

May 15, 2018



AGENDA ITEM 6 D

**THOMASVILLE ROAD (HERMITAGE BOULEVARD TO LIVE OAK PLANTATION ROAD)
ROADWAY SAFETY AUDIT**

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The Florida Department of Transportation will provide an update on initial findings by FDOT District 3 associated with a recent road safety audit of Thomasville Road.

ATTACHMENT

Attachment 1: Draft Presentation



SR 61 / Thomasville Road Road Safety Study

Hermitage Blvd./Sandhurst Dr. to Live Oak Plantation Rd.

*Sponsored by FDOT District Three Safety Office
May 15, 2018*

Project Area – Hermitage/Sandhurst to Live Oak



What is a Road Safety Audit?

A road safety audit is a formal safety performance examination of an existing or future road or intersection by an independent audit team.



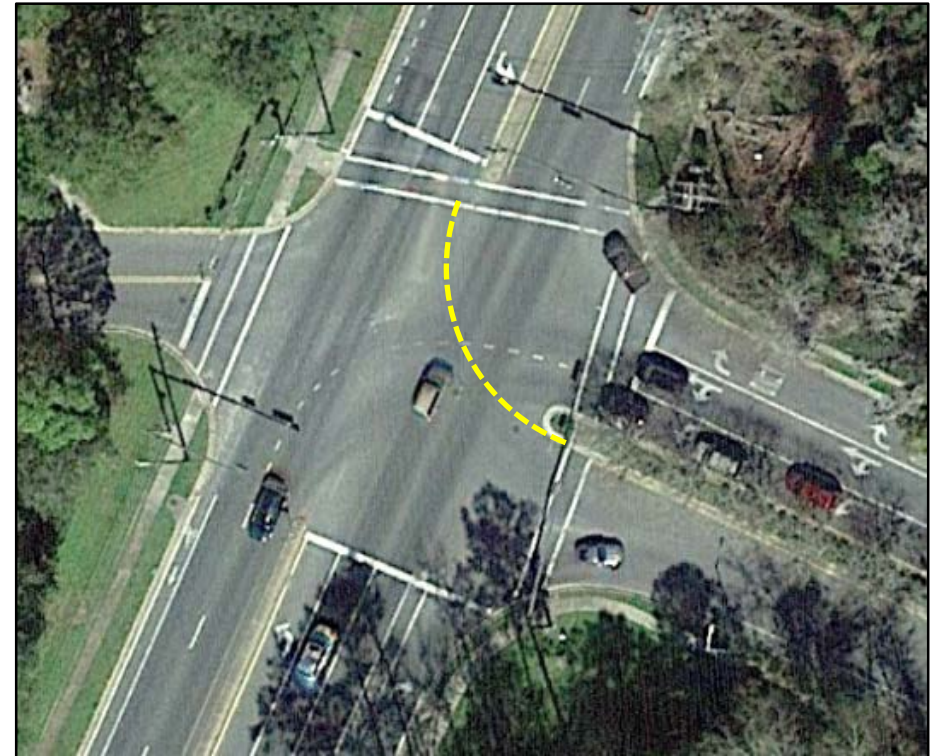
Making Your Roads Safer

Steps in the RSA Process



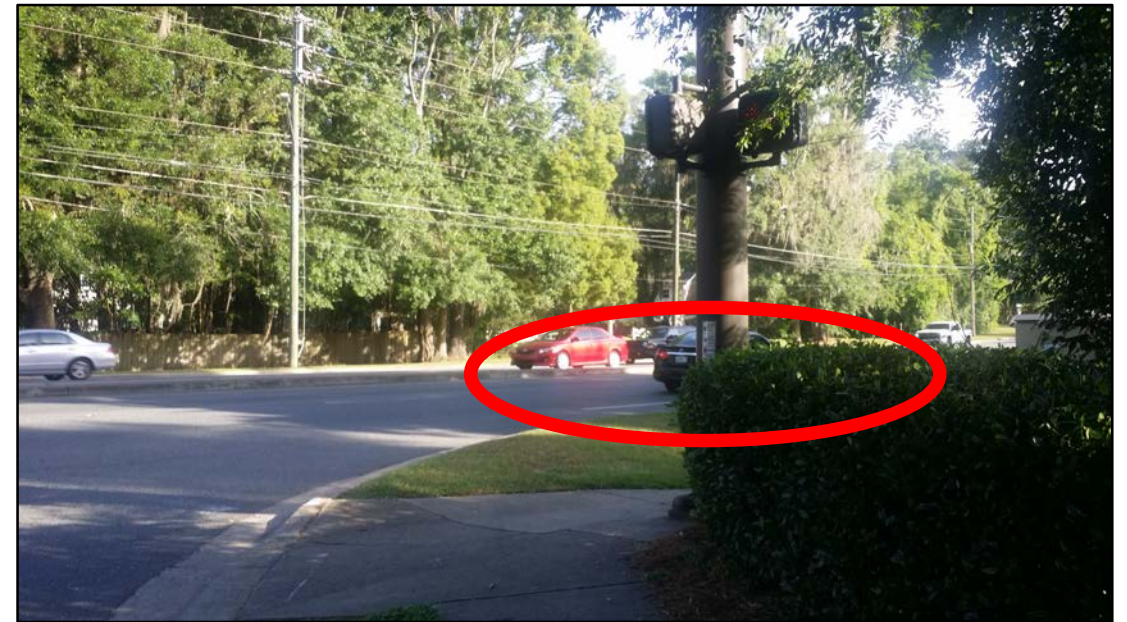
Thomasville Road at Hermitage Boulevard/Sandhurst Road

- > Issue
 - Lack of pavement marking guidelines (short-term)
- > Description of Safety Issue
 - Residents have observed motorists turning left (southbound) into wrong way of divided Hermitage Boulevard
- > Suggestion
 - Consider adding 2'-4' skip 6-inch yellow stripe pavement markings for this movement to help guide the turning motorists around the raised median island.



Thomasville Road at Hermitage Boulevard/Sandhurst Road

- > Issue
 - Limited sight distance (short-term)
- > Description of Safety Issue
 - The northeast quadrant has trees/landscaping impacting views
- > Suggestion
 - Consider trimming the trees and landscaping for better views of surrounding traffic and pedestrians



Thomasville Road at Hermitage Boulevard/Sandhurst Road

> Issue

- Visibility of traffic signals for Thomasville Road approaching traffic (short- and mid-term)

> Description of Safety Issue

- Crash history - 52 crashes with 17 northbound rear ends, 6 southbound rear ends, 6 northbound angle and 10 southbound angle crashes.
- Southbound signal head visibility impacted by the slight curvature of the roadway to the right.
- Northbound signal head visibility impacted by the downhill grade of the approach along with the trees that need trimming.

> Suggestion

- Northbound and southbound
 - If possible, add signal head, one for each through lane and a flashing yellow arrow (FYA) signal for the left-turn lane to improve the signal head visibility
- Northbound
 - Trim tree branches to improve visibility of the signal heads as motorists travel through Woodgate Way signal
 - Install SIGNAL AHEAD sign just north of Woodgate Way to notify motorists of the signal.



Thomasville Road at Hermitage Boulevard/Sandhurst Road

> Southbound

- Install flashing warning beacons in advance of the curve to provide notification of the need to slow down and stop due to standing queues on the approach.
- Flashing beacons mounted to a BE PREPARED TO STOP warning sign (W3-4) with a WHEN FLASHING warning plaque (W16-13) on roadside and in median.
- Flashing beacon activated when the standing queue is backed up far enough that the motorists do not have time to stop when visibility is blocked by the curve.



Thomasville Road at Myrtle View Drive

- > Issue
 - Limited sight distance (short-term)
- > Description of Safety Issue
 - The northwest quadrant has trees/landscaping impacting views
- > Suggestion
 - Consider trimming the trees and landscaping for better views of surrounding traffic and pedestrians



Thomasville Road at Leewood Drive/Thomasville Road Baptist Church South Driveway

- > Issue
 - Difficulty in making left-turns from Leewood Drive (short-term)
- > Description of Safety Issue
 - Eastbound to northbound left-turns from Leewood Drive difficult when southbound U-turns are sitting in the median opening. Worse during school times.
- > Suggestion
 - With low eastbound left-turn volume, consider permitting U-turns at the Hermitage Boulevard/Sandhurst Road signal and replacing the NO U-TURN sign with a U-TURN YIELD TO RIGHT TURN regulatory sign during the westbound right-turn overlap signal phase.
 - Provide residents option to avoid the median opening during heavier traffic conditions.
 - Further signal analysis at the signal is required prior to implementing.



Thomasville Road at Brockton Way

- > Issue
 - Limited sight distance
- > Description of Safety Issue
 - Northeast quadrant has trees and a wooden fence atop a wood retaining wall impacting view of traffic/pedestrians from the north.
- > Suggestion
 - Install a marked pedestrian crosswalk across Brockton Way to remind motorists of the potential for pedestrian/bicycle crossings (short-term)
 - Consider removing the trees in this area
 - Consider re-grading the corner and shifting the retaining wall and wood fence back to the right-of-way (mid-term)



Thomasville Road at Thomasville Road Baptist Church North Driveway/Brockton Way

- > Issue
 - Church driveway/Brockton Way exiting traffic conflicts (short-term)
- > Description of Safety Issue
 - Exiting traffic from church driveway and from Brockton Way have conflicts due to close proximity
 - Also conflicts with southbound U-turn and left-turn traffic
- > Suggestion
 - Consider restricting westbound left turns from Brockton Way to minimize conflict points
 - Restricted left turns can U-turn at the median opening to the north



Thomasville Road at School of Arts and Sciences

- > Issue
 - Left-turn traffic from school driveway (short- and mid-term)
- > Description of Safety Issue:
 - Left-turns exiting driveway despite NO LEFT TURN sign
- > Suggestion:
 - (Short-term) Install flexible delineator posts around the concrete island to discourage movement
 - Use enforcement to ticket the drivers that are not in compliance
 - (Mid-term) Revise the existing island to be more restrictive for left-turns



Thomasville Road at School of Arts

- > Issue
 - No Right-turn Lane at School Driveway (Short- and Long-term)
- > Description of Safety Issue
 - Southbound Thomasville Road traffic must slow for traffic entering the school
 - At times the school traffic queued on-site backed onto Thomasville Road
- > Suggestion
 - (Short-term) Work with the school and nearby property owners for a shuttle bus to minimize impacts to Thomasville Road traffic flow
 - (Long-term) Require future developments with significant right-turn volumes to install a dedicated right-turn lane on Thomasville Road



Thomasville Road at School of Arts

- > Issue
 - Speeds during school day begin/end
- > Description of Safety Issue
 - Concerns with Thomasville Road traffic speeds when buses/parents are dropping off/picking up students
- > Suggestion
 - Retain 35 MPH SCHOOL ENTRANCE signs

(2) Where a school zone is not warranted based on engineering study, SCHOOL ENTRANCE WARNING signs shown in **Figure 15-2** may be considered on a case-by-case basis for schools with low volumes of walking students. Supplemental plaques indicating an advisory speed 10 mph below the posted speed, AHEAD, or defining a distance may also be used.

(5) Advisory speed warning signs are not to be used as enforceable speeds, although a violation of them is sometimes used by enforcement officers in support of other traffic violation charges.



Thomasville Road at Oven Park Entrance

- > Issue
 - Lack of signing at driveway (short-term)
- > Description of Safety Issue
 - This is a driveway entrance only but has a ONE WAY sign in the median for the non-existent exiting traffic.
- > Suggestion
 - Consider adding ONE WAY signing for entering Oven Park from the right-in only driveway and removing the ONE WAY sign in the median.



Thomasville Road at Fire Station Entrance

- > Issue
 - Traffic blocking fire station access/driveway (Short-term)
- > Description of Safety Issue
 - Northbound queued traffic blocked the fire station driveway during the PM peak hour
- > Suggestion
 - Consider adding a DO NOT BLOCK INTERSECTION regulatory sign for northbound traffic to ensure timely exit of emergency vehicles



Thomasville Road at Oven Park Drive

- > Issue
- > Location of STOP sign and stop bar (short-term)
- > Description of Safety Issue
 - STOP sign and stop bar for westbound traffic were noted as located too far back to see approaching northbound Thomasville Road traffic
 - Both are properly placed at the back of the curb radius for a side street
 - Motorists are required to stop safely for pedestrians and then move up as necessary to see traffic on the mainline
- > Suggestion
 - No change is required



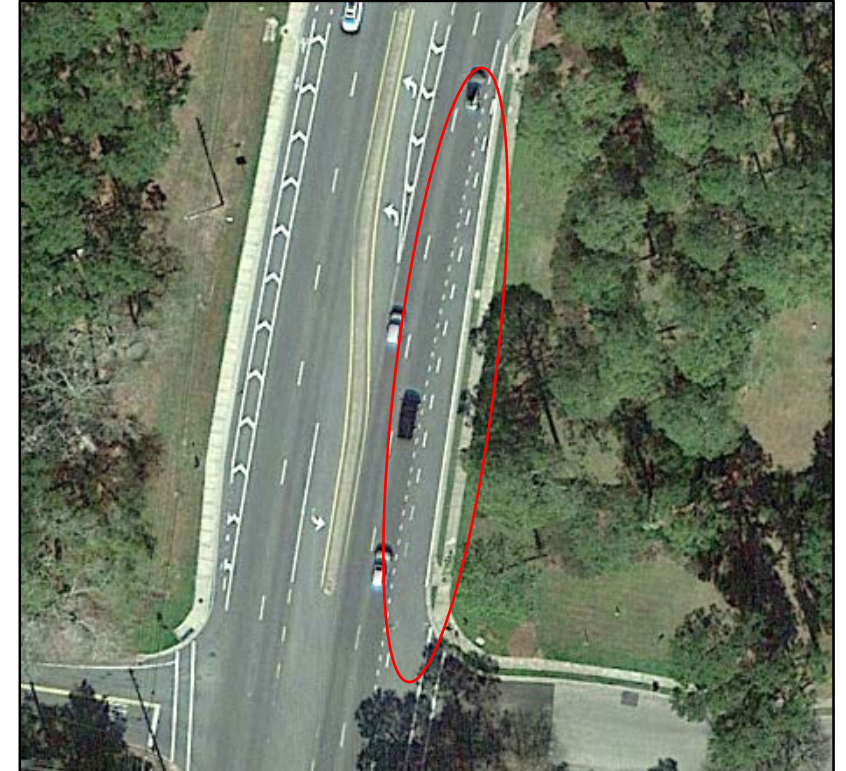
Thomasville Road at Piedmont Drive

- > Issue
 - Lack of pavement markings (short-term)
- > Description of Safety Issue:
 - Piedmont Drive is lacking pavement markings
- > Suggestion
 - Install a stop bar and 6-inch solid double yellow stripes to separate the opposing movements on Piedmont Drive



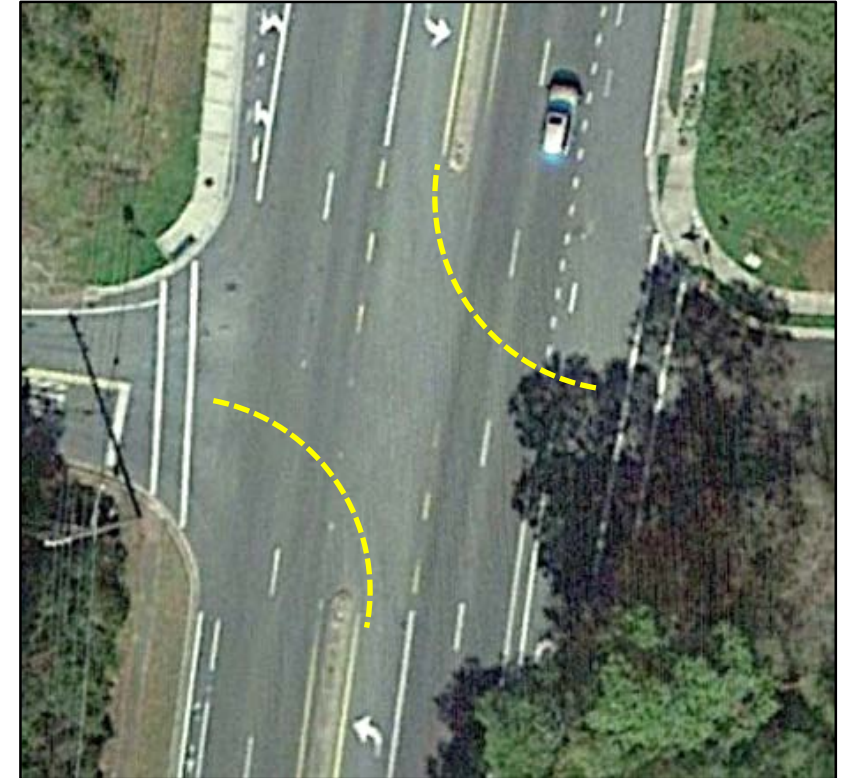
Thomasville Road at Piedmont Drive

- > Issue
 - Pavement Markings on northeast corner are confusing (short-term)
- > Description of Safety Issue
 - Acceleration lane pavement markings are confusing.
 - not wide or long enough for an acceleration lane to merge into northbound traffic
- > Suggestion
 - Remove and replace with 18-inch white gore striping
 - Striping would be similar to west side of Thomasville Road



Thomasville Road at Piedmont Drive

- > Issue
 - Lack of pavement marking guidelines (short-term)
- > Description of Safety Issue:
 - Northbound and southbound left turns lacking pavement guidelines
- > Suggestion
 - Consider adding 2'-4' skip 6-inch yellow stripe pavement markings to help guide motorists



Thomasville Road at Piedmont Way

- > Issue
 - Restricted turning movement (short-term)
- > Description of Safety Issue
 - The “pork chop” island designed to restrict traffic to right-turn-in and right-turn-out only
 - The southbound left-turn lane provided to allow turns
- > Suggestion
 - Consider modifying the island to allow the southbound left-turn movement from Thomasville Road onto Piedmont Way



Thomasville Road at Thomaswood Drive

- > Issue
 - Poor crosswalk alignment (short-term)
- > Description of Safety Issue
 - The east leg crosswalk has a 'kink' in it as it crosses Thomaswood Drive
- > Suggestion
 - Consider revising the location of the crosswalk or median to allow a straight movement across the driveway



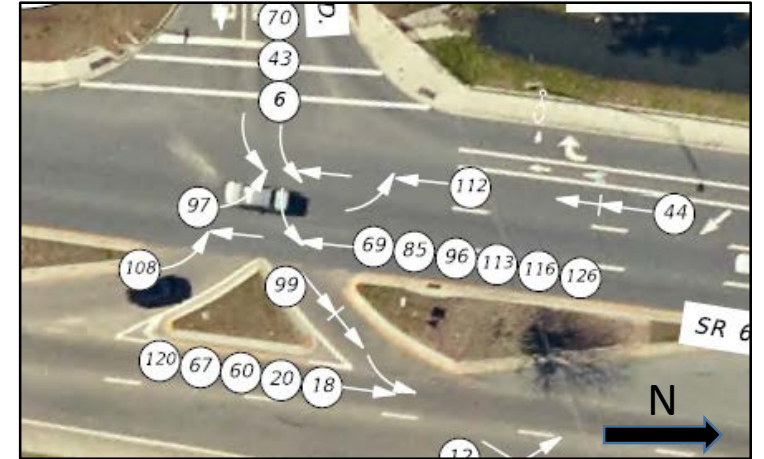
Thomasville Road at Live Oak Plantation Road

- > Issue
 - Limited sight distance (short-term)
- > Description of Safety Issue
 - Pedestrian rail in the northwest corner obstructs view of southbound approaching traffic.
- > Suggestion
 - Consider replacing the railing with the FDOT design that includes a window for improved visibility



Thomasville Road at Live Oak Plantation Road

- > Issue
 - Number of crashes involving eastbound left turns (mid-term)
- > Description of Safety Issue
 - 15 angle crashes at this intersection
- > Suggestion
 - Consider eliminating the eastbound left-turn movement at this location.
 - Modify median opening to a directional northbound opening
 - Eastbound left turns required to make a right-turn followed by a U-turn
 - Access management study required along the segment to determine the effects of U-turn traffic



Thomasville Road at Live Oak Plantation Road

- > Issue
 - Lack of roadside warning sign (short- and mid-term)
- > Description of Safety Issue
 - Within the southbound lane merge area there is only one roadside warning sign, a LANE ENDS symbol sign, which is not easily understood by some motorists
- > Suggestion
 - (Short-term) Consider removing the existing LANE ENDS warning sign and adding a new LANE ENDS sign south of Live Oak Plantation Road. Add a RIGHT LANE ENDS warning sign just south of Metropolitan Boulevard in a more visible location.
 - (Mid-term) Many of the southbound right-turns onto Live Oak Plantation Road are turning right from the merge lane. Consider eliminating right-turn lane and using the merge lane for the right-turns
 - Will help reduce sight restrictions for eastbound motorists on Live Oak Plantation when a right-turn vehicle is located in the southbound turn lane
 - Further analysis is needed for this lane change



General Corridor Observations

- > Issue
 - Cracked and uneven sidewalk (long-term)
- > Description of Safety Issue
 - Areas of cracked and uneven sidewalk throughout the corridor
 - Most of the west side sidewalk is in poor condition due to tree roots
- > Suggestion
 - Consider replacing deficient sidewalk during the next resurfacing project



General Corridor Observations

- > Issue
 - Dead trees adjacent to sidewalk (short-term)
- > Description of Safety Issue
 - There are dead and leaning trees adjacent to the sidewalk throughout the corridor.
- > Suggestion
 - If in right-of-way, consider having the trees inspected by an arborist and remove those deemed sick/dead and potential for falling.



Comments or Questions?

Contact Information:

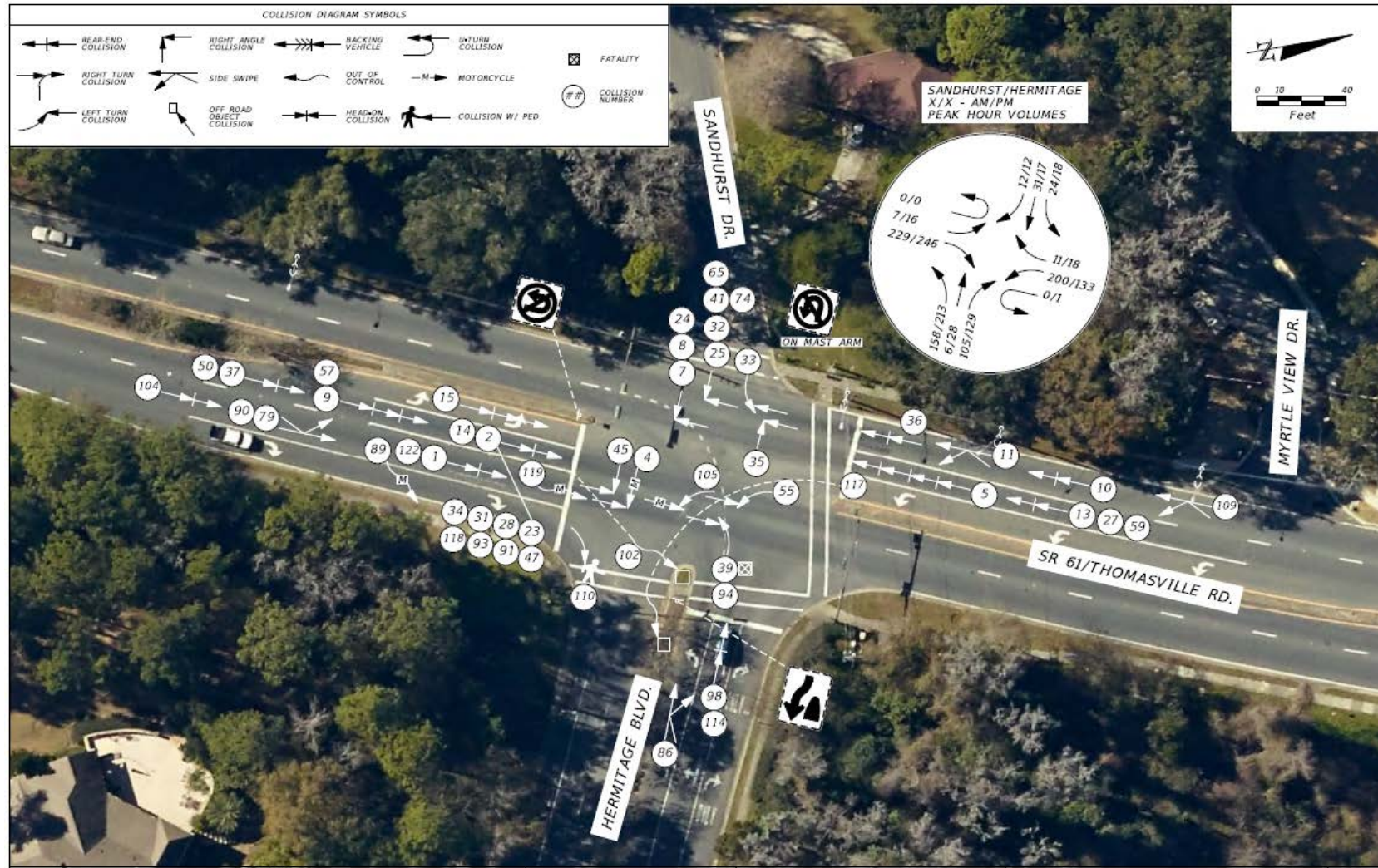
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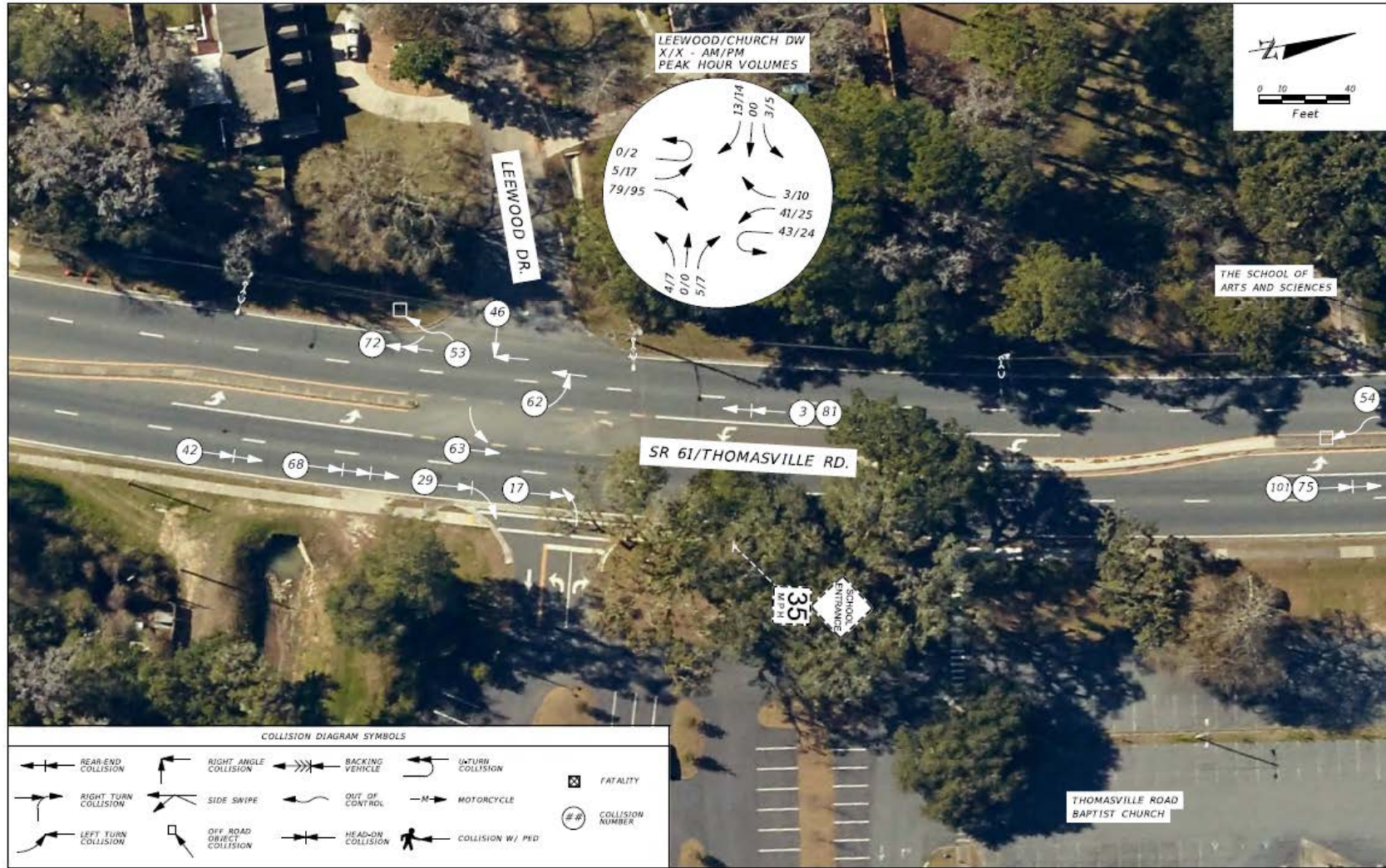
Aerials



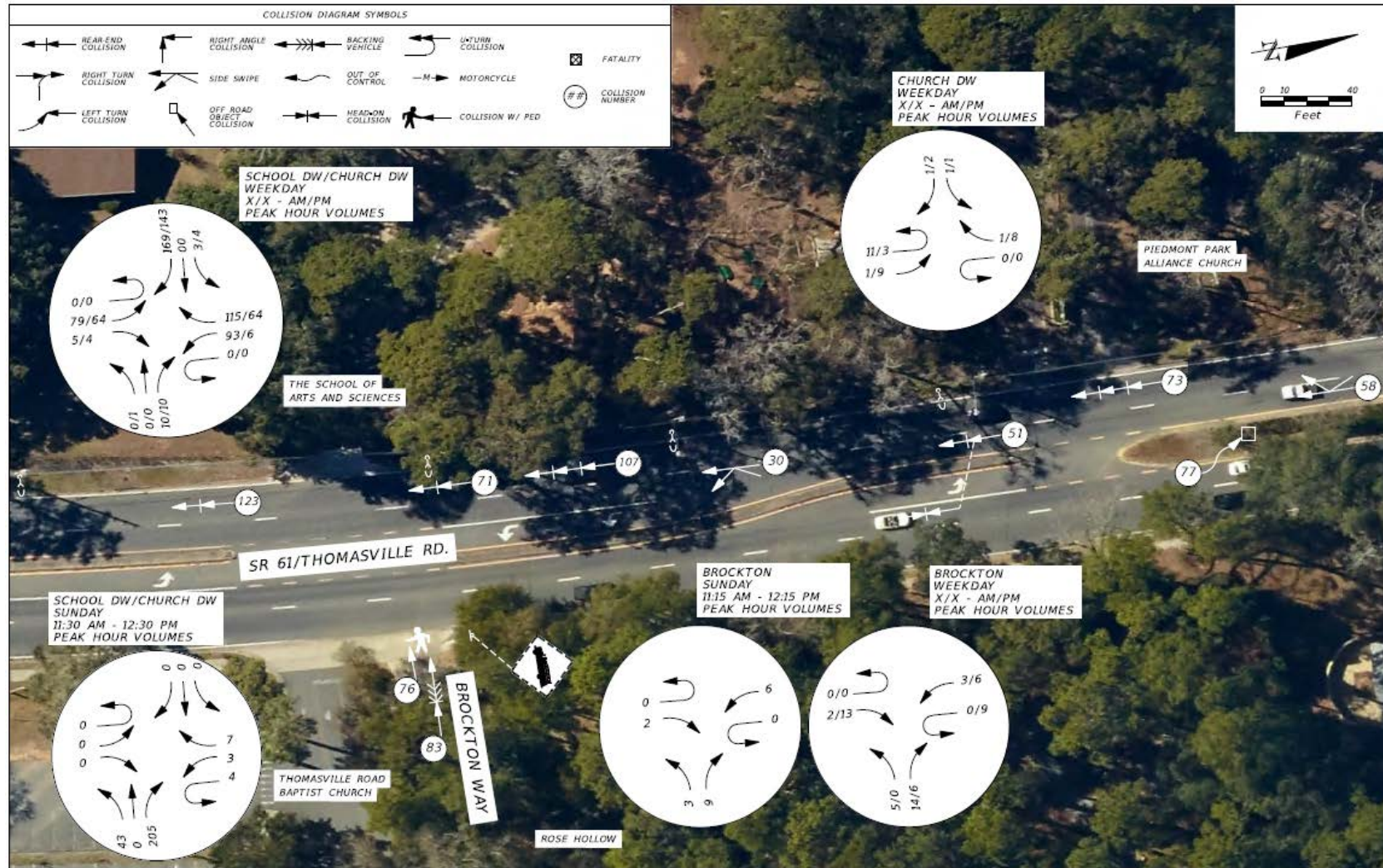
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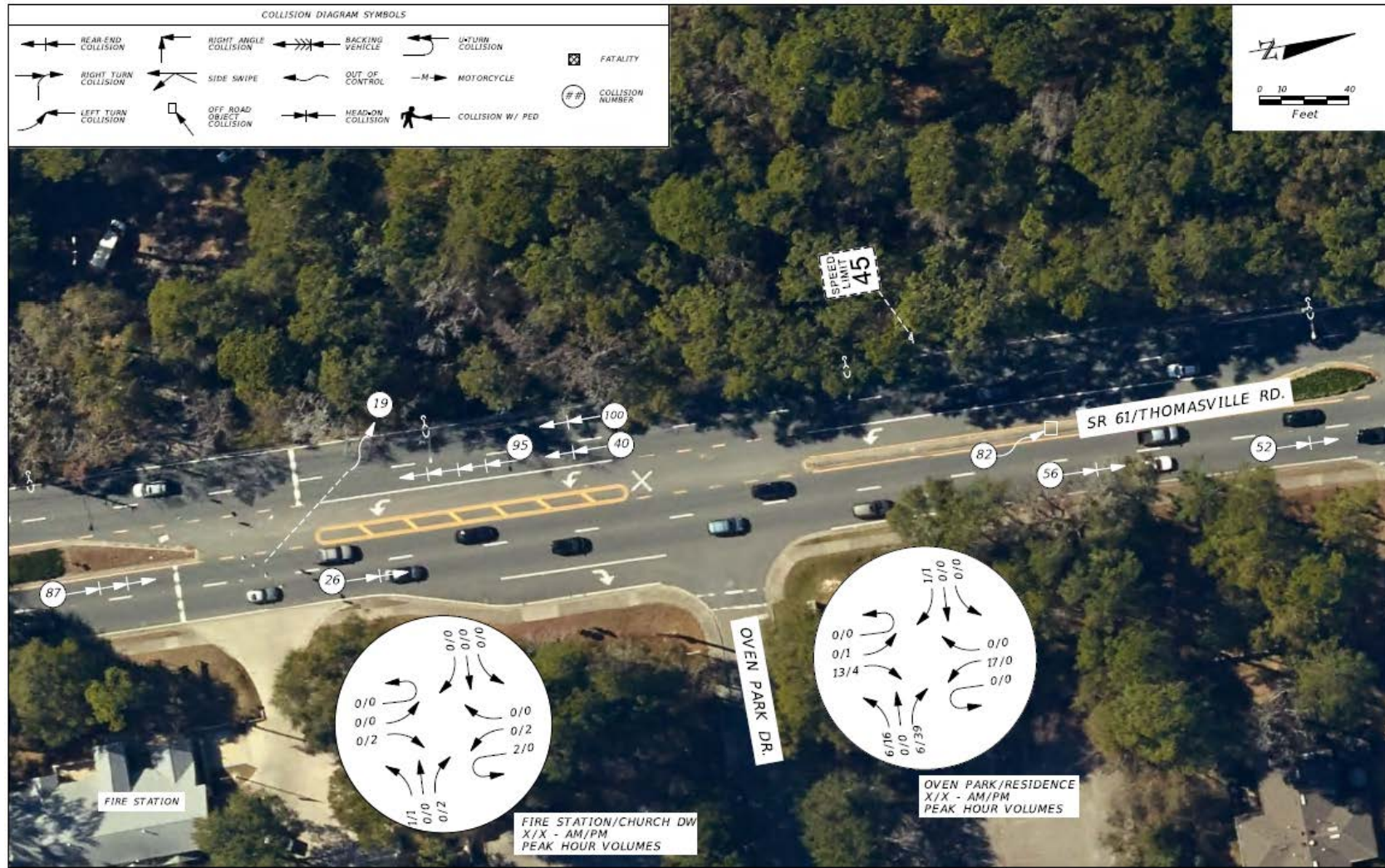
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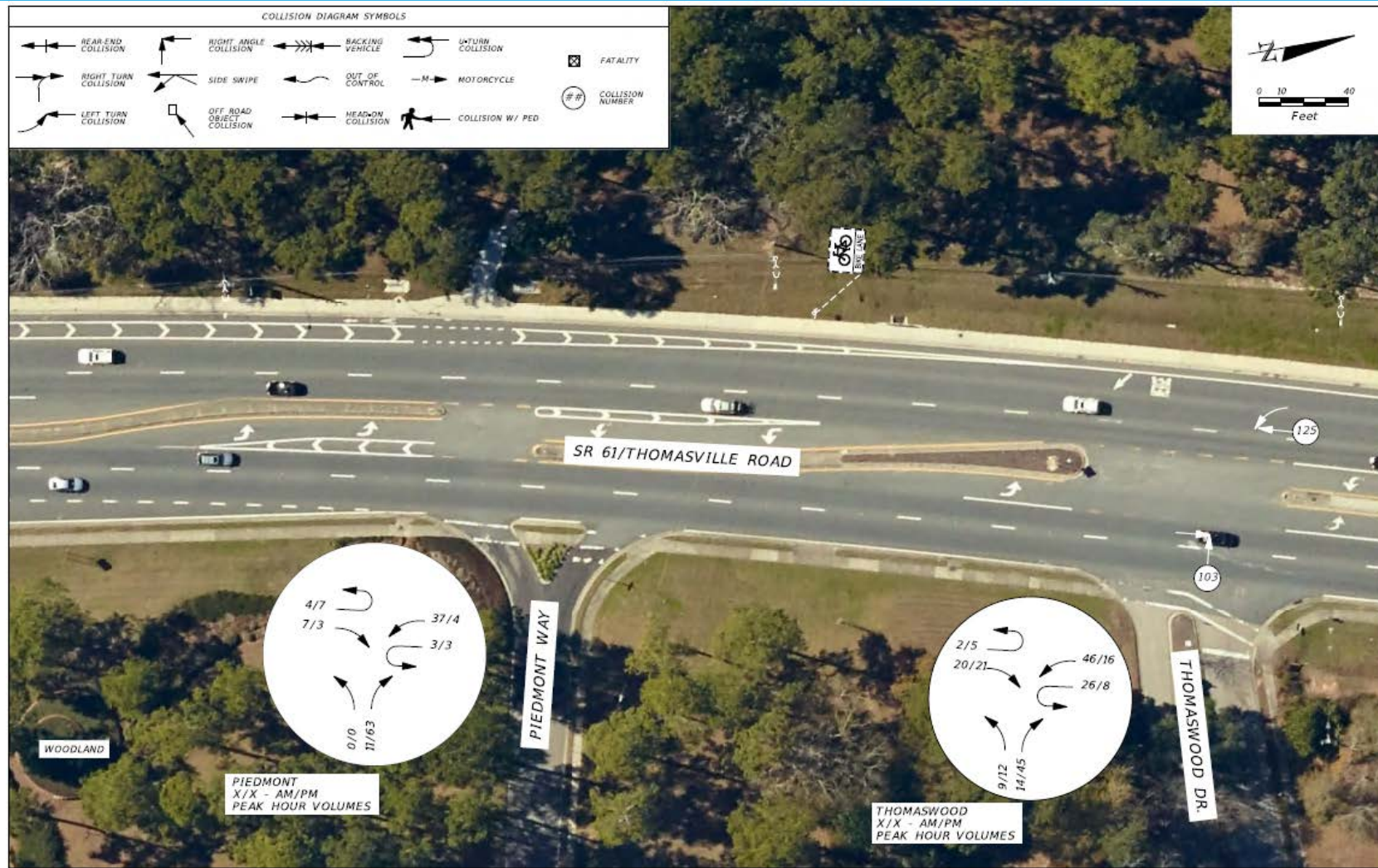
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