

September 16, 2024



AGENDA ITEM 6 E

NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The [North Monroe Street Safety Implementation Plan](#) has been developed for CRTPA approval. The plan identifies potential safety improvements along the N. Monroe corridor for roadway users (including motorists, pedestrian, and bicyclists). The effort also included development of a federal grant application ("Safe Streets and Roads for All" (SS4A) Grant Program) to implement many of the identified potential improvements contained in the plan.

CRTPA COMMITTEE ACTIONS

The CRTPA's Technical Advisory Committee and Citizen's Multimodal Advisory Committee met on September 3 and both committees voted to recommend the CRTPA approve the North Monroe Street Safety Implementation Plan.

RECOMMENDED ACTION

Option 1: Approve the North Monroe Street Safety Implementation Plan.

BACKGROUND

In June 2023, the CRTPA adopted the [Safe Streets and Roads for All \(SS4A\) Safety Action Plan](#), a plan that identified projects and priorities addressing roadway safety in the capital region. Associated with the plan's development was the identification of High Injury Network (HIN) for roadways in the region with safety concerns. The analysis identified North Monroe Street as being on the HIN for *vulnerable road users* (defined as people, including pedestrians and bicyclists, who are not protected by a car or truck while traveling and, as a result, at a higher risk of injury in a crash with a vehicle), ***shown below***.

N. Monroe Street High Injury Network Map



PLAN INITIATION

In late 2023, the North Monroe Street Safety Implementation Plan (“plan”) was initiated to identify potential safety improvements along the N. Monroe Street corridor. The study examined a broader length of the N Monroe corridor from **Tharpe Street to Capital Circle, Northwest** (approximately 7 miles) that included the HIN. A project page detailing the plan’s efforts is available for review on the [CRTPA’s website](#).

PLAN DEVELOPMENT/SAFETY ANALYSIS

Development of the N. Monroe plan included an in-depth review of the safety conditions along the corridor. This analysis utilized known crash locations, previous planning efforts, stakeholder/public engagement, available data sources, a walking and driving safety audit, and camera count analysis to better understand the patterns of bicycle and pedestrian movements. Additionally, sidewalk and bicycle lane gaps along the corridor were identified.

The camera count analysis occurred over a 48-hour period in March 2024 in order to understand crossing movements for vulnerable road users at the following six (6) key intersection and mid-block locations (identified from north to south):

- N Monroe/Sessions Road
- N Monroe/Lakeshore Drive
- N Monroe/Between Sharer Road & Lakeshore Drive
- N Monroe/John Knox Road
- N Monroe/Sharer Road
- N Monroe/Tharpe Street

The analysis identified and tracked the movements of bicyclists and pedestrians and ultimately provided a view of potentially needed corridor safety improvements. The selection of the locations used for the analysis were informed through corridor crash analyses conducted for intersections and segments.

The **photograph to the right** provides an analysis of pedestrian (in yellow) and bicyclist (in red) crossings over a 2-day period looking north along the corridor from Sharer Road. At this location, 237 pedestrians and 29 bicyclists were identified, of which, 21% of bicyclists and 36% of pedestrians chose to jay walk at the midblock location.



The camera count analysis also included a near miss review between vulnerable users and motorized vehicles. This near miss analysis allowed for development of proactive recommendations (the **photographs below** from the report provide examples of near misses on the corridor).

Corridor Location: N. Monroe/Sharer Road



Figure 4: Pedestrian starts crossing westbound near the Gas Station driveway and passes near an incoming vehicle entering US Hwy 27 from the east leg of Sharer Rd. It represents a near-miss case where the driver had to evade the pedestrian. (Date 03/26/2024 at 3:35 PM)

Corridor Location: N. Monroe/John Knox Road

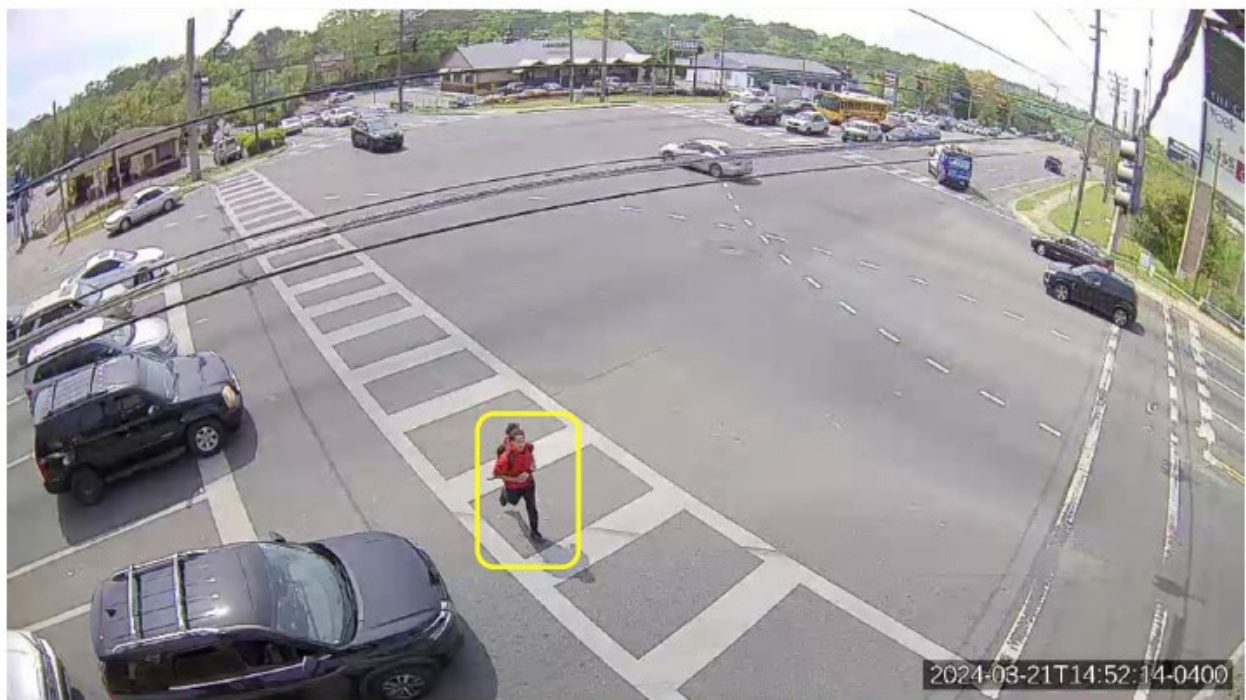


Figure 3: Pedestrian crossing the south approach, vehicle approaching from Northbound Right Turn failed to yield to pedestrian (Date 03/21/2024 at 02:52 PM)

A corridor walking and driving safety audit occurred on March 15, 2024, to further assess the conditions along the corridor and was comprised of a multidisciplinary team that included planners, engineers, and law enforcement. Ultimately, the safety audit helped generate coordinated and integrated recommendations for the N. Monroe corridor through this collaborative approach.

Corridor Crashes

A review of data identified that between 2017 – 2023, identified that the corridor experienced 3,196 crashes with fourteen (14) resulting in fatalities and 41 resulted in incapacitating injuries. The most common types of crashes were rear end (45%), left turn (15%), and sideswipe (15%). During this period, 21 bicycle crashes occurred on the corridor, of which one (1) was fatal, and 54 pedestrian crashes occurred, of which eight (8) were fatal. Bicycle and pedestrian crashes comprised 2.3% of all crashes and 64% of all fatal crashes in the study area.

In terms of time of day, most crashes occurred during the day (71%), with some (21%) occurring at night but under lit conditions; only 4% occurred in the dark under unlit conditions. Most crashes took place on dry pavement (84%).

PLAN RECOMMENDATIONS/POTENTIAL IMPROVEMENTS

The North Monroe Safety Implementation Plan ultimately resulted in the identification of a series of potential improvements to improve safety along the corridor.

General improvements for the corridor include the modification of signal walk times, implementation of leading pedestrian intervals, increased pavement marking maintenance, safety / roadway education, and traffic enforcement. Furthermore, potential improvements may be grouped into linear improvements and spots improvements.

Linear Improvements - Linear improvements include elimination of sidewalk and bike lane gaps as well as development of pedestrian fencing, high emphasis crosswalks, raised medians, pedestrian fencing / railings, road repairs, and turn lane modifications.

Spot Improvements - Spot improvements have been identified for specific locations along the corridor and include the following:

- Blank Out Sign
- Directional Median Openings
- Green-Colored Pavement Marking
- High Friction Surface Treatment
- No U-turn Signage
- Pedestrian / Median Refuge
- Repositioning of a Transit Stop
- Temporary Curb
- Controlled Pedestrian Crossing
- Dynamic Speed Feedback Sign
- Heavy Pedestrian Signage
- Near Perpendicular Right Turn
- Pedestrian Fencing
- Rectangular Rapid Flashing Beacon (RRFB)
- Truncated Domes/Detectable Warning Surface

FEDERAL GRANT SUBMISSION

Associated with plan's development was the development and submission of a federal SS4A implementation grant seeking funds to implement identified potential improvements for the corridor. The grant was submitted by the CRTPA in mid-May 2024 and was developed in coordination with the Florida Department of Transportation (FDOT) and the Blueprint Intergovernmental Agency (BPIA). The BPIA has committed to provide the local match (\$4.2 million) for the grant (\$21 million in total) and to implement the safety improvements upon successful award.

PUBLIC ENGAGEMENT

In addition to engagement activities associated with previous corridor planning efforts (detailed in the report), a public information meeting was conducted on April 29, 2024 (see [Appendix A](#)). The meeting was held at the Lake Jackson Community Center, the approximate midpoint of the study corridor and was attended by over 30 members of the public including elected officials, members of advocacy groups, and local jurisdictional engineering and planning staff. Attendees were provided with locations and descriptions of the safety improvements via concept drawings and strip maps. The participants were asked to identify their priorities through interactive exercises and provide additional comments/feedback. Outreach results were ultimately incorporated into the analysis to ensure the potential improvements also considered direct public input. Additionally, **Attachment 3** provides a public comment received related to the project on September 3.

ATTACHMENTS

Attachment 1 – [Draft Report Link](#)

Attachment 2 – Report Appendices

- [Appendix A](#) (April 29 Workshop Information)
- [Appendix B](#) (Data Collection: Motorized and Non-Motorized)
- [Appendix C – E](#) (Intersection/Segment Data; Improvements Visualization; and Potential Corridor Improvements)

Attachment 3 – Public Comment

Attachment 4 – Draft Presentation

From: [Cherie Li](#)
To: [Slay, Greg](#); [Kostrzewa, Jack](#); [Burke, Greg](#); [Lex, Suzanne](#); [Mitchell, Yulonda](#)
Subject: Public Comment for September 3 2024 TAC Meeting : North Monroe Safety Implementation Plan
Date: Tuesday, September 3, 2024 12:04:00 AM

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Good evening CRTPA Executive and Assistant Directors Slay and Kostrzewa, Planning and Programs Managers Burke and Lex, and Administrative Assistant Mitchell,

Firstly, I would like to commend the CRTPA for moving in the right direction of increasing protections for pedestrians and cyclists along this important corridor. I believe that the proposed improvements are necessary - but not sufficient, to achieve safety for all road users. As the 68-page briefing on this project acknowledges, "The corridor is largely represented by four to six lane sections with speeds ranging from 35 miles per hour (mph) to 45 mph." As a resident of an apartment complex along the northwest part of Monroe, actual speeds can often be higher by as much as 20 miles than the posted speed limit. "Sidewalks" such as that pictured in Figure 2 are simply unacceptable for pedestrian use at these automobile speeds. In fact, the majority of the Monroe corridor exhibits much of the same "pedestrian infrastructure" - a narrow sidewalk butting up against a 50+ mph 4 or 6 lane road with absolutely no physical barrier (a painted bike lane is not a buffer) between pedestrians and multi-ton vehicles. I currently don't know a single person who prizes their life and would actually walk along Monroe (save a few areas closer to midtown) versus taking a car than perhaps ambitious college students without cars, hardcore environmentalists/cyclists, or as the document states "vulnerable road users". I certainly wouldn't say this road is safe for children either. This is an abject policy failure -- pedestrian and cycling infrastructure SHOULD be able to be depended upon by every age and class of society, not just vulnerable road users who have no other option.

In that vein, how will the CRTPA ensure that "The potential safety improvements will increase the multimodal network connectivity and accessibility along the corridor and between activity centers"? Currently I would frankly say that there is no existing true multi-modal network (i.e., 99% of users are not going to take the bus, a bike, or walk down Monroe unless they have no choice) and yet we simply cannot afford to maintain the status quo of car dependency from both an environmental and public health standpoint. It is all the more reason to expand the very encouraging, yet piecemeal approach presented in this plan – a network cannot be a network if it is fragmented and safe only in select areas. Please prioritize grade separated infrastructure (i.e. bollards, physical buffer lanes of parked cars, or trees etc.), tree canopies for pedestrians and cyclists and road diets continuously along the entire corridor to actually create this multimodal network promised. Please let the public of Tallahassee know what we need to do to assist you with "going the mile" to make these improvements. There are many of us who truly and deeply want to see our roads be reclaimed for the people. I appreciate your time and thank you very much for your consideration.



CRTPA 
N. Monroe Safety Implementation

ATTACHMENT 4

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

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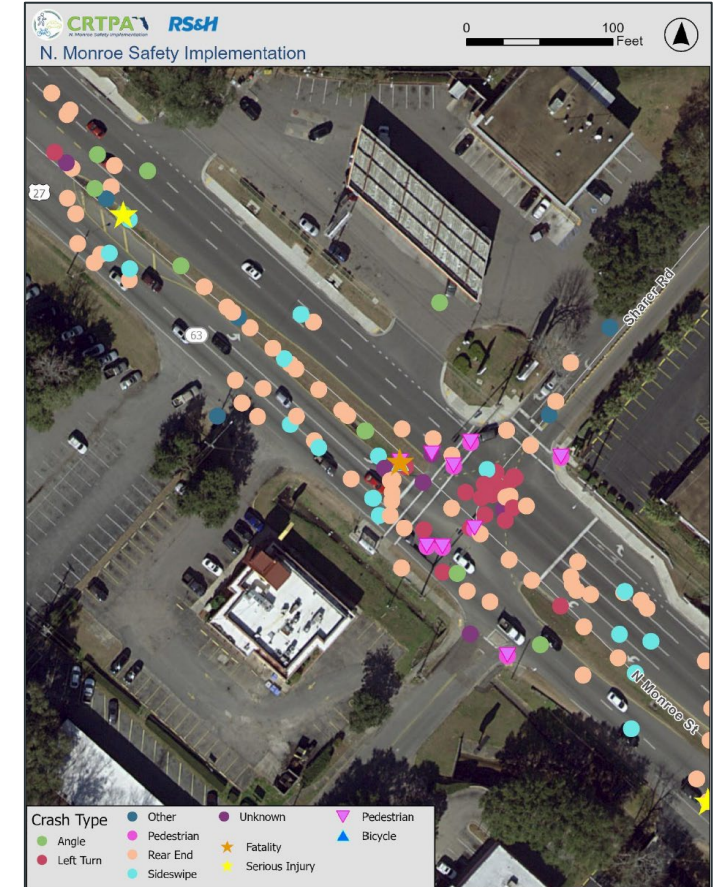
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Safety Analysis (2017-2023)

- 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 pedestrian crashes (8 fatal)

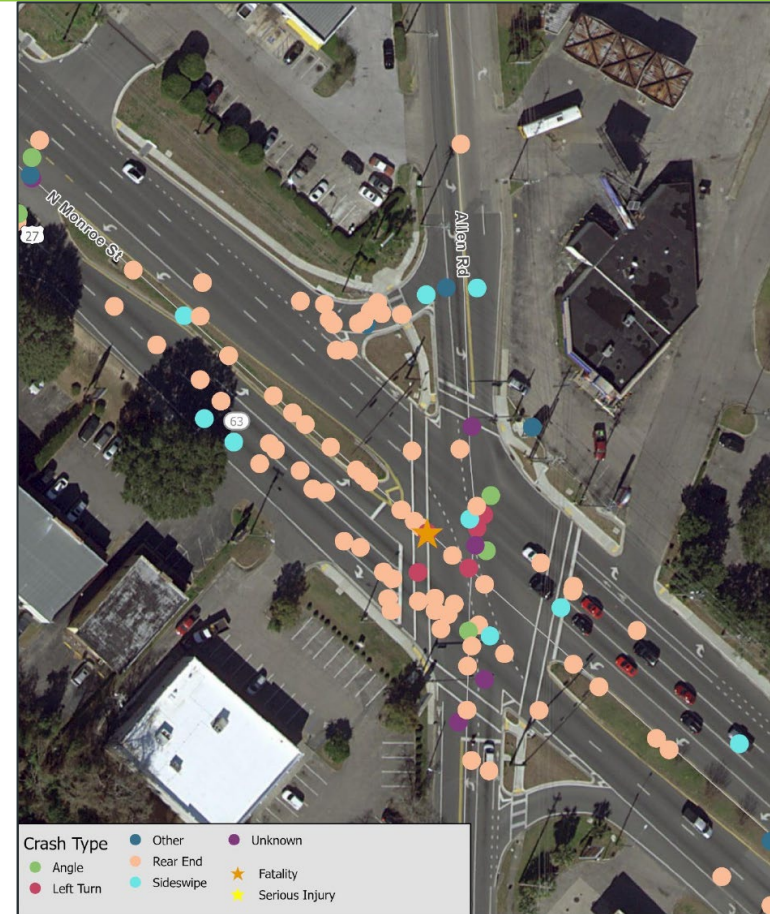


Significant Pedestrian Crash Data

Safety Analysis (2017-2023)



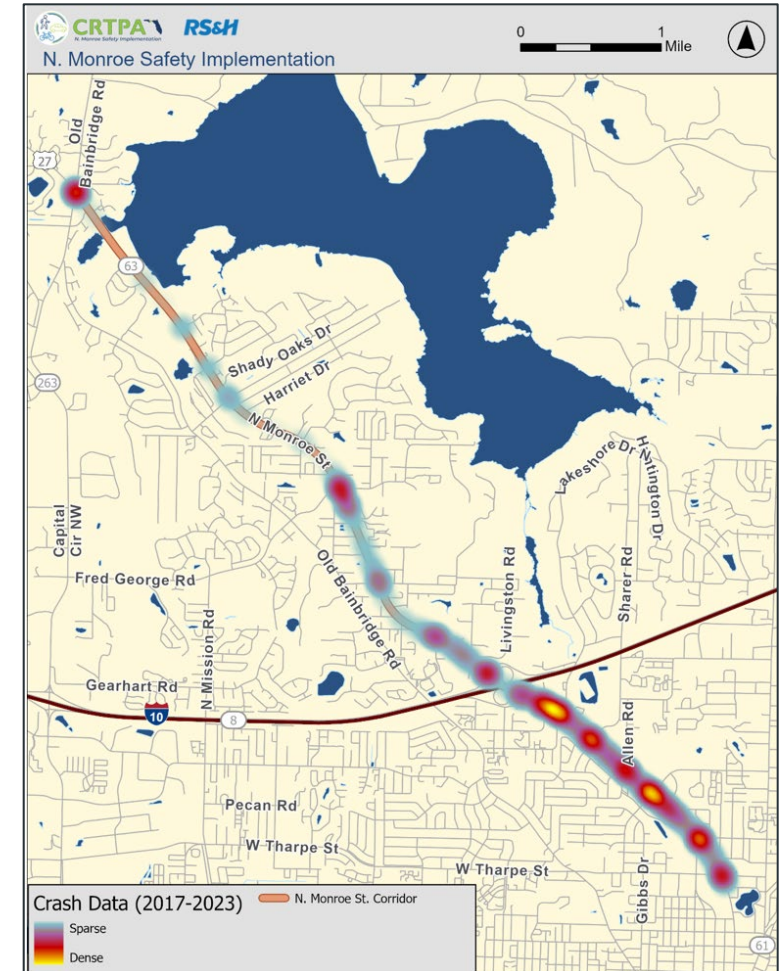
Current Angle Crash and Rear End Clustering at Silver Slipper Lane



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



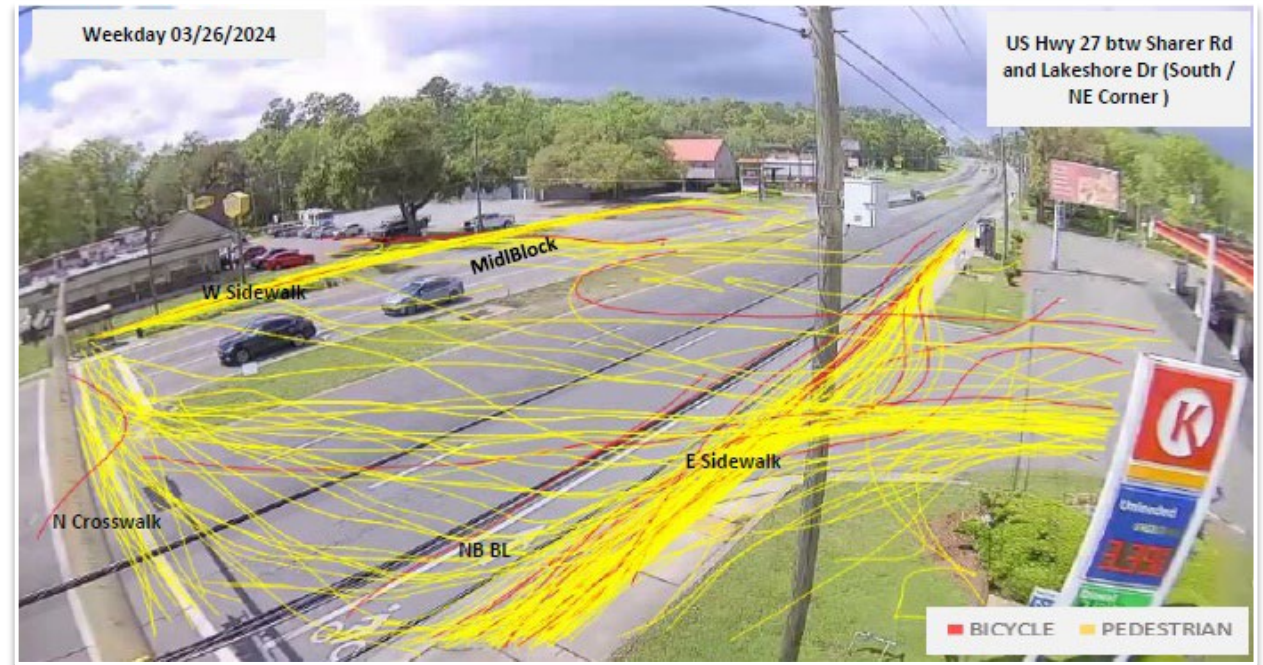
Damaged/Missing Detectable
Warning Surface



Damaged/Missing Pedestrian Safety Features (No Railing)

Camera Count Analysis

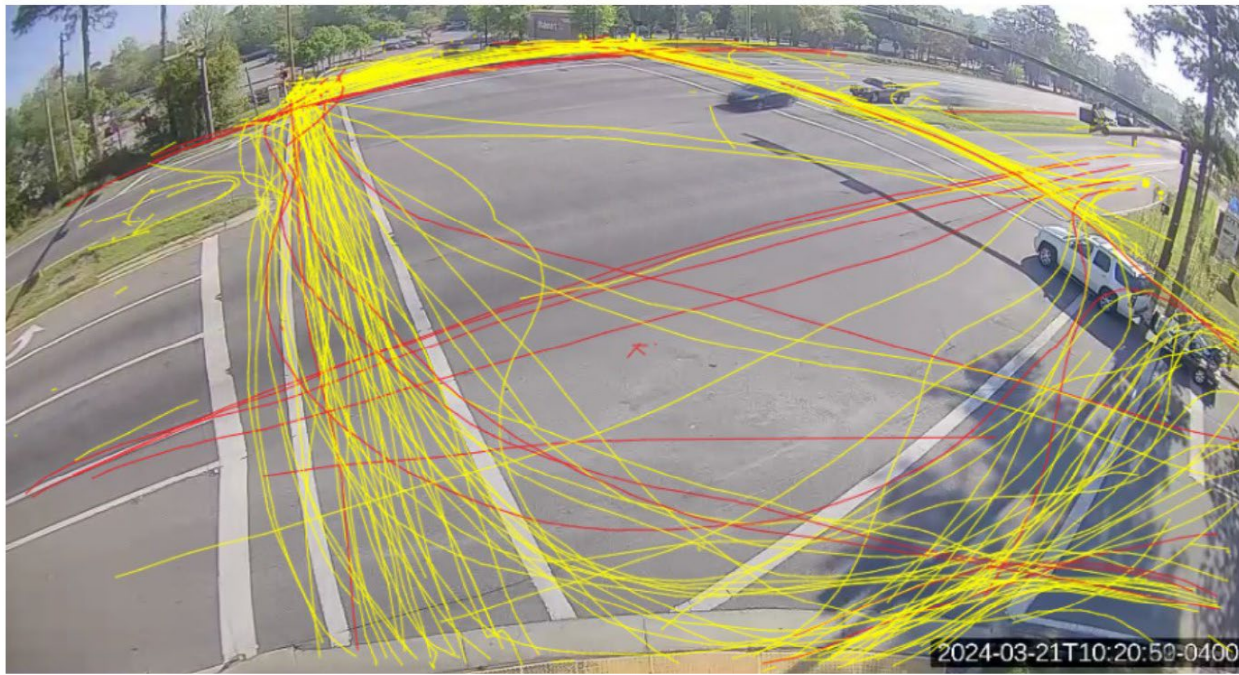
- Cameras located at intersections of N Monroe Street and:
 - Sessions Road
 - Lakeshore Drive
 - Between Lakeshore Drive and Sharer Road (2 Midblock Locations)
 - Sharer Road
 - John Knox Road
 - Tharpe Street



Bicyclist and Pedestrian Pathing

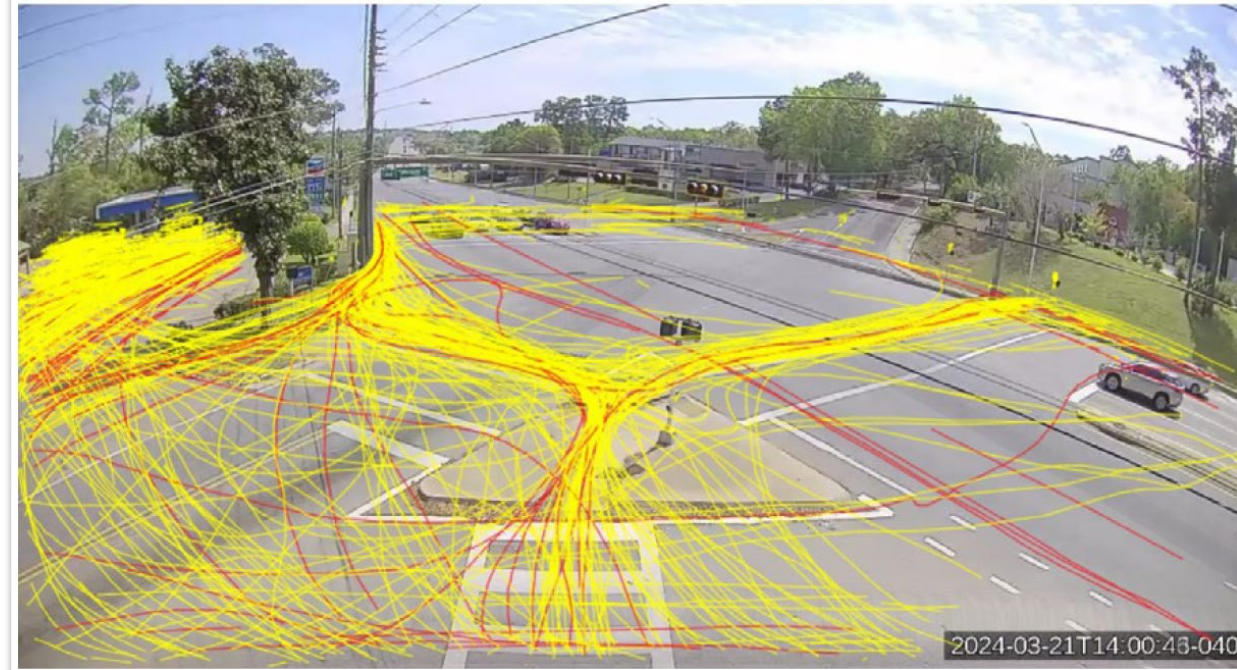
Camera Count Analysis

■ BICYCLE ■ PEDESTRIAN



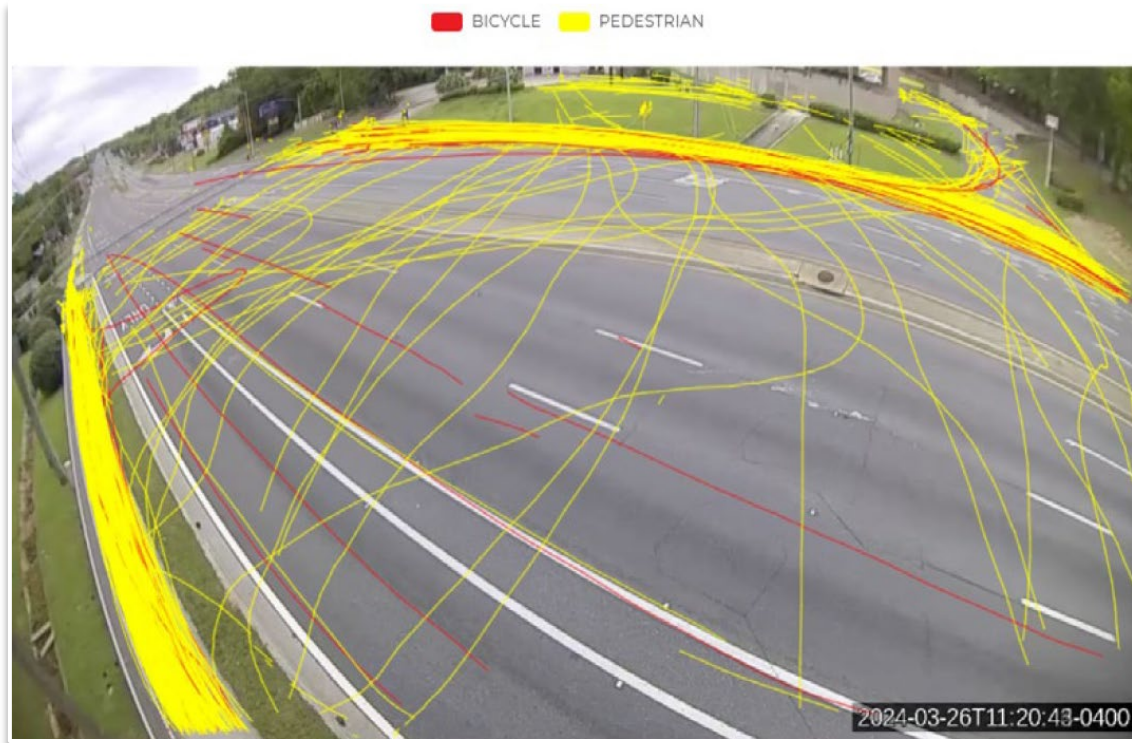
Sessions Road Pedestrian and Bike Pathing

■ BICYCLE ■ PEDESTRIAN

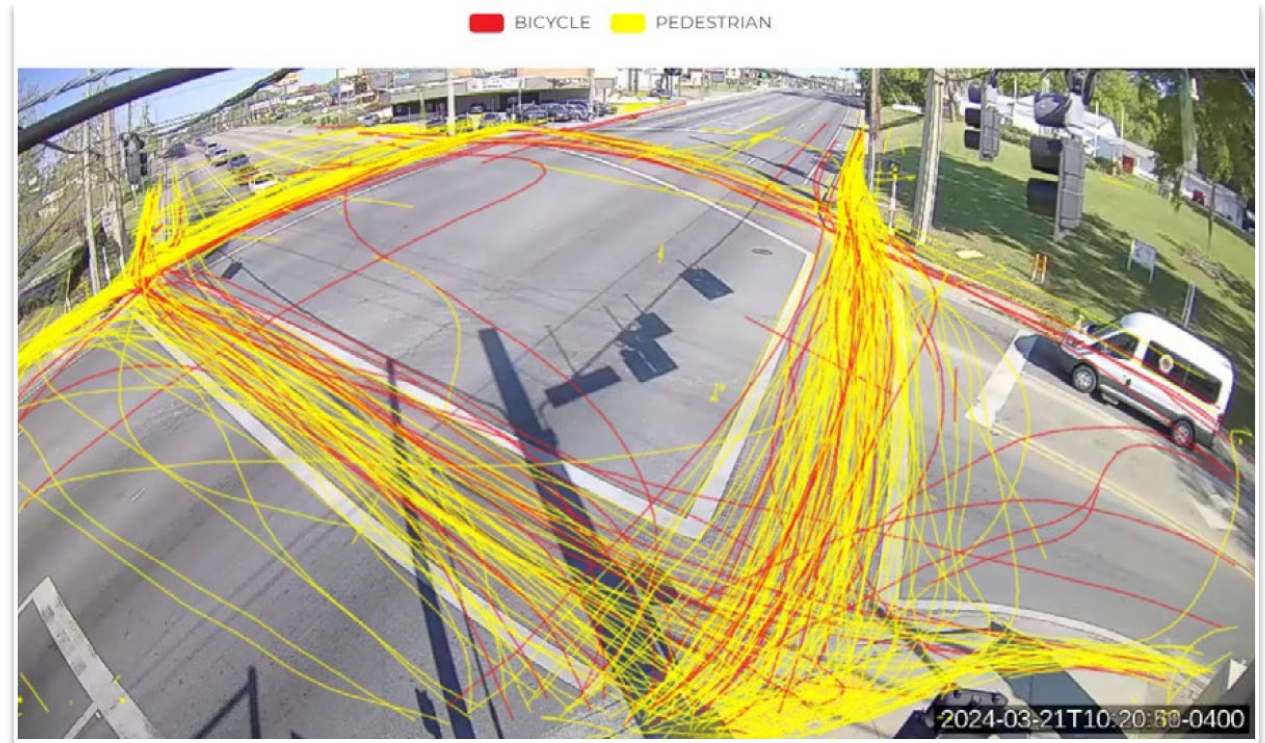


Lakeshore Drive Pedestrian and Bike Pathing

Camera Count Analysis



Lakeshore Drive and Sharer Road Midblock N
Pedestrian and Bike Pathing



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

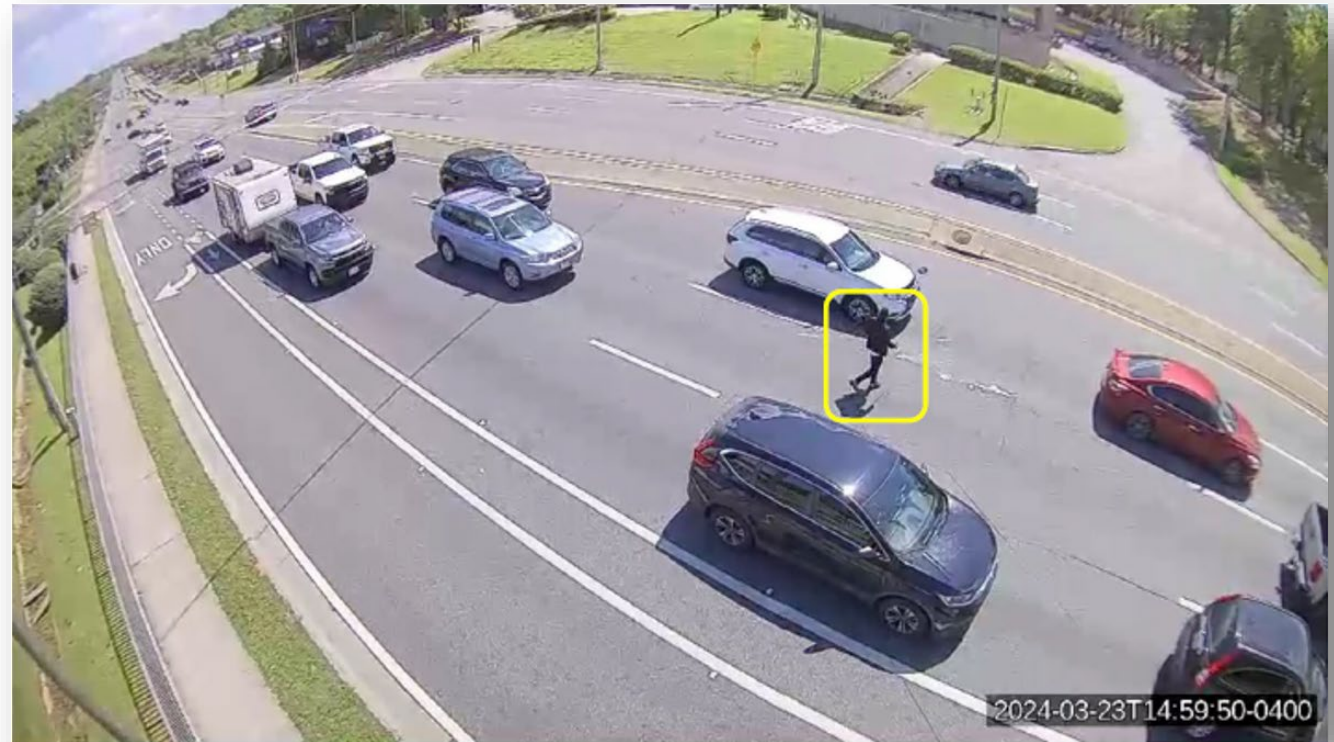
Weekday	Camera Count
Cyclist	46
Pedestrian	138
All	184
Weekend	
Cyclist	30
Pedestrian	137
All	167

Sharer Road to Lakeshore (Midblock)

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

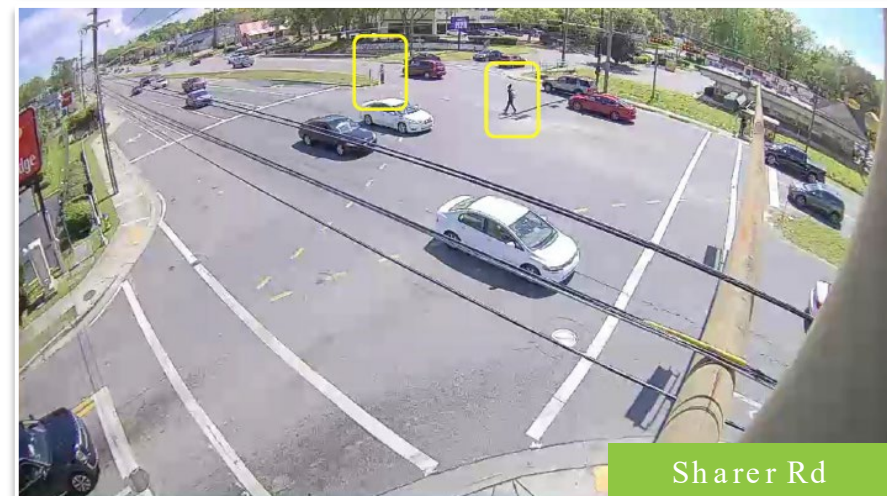
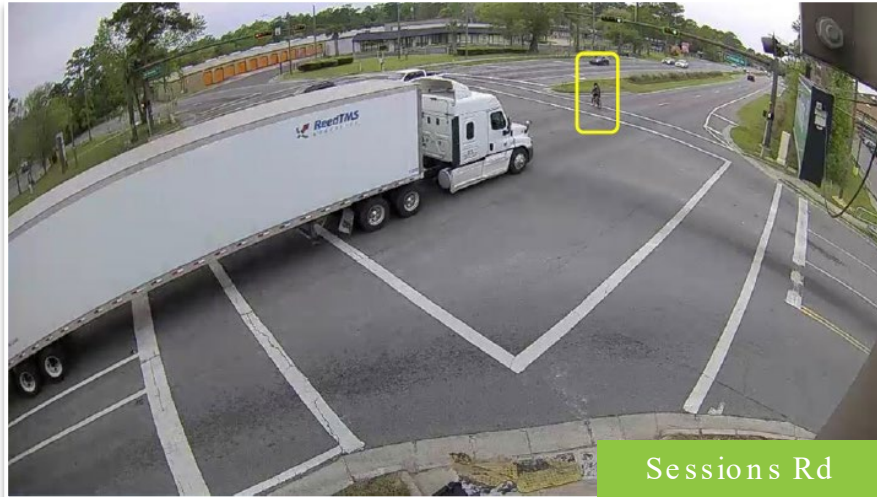
Near Miss Analysis

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

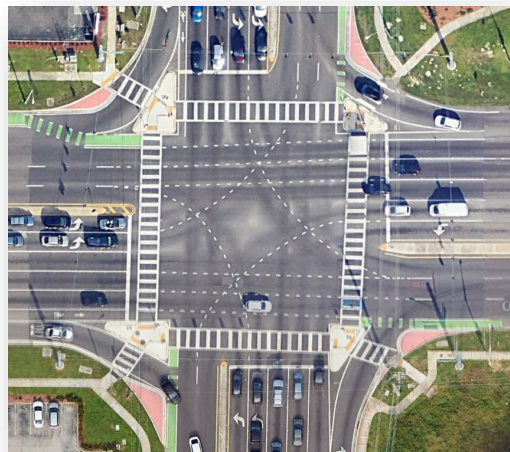


School Bus Drop Off

Partial Award!

- Total \$248,273
 - \$198,618 Federal Funds
 - \$49,655 local match

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

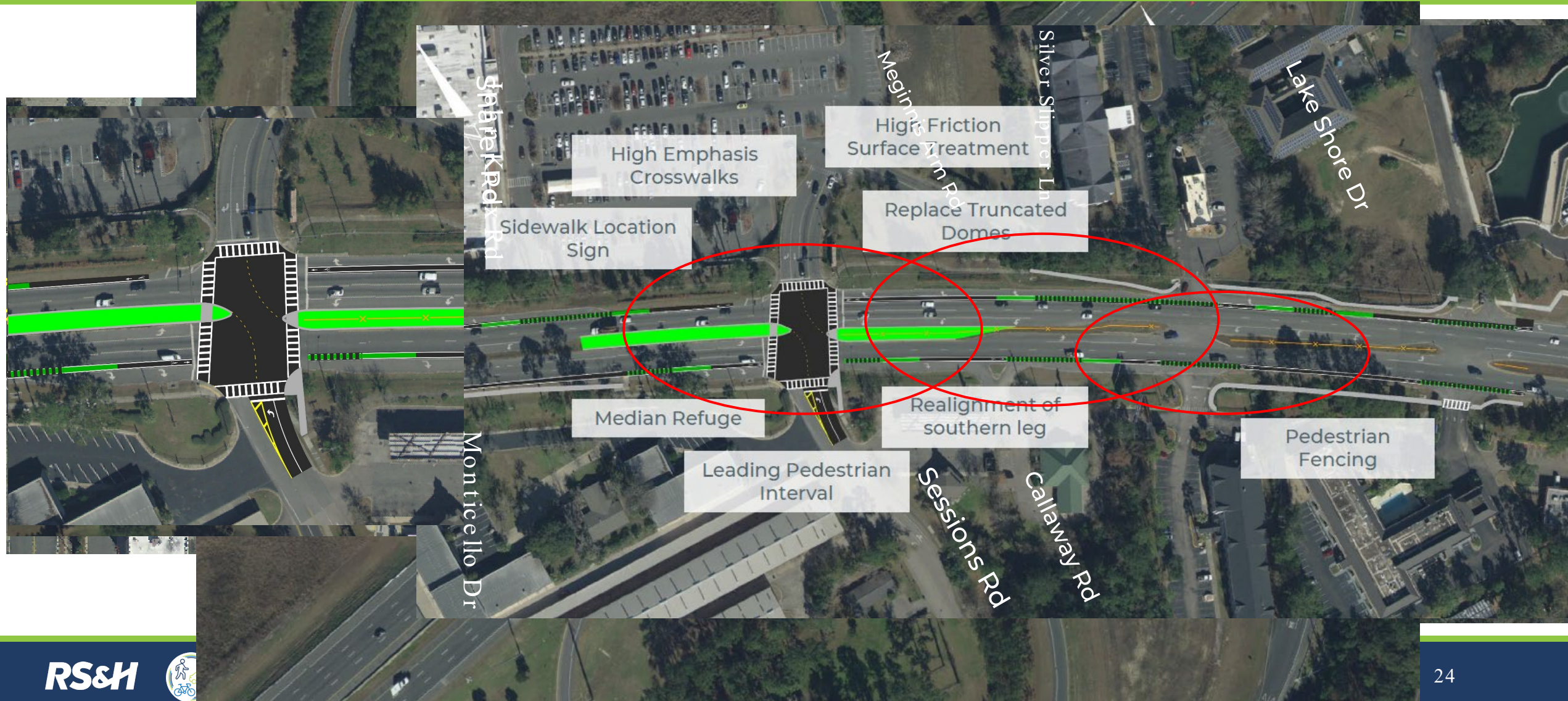
Intersections	#	Potential Improvement(s)
Tharpe Street	1	Crosswalk Improvements, LPI, Lighting
Northwood Boulevard	2	LPI, Lighting
N MLK Jr. Boulevard/E Bradford Road	3	HFST, LPI, Right Turn Modification, Shift Traffic Control Box, Remove/Relocate Transit Stop
John Knox Road/Monticello Drive	4	Crosswalk 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

North MLK Jr. Boulevard and East Bradford Road through John Knox Road and Monticello
Lake Shore Drive and Allen Road through Ryan Road and Lake Shore Drive (Intersections 9-18)
Lake Shore Drive and Allen Road through Ryan Road and Lake Shore Drive (Intersections 3-4)



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