



CRTPA



N. Monroe Safety Implementation

Agenda

- Project Purpose
- Study Area and Conditions
- Task Overview
- Potential Improvements and Costs



Purpose

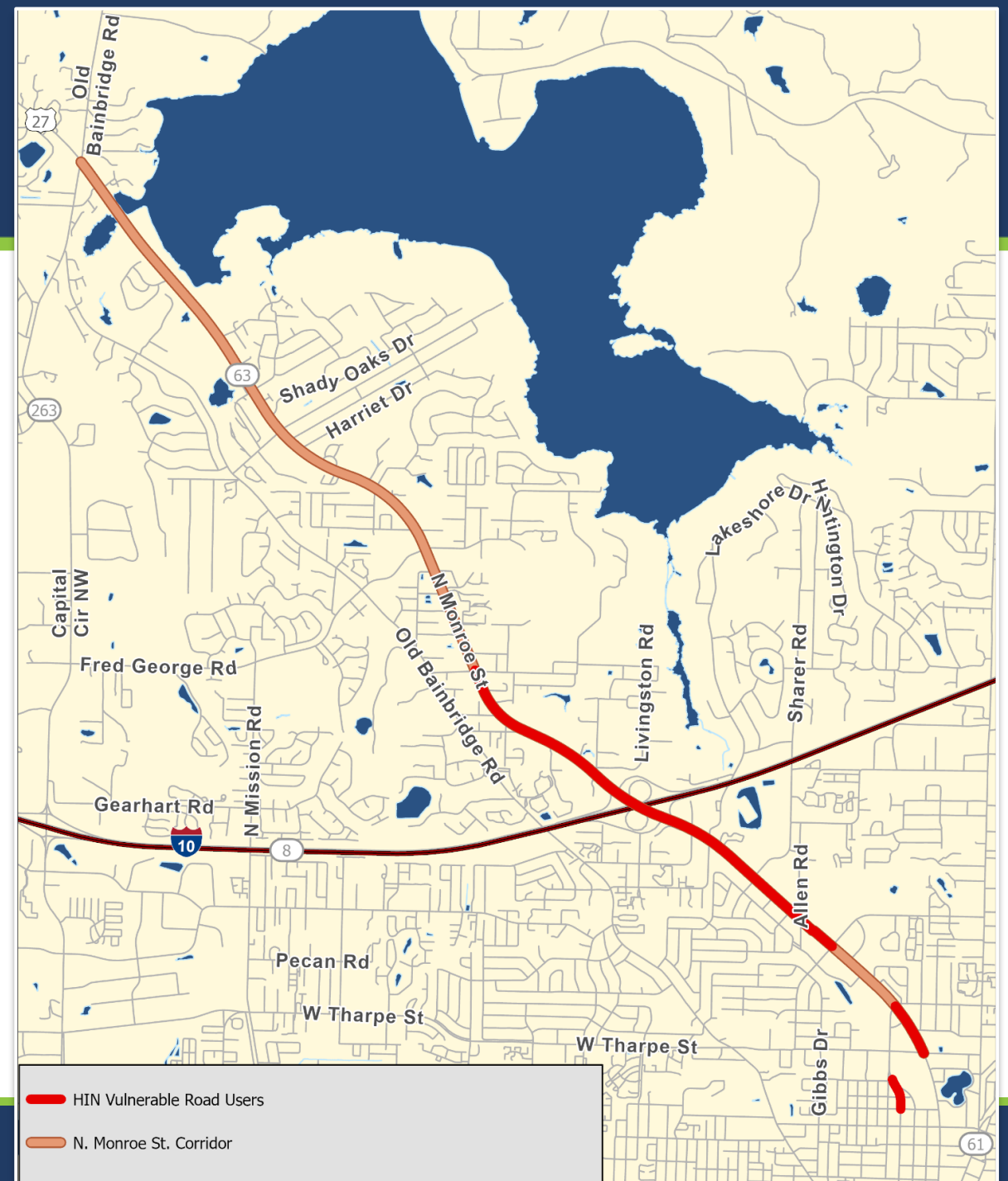
Improve safety along the North Monroe Street corridor from Tharpe Street to Capital Circle Northwest.

Methods:

- Identified implementable strategies to improve safety
- Applied for federal funding through the Safe Streets for All (SS4A) Implementation grant opportunity

Study Area and Conditions

- Corridor was identified in the Safe Streets and Roads for All Safety Action Plan
 - Part of the VRU HIN
- Historically disadvantaged populations
- Population of unhoused individuals in the area
- Adjacent businesses and homes
- High crash rates at select locations



Task Overview

- Review of Previous Efforts
- Safety Analysis
- Walking Safety Audit
- Camera Count Analysis
- Grant Development
- Potential Improvements
- Planning Level Costs



Previous Efforts

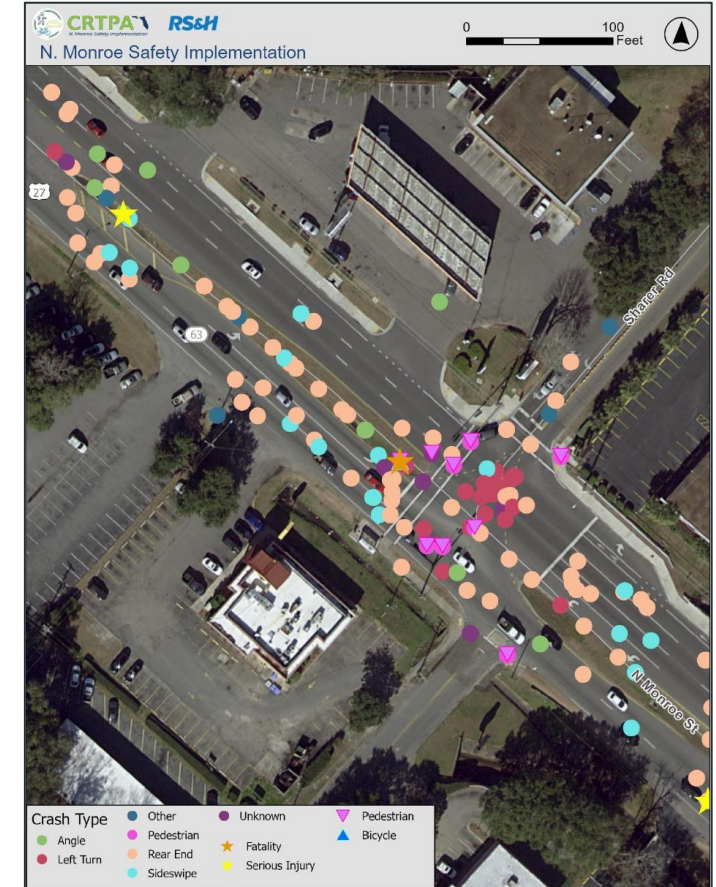
- Agency Efforts

- FDOT Median modification (ongoing)
- FDOT Completed (2023) and planned resurfacing (2027)
- Recent signalization (Talpeco Rd.) - FDOT/CRTPA
- Sidewalk implementation John Knox to Lake Shore - CRTPA/FDOT
- Mid block crossing (Lake Ella) - CRTPA/FDOT
- N Monroe Corridor Action and Management Plan - TLCPCD
- Citizens' N Monroe Corridor Task Force - TLCPCD
- Safe Routes to School – Leon County
 - Sidewalks at Canopy Oaks Elem., and School of Math and Sciences
- Outreach and charettes completed late 2023 - TLCPCD



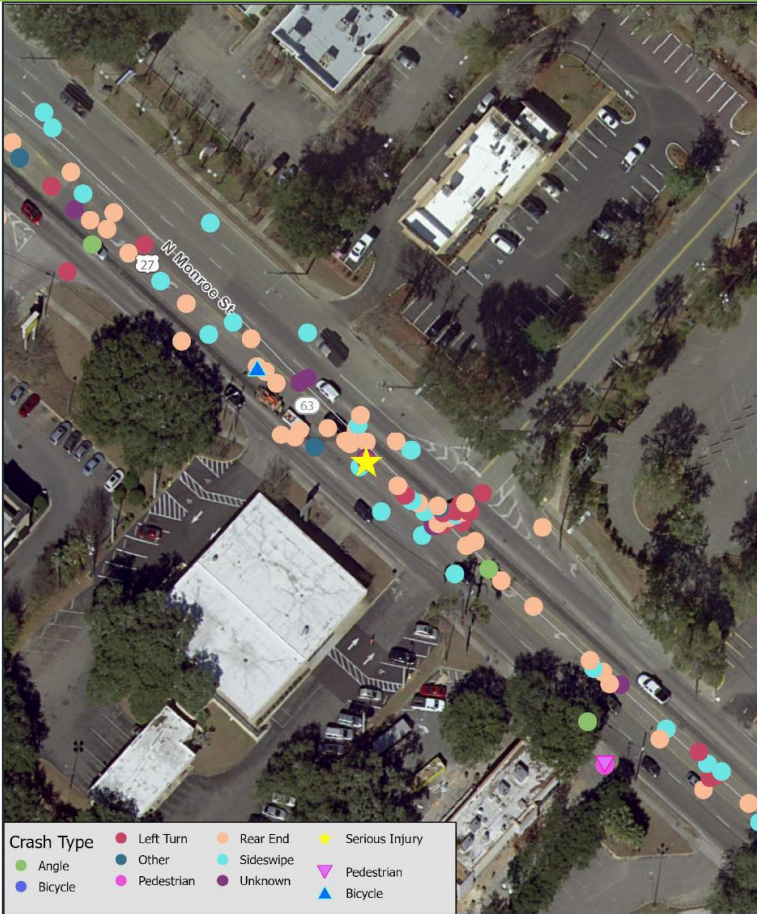
Safety Analysis (2017-2023)

- Significant clustering south of I-10 and at intersections
- 3,196 crashes within study limits
- Rear-end crashes most common (45%)
- 14 crash fatalities, 41 incapacitating injuries
- 21 bicycle crashes (1 fatal), 54 ped crashes (8 fatal)

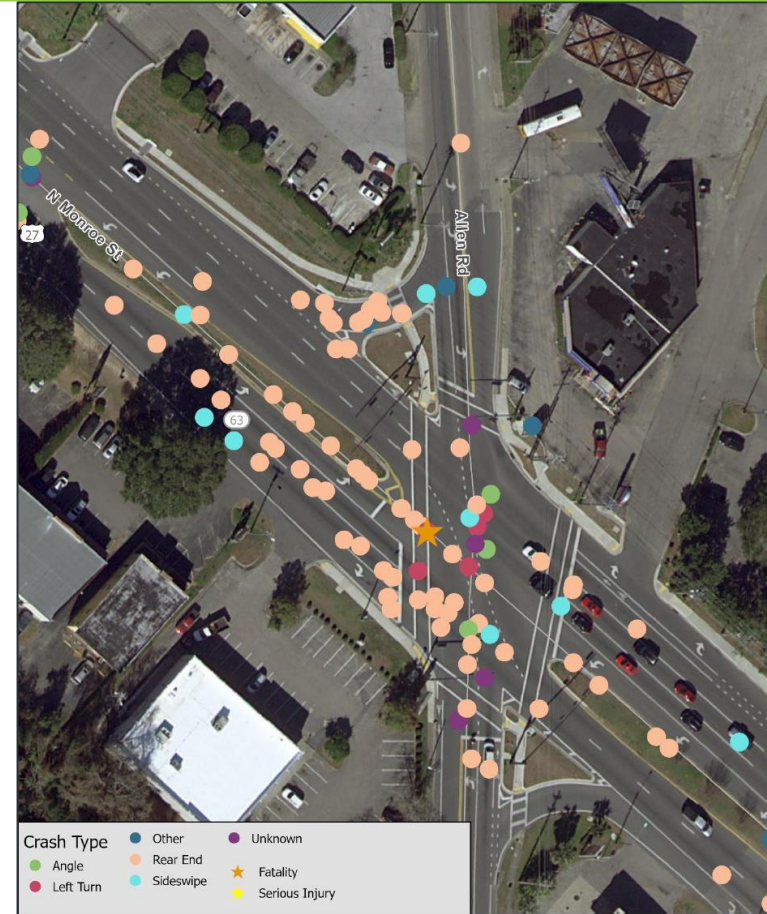


Significant Pedestrian Crash Data

Safety Analysis (2017-2023)



Current Angle Crash and Rear End Clustering at Silver Slipper Lane



Crash Clustering Near Allen Road Intersection

Safety Analysis

- Crash rates indicated areas exceeding Florida averages
- Hotspots identified to inform camera placement
- Potential improvements identified based on crash type, location, and severity



Walking Safety Audit (March 15th, 2024)

- Confirm corridor conditions and identify additional areas of concern
- Planners, engineers, law enforcement, and Leon County elected officials



Safety Audit Team

Walking Safety Audit Findings



Crosswalk Without High Emphasis Markings



Transit Stop with Limited Pedestrian Access

Walking Safety Audit Findings



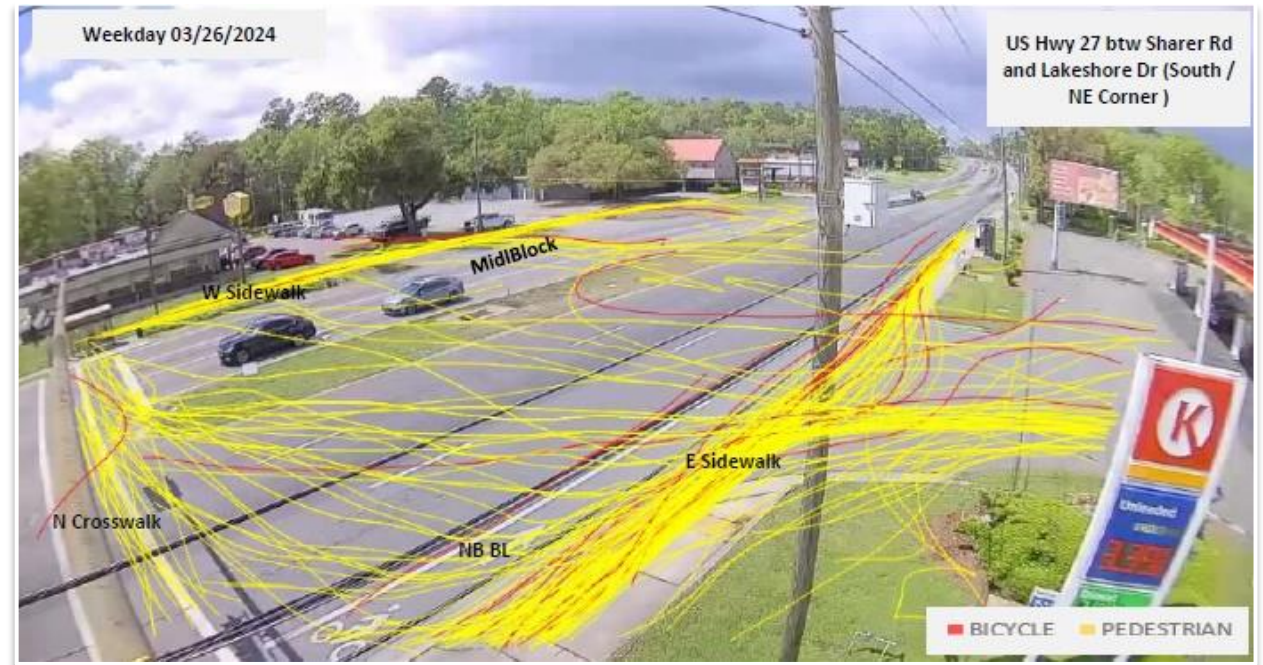
Damaged/Missing Detectable Warning Surface



Damaged/Missing Pedestrian Safety Features (No Railing)

Camera Count Analysis

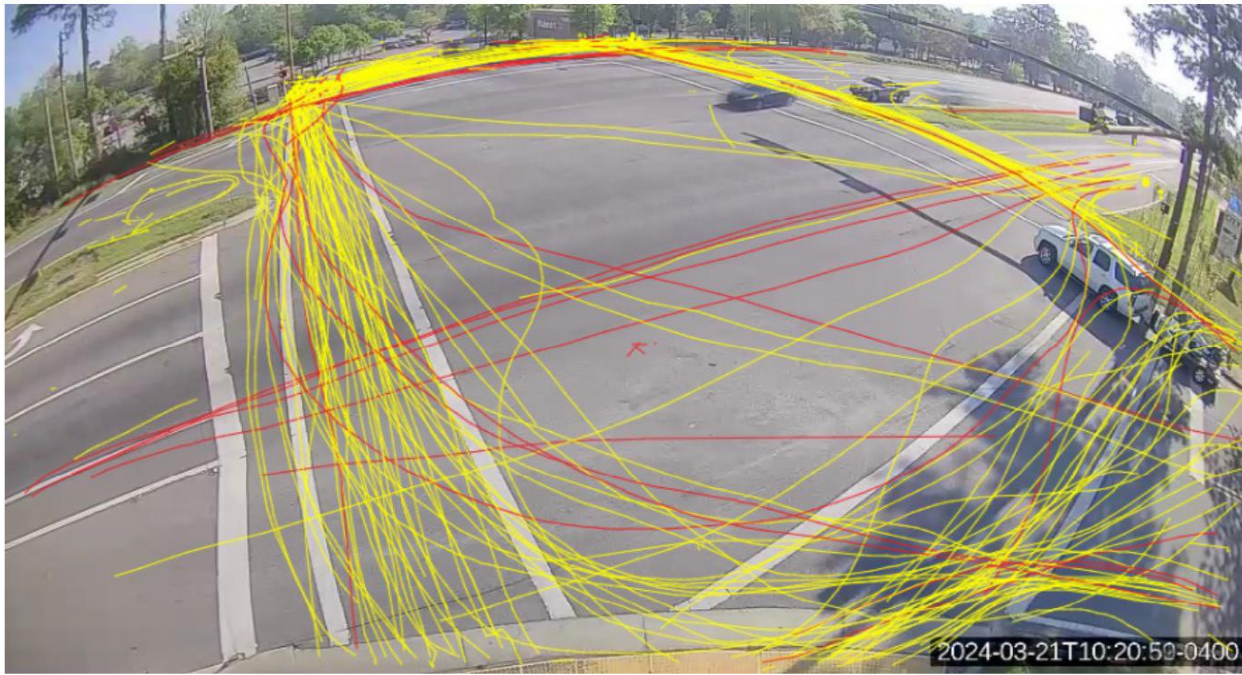
- Cameras located at intersections of N Monroe Street and:
 - Sessions Road
 - Lakeshore Drive
 - Between Lakeshore Drive and Sharer Road (2 Midblock Locations)
 - Sharer Road
 - John Knox Road
 - Tharpe Street



Bicyclist and Pedestrian Pathing

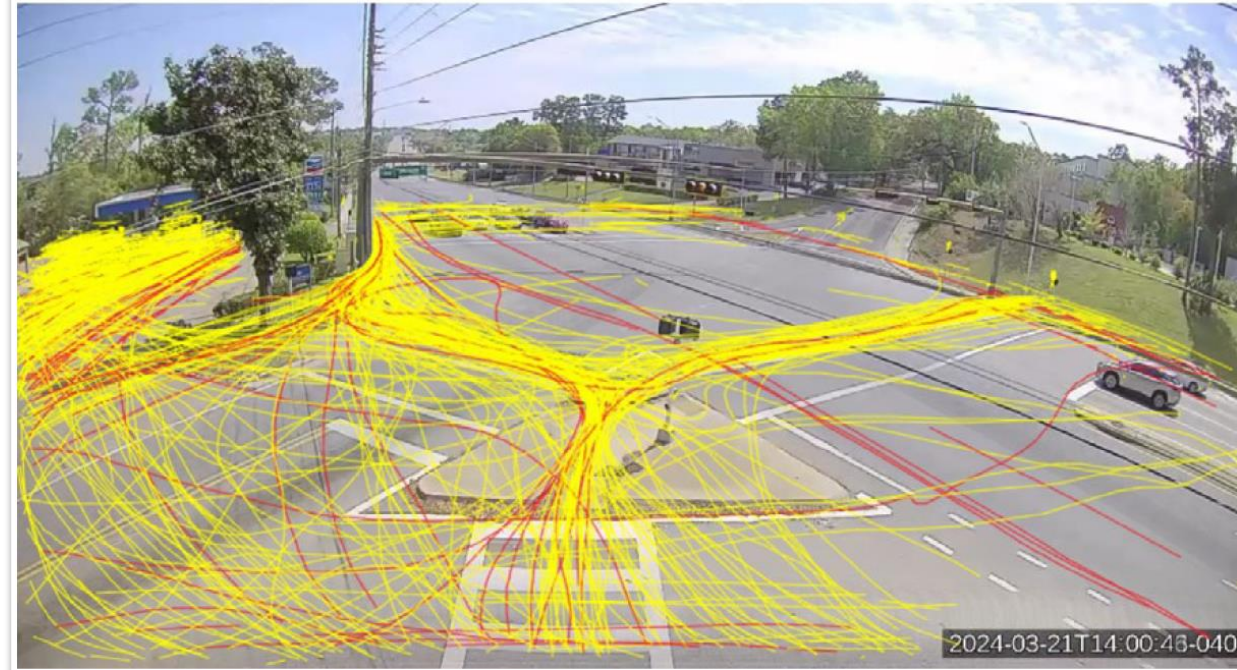
Camera Count Analysis

■ BICYCLE ■ PEDESTRIAN



Sessions Road Pedestrian and Bike Pathing

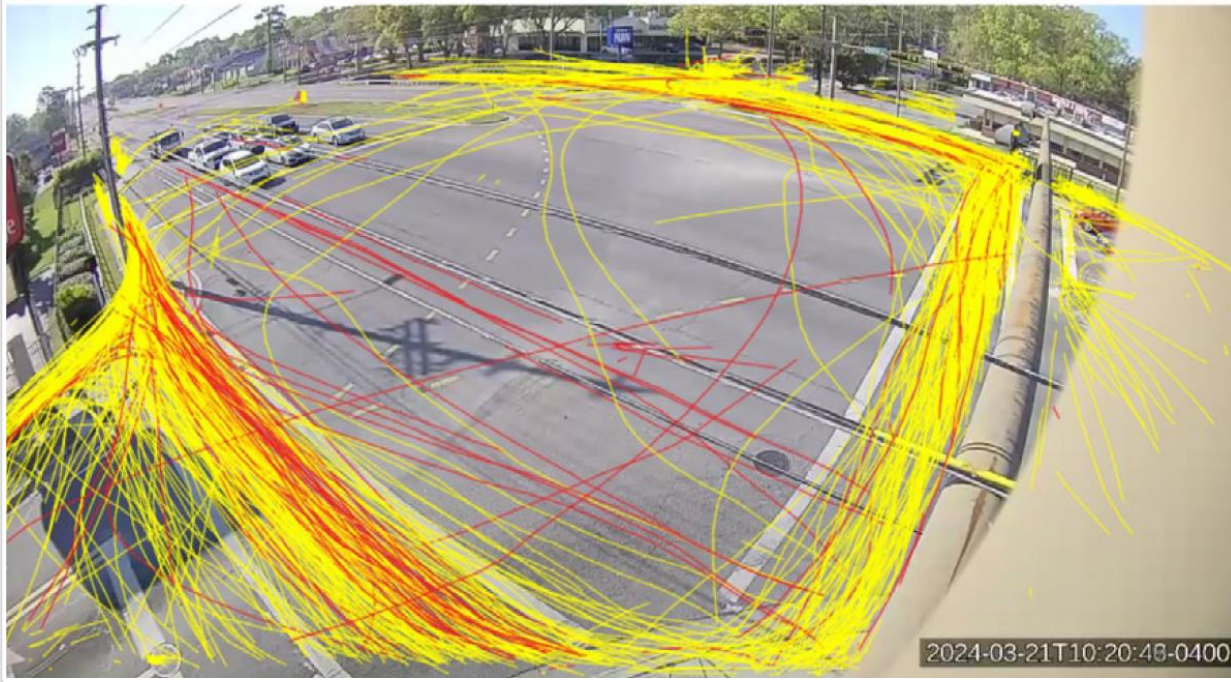
■ BICYCLE ■ PEDESTRIAN



Lakeshore Drive Pedestrian and Bike Pathing

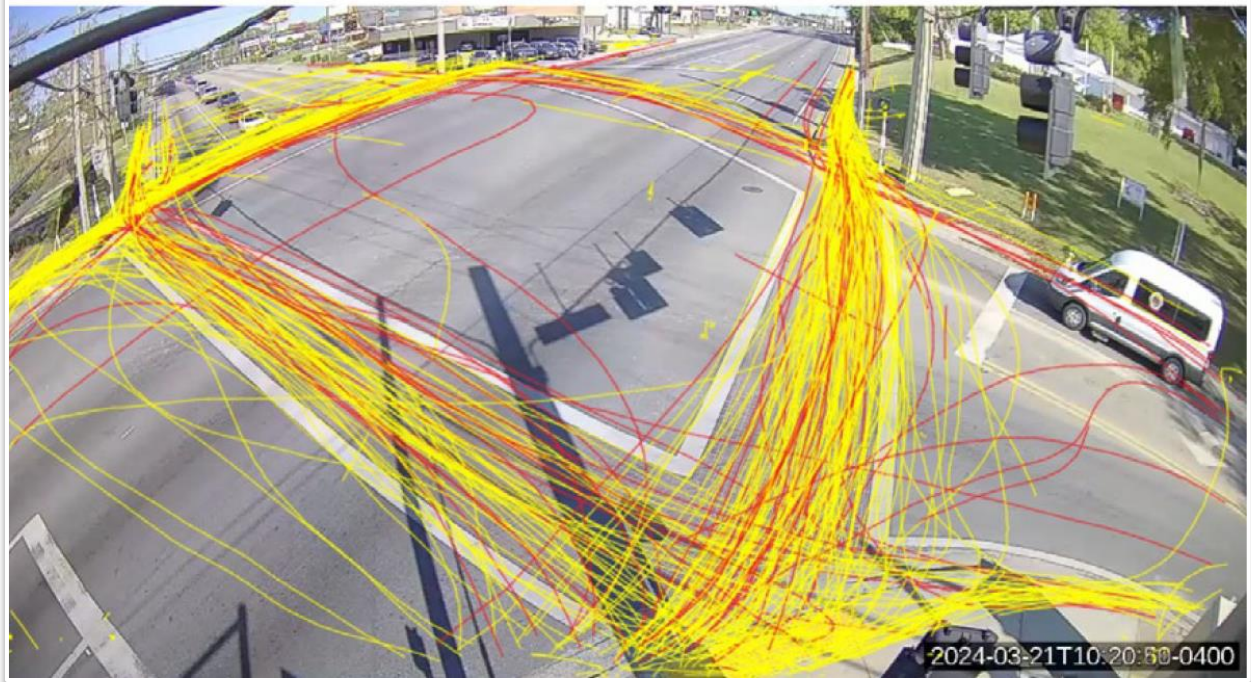
Camera Count Analysis

■ BICYCLE ■ PEDESTRIAN



Sharer Road Pedestrian and Bike Pathing

■ BICYCLE ■ PEDESTRIAN



Tharpe Street Pedestrian and Bike Pathing

Camera Count Analysis

7 locations from Tharpe Street to Sessions Road
Motorized and Non-motorized counts

Sessions Road

| Weekday | Camera Count |
|------------|--------------|
| Cyclist | 14 |
| Pedestrian | 65 |
| All | 79 |
| Weekend | |
| Cyclist | 7 |
| Pedestrian | 62 |
| All | 69 |

Tharpe Street

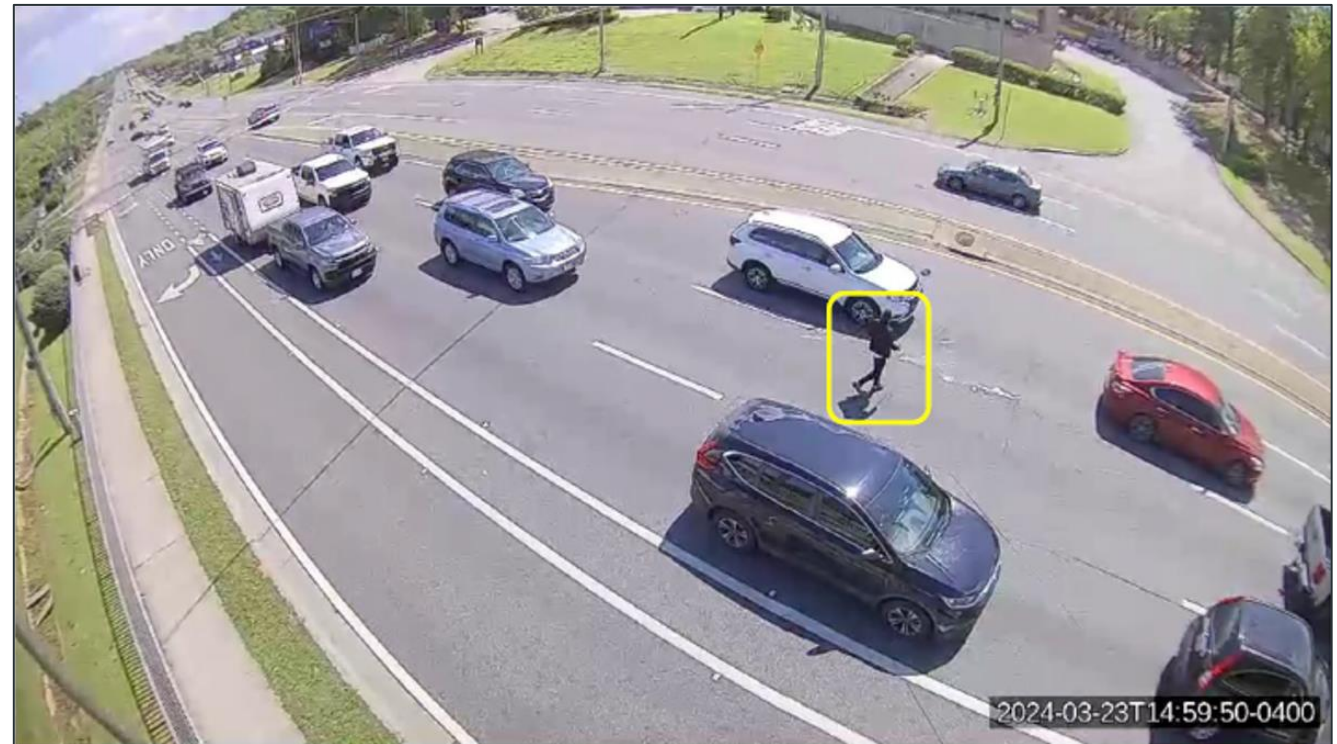
| Weekday | Camera Count |
|------------|--------------|
| Cyclist | 46 |
| Pedestrian | 138 |
| All | 184 |
| Weekend | |
| Cyclist | 30 |
| Pedestrian | 137 |
| All | 167 |

Sharer Road to Lakeshore (Midblock)

| Weekday | Camera Count |
|------------|--------------|
| Cyclist | 16 |
| Pedestrian | 226 |
| All | 242 |
| Weekend | |
| Cyclist | 35 |
| Pedestrian | 243 |
| All | 278 |

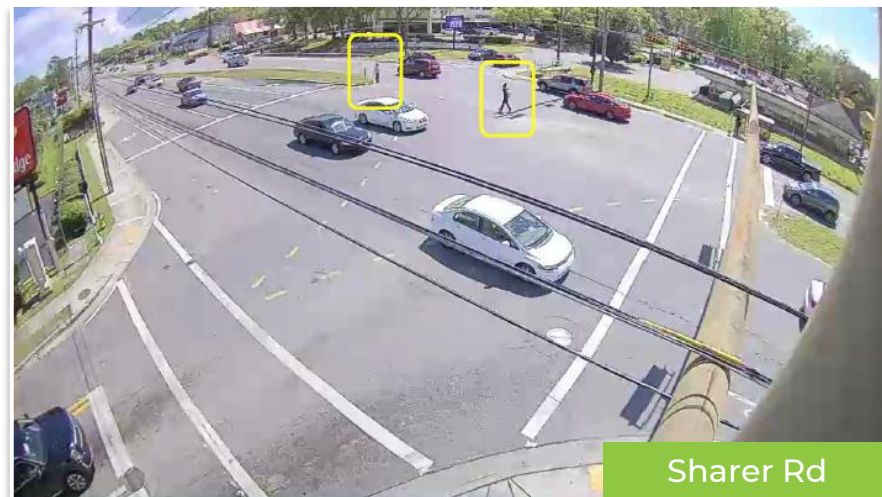
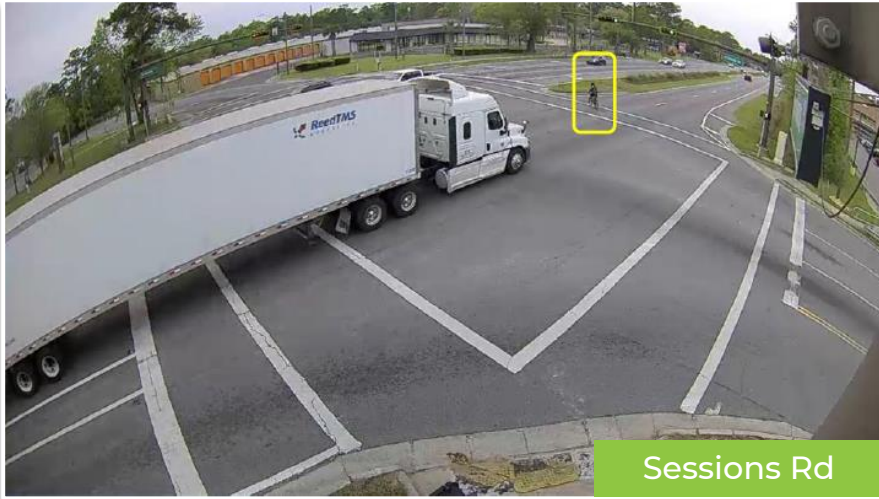
Near Miss Analysis

Incidents where pedestrians or bicyclists came into close proximity with vehicles



Pedestrian Crossing between Traffic at Sharer Road to Lakeshore Dr (N)

Near Miss Analysis



Grant Development

- Grant submitted under the 2024 SS4A Implementation Grant Program
- In coordination with FDOT, BPIA has committed to providing local match and implementing the safety improvements upon successful award
- **\$21 million requested:**
 - \$16.8 million federal request
 - \$4.2 million local match



School Bus Drop Off

Potential Improvements



Near Perpendicular Right Turn



Heavy Pedestrian Signage



Pedestrian Fencing

Controlled Pedestrian Crossing



Directional Median Opening

Source(s): Google Earth / Maps

Potential Improvements - Intersections

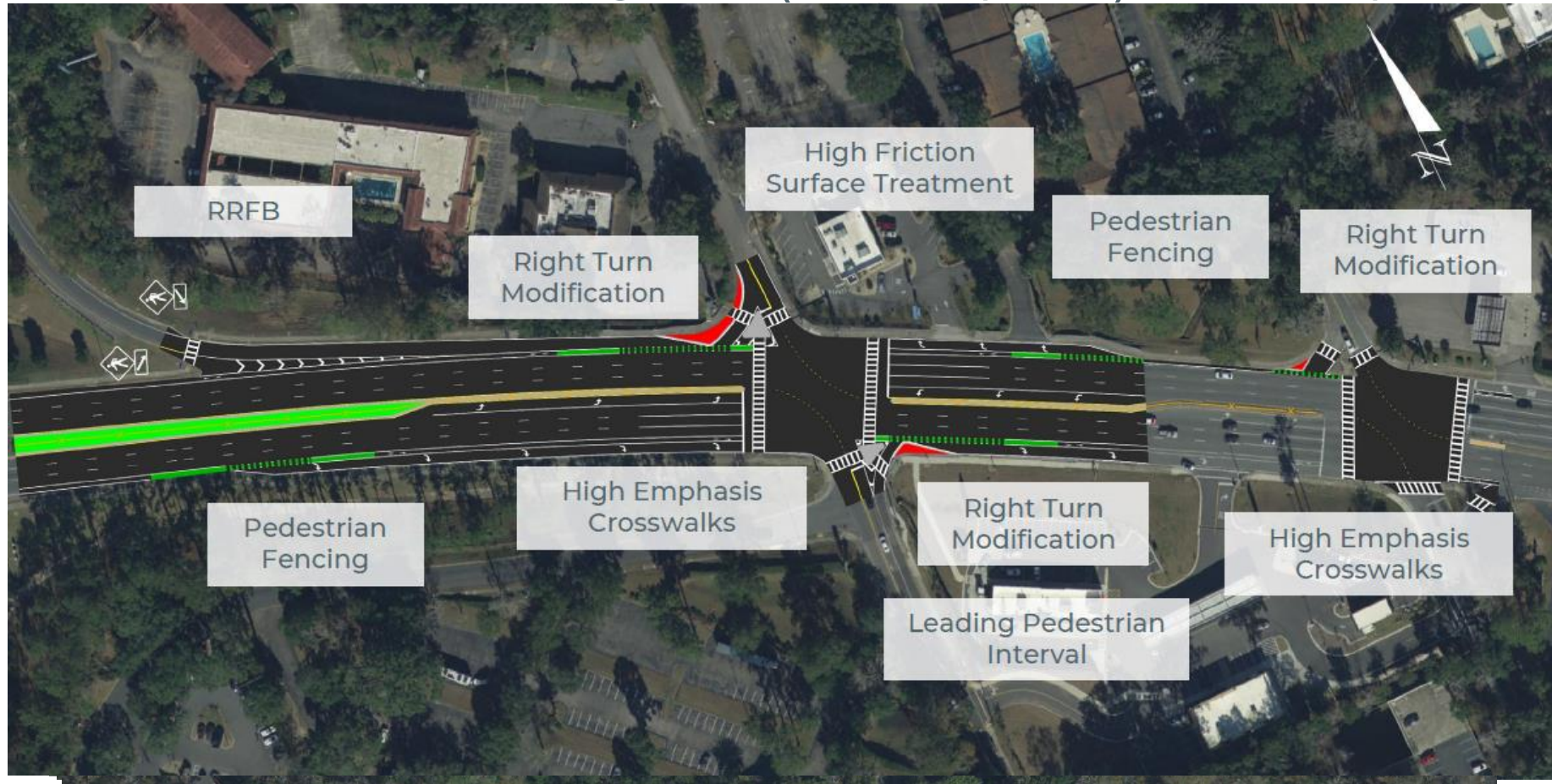
| Intersections | # | Potential Improvement(s) |
|---------------------------------------|----|--|
| Tharpe Street | 1 | Crosswalk Improvements, LPI, Lighting |
| Northwood Boulevard | 2 | LPI, Lighting |
| N MLK Jr. Boulevard/E Bradford Road | 3 | HFST, LPI, Right Turn Modification, Shift Traffic Control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

Potential Improvements - Segments

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

Potential Improvements

Northwest Drive, Church Road, South Branch Road, Westside Drive, and Park Road (Intersections 47-10) cello



Planning Level Costs

- Estimates based on length, size, type of improvements
- Costs developed using estimated construction values with additional 25% contingency

**Total Estimated Costs:
\$29,112,782**

Source: FDOT Historical Item Average Cost Reports; Known Costs

| Intersection and Segment # | Location / Activity | Estimated Project Cost |
|----------------------------|---|------------------------|
| -- | Total Estimated Costs | \$ 29,112,782 |
| 1 | Tharpe Street Intersection | \$ 69,060 |
| 1.5 | Pedestrian Crossing Between Tharpe St and Northwood Blvd | \$ 347,286 |
| 2 | Northwood Blvd Intersection | \$ 129,223 |
| 2.5 | Northwood Blvd to N MLK Jr Blvd | N/A |
| 3 | N MLK Jr Blvd Intersection | \$ 470,888 |
| 3.5 | Pedestrian Crossing Between N MLK Jr Blvd and John Knox Rd | \$ 347,286 |
| 3.5 | Right in Right Out and Pedestrian Signage at Silver Slipper Lane | \$ 245,028 |
| 4 | John Knox Rd Intersection | \$ 15,436 |
| 4.5 | Crossings and Median Improvements Between John Knox Rd And Allen Rd | \$ 165,419 |
| 5 | Allen Rd Intersection | \$ 291,313 |
| 5.5 | Median Improvements and Midblock Crossings between Allen Rd and Sharer Rd | \$ 585,311 |
| 6 | Sharer Rd Intersection | \$ 199,521 |
| 6.5 | Crossings and Median Improvements between Sharer Rd and Lakeshore Dr | \$ 542,966 |
| 7 | Lakeshore Dr Intersection | \$ 278,662 |
| 7.5 | Lakeshore Dr to Callaway Rd | \$ 31,326 |
| 8 | Callaway Rd Intersection | \$ 1,861,271 |
| 8.5 | Safety Improvements between Callaway Rd and I-10 | \$ 290,230 |
| 9 | Eastbound I-10 Ramp Intersection | \$ 273,605 |
| 9-10.5 | Rectangular Rapid Flashing Beacon Installation | \$ 339,755 |
| 10 | Westbound I-10 Ramp | \$ 281,915 |
| 10.5 | Safety Improvements between I-10 and Sessions Rd | \$ 206,153 |
| 11 | Sessions Rd Intersection | \$ 659,164 |
| 11.5 | Safety Improvements between Sessions Rd and Talpeco Rd | \$ 852,161 |
| 12 | Talpeco Rd Intersection | \$ 48,490 |
| 12.5 | Safety Improvements between Talpeco Rd and Fred George Rd | \$ 1,225,232 |
| 13 | Fred George Rd Intersection | \$ 112,992 |
| 13.5 | Safety Improvements Between Fred George Road and Perkins Road | \$ 1,013,158 |
| 14 | Perkins Road Intersection | N/A |
| 14.5 | Safety Improvements Between Perkins Road and CC NW | Gap Area Costs |
| 15 | Capital Circle NW Intersection | \$ 2,528,440 |
| Throughout | Bicycle and Pedestrian Facility Gap Areas | \$ 15,701,493 |

Thank You!

RS&H

Questions?



CRTPA 
N. Monroe Safety Implementation