

September 3, 2024



## COMMITTEE AGENDA ITEM 5 A

### **NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN**

TYPE OF ITEM: Presentation/Discussion/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.

#### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA 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

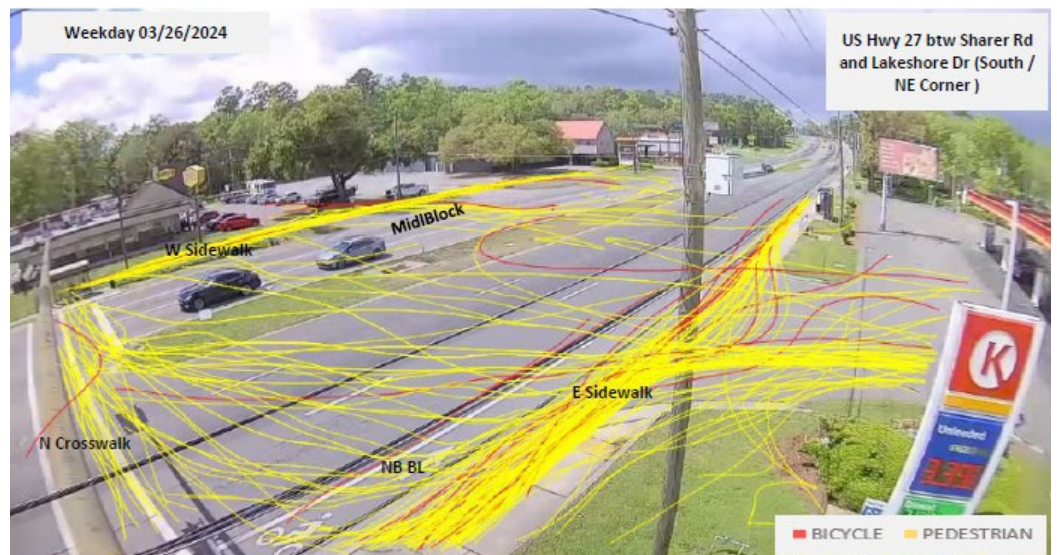
Development of the N. Monroe plan included an in-depth review of the safety conditions along the corridor. This analysis utilized known crash locations, previous planning efforts, stakeholder/public engagement, available data sources, a walking and driving safety audit, and camera count analysis to better 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.

## **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)