



November 26, 2018

RETREAT AGENDA ITEM
CRTPA CORRIDOR REPORTS

TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

The Draft Traffic and Operations Analysis Reports for Pensacola Street and Tharpe Street have been submitted to the CRTPA for review. At this time, the project consultant, RS&H, would like to provide a summary presentation of the reports for CRTPA Board consideration. The Draft Reports have been provided as part of this agenda item.

HISTORY AND ANALYSIS

In February of 2018, the CRTPA directed its general consultant, RS&H, to initiate corridor studies for Pensacola Street and Tharpe Street, both of which are within Leon County. These corridors were identified as needing additional capacity improvements (roadway widening) in the currently adopted 2040 Regional Mobility Plan (RMP). The corridor studies were initiated to identify existing and projected future conditions along the corridor limits for Pensacola Street (Appleyard Drive to Capital Circle SW) and Tharpe Street (Ocala Road to Capital Circle, NW) and to identify potential projects to improve mobility and efficiency without major capacity expansions.

RECENT ACTIONS

The Reports of **DRAFT** Recommendations for the Tharpe Street Corridor and for the Pensacola Street Corridor were submitted to the CRTPA for review and consideration in October of 2018 and November of 2018, respectively. At this time, the consultant for the project is prepared to provide an overview to the CRTPA Board of the findings for each corridor study, which are briefly outlined on the following pages.

I. THARPE STREET CORRIDOR REPORT SUMMARY

The Tharpe Street Corridor Report identified three distinct sections along the corridor by characteristic. These sections are identified as the **Industrial Section**, the **Residential Section**, and the **Sheridan Road Section**. The limits and roadway characteristics of the three sections are outlined in Table 1 below.

Table 1. Tharpe Street Section Characteristics

Section	Number of Travel Lanes	Lane Width (Feet)	ROW Width (Feet)
Industrial (East of Capital Circle NW to Mission Road)	2	12	100
Residential (Mission Road to Ivan Drive)	2	12	66
Residential (Devra Drive to West of Ocala Road)	2	12	76
Sheridan (Ivan Drive to Devra Drive)	2	12	123

Physical Deficiencies

The Tharpe Street Corridor Report identified five (5) main physical issues along the corridor that warrant addressing. These issues are as follows:

1. **Transit Accessibility** - Bus stops are not compliant with Americans With Disabilities Act (ADA), shelters and sidewalks are missing, informational materials about the stops are missing.
2. **Spot Congestion** – Spot congestion occurs as a result of frequent bus stops (including school bussing), and trash collections especially during am peak hours, without the means for traffic to maneuver safely around the congestion/delays.
3. **Lack of Bicycle and Pedestrian Facilities** – 90% of the land parcels along the corridor of Tharpe Street have no bicycle lanes or sidewalks.
4. **Desire Lanes** – “Goat Paths” showing where existing foot traffic is occurring alongside the roadway.
5. **Flooding and Runoff** - Storm water runoff is causing erosion and flooding alongside the existing roadway, further complicating the pedestrian’s quest for safe travel.

Level of Service and Crash Data

The existing intersection analysis of Tharpe Street (summarized below in the table) reveals that the ***Mission Road intersection is currently operating at a LOS “E”, which is below the adopted LOS standard considered acceptable for the peak hour.*** Based on this analysis, Capacity Improvements would be warranted.

Table 2. Existing Intersection Operation Analysis.

Intersection	AM	PM
CCNW (SR 366)	D	D
Mission Rd.	D	E
San Luis Rd./Devra Dr.	B	B
N. Ocala Rd. / Fairlane Rd.	C	D

With regard to crash data, analyses from this report show that the overall corridor has a crash rate of nearly twenty (20()) times the state’s average crash rate for similar locations within the region.

Recommended Priority of Improvement Types for the Corridor

With Tharpe Street classified as an urban minor arterial, it was recommended that priority be placed on improving/installing the following roadway features:

1. Sidewalks
2. Medians
3. Access management
4. Multimodal intersection design
5. Bicycle lanes
6. Sharrows
7. Bus pullouts
8. Bus shelters
9. Landscaping

Overall Recommendations for the Tharpe Street Corridor by Characteristic Segments

The following recommendations are proposed for the segments of Tharpe Street identified below.

- A. Industrial Section Recommendations**
(East of Capital Circle NW to Mission Road)

- Install 5-foot-wide concrete sidewalk with a 4 foot wide utility strip on the north side;
- Add shared lane markings (Sharrows);
- Convert Blountstown Hwy and Tharpe Street to a “T” Intersection;
- Install a Linear Park on Blountstown Hwy; and
- Install an 8-foot-wide concrete sidewalk (curb and gutter) along the east side of Blountstown Hwy.

B. Residential Section Recommendations

(Mission Road to Ivan Drive & Devra Drive to West of Ocala Road)

- Add 8-foot-wide concrete sidewalk, culvert system, and curb & gutter along north side of Tharpe Street;
- Add 8-foot-wide pedestrian bridge over central drainage system;
- Widen 10 feet along the south side of Tharpe Street for addition of medians;
- Add two Jug handle U turns;
- Install turnout bay; and
- Re-stripe east side of Tharpe Street near Ocala Road to include bike lanes.

C. Sheridan Section Recommendations

(Ivan Drive to Devra Drive)

- Add 8-foot-wide concrete sidewalk, culvert system, and curb & gutter along north side of Tharpe Street.

Attachment 1: DRAFT Tharpe Street Traffic and Operations Analysis Report, October 2018

II. PENSACOLA STREET CORRIDOR REPORT SUMMARY

Physical Deficiencies

The Pensacola Street Corridor Report identified four (4) main physical issues along the corridor that were identified and studied. These issues are as follows:

- 1. Spot Congestion** – Spot congestion occurs as uniform dismissal from classes at Tallahassee Community College (TCC) spike traffic as students and faculty begin to exit the TCC parking lot.
- 2. Lighting** – A review of the crash history along the Pensacola corridor was conducted in order to identify deficiencies with respect to existing lighting infrastructure. An analysis of data pulled from 2012-2016 revealed that **17** out of **160** crashes occurred during low visibility hours (dusk, dawn, and nighttime). These incidents comprised **9.4%** of total crashes. Additionally, referencing the associated long-form crash reports for these events, none cited low visibility as a primary cause. Therefore, no improvements to existing lighting infrastructure are recommended at this time.
- 3. Bottleneck** - Recent road widening has developed the section of Pensacola Street from Capital Circle SW to Blountstown Hwy as a 6-lane section, but as Pensacola Street continues east, it condenses into a 2-lane section at the bridge, creating a bottleneck. Pensacola Street continues as this 2-lane roadway transitioning to a 4-lane roadway at TCC's access point. Increased east bound traffic volumes are likely to occur due to the increased capacity of the 6-lane section of Pensacola Street. The increases in traffic volumes could intensify congestion along Pensacola Street. For this reason, the existing bottleneck is a candidate for remediation.
- 4. Lack of Bicycle and Pedestrian Facilities** – Currently, the 2-lane section between Blountstown Hwy and Progress Drive lacks bike and pedestrian facilities. For this reason, cyclists and pedestrians are given no choice but to travel along grassed areas to avoid interaction with motorists. However, grassed ditches are not always made available. The bridge located in this section poses a high-risk area for pedestrians as they are given no choice but to travel on the roadway with vehicular traffic.

Level of Service and Crash Data

The existing intersection analysis is summarized in **Table 2**, on the following page, which reveals that under current conditions, all major intersections appear to be operating at acceptable LOS values for peak hour operations. Based on this analysis, there appears to be no need for major capacity improvements along the Pensacola Street Corridor.

Table 2. Existing Intersection Operation Analysis.

Intersection	AM	PM
CCSW @ Blountstown Hwy	D	D
Progress Dr.	A	C
Nina Rd.	B	C
Appleyard Dr.	D	D

Review of the Annual Average Daily Traffic (AADT) from FDOT revealed that the highest volumes of traffic for the Pensacola Corridor under study appear to be east of Appleyard Drive and west of Blountstown Hwy.

With regard to crash data, analyses from this report show that TCC’s current access point on Pensacola Street reported the highest segmental crash rate. Accordingly, the intersection of Appleyard Drive and Pensacola Street experience the highest ***intersection*** crash rate within the study area. In fact, this particular intersection experiences a crash rate of 1.74 per million vehicle miles of travel (MVMT), which is nearly five (5) times higher than Florida’s state average crash rate of 0.299 MVMT for a similar location in the region.

Overall Recommendations for the Pensacola Street Corridor

A. Bottleneck - Widening Alternative of Bridge

- Widen Bridge adding two lanes (12' in width) and two 5-foot sidewalks for a total of 34' in widening (According to FDOT's Transportation Cost Reports (2014), the cost of construction for bridge widening falls between \$85 and \$160 per square foot. To be conservative, the value of \$160 per square foot is applied. The bridge in question is approximately 285.1' in length (according to FDOT SLD). Using the bridge’s length and the total widening width, approximately 9693.4 square feet would be added to the existing structure at a cost of \$1,550,944); and
- Widen Pensacola Street at the approach tapers to make the roadway compatible with the widened bridge deck. (According to FDOT's LRE models "Adding 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side) with Center Turn Lane and 4' Bike Lanes" (in an urban setting) is approx. \$4,732,174.28 per mile. The length of roadway in question is approximately 0.634 miles in length resulting in a cost estimate of \$3,000,198.50).

NOTE: The combined/total cost estimate of widening Pensacola St. to 4 lanes and the accompanying bridge is \$4,551,142.50. However, this cost does not incorporate closing down and/or altering the CSX lines to facilitate said widening.

B. Spot Congestion - Low Cost Alternative

- Add a “Private Drive, No U-Turn” sign is to entrance(s) of Disc Village, Grainger, and/or Pepsico.

C. Spot Congestion - Comprehensive Alternative

- Reconfigure access points to TCC from Pensacola.
 - Creating a dedicated two lane entrance for TCC -- restriped to create both a left turn and right through lane;
 - Add a two-lane dedicated exit -- southwest of the Social Science Wing of TCC; and
 - Add “Do Not Enter” signs at the heads of the one-way pair to alert drivers.
- Manage access and restrict illegal movements at the existing two-way access point at TCC near the intersection at Appleyard Dr.

Attachment 2: DRAFT Pensacola Street Traffic and Operations Analysis Report, November 2018

ATTACHMENTS

Attachment 1: DRAFT Tarpe Street Traffic and Operations Analysis Report, October 2018

Attachment 2: DRAFT Pensacola Street Traffic and Operations Analysis Report, November 2018