

# ARGYLE FOREST IS A HIGHLY CONGESTED AREA IN SOUTHWESTERN DUVAL COUNTY.

## IN FACT

**IN 2009 FLORIDA TIMES-UNION READERS OVERWHELMINGLY PICKED BLANDING BOULEVARD AT I-295 AS THE WORST INTERSECTION IN NORTHEAST FLORIDA.**

{ UNSCIENTIFIC SURVEY }

The City of Jacksonville has several projects underway to improve the area focusing on Collins Road, Parramore Road and Shindler Drive. In early 2011, the Florida Department of Transportation began constructing a new Collins Road interchange at I-295 with a collector distributor road system connecting Collins Road and Blanding Boulevard. When completed, these improvements will significantly change traffic patterns in the area, providing travelers with an alternate route to Blanding Boulevard via Collins Road to access I-295.

How can we ensure that all of these transportation projects will work cohesively to improve overall mobility for the area and not move congestion from one location to another? To address this challenge, the North Florida TPO conducted a traffic circulation study for the area bound by Collins Road, Blanding Boulevard, Argyle Forest Boulevard and Rampart Road, including Parramore Road, Youngerman Circle, Collins Road, Rampart Road and Argyle Forest Boulevard. The study considered existing traffic operations and safety needs within the area and evaluated improvement alternatives to support the shift in traffic anticipated as a result of the I-295/Blanding Boulevard to Collins Road project.

Through the analysis of the existing traffic operations and safety conditions for this project, the following deficiencies and needs were identified:



### CONGESTION

Blanding Boulevard and Argyle Forest Boulevard are highly congested roadways with a level of service below the existing standard and significant crash histories observed at key locations. Other connecting roadways are significantly impacted by the congestion on these roadways as a result of gridlock that forms during congested periods.



### MULTIMODAL TRANSPORTATION

The pedestrian and bicycle quality of service is deficient on several roads. As part of providing a total mobility approach within this community, additional improvements to enhance multimodal transportation options should be considered. These improvements will also support the planned expansion of transit services on Blanding Boulevard.



### CRASH RATES

Most major roadways within the study area experienced crash rates above the statewide average for the facility type and area type. Blanding Boulevard experienced the most crashes – 948 from 2005 to 2009 – with a crash rate nearly twice the average of similar facilities. Factors that contribute to these deficiencies include the poor operating conditions and significant queue spillback from one intersection location to the next. This congestion results in conditions that frustrate motorists who may respond by driving more aggressively than in other conditions.

# Recommendations

Based on the needs identified, alternatives were evaluated and a series of potential projects are recommended below.

## Short-Term Operational and Safety Improvements

- **Remove landscaping at various intersections to enhance sight distance**

Based on research in other parts of Florida, improving sight distance could reduce accidents at these intersections by over 20 percent.

- **Modify traffic signal phasing to restrict permitted left-turn and right-turn on red movements**

Intersections were evaluated to identify where restricting left turns to green arrows only and prohibiting right turns on red would improve safety without negatively impacting traffic flow. Based on data from similar intersections in Florida, changing signal phasing could reduce crashes in these intersections by over 25 percent.

- **Deploy interconnected signal network**

Recently the City of Jacksonville installed new traffic signal controllers on Argyle Forest Boulevard that have improved traffic operations. By interconnecting these signals and deploying a fiber optic network and coordinated traffic signal system encompassing Argyle Forest Boulevard, Collins Road, Rampart Road and Youngerman Circle we could reduce fatal crashes at these intersections by over 50 percent.

- **Enhance traffic enforcement**

Targeted enforcement within an area that experiences high crash rates is an effective measure in reducing the severity and frequency of crashes. Law enforcement can focus on illegal driving practices, such as speeding or red-light running, which can lead to rear-end, head-on, or sideswipe crashes as well as pedestrian or bicycle-related crashes.

- **Conduct a public information and education campaign to address aggressive driving**

Based on the analysis of the crash history within the project area, the frequency of crashes is significantly greater than other similar roadways throughout Florida. The high frequency of crashes suggests that motorists are driving aggressively due to high congestion levels within the area, particularly on Blanding Boulevard.

National Highway Traffic Safety Administration data suggests that one-third of traffic crashes and two-thirds of resulting deaths can be attributed to aggressive driving. Using targeted public information and education campaigns has improved driver awareness and reduced crash rates in other areas.

## Capacity Improvements

- **Widen Argyle Forest Boulevard between SR 23 (Branan Field/Chaffee Road) and Old Middleburg Road from four to six lanes**
- **Widen Old Middleburg Road between Argyle Forest Boulevard and Collins Road from four to six lanes**
- **Widen Argyle Forest Boulevard from Cheswick Oaks Avenue to SR 21 (Blanding Boulevard) from four to six lanes**
- **Widen Youngerman Circle from four to six lanes**
- **Extend Collins Road from Old Middleburg Road to SR 23 as a four-lane facility**
- **Extend Wells Road from Blanding Boulevard to Argyle Forest Boulevard as a four-lane facility**

Please see the insert for locations and costs of recommended improvements. The study report is available at [www.northfloridatpo.com](http://www.northfloridatpo.com) in the Library section under Area Studies.

The next steps to implementing these strategies would include programming the projects in the Transportation Improvement Program or Unified Work Program to fund implementation.



### Short-Term Operational and Safety Improvements

|  |                  |
|--|------------------|
| Removal of landscaping at various intersections to enhance sight distance                        | \$35,000         |
| Traffic signal phasing to restrict permitted left-turn movements and right-turn on red movements | \$105,000        |
| Deploy interconnected signal network   | \$300,000        |
| Enhanced enforcement   | \$15,000         |
| Aggressive driving public information and education campaign                                     | \$150,000        |
| <b>Subtotal</b>  | <b>\$605,000</b> |

### Capacity Improvements

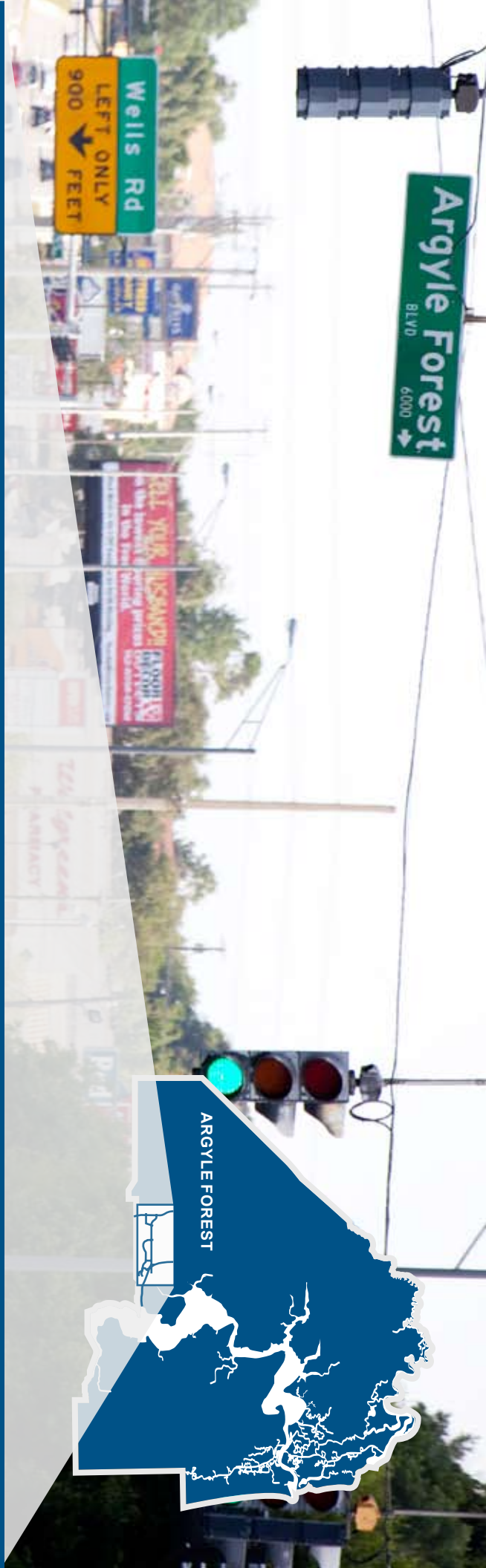
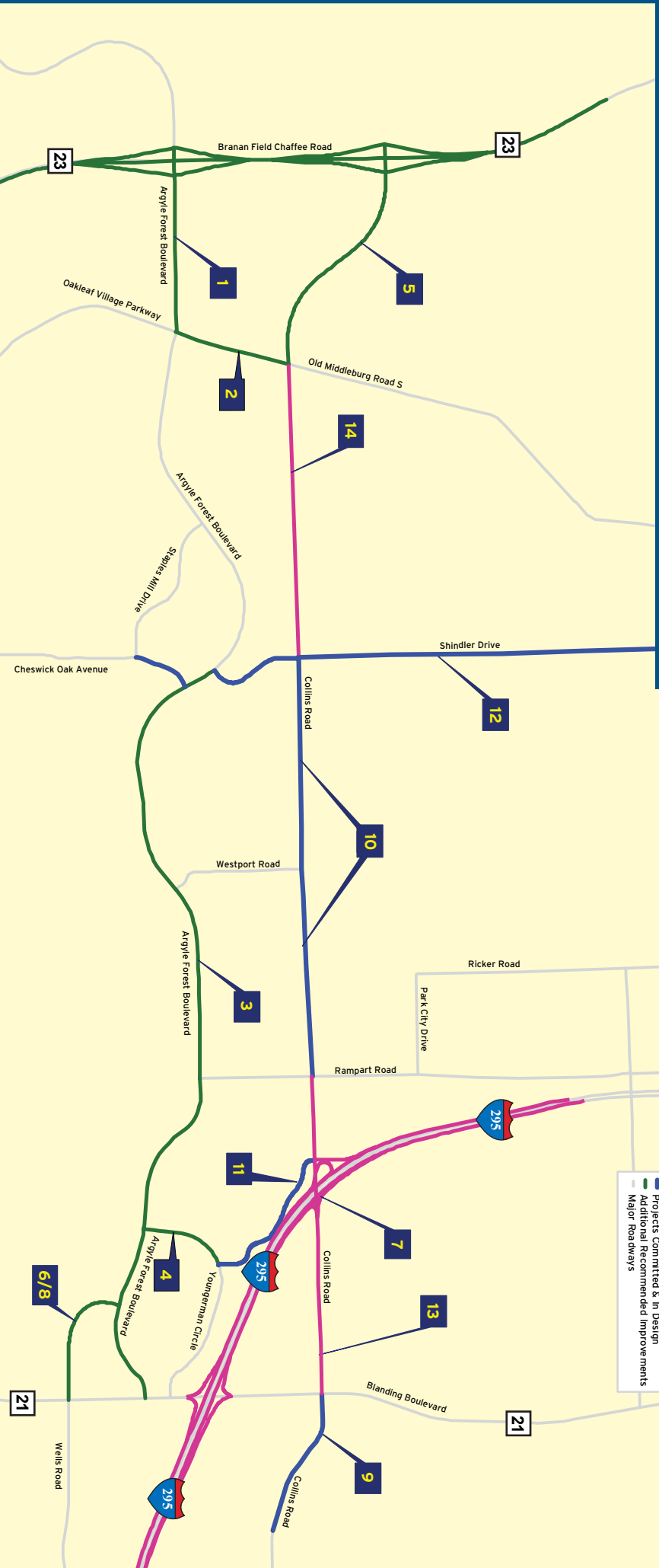
|   |  |                        |
|---|--|------------------------|
| 1 | Widen Argyle Forest Boulevard – (4-Lane to 6-Lane Facility) SR 23 to Old Middleburg Road               | \$12.1 million         |
| 2 | Widen Old Middleburg Road – (4-Lane to 6-Lane Facility) Argyle Forest Boulevard to Collins Road        | \$6.5 million          |
| 3 | Widen Argyle Forest Boulevard – (4-Lane to 6-Lane Facility) Cheswick Oaks Avenue to SR 21              | \$46.7 million         |
| 4 | Widen Youngerman Circle – (2-Lane to 4-Lane Facility) Argyle Forest Boulevard to Parramore Road        | \$4.1 million          |
| 5 | Extend Collins Road – (New 4-Lane Facility) Old Middleburg Road to SR 23<br>(New interchange at SR 23) | \$64.4 million         |
| 6 | Extend Wells Road – (New 4-Lane Facility) Blanding Boulevard to Argyle Forest Boulevard                | \$36.8 million         |
|   | <b>Subtotal</b>  | <b>\$170.6 million</b> |

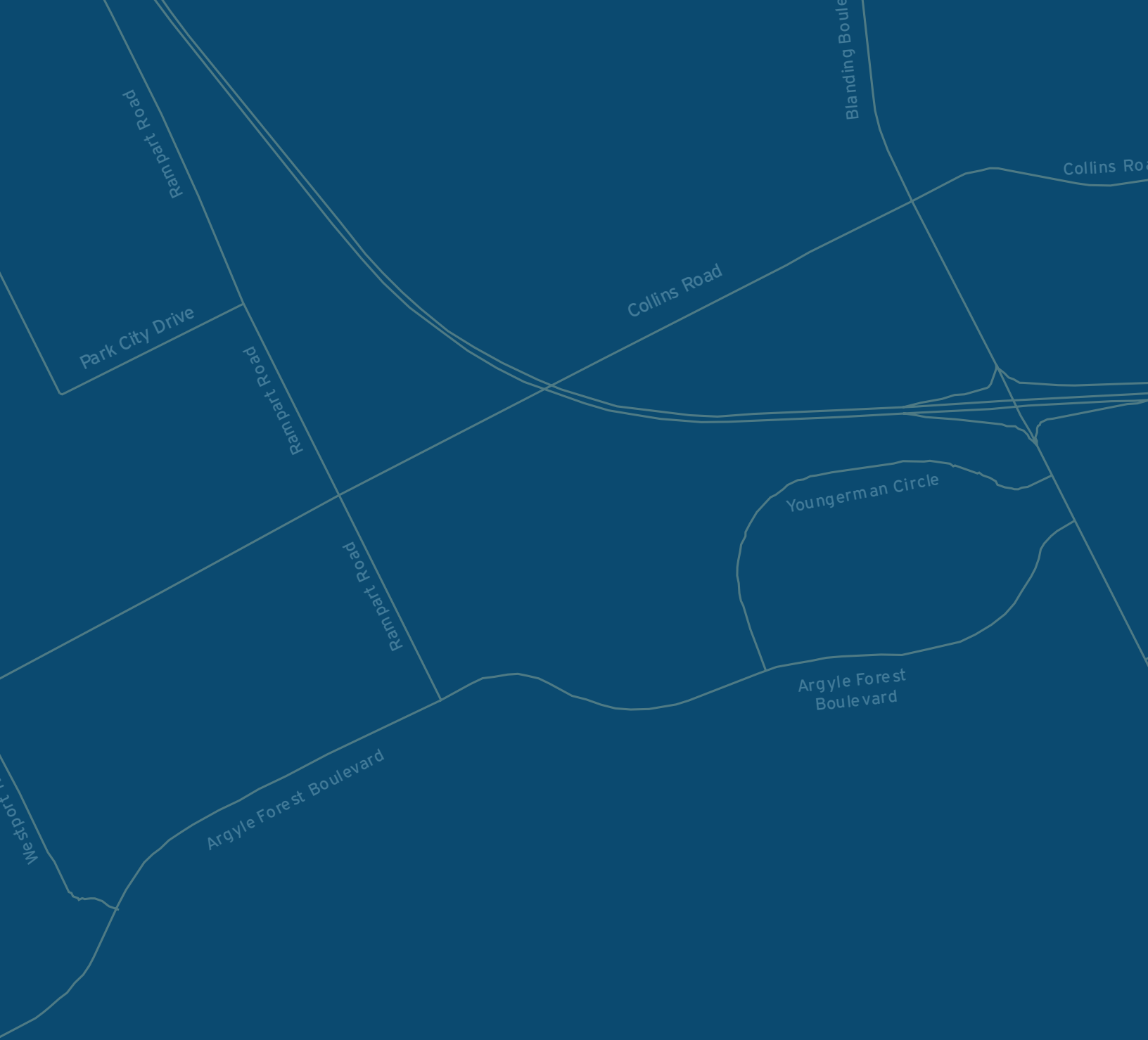
### Related Projects

|     | Project Name   | Responsible Agency   | Status                                   |
|-----|--|----------------------|--|
| 7   | New I-295/Collins Road Interchange and Collector Distributor Lane System | FDOT                 | Under construction                       |
| 8   | Well Road Extension PD&E Study   | FDOT                 | Dropped after alternative public meeting |
| 9   | Collins Road (Blanding Boulevard to Pineverde Lane)                      | City of Jacksonville | Design Phase                             |
| 10  | Collins Road (Rampart Road to Shindler Drive)                            | City of Jacksonville | Design Phase                             |
| 11  | Parramore Road Extension (to Youngerman Circle)                          | City of Jacksonville | Design Phase                             |
| 12  | Shindler Drive Phase 2 (Collins Road to 103 <sup>rd</sup> Street)        | City of Jacksonville | Design Phase                             |
| 13  | Collins Road Phase 2 (Rampart Road to Blanding Boulevard)                | City of Jacksonville | Construction Phase                       |
| 14  | Collins Road Extension (Shindler Road to Old Middleburg Road)            | City of Jacksonville | Construction Phase                       |
| TBD | Bus Rapid Transit on Blanding Boulevard                                  | JTA                  | Planned                                  |



# Recommended Improvements and Related Projects





**North Florida**  
Transportation Planning Organization



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904.306.7500  
888.488.4898 (toll free)  
1022 Prudential Drive  
Jacksonville, Florida 32207

[www.northfloridatpo.com](http://www.northfloridatpo.com)