

FINAL REPORT
US 27/Main Street Analysis - Havana, Florida
February 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, the facility transitions from a four-lane divided roadway to a four-lane undivided highway near SR 12/9th Avenue, approximately 45 feet wide. US 27 runs through the downtown area of Havana and transitions back to a divided facility near 5th 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 9th Avenue and 7th Avenue.

The Town of Havana is interested in identifying potential treatments within the downtown area between 9th Avenue and 5th 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

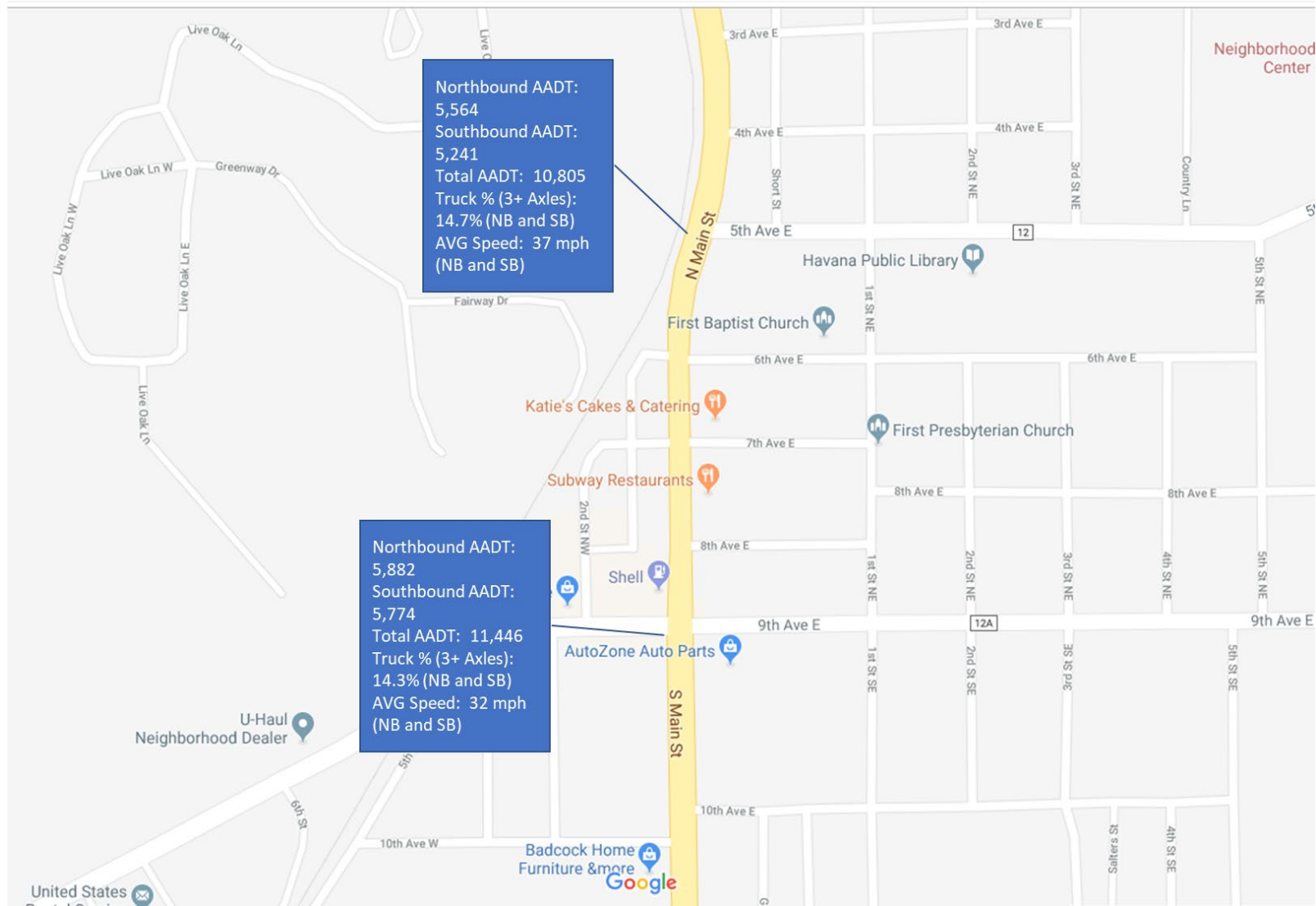
In order to analyze the feasibility for reducing the number of lanes to improve the pedestrian environment and enhance the character of the downtown, comprehensive traffic counts were taken. These counts were taken over a three-day period (Thursday, Friday, Saturday) on December 14 -16, 2019. Count locations included US 27/Main Street at 5th Avenue and US 27/Main Street at 9th Avenue. Due to heavy rains, the tubes at 9th 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 7th Avenue. Table 1 and Figure 1 display the collected data.

Table 1. Traffic Data

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

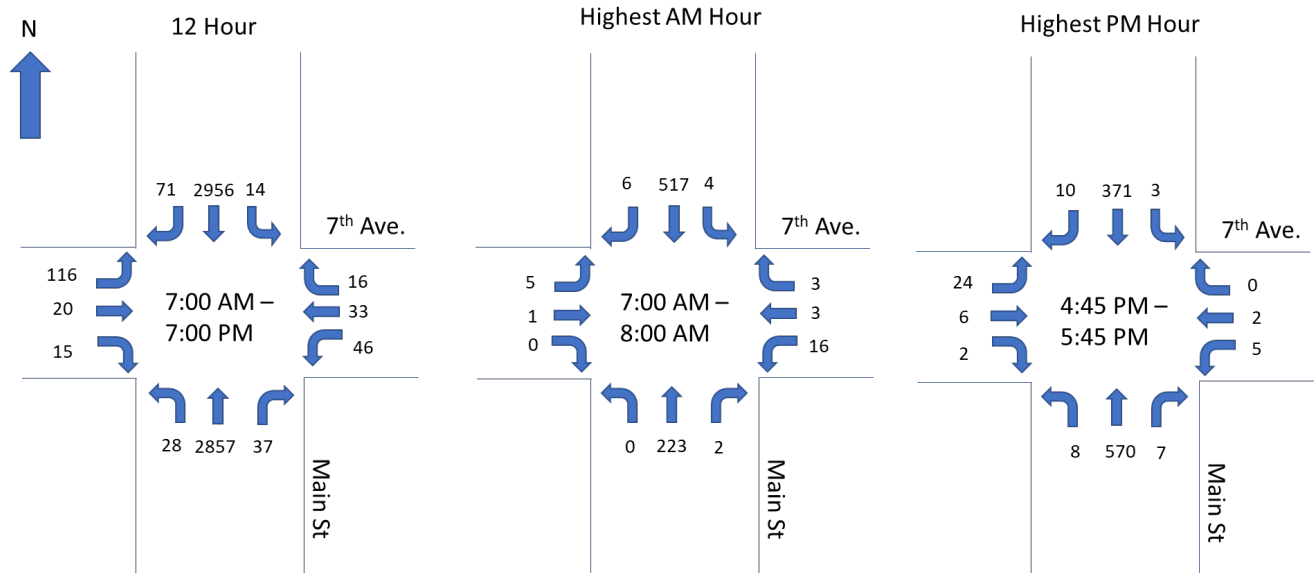
**AADT: Average Annual Daily Traffic*

Figure 1. Traffic Data



The turning movement counts at 7th 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 7th 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 7th Avenue and US 27/Main Street. The analysis was based on the PM peak hour traffic collected on December 14th, 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 7th 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 9th Street/US 27 intersection; six at the 8th Street/US 27 intersection; seven at the 7th Street/US 27 intersection; two at the 6th Street/US 27 intersection; and two at the 5th Street/US 27 intersection. The primary cause for the 19 crashes at 9th 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 speeds¹, therefore lanes no wider than 12 feet are recommended.

¹ <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'
- 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'
- 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'
- 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. Three 12' Lanes (Two Northbound and One Southbound); No On-Street Parking; Wider Sidewalks and/or Planting Strip

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

Recognizing the need for maintaining the northbound capacity for evacuation purposed, 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.



CRTPA BOARD

MEETING OF TUESDAY, FEBRUARY 18, 2020 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MISSION STATEMENT

"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."

FINAL AGENDA

1. **CALL TO ORDER AND ROLL CALL**
2. **AGENDA MODIFICATIONS**
3. **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.

4. **CONSENT AGENDA**
 - A. Minutes of the January 21 meeting
 - B. CRTPA Safety Measures Update
5. **CONSENT ITEMS PULLED FOR 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.

6. CRTPA 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. Town of Havana Main Street Assessment

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

B. Connections 2045 Regional Mobility Plan

This item will provide information to the CRTPA Board regarding the Needs Plan, Evaluation Criteria, Prioritization Criteria, Jurisdictional Outreach and a Public Engagement Update.

C. CRTPA Audit Solicitation

This item seeks approval to enter into an agreement for auditing services.

D. Thomasville Road Trail Feasibility Study Kickoff

The Thomasville Road Feasibility Study is the first project to be initiated from the Tallahassee-Leon County Bicycle and Pedestrian Master Plan. The Project Team will be providing general information about the project, its purpose and schedule.

7. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

8. EXECUTIVE DIRECTOR'S REPORT

A status report on CRTPA activities will be provided including on an update on CRTPA projects.

9. CRTPA INFORMATION

A. Future Meeting Dates

B. Committee Actions (Citizen's Multimodal Advisory Committee & Technical Advisory Committee)

10. ITEMS FROM CRTPA BOARD MEMBERS

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.

February 18, 2020



AGENDA ITEM 6A

TOWN OF HAVANA MAIN STREET ASSESSMENT

TYPE OF ITEM: 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**) which studied the feasibility of reducing lanes on US 27 within downtown Havana.

CRTPA COMMITTEE ACTIONS

The CRTPA's Technical Advisory Committee (TAC) met on February 4 and recommended the CRTPA adopt the Town of Havana Main Street Assessment. A quorum was not present at the Citizen's Multimodal Advisory Committee (CMAC) on February 4.

RECOMMENDED ACTION

Option 1: Adopt the Town of Havana Main Street Assessment.

BACKGROUND

Initiated in late 2018, 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 9th and 5th 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 planting strip/landscaping.

RECOMMENDED ACTION

Option 1: Adopt the Town of Havana Main Street Assessment.
(Recommended)

Option 2: Board Direction

ATTACHMENT

Attachment 1: Study Report



May 19, 2020

AGENDA ITEM 4 A

MINUTES

TYPE OF ITEM: Consent

The minutes from the February 18, 2020 meeting are provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the February 18, 2020 CRTPA meeting.

ATTACHMENT

Attachment 1: Minutes of the February 18, 2020 CRTPA meeting.



CRTPA BOARD

MEETING OF TUESDAY, FEBRUARY 18, 2020 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present:

Commissioner Merritt, Chairman, Wakulla County
Commissioner Viegbesie, Gadsden County
Commissioner Barfield, Jefferson County
Commissioner Desloge, Leon County
Commissioner Dozier, Leon County
Commissioner Maddox, Leon County
Commissioner Minor, Leon County
Commissioner Matlow, City of Tallahassee
Commissioner Richardson, City of Tallahassee
Commissioner Williams-Cox, City of Tallahassee

Staff Present: Thornton Williams, CRTPA Attorney; Greg Slay, CRTPA, Jack Kostrzewa, CRTPA; Suzanne Lex, CRTPA; Greg Burke, CRTPA; Yulonda Mitchell, CRTPA; Bryant Paulk, FDOT

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 1:35PM with the roll call.

2. AGENDA MODIFICATIONS

Board Action: Commissioner Minor made a motion to pull Agenda Item 4B from the Consent Agenda. Commissioner Barfield seconded the motion. The motion was unanimously passed.

3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

None

4. CONSENT AGENDA**A. Minutes of the January 21 meeting**

Board Action: Commissioner Richardson made a motion to accept the January 21 meeting minutes as presented by Staff. Commissioner Viegbesie seconded the motion. The motion was unanimously passed.

5. CONSENT ITEMS PULLED FOR DISCUSSION**B. CRTPA Safety Measures Update**

Commissioner Minor discussed the proposed recommendations for fatalities shown in the Agenda Item. He stated that 58 fatalities was not an acceptable number and wanted to state that for the record. In order to meet FHWA requirements, this information allows the CRTPA to track progress of improvement.

Board Action: Commissioner Minor made a motion to approve the CRTPA Safety measures Update as presented by Staff. Commissioner Barfield seconded the motion. The motion was unanimously approved.

6. CRTPA 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. Town of Havana Main Street Assessment

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

Ms. Beverly Davis, RS&H provided a presentation with the findings of the analysis of US 27 in downtown Havana. The area studied was US 27/Main Street, between 5th Avenue and 9th Avenue which is a four-lane north/south undivided facility. The goals of the study were to improve the pedestrian experience, manage traffic efficiently; improve corridor aesthetics, and support overall goals of the Town for downtown. The project included a data collection process where traffic counts, vehicle classification, speed and turning movements at 7th Avenue were analyzed. The recommendation was Alternative 4, 3 Lanes; 12' wide 2 northbound and 1 southbound; no on street parking; wider sidewalks and/ planting strips with landscaping. Commission Viegbesie noted the Town Manager, Brad Johnson, was present at the meeting and stated he would like to hear from the manager to discuss the proposal and how it would effect the Town of Havana.

Mr. Brad Johnson, Town Manager, Town of Havana stated the CRTPA staff met with him recently and noted the need for emergency services/evacuation routes are also included in the discussion.

Commissioner Barfield requested information on large trucks, bike lanes/shoulders. Ms. Davis stated there are signs for the large trucks to use the left lane only in the area. She also noted the bicycles access would be on surrounding streets and there was no room for bike lanes in this area.

Board Action: Commissioner Viegbesie made a motion to approve as presented by Staff. Commission Minor seconded the motion. The motion was unanimously passed.

B. Connections 2045 Regional Mobility Plan

This item will provide information to the CRTPA Board regarding the Needs Plan, Evaluation Criteria, Prioritization Criteria, Jurisdictional Outreach and a Public Engagement Update.

Mr. Kostrzewa provided general background information on the plan's schedule including the evaluation and prioritization criteria process. He noted that the Needs Plan combines previous planning efforts with data to anticipate growth within the region. It utilized the following to identify and select projects during the evaluation and prioritization process: previous plans, congestion data, safety conditions and public feedback. The needs plan creates a list of all projects.

Ms. Kate Widness, KHA, provided a more detailed presentation on the evaluation and prioritization criteria and noted that the evaluation and prioritization process consist of a 2 step process. The evaluation criteria was designed to be a screening process to gain an understanding of the viability and utility of the proposed project. Prioritization criteria is a detailed process to determine the performance of the proposed project in relation to other proposed projects. The process provides flexibility by having mode-specific prioritization criteria; by having projects that are financially constrained to funding tiers; and by allowing projects in tiers to be implemented in any order.

Commissioner Richardson requested information on the Orange Avenue. He stated with new apartment building and the new Emergency Room on Orange Avenue, traffic has dramatically increased. Mr. Slay discussed the Orange Avenue project and the current placing on the prioritization list. Commissioner Williams-Cox discussed Orange Avenue, noting the need for pedestrian safety measures along Orange Avenue. She discussed the need to move Orange Avenue ahead on the project priority list. Mr. Slay discussed moving Orange Avenue up on the priority list and noted that the annual process occurs in June. He also noted that this project would still have to complete the development process (PD&E, Design, right-of-way acquisition) and that moving it up in prioritization may not result in an expedited project due to where it is within the development process. Commissioner