



CITIZENS MULTIMODAL ADVISORY COMMITTEE MEETING (CMAC)

TUESDAY, FEBRUARY 4, 2020 AT 11:30 AM

RENAISSANCE CENTER, 2ND 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



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, NOVEMBER 5, 2019 (11:30 AM - 1:30 PM)

RENAISSANCE BUILDING
435 N. MACOMB STREET, 2ND FLOOR
TALLAHASSEE, FL 32301

Meeting Minutes

Members: Mary Kay Falkner, Chair; Neil Fleckenstein; Roger Holder; Chad Hanson; Terry Basham; Hans Von Tol

Staff/Others:

1. **AGENDA MODIFICATIONS**
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. CMAC 2020 Calendar
 - D. Updated FY 2021 – FY 2025 Tallahassee International Airport Priority Project List

Committee Action: Mr. Fleckenstein made a motion to approve the minutes of the September 3, 2019 Meeting, with modifications. Mr. Basham seconded the motion. The motion was unanimously passed.

Committee Action: Mr. Fleckenstein made a motion to approve the remainder of the Consent Agenda. Mr. Von Tol seconded the motion. The motion unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

5. **PRESENTATION/DISCUSSION/ACTION**

A. Election of Year 2020 Chair and Vice Chair

Annually, the CMAC 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 Ms. Mary Kay Falconer and Ms. Wanda Carter, respectively.

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

Committee Action: Mr. Hanson made a motion to leave the Chair and Vice-Chair the same for 2020. Mr. Basham 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. Von Tol made a motion to approve the Tallahassee Leon County Bicycle and Pedestrian Plan. Mr. Holder seconded the motion. The motion passed with Mr. Basham voting in opposition.

6. **INFORMATION**

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

Meeting was adjourned at 1:13 pm

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:

ADOPTED 2019 Safety Performance Measures	Target and Performance Measure
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:

PROPOSED 2020 Safety Performance Measures	Target and Performance Measure
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."



AGENDA ITEM 5A

CONNECTIONS 2045 REGIONAL MOBILITY PLAN

STATEMENT OF ISSUE

The Connections 2045 Regional Mobility Plan (RMP) kicked off at the June 2019 CRTPA Board meeting. Since that time the project team has been developing Goals for the project, holding public engagement events, gathering survey responses, developing an outline for the Needs Plan, developing the Evaluation and Prioritization Process, and creating a calendar of events to have the Cost Feasible Plan approved at the June 2020 CRTPA Board meeting. All the above mentioned items will be presented to the CRTPA Committees for comments and discussion.

RMP Goals

One of the first efforts to occur with the updating of any long range transportation plan is setting the goals for the project. This effort provides directions for staff and consultants to utilize in the development of the plan.

The Connections 2040 RMP Goals provided a great foundation and should require minimal change.

However, shortly after adopting the Connections 2040 RMP in November of 2015 a new transportation bill was passed by Congress known as Fixing America's Surface Transportation Act (FAST Act). Contained within the FAST Act legislation are "planning factors" that are to be used in the development of long range plans such as the Connections 2045 RMP.

The good news is that the Goals that were developed for the 2040 RMP are well organized and will require very little change to ensure that the FAST Act legislation is met or exceeded. Therefore, the Connections 2045 RMP will build on the previous goals developed by the Technical Advisory Committee (TAC) and Citizen Multimodal Advisory Committee (CMAC) to demonstrate compliance with the new legislation. The Goals for the Connections 2045 RMP address:

- Safety
- Connectivity
- Access
- Multimodalism
- Land Use
- Security
- Economic Development

- Natural Resource Protection and Conservation
- Public Health

Further details regarding the Goals of the Connections 2045 RMP will be provided at the Committee meetings.

Public Engagement - MetroQuest RMP Survey

One of the major tools being utilized for citizens input into the Connections 2045 RMP process is a MetroQuest Survey. The benefits to the survey are that it allows for access from your phone or computer at your convenience. Since the survey was introduced in November 2019 there has been 270 participants with the Project Team gathering survey data from public meetings and at the City of Tallahassee Winter Festival. Additionally, at the beginning of January 2020 the Project Team worked with City of Tallahassee Neighborhood Services to provide the survey link to all neighborhood associations and homeowner associations in Leon County (over 450). The survey is open for input until the end of February, so the Project Team is expecting the responses to increase.

Needs Plan

The Needs Plan is composed of projects from a variety of sources to create a list of transportation opportunities to evaluate for inclusion in the 2045 RMP. No Needs Plan has been developed at this time, the Project Team wants to present the process for this effort.

Evaluation and Prioritization Process

The overall process for producing a Cost Feasible Plan calls for the Needs Plan to be measured against criteria that will provide a project list based on a project's viability and utility. The criteria determine the performance of each against the other projects to create a priority list of projects. Additional steps include the application of projected revenues to the prioritized list followed by creating "Tiers" of projects that feed into the Priority Projects List (PPL). The proposed criteria is shown below.

General Considerations	Definition
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan
Funding Commitment	Project has dedicated local funding contribution or funding partnership
Natural Environment	Project has limited impacts to sensitive natural environmental features
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities
Growth Center/Economic Development Area	Project is located adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)
Evacuation Route	Project is a part of or directly serves an identified evacuation route
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location
*Resilience	Project contributes to the resiliency of the network
*Travel and Tourism	Project contributes to travel and tourism
Efficiency	Project leads to a network reduction of VMT, for either existing or

	future conditions
Travel Time Reduction	Project leads to a reduction in travel time along the existing or (for new location facilities) adjacent corridor, for either existing or future conditions
Safety Improvement	Project addresses one of the worst crash locations in the region
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility
Supportive of Transit Priorities	Project serves or improves transit routes, transit stops, or transit technology
Supportive of Bicycle and Pedestrian Mobility	Project includes incidental bicycle or pedestrian improvements
Supportive of Transportation Technology	Project is supportive of transportation technology

Milestones

One of the major milestones of the RMP is to approve the Cost Feasible Plan in June of 2020. This will allow for the projects to be immediately utilized in the Project Prioritization Process and the Project Priority Lists to be submitted later this year. In order to meet this deadline, the Project Team developed a schedule that will require CRTPA Board meetings for January – June of 2020. The Draft schedule includes:

February – The February meeting will include survey results, the Project Needs Plan and Prioritization Criteria.

March – RMP items include updates from previous meetings (as necessary) and information relating to the Necessary Needs Plan and the Draft Prioritization of Projects.

April – Updates as necessary and the Final Prioritized Project lists, projected revenues, project cost estimates, and the assumptions to developing the Cost Feasible Plan.

May – Cost Feasible Plan Draft.

June – Final Cost Feasible Plan and an outline of the project documentation.

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 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 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 12/9th 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

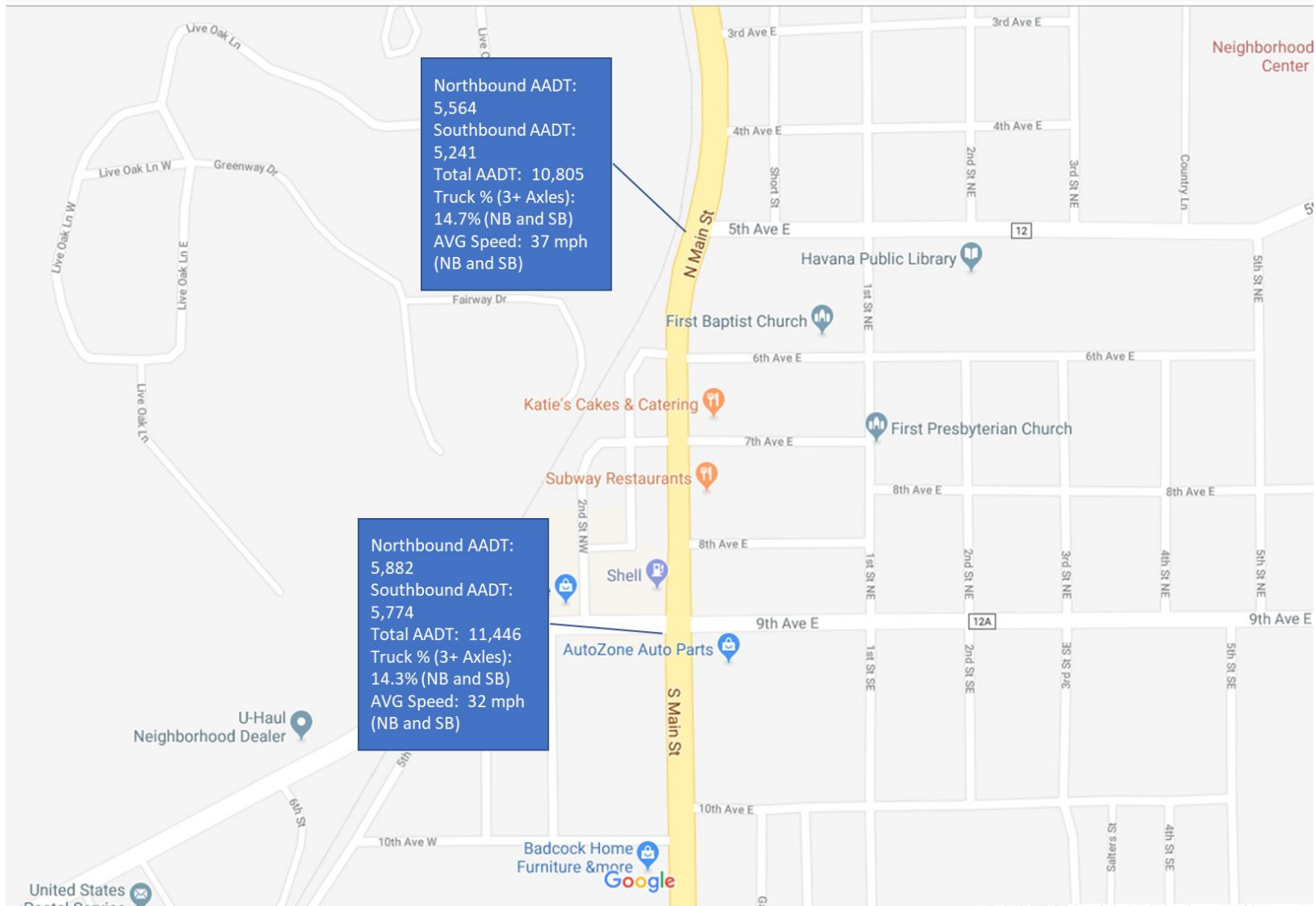
In order to analyze the feasibility for reducing the number of lanes to improve the pedestrian environment and enhance the character of the downtown, comprehensive traffic counts were taken. These counts were taken over a three-day period (Thursday, Friday, Saturday) on December 14 -16, 2018. Count locations 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

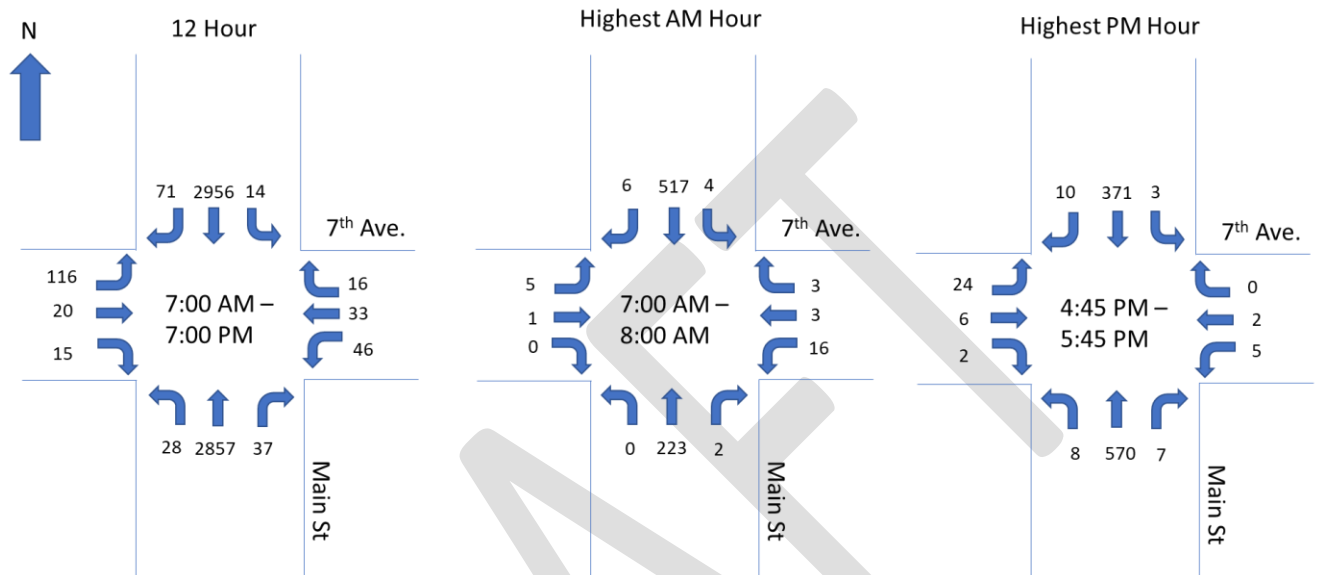
**AADT: Average Annual Daily Traffic*

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'
- 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 planting 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

2020 CRTPA Board Dates	Committee Dates	TAC Time	CMAC Time
January 21	January 7	9 AM – 11 AM	11:30 AM – 1:30 PM
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