



## **TECHNICAL ADVISORY COMMITTEE MEETING (TAC) TUESDAY, FEBRUARY 4, 2020 AT 9:00 AM**

RENAISSANCE CENTER, 2<sup>ND</sup> FLOOR CONFERENCE ROOM  
435 N MACOMB STREET  
TALLAHASSEE, FL 32301

### **AGENDA**

**1. AGENDA MODIFICATIONS**

**2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

**3. CONSENT AGENDA**

- A. Minutes of the November 5, 2019 meeting**
- B. CRTPA Safety Measures Update**

**4. CONSENT ITEMS PULLED FOR DISCUSSION**

**5. PRESENTATION/DISCUSSION/ACTION**

*The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.*

**A. Regional Mobility Plan Update**

This item will provide information regarding RMP survey results, the Project Needs Plan and Prioritization Criteria.

RECOMMENDED ACTION: Discussion

*If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.*

**B. Town of Havana Main Street Assessment**

An analysis of US 27 in downtown Havana has been developed for Committee approval by CRTPA general planning consultant RS&H.

RECOMMENDED ACTION: Approval

**6. CRTPA INFORMATION**

**A. Future Meeting Dates**

**7. ITEMS FROM COMMITTEE MEMBERS/STAFF**

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA, as appropriate.

**8. ADJOURNMENT**



## TECHNICAL ADVISORY COMMITTEE (TAC)

MEETING OF TUESDAY, NOVEMBER 5, 2019 (9:00 AM – 11:00 AM)

RENAISSANCE BUILDING  
435 N. MACOMB STREET, 2<sup>ND</sup> FLOOR  
TALLAHASSEE, FL 32301

### Meeting Minutes

**Members:** Mr. Ryan Guffey; Mr. Jeff Horton; Ms. Andrea Rosser; Mr. Artie White; Mr. Chris Muehleemann; Mr. Charles Wu; Ms. Alisha Wetherell; Mr. Steve Shafer; Mr. Alan Secreast; Ms. Megan Doherty; Ms. Cherie Bryant; Ms. Melissa Corbett; Ms. Jill Jeglie

**Staff/Others:** Mr. Greg Slay, Mr. Jack Kostrzewa, Mr. Greg Burke, Ms. Lynn Barr, Ms. Yulonda Mitchell, Mr. Ben Chandler, Mr. Jon Sewell, Mr. Richard Barr, Ms. Kate Widness, Mr. Bryant Paulk, Mr. Wayne Bryant

1. **AGENDA MODIFICATIONS**

None

2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

None

3. **CONSENT AGENDA**

A. Minutes of the September 3, 2019 Meeting

B. FY 2018/19 – 19/20 Unified Planning Work Program Amendment

C. TAC 2020 Calendar

D. Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List

**Committee Action:**

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

None

5. **PRESENTATION/DISCUSSION/ACTION**

**A. Election of Year 2020 Chair and Vice Chair**

Annually, the TAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected and the current Chair and Vice Chair are Mr. Ryan Guffey and Ms. Andrea Rosser, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2020.

**Committee Action: Mr. Horton made a motion have Chair and Vice Chair remain the same Mr. Ryan Guffy, Chair and Andrea Rosser, Vice Chair. Ms. Giegler seconded the motion. The motion was unanimously passed.**

**B. Tallahassee- Leon County Bicycle and Pedestrian Master Plan**

The Tallahassee-Leon County Bicycle and Pedestrian Master Plan has been developed and is scheduled to be adopted at the November 19 CRTPA meeting.

RECOMMENDED ACTION: Approval

**Committee Action: Mr. White made a motion to approve option 1. Mr. Wu seconded the motion. The motion was unanimously passed.**

6. **INFORMATION**

7. **ITEMS FROM COMMITTEE MEMBERS OR STAFF**

**Adjourned at 10:15 am**

February 4, 2020



## COMMITTEE AGENDA ITEM 3B

### CRTPA SAFETY MEASURES

TYPE OF ITEM: Consent

#### **STATEMENT OF ISSUE**

This item seeks adoption of the 2020 Safety Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

#### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA adopt the recommended Safety Targets for 2020.

#### **BACKGROUND**

Pursuant to the FHWA, Transportation Performance Management is defined as “a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management:

- Is systematically applied, a regular ongoing process
- Provides key information to help decision makers to understand the consequences of investment decisions across transportation assets or modes
- Improving communications between decision makers, stakeholders and the traveling public
- Ensuring targets and measures are developed in cooperative partnerships and based on data and objective information”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, adopted July 6, 2012) requires performance management in seven (7) areas: **safety**, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources. The legislation

provides that “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal aid highway program, and improving project decision making through performance-based planning and programming.”

Relatedly, MAP-21 created the National Highway Performance Program (NHPP) to be administered by the FHWA. MAP-21 notes that “Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal aid highway program, and improving project decision making through performance-based planning and programming.”

With regards to **safety** (the first areas of performance management to go into effect), beginning in 2018, Florida MPOs (such as the CRTPA) were required to annually adopt the following five (5) safety performance measures for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

State Department of Transportation agencies (such as the Florida Department of Transportation (FDOT)) are required to establish statewide targets and MPOs have the option to support such targets or adopt their own. In 2017 (prior to the initiation of the mandate that MPOs such as the CRTPA annually adopt safety performance measures), the FDOT adopted a target of “Zero” for the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads.

### **CRTPA Safety Measures**

On January 16, 2018, the CRTPA adopted the first of its annual targets for the safety measures. The CRTPA’s adopted targets were developed from data provided to the agency from FDOT and FHWA that were based upon an average result for each performance measure for the most recent five-years of data (2012 – 2016). Each average was used as the target for each safety performance measure.

Last year (2019) was the second year in which the CRTPA adopted its annual safety performance standards with the adopted 2019 safety targets being developed in the same manner as in 2018, using updated five-year data (2013-2017). The adopted 2019 safety performance standards were slightly lower than those adopted in 2018 and, as noted in the agenda item, “a fluctuation from year to year is to be expected due to the use of newly updated information.” The following provides the adopted 2019 CRTPA Safety Performance Measures:

<b>ADOPTED 2019 Safety Performance Measures</b>	<b>Target and Performance Measure</b>
Number of fatalities	54
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.203
Number of serious injuries	258
Rate of serious injuries per 100 Million VMT	5.842
Number of non-motorized fatalities and non-motorized serious injuries	43.8

**2020 Proposed Safety Performance Measures**

This year’s (2020) proposed safety targets were developed in a manner consistent with the last two-years and reflect use of the updated five-year data from 2014-2018. The proposed measures are as follows:

<b>PROPOSED 2020 Safety Performance Measures</b>	<b>Target and Performance Measure</b>
Number of fatalities (1)	58
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.273
Number of serious injuries (3)	256
Rate of serious injuries per 100 Million VMT (4)	5.684
Number of non-motorized fatalities and non-motorized serious injuries (5)	42.2

DATA SOURCES: fatality and serious injury counts from Florida Dept. of Transportation (FDOT) State Safety Office’s Crash Analysis Reporting (CAR) database as of November 25, 2019:

**(1)** The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5, to one decimal place. Fatalities are individuals listed on a Florida Traffic Crash Report (FTCR) form with injury code “5” – fatal (within 30 days). **(2)** The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of fatalities for the year by the total traffic volume for the year. Traffic volume is expressed in 100 Million Vehicle-Miles and is the Daily Vehicle-Miles Traveled (sum for the region of the counts of vehicles per day times the length of the segments associated with the traffic) times the number of days in the year, divided by 100,000,000. This yields an annual volume of Vehicle-Miles. The number of fatalities divided by the traffic volume is the annual fatality rate. This measure averages the five annual rates within the measurement window and does NOT use the cumulative five-year fatalities over the cumulative five-year traffic volume. **(3)** The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5, to one decimal place. Serious injuries are individuals listed on an FTCR form with injury code “4” – incapacitating. **(4)** The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year. See (3) above for an explanation of traffic volume. The same traffic volume figure is

used here in the same way. **(5)** The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5, to one decimal place. Bicyclist and pedestrian fatalities and serious injuries are individuals listed on an FPCR form as Non-Motorist with a Non-Motorist Description code of "01" (pedestrian), "02" (other pedestrian (wheelchair, person in a building, skater, pedestrian conveyance, etc.)), "03" (bicyclist) or "04" (other cyclist) and with injury code "5" – fatal (within 30 days) or injury code "4" – incapacitating.

With regards to a comparison of this year's proposed 2020 Safety Performance Measures with those adopted in 2019:

- The number of fatalities *increased* (from 54 to 58)
- The rate of fatalities *increased* (from 1.203 to 1.273)
- The number of serious injuries *decreased* (from 258 to 256)
- The rate of serious injuries *decreased* (from 5.842 to 5.684)
- The number of non-motorized fatalities and serious injuries *decreased* (from 43.8 to 42.2)

### **Analysis**

Due to the broad nature of transportation performance measures, the ability to effectuate change requires a number of actions and improvements over time. To that end, the CRTPA's Transportation Improvement Program (TIP) includes a discussion of such measures and actions that the agency is pursuing to improve transportation performance, including safety. As noted in the adopted FY 2020 – FY 2024 TIP:

"The TIP considers potential projects that fall into specific investment programs established by the MPO. For the CRTPA this includes safety programs and policies such as:

- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams;
- Bi-monthly safety coordination meetings held with FDOT District 3;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects;
- CRTPA review, in coordination with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- Congestion Management Plan Update that includes a focus on the implementation of safety projects (scheduled for adoption in late 2018).
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety.

The TIP includes specific investment projects that support all of the CRTPA's goals including safety, using a prioritization and project selection process. The TIP prioritization process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The CRTPA's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements."



February 4, 2020



## COMMITTEE AGENDA ITEM 5B

### TOWN OF HAVANA MAIN STREET ASSESSMENT

TYPE OF ITEM: Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

This item seeks approval of the Town of Havana Main Street Assessment developed for the CRTPA by RS&H (provided as **Attachment 1**).

#### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA adopt the Town of Havana Main Street Assessment.

#### **HISTORY AND ANALYSIS**

Initiated in late 2019, The Town of Havana Main Street Assessment was developed by the CRTPA's planning consultant RS&H. The purpose of the study was to evaluate the feasibility of reducing the lanes of US 27 through downtown Havana (between 9<sup>th</sup> and 5<sup>th</sup> avenues). This study supports the desire of the Town to both improve the pedestrian environment as well as corridor aesthetics. Additionally, the CRTPA's 2040 Regional Mobility Plan identified the potential for a lane reduction through downtown Havana.

The study's data collection efforts included traffic counts over a three-day period (Thursday, Friday, Saturday) in December 2018. Furthermore, an analysis was conducted using Synchro 10 software to determine how the facility would function as a two-lane roadway with on street parking and if dedicated left turn lanes were warranted at 7th Avenue and US 27/Main Street.

Ultimately, the study found that reducing US 27 through downtown Havana from four lanes to two lanes will not adversely affect traffic flow. The roadway could be reconfigured as a two-lane facility with on-street parallel parking on each side, providing a buffer between the traffic and the sidewalk and improving the pedestrian environment with no additional sidewalk width.

As detailed in the study, four (4) alternatives were developed that all included reducing the number of lanes through downtown Havana. The report recommends Alternative 4 which proposes three (3) lanes and reallocating the remaining pavement for gutters, wider sidewalks and/or planning strip/landscaping.

## **ATTACHMENT**

Attachment 1: Study Report

**FINAL REPORT: DRAFT  
US 27/Main Street Analysis - Havana, Florida  
January, 2020**

**Introduction**

US 27/Main Street is a four-lane divided Rural Principal Arterial that is the major north-south route through the Town of Havana. Entering Havana from the south, the facility transitions from a four-lane divided roadway to a four-lane undivided highway near SR 12/9<sup>th</sup> Avenue, approximately 45 feet wide. US 27 runs through the downtown area of Havana and transitions back to a divided facility near 5<sup>th</sup> Avenue. In the downtown area, there are narrow sidewalks, approximately 4 feet wide, and buildings located directly adjacent to the sidewalk on both sides of the facility. There are existing pedestrian crosswalks at the signalized intersections with 9<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.

The Town of Havana is interested in identifying potential treatments within the downtown area between 9<sup>th</sup> Avenue and 5<sup>th</sup> Avenue to improve the pedestrian experience and manage traffic, as well as improving the aesthetics of the corridor in support of the overall goals of the Town.

**Data Collection**

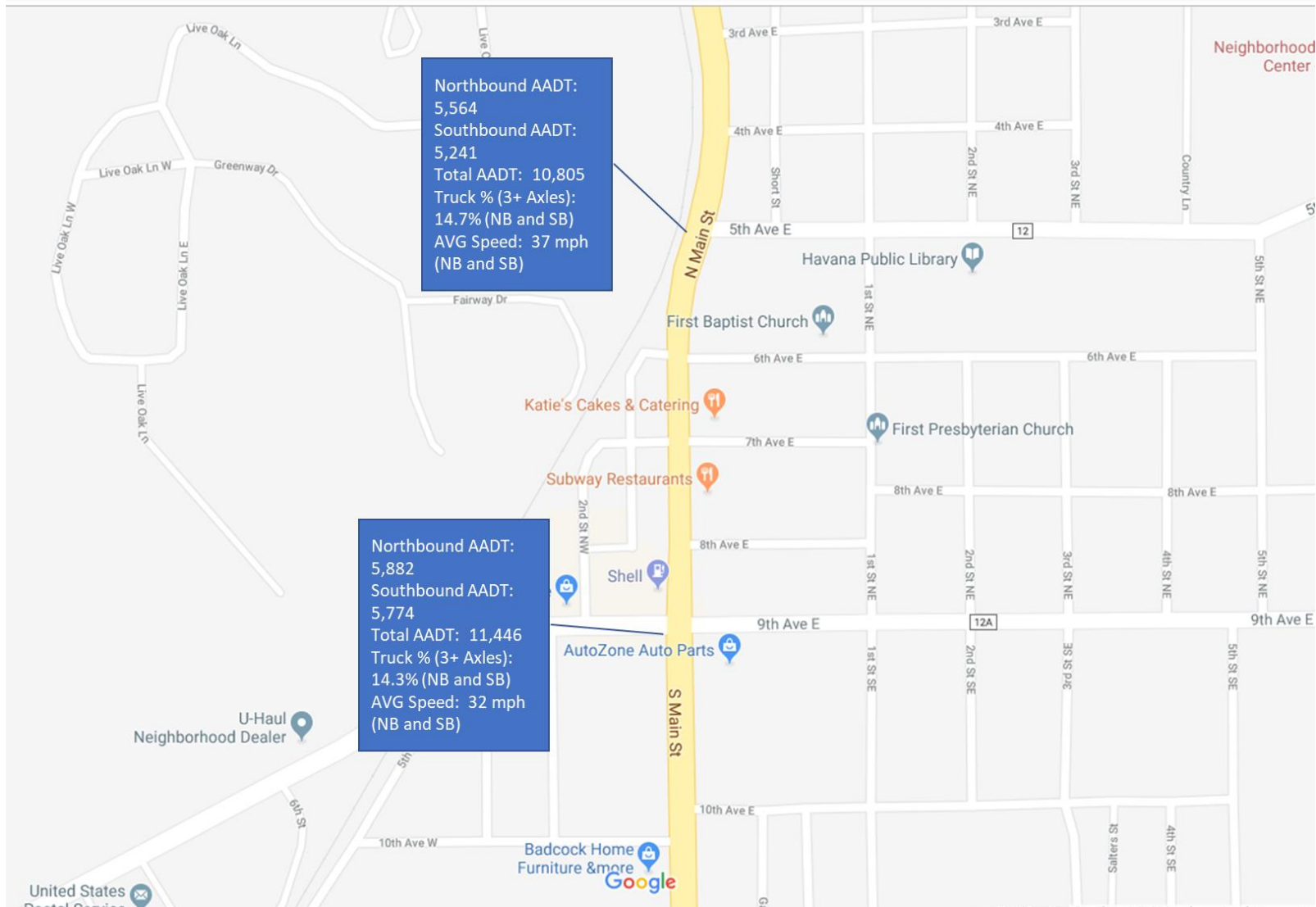
In order to analyze the feasibility for reducing the number of lanes to improve the pedestrian environment and enhance the character of the downtown, comprehensive traffic counts were taken. These counts were taken over a three-day period (Thursday, Friday, Saturday) on December 14 -16, 2018. Count locations included US 27/Main Street at 5<sup>th</sup> Avenue and US 27/Main Street at 9<sup>th</sup> Avenue. Due to heavy rains, the tubes at 9<sup>th</sup> Avenue were dislodged and were then replaced with counts taken on the next Thursday, Friday and Saturday (December 20-22). The traffic counts also included classification and speed, as well as turning movements at 7<sup>th</sup> Avenue. Table 1 and Figure 1 display the collected data.

*Table 1. Traffic Data*

<b>US 27/Main Street at 5<sup>th</sup> Avenue</b>				
<b>NB AADT*</b>	<b>SB AADT</b>	<b>Total AADT</b>	<b>Truck %</b>	<b>Avg Speed (NB and SB)</b>
5,564	5,241	10,805	14.7%	37 mph
<b>US 27/Main Street at 9<sup>th</sup> Avenue</b>				
5,882	5,774	11,446	14.3%	32 mph

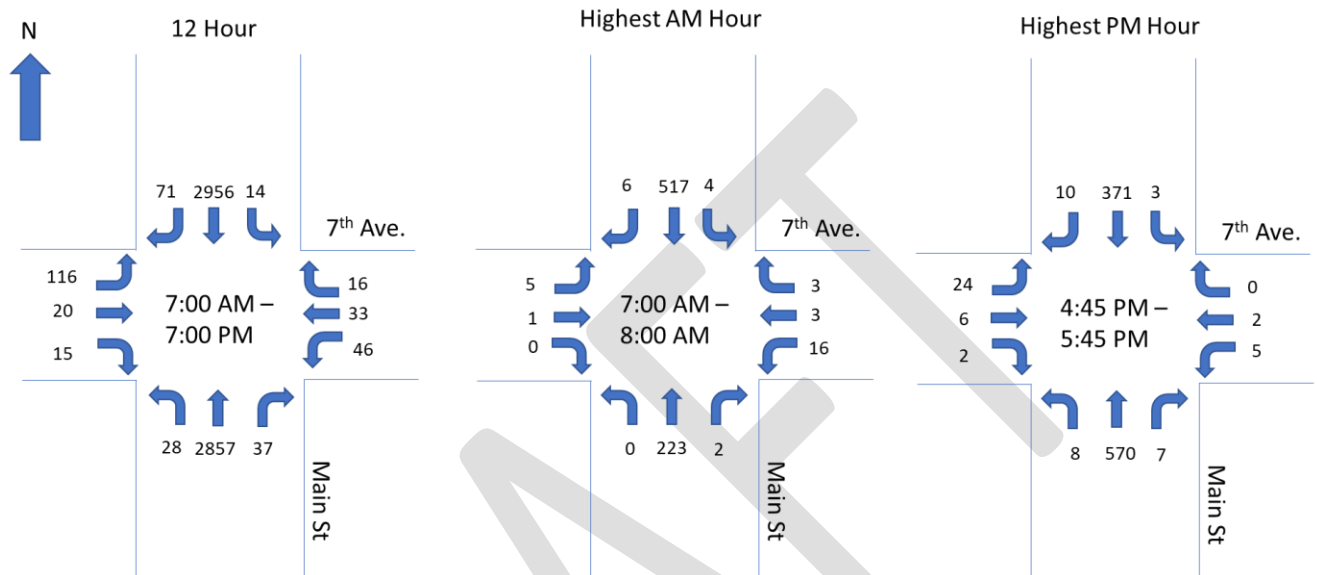
*\*AADT: Average Annual Daily Traffic*

Figure 1. Traffic Data



The turning movement counts at 7<sup>th</sup> Avenue were identified for the day of the highest traffic, which was December 14, 2018. The movements were collected for the 12-hour period from 7:00 am to 7:00 pm, the highest AM hour (7:00 am – 8:00 am) and the highest PM hour (4:45 pm – 5:45 pm). The highest movement in the 12-hour period was from eastbound 7<sup>th</sup> Avenue to northbound US 27/Main Street. Figure 2 displays the turning movements.

Figure 2. Turning Movement Counts



**Analysis**

The analysis was conducted using Synchro 10 to determine how the facility would function as a two-lane roadway with on street parking and if dedicated left turn lanes were warranted at 7<sup>th</sup> Avenue and US 27/Main Street. The analysis was based on the PM peak hour traffic collected on December 14<sup>th</sup>, again reflecting the highest traffic. The build configuration of two lanes in each direction from the analysis is shown in Figure 3.

Figure 3. Build Alternative



With a configuration of two lanes and no left turn lane at the intersection of 7<sup>th</sup> Street/US 27, the segment and the intersection operates at Level of Service (LOS) B. Various growth rates in traffic were applied for the year 2040 to determine when the Level of Service deteriorates with the two-lane configuration. The growth rate scenarios included an annual growth rate of 1% and an annual growth rate of 2%. The annual growth rate was then increased until the intersection operated at LOS D, which resulted in an annual growth rate of 4.8% needed to reach LOS D by 2040. The results for the growth rate analysis is shown in Table 2.

Table 2. Growth Rate and Intersection Level of Service

Year	Growth Rate	Level of Service
2018	N/A	B
2040	1%	B
2040	2%	B
2040	4.8%	D (Approaching E)

Crash data, from the Florida Integrated Report Exchange System (FIRES), from 2014 through 2018, was also reviewed for the study area. There was a total of 39 crashes within the study area during that period of time: 19 were located near or at the 9<sup>th</sup> Street/US 27 intersection; six at the 8<sup>th</sup> Street/US 27 intersection; seven at the 7<sup>th</sup> Street/US 27 intersection; two at the 6<sup>th</sup> Street/US 27 intersection; and two at the 5<sup>th</sup> Street/US 27 intersection. The primary cause for the 19 crashes at 9<sup>th</sup> and US 27/Main Street was identified as distracted driving.

### Additional Considerations

The Statewide Regional Evacuation Study Program was instituted in 2006 by the Florida Legislature in response to the hurricanes that struck the state in 2004 and 2005. Each of the planning regions within the state completed a Regional Evacuation Study in a consistent framework throughout the state. The Apalachee Regional Planning Council, which covers Gadsden County, completed its Regional Evacuation Study in 2010, and updated in 2015. As part of this effort, the regional network for the Apalachee region identified key roadways within the nine counties and includes US 27. Although Gadsden County is not included in the designated evacuation zones, US 27 is an important route providing access north in the case of an evacuation scenario and the need to maintain sufficient capacity is an important consideration.

### Conclusions

Based on the results of the analysis, the reduction from four lanes to two lanes will not adversely affect traffic flow. The roadway could be reconfigured as a two-lane facility with on-street parallel parking on each side, providing a buffer between the traffic and the sidewalk and improving the pedestrian environment with no additional sidewalk width. Coordination with the Town on the intent/desire to widen the sidewalks or install planting strips will provide insights into the preferred alternative. Research efforts for the Federal Highway Administration, as well as other organizations, have shown that wider lane widths typically result in higher speeds<sup>1</sup>, therefore lanes no wider than 12 feet are recommended.

<sup>1</sup> <https://www.fhwa.dot.gov/publications/research/safety/15030/009.cfm>  
<https://nacto.org>  
<https://www.transportation.gov/mission/health/Traffic-Calming-to-Slow-Vehicle-Speeds>

The alternatives described below were identified to meet the desire of the community to minimize any adverse effects from traffic on US 27 on the downtown Havana area.

**Alternative 1. 12' Lanes; No Additional Sidewalk Width**

- Total pavement: 45'
- 2 Lanes: 12' each direction / 24' total width
- On-street parking (parallel): 8' each side / 16' total
- Total pavement: 40'
- Remaining pavement: 5' for 2.5' buffer area/gutter

**Alternative 2. 11' Lanes; Wider Sidewalk and/or Planting Strip**

- Total pavement: 45'
- 2 Lanes: 11' each direction / 22' total width
- On-street parking (parallel): 8' each side / 16' total
- Total pavement: 38'
- Remaining pavement: 7' available for wider sidewalks and/or planting strips

**Alternative 3. 12' Lanes; No On-Street Parking; Wider Sidewalk and/or Planting Strip**

- Total pavement: 45'
- 2 Lanes: 12' each direction / 24' total width
- Remaining pavement: 21' available for gutters, wider sidewalks and planting strip / landscaping

However, with the need to maintain northbound capacity in an evacuation situation, an additional alternative was developed.

**Alternative 4. 12' Lanes (Two Northbound and One Southbound); No On-Street Parking; Wider Sidewalks and/or Planting Strip**

- Total pavement: 36"
- 3 Lanes: 12' each direction/ 36' total width
- Remaining pavement: 9' available for gutters, wider sidewalks and/or planning strip/landscaping

**Recommendation**

Recognizing the need for maintaining the northbound capacity for evacuation purposes, as well as the community desire to improve the walkability of Main Street and minimize the impacts of US 27 on the downtown area, the recommended alternative is Alternative 4.



February 4, 2020

COMMITTEE AGENDA 6A  
**2020 FUTURE MEETING CALENDAR**

<b>2020 CRTPA Board Dates</b>	<b>Committee Dates</b>	<b>TAC Time</b>	<b>CMAC Time</b>
<del>January 21</del>	<del>January 7</del>	<del>9 AM – 11 AM</del>	<del>11:30 AM – 1:30 PM</del>
February 18	February 4	9 AM – 11 AM	11:30 AM -1:30 PM
March 18	March 3	9 AM – 11 AM	11:30 AM -1:30 PM
April 21	April 7	9 AM – 11 AM	11:30 AM -1:30 PM
May 19	May 5	9 AM – 11 AM	11:30 AM -1:30 PM
June 15	June 2	9 AM – 11 AM	11:30 AM -1:30 PM
September 15	September 1	9 AM – 11 AM	11:30 AM -1:30 PM
October 20 (Ret/Wkshp)	October 6	9 AM – 11 AM	11:30 AM -1:30 PM
November 16	November 3	9 AM – 11 AM	11:30 AM -1:30 PM
December 15	December 1	9 AM – 11 AM	11:30 AM -1:30 PM