

Hastings Dr

LAKE JACKSON COMMUNITY CENTER

Fred George Rd

FATAL AND SERIOUS INJURY CRASHES IN AREA

Ped Signal in Island

Median Refuge

Replace Railing

Replace Railing

Modify Railing to allow Ped Button Access

Median Refuge

Modify Railing to allow Ped Button Access

Controlled Ped Crossing

Directional Median Opening

Improve Lighting

Directional Median Opening

WALGREENS

Swatts Rd

Crowder Rd

Improve Lighting

Controlled Ped Crossing

Improve Lighting

POST OFFICE

SCHOOL

Improve Lighting

Talpeco Rd

Controlled Ped Crossing

Potential Improvements
- Bike Lane
- High Emphasis Crosswalk
- Modify Turn Lane
- Pedestrian Channelization
- Raised Median
- Repair Roadway
- Replace Road Markings
- Sidewalk
- Spot Improvement

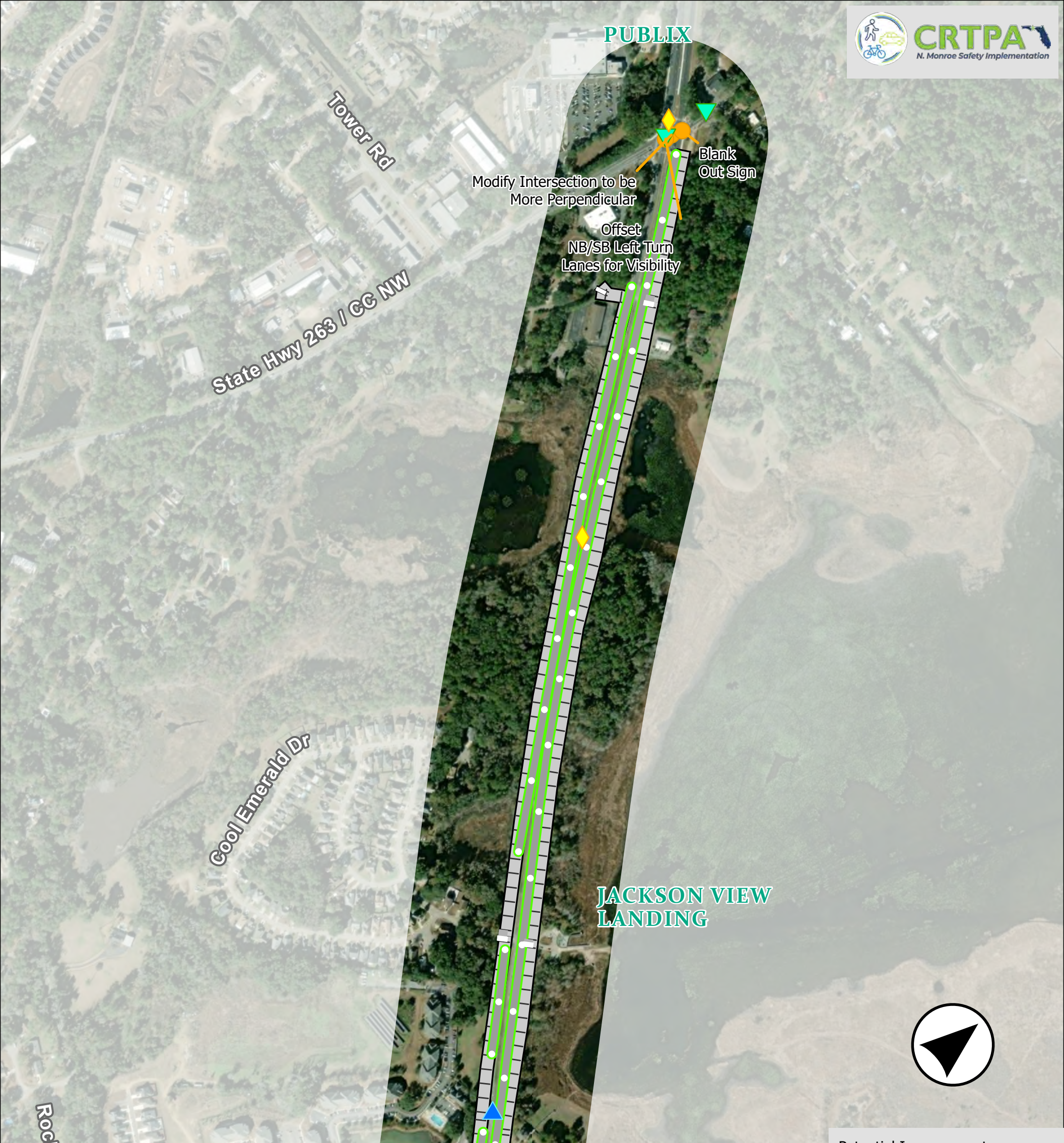
Crash Data 2017-2023
- Fatal Crash
- Serious Injury Crash
- Bike Serious Inj. Crash
- Ped. Serious Inj. Crash
- Bike Fatal Crash
- Ped. Fatal Crash
- Pedestrian Crash
- Bicyclist Crash

CRTPA
N. Monroe Safety Implementation

Rockingham Rd
Point View Dr
Clara Kee Blvd
Ben Blvd
McLeod Dr
Shady Oaks Dr
Faulk Dr
Longview Dr
Harriett Dr Harriet Dr
SCHOOL
Improve Lighting
FATAL AND SERIOUS INJURY CYCLIST CRASHES
Hastings Dr
LAKE JACKSON COMMUNITY CENTER

Potential Improvements
- Bike Lane
- High Emphasis Crosswalk
- Modify Turn Lane
- Pedestrian Channelization
- Raised Median
- Repair Roadway
- Replace Road Markings
- Sidewalk
- Spot Improvement

Crash Data 2017-2023
- Fatal Crash
- Serious Injury Crash
- Bike Serious Inj. Crash
- Ped. Serious Inj. Crash
- Bike Fatal Crash
- Ped. Fatal Crash
- Pedestrian Crash
- Bicyclist Crash


CRTPA
N. Monroe Safety Implementation
PUBLIX
Tower Rd
State Hwy 263 / CC NW
Blank
Out Sign
Modify Intersection to be
More Perpendicular
Offset
NB/SB Left Turn
Lanes for Visibility
Cool Emerald Dr
JACKSON VIEW
LANDING
Rockingham Rd
Clara Kee Blvd
Potential Improvements
Bike Lane
High Emphasis Crosswalk
Modify Turn Lane
Pedestrian Channelization
Raised Median
Repair Roadway
Replace Road Markings
Sidewalk
Spot Improvement
Crash Data 2017-2023
Fatal Crash
Serious Injury Crash
Bike Serious Inj. Crash
Ped. Serious Inj. Crash
Bike Fatal Crash
Ped. Fatal Crash
Pedestrian Crash
Bicyclist Crash