



May 19, 2026

## AGENDA ITEM 8 A

### **NORTH MONROE STREET SAFETY STUDY PHASE II**

TYPE OF ITEM: Presentation

#### **STATEMENT OF ISSUE**

The Project Team will update the CRTPA Board on the progress of the mid-block crossings, estimated costs, and stakeholder coordination efforts.

#### **BACKGROUND**

The North Monroe Street Corridor (US 27) represents one of Tallahassee's and Leon County's major north-south corridors. The roadway is an Urban Principal Arterial, connecting suburban and rural communities in the north to downtown Tallahassee. The North Monroe Street Corridor is primarily bordered by commercial developments; however, cultural sites, schools, public sites, and residential neighborhoods are also located along the corridor. This effort will include locations within the seven-mile corridor between Tharpe Street and Capital Circle, NW.

In 2023, the CRTPA completed a Safe Streets and Roads for All (SS4A) Safety Action Plan for the region and the North Monroe Corridor and multiple intersections along the corridor were identified as part of the High Injury Network (HIN). It was this analysis that prompted the initiation of a safety study for North Monroe Street.

The first phase of the North Monroe Street Safety Study, the [North Monroe Street Implementation Plan](#), resulted in an SS4A application that sought to fund approximately \$21M for safety enhancements. The 2024 SS4A application resulted in the partial funding for minor roadway improvements. The grant award was not pursued since it only partially addressed the safety issues in the corridor and did not provide the necessary funding to complete these minor improvements. However, there was extremely positive feedback from the SS4A application reviewers for the CRTPA to continue coordinating with Leon County and the Blueprint Intergovernmental Agency to submit an SS4A grant application in 2025. In December of 2025 Leon County was notified that the project received an SS4A Implementation Grant for \$16.8M and a \$4.2M match from the Blueprint Intergovernmental agency.

To further detail potential pedestrian crossings and intersection improvements, staff initiated the North Monroe Street Safety Study Phase II. Phase II was initiated in August of 2025 and focuses on potential locations for [mid-block crossings](#) at eight (8) locations and [intersection analysis](#) at ten (10) locations, and stakeholder coordination. The following pages detail these efforts.

### Mid-Block Crossing Analysis

The initial step in this process focused on data collection including pedestrian crossings, historic crash data (2019-2024), initial findings, cost development, and Benefit-Cost Ratio.

#### Crossings

It is important to know where people are crossing the corridor in respect to their origin or where bus stops are located to better provide solutions. The number of crossings is illustrated on **Table 1**.

#### Types of Crashes (2019-2024)

There was a total of 780 crashes (shown as **Attachment 1**) in the crossing areas as shown on Table 1 which range from left hand turns to sideswipes and rearend events. Understanding the crash types provides additional guidance relating to potential solutions. In terms of bike and pedestrians, there was 17 crashes involving bicycles and 24 crashes involving pedestrians.

**Table 1 – Crossings on Monroe Street**

Segment	Segment Limits	# of Crossings	Date of Data Collection
1	Fred George Road - Swatts Road	28	September 17, 2025
2	Spaulding Road – Hopkins Drive	4	October 2, 2025
3	Homewood Road - Sessions Road	12	October 23, 2025
4	Sessions Road - Okeeheepkee Road	13	October 22, 2025
5	Lakeshore Drive - Sharer Road	57	October 24, 2025
6	Sharer Road - Allen Road	37	October 1, 2025
7	John Knox Road - N MLK Jr. Boulevard	37	October 16, 2025
8	Northwood Center Boulevard – W Tharpe Street	28	September 18 ,2025

#### Initial Findings

Based on the data analysis, there are a number of initial findings (**Attachment 2**) that are being pursued for mid-block crossings, medians, and transit stops. These findings will be discussed with stakeholders, including the Florida Department of Transportation (FDOT) for inclusion in the project design phase.

#### Cost

After the initial findings were completed, the cost of pedestrian crossing improvements (**Attachment 3**) was calculated. These costs are exclusively for the crossing improvements. There are other cost estimates for sidewalk and intersection improvements.

**Benefit-Cost**

The Benefit-Cost analysis utilizes the Fatality, Serious Injury, Non-Incapacitating, Possible, and Property Damage Only perspective, data from crash reports and assigns values based on the Florida Design Manual (2026), with the values as shown on **Table 2**.

**Table 2 – Crash Type Values**

Crash type	Crash Cost (Per Crash)
Fatality	\$10,890,000
Serious Injury (Severe Injury)	\$888,030
Non-Incapacitating (Moderate Injury)	\$180,180
Possible (Minor Injury)	\$103,950
Property Damage Only	\$7,700

Based on the total costs of the improvements on the specific segment and the total of all Crash Type Values in the segment, a Benefit-Cost was calculated. As of May 1, the Benefit-Cost ratios (ordered by segment) are shown on **Table 3** and ordered by highest Benefit-Cost Ratio shown on **Table 4**.

**Table 3 – Benefit-Cost By Segment**

Segment	Segment Limits	Benefit-Cost Ratio
1	Fred George Road - Swatts Road	16.85
2	Spaulding Road - Hopkins Drive	0.75
3	Homewood Road - Sessions Road	3.26
4	Sessions Road - Okeeheepkee Road	17.38
5	Lakeshore Drive - Sharer Road	22.81
6	Sharer Road - Allen Road	1.56
7	John Knox Road - N MLK Jr. Boulevard	0.86
8	Northwood Center Boulevard - W Tharpe Street	20.16

**Table 4 – Benefit-Cost By Highest Ratio**

Segment	Segment Limits	Benefit-Cost Ratio
5	Lakeshore Drive - Sharer Road	22.81
8	Northwood Center Boulevard - W Tharpe Street	20.16
4	Sessions Road - Okeeheepkee Road	17.38
1	Fred George Road - Swatts Road	16.85
3	Homewood Road - Sessions Road	3.26
6	Sharer Road - Allen Road	1.56
7	John Knox Road - N MLK Jr. Boulevard	0.86
2	Spaulding Road - Hopkins Drive	0.75

This information was provided to project stakeholders and continues to be refined to ensure that the maximum number of improvements can be implemented.

#### Stakeholders

There have been two (2) stakeholder meetings for this effort. The stakeholders for this project include the following:

- Florida Department of Transportation
- Leon County (Public Works and Sheriff's Office)
- City of Tallahassee (Traffic Engineering, Traffic Management Center, and StarMetro)
- Tallahassee-Leon County Planning Department
- Blueprint Intergovernmental Agency

The first meeting occurred on October 30, 2025 to introduce the project as well as receive comments or suggestions and answer any questions regarding the project. The second meeting occurred on March 16, 2026 and focused on the data presented in this agenda item.

Since the second meeting, the Project Team has been working with the FDOT to determine any additional data needs required to move forward with the potential crossings along the corridor.

#### NEXT STEPS

The Project Team will continue to work with stakeholders to produce a final implementation plan. Once the plan is completed the Project Team will present the improvements to the CRTPA Board.

#### ATTACHMENTS

Attachment 1: Types of Crashes by Segment

Attachment 2: Initial Findings by Segment

Attachment 3: Cost for Improvement by Segment

## North Monroe Street Safety Study Phase II - Crash Types

Segment	Segment limits	Crash Type											Total	
		Angle	Animal	Bicycle	Head On	Left Turn	Off-Road	Pedestrian	Rear End	Right Turn	Rollover	Sideswipe		Wheelchair
1	Fred George Road - Swatts Road	22	0	1	2	21	0	1	31	0	0	7	0	85
2	Spaulding Road – Hopkins Drive	4	1	0	0	0	3	1	6	0	0	1	0	16
3	Homewood Road - Sessions Road	2	0	0	0	1	0	1	13	1	0	8	0	26
4	Sessions Road - Okeeheepkee Road	4	1	0	1	7	7	3	28	2	0	7	0	60
5	Lakeshore Drive - Sharer Road	14	0	4	3	9	4	7	69	3	0	27	0	140
6	Sharer Road - Allen Road	19	0	3	2	33	7	6	62	8	1	20	1	162
7	John Knox Road - N MLK Jr. Boulevard	37	0	8	10	41	7	4	82	10	0	35	0	234
8	Northwood Center Boulevard – W Tharpe Street	5	0	1	2	10	0	1	27	2	0	9	0	57
	<b>Total</b>	107	2	17	20	122	28	24	318	26	1	114	1	780

Initial Findings for Improvements by Segment

Segment	Segment limits	Recommendation Type			
		Signalized Mid-Block Pedestrian Crossing	Pedestrian Fencing	Relocation of Transit Stops	Add a Transit Stop
1	Fred George Road - Swatts Road	Yes	Yes	Yes	No
2	Spaulding Road – Hopkins Drive	No	To Be Determined	No	No
3	Homewood Road - Sessions Road	No	Yes	To Be Determined	No
4	Sessions Road - Okeeheepkee Road	Yes	Yes	Yes	No
5	Lakeshore Drive - Sharer Road	Yes	Yes	Yes	No
6	Sharer Road - Allen Road	Yes	Yes	Yes	Yes
7	John Knox Road - N MLK Jr. Boulevard	Yes	No	Yes	No
8	Northwood Center Boulevard – W Tharpe Street	Yes	No	No	No

**Cost of Project Improvements by Segment and Total Cost**

<b>Segment</b>	<b>Segment Limits</b>	<b>Cost of Improvements</b>	<b>Total Cost</b>
1	Fred George Road - Swatts Road	\$875,100	\$875,100
2	Spaulding Road – Hopkins Drive	\$260,800	\$1,135,900
3	Homewood Road - Sessions Road	\$295,900	\$1,431,800
4	Sessions Road - Okeeheepkee Road	\$942,900	\$2,374,700
5	Lakeshore Drive - Sharer Road	\$768,700	\$3,143,400
6	Sharer Road - Allen Road	\$791,300	\$3,934,700
7	John Knox Road - N MLK Jr. Boulevard	\$377,900	\$4,312,600
8	Northwood Center Boulevard – W Tharpe Street	\$379,000	\$4,691,600