

January 16, 2024



RETREAT AGENDA ITEM

CONGESTION MANAGEMENT PLAN

STATEMENT OF ISSUE

A discussion related to initial findings of the update to the CRTPA's Congestion Management Plan (CMP) which is nearing completion will be provided. The CMP evaluates current congestion and safety in the CRTPA region and includes an analysis of strategies to address identified issues.

BACKGROUND

Pursuant to federal requirements, transportation management areas such as the CRTPA are required to develop a CMP. The CRTPA's current CMP was adopted in 2018 and although there is no federal timeline requirement related to updating the plan, the current update was initiated in spring 2022.

As defined by the Federal Highway Administration (FHWA), a congestion management process "is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs." Consistent with the FHWA's definition, the update to the CRTPA's CMP is being developed to evaluate and address both congestion and safety in the CRTPA region with the identification of potential mitigation strategies or countermeasures designed to improve both recurring and non-recurring congestion and safety on critical corridors, as discussed below.

With regards to congestion, analyses of recurring and non-recurring congestion were conducted. Recurring congestion occurs during peak travel periods commonly known as the "rush hour". Non-recurring congestion occurs due to construction, inclement weather, accidents, and special events. Resultant from the analyses was the identification of roadways within the CRTPA region that are not meeting adopted level-of-service standards as well as roadways having the worst travel time reliability.

In addition, the CMP analyzed safety issues within the CRTPA region. Resultant from this analysis is the identification of intersection and segments throughout the region that have identified safety deficiencies. Included within this analysis is the identification of potential countermeasures to address identified safety concerns.

Ultimately, the CMP will result in the identification of potential issues from which further study is warranted related to addressing both congestion and safety within the CRTPA region.

The following contains more detailed information related to the development and findings of the CMP.

CMP DEVELOPMENT AND FINDINGS

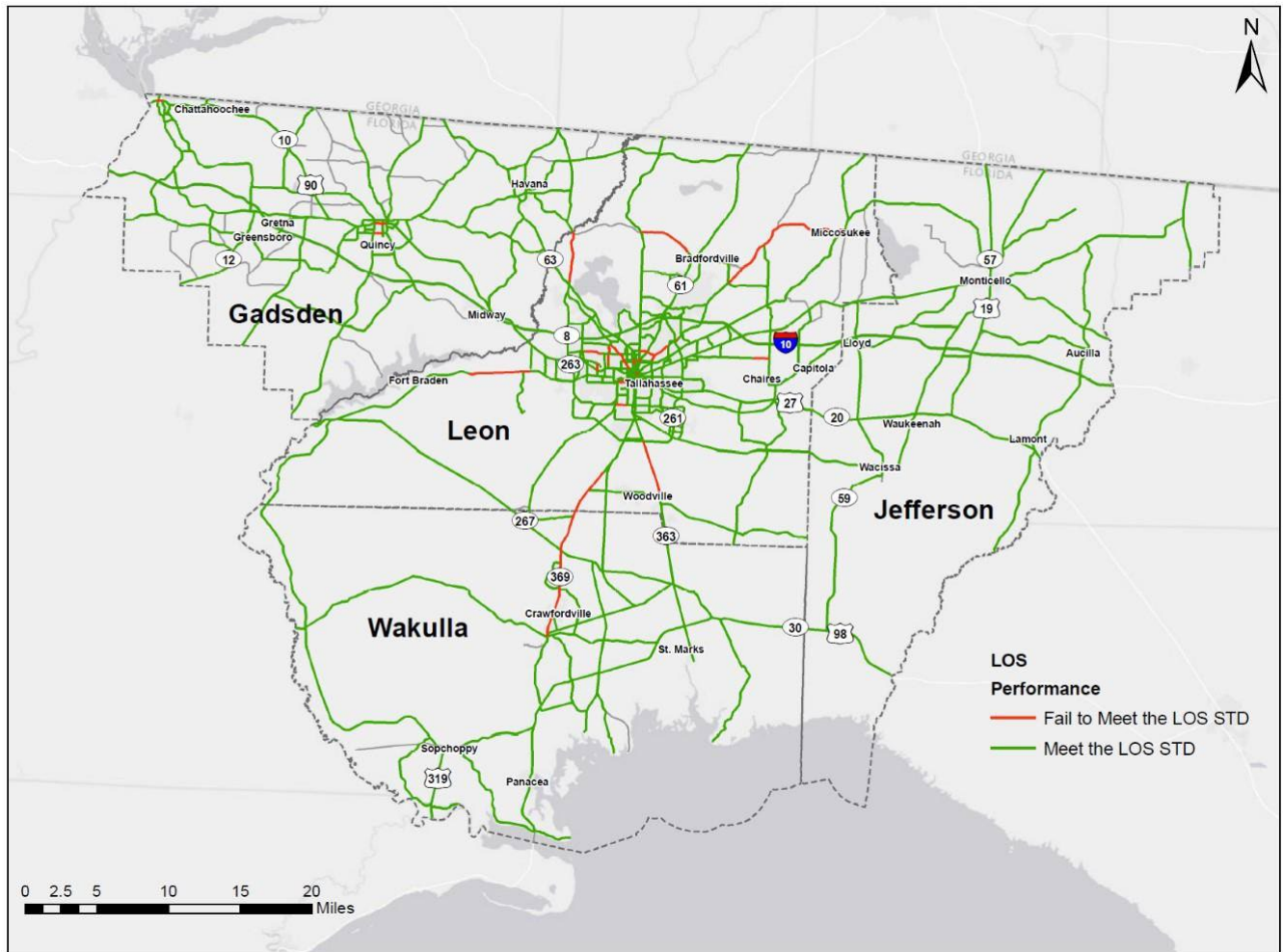
As noted above, the CMP update is focusing on an analysis of both congestion and safety issues to identify potential improvements on the CRTPA Region's roadways. The following provides a discussion related to each focus of the CMP (congestion and safety).

CONGESTION/ Congested segments in the CRTPA region were identified and analyzed using the following methods: Level of Service (LOS) analysis and Planning Time Index (PTI).

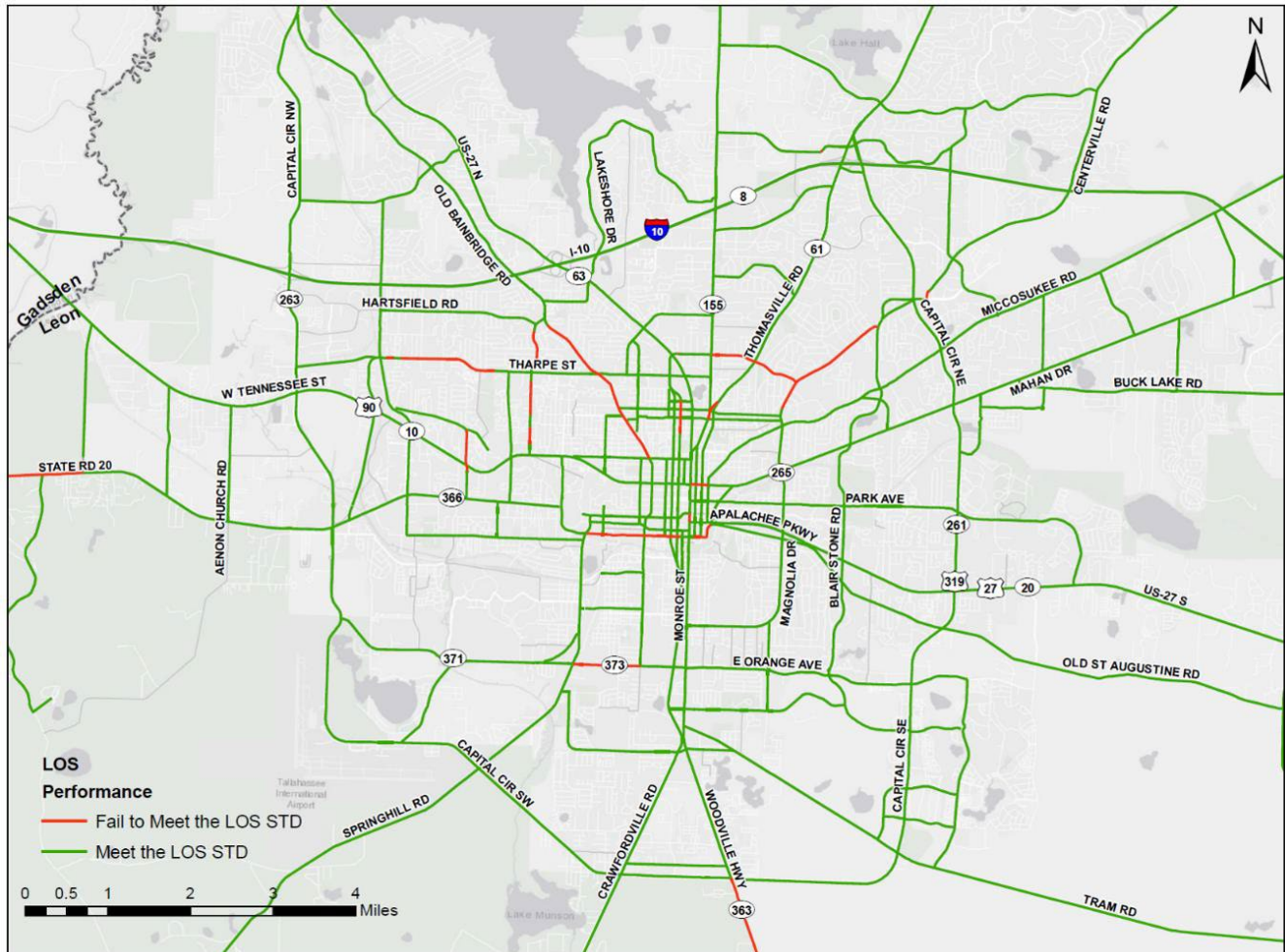
LOS Analysis – Using both the Florida Department of Transportation's (FDOT) Generalized Service Volume Tables as well as the FDOT Context Classification Plan, assessments was conducted resulting in the identification of roadway segments within the CRTPA region that are failing. As may be expected, the CRTPA region's most congested roadways are located in the urban areas of the region.

The following provides a snapshot of the locations identified as congested segments in the CRTPA region based on the FDOT Generalized Service Volume Table, including an urban inset. Note: specific segments identified on the maps below will be included in the CMP document.

CRTPA Region/LOS Analysis

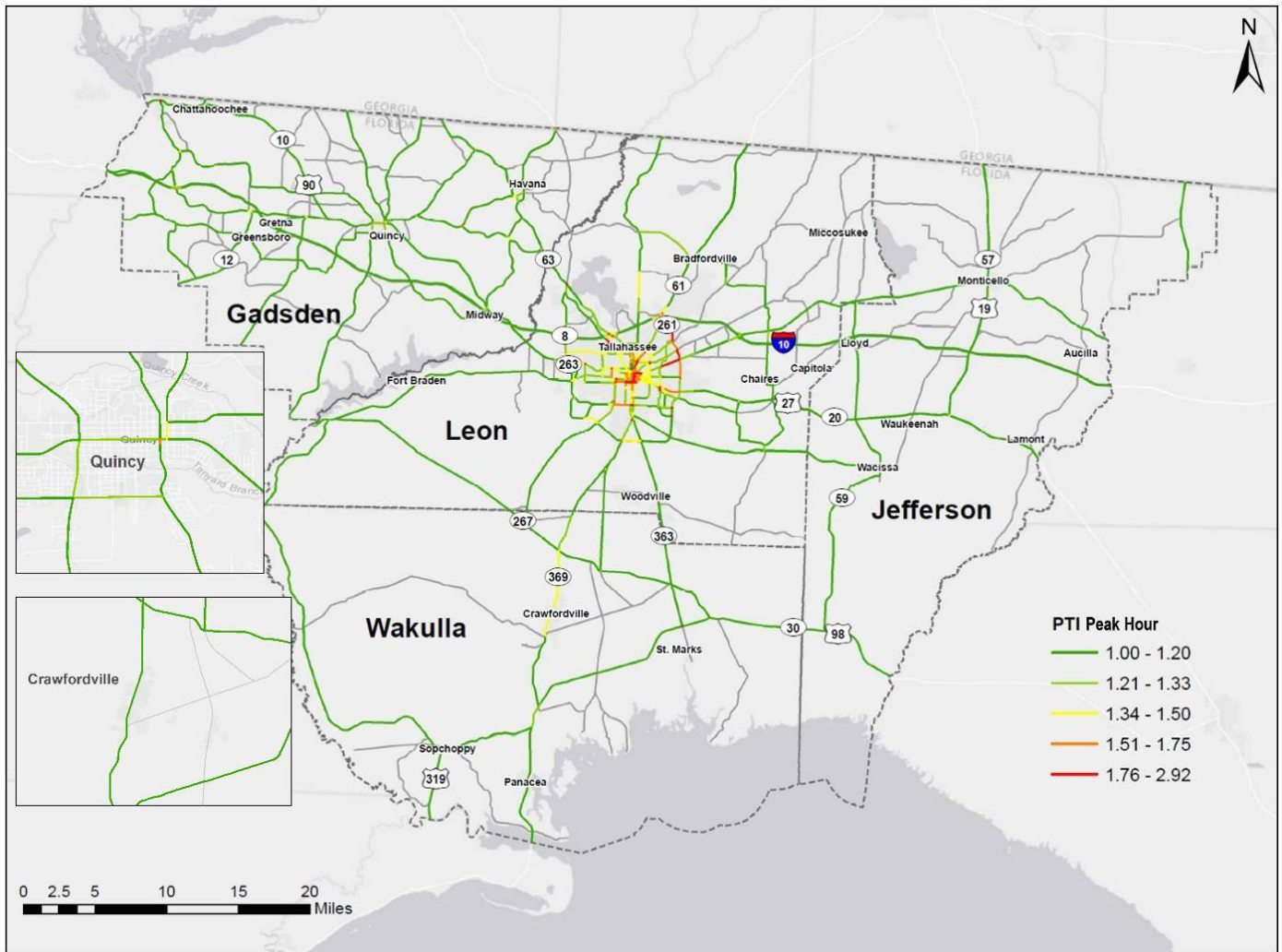


Urban Inset/LOS Analysis

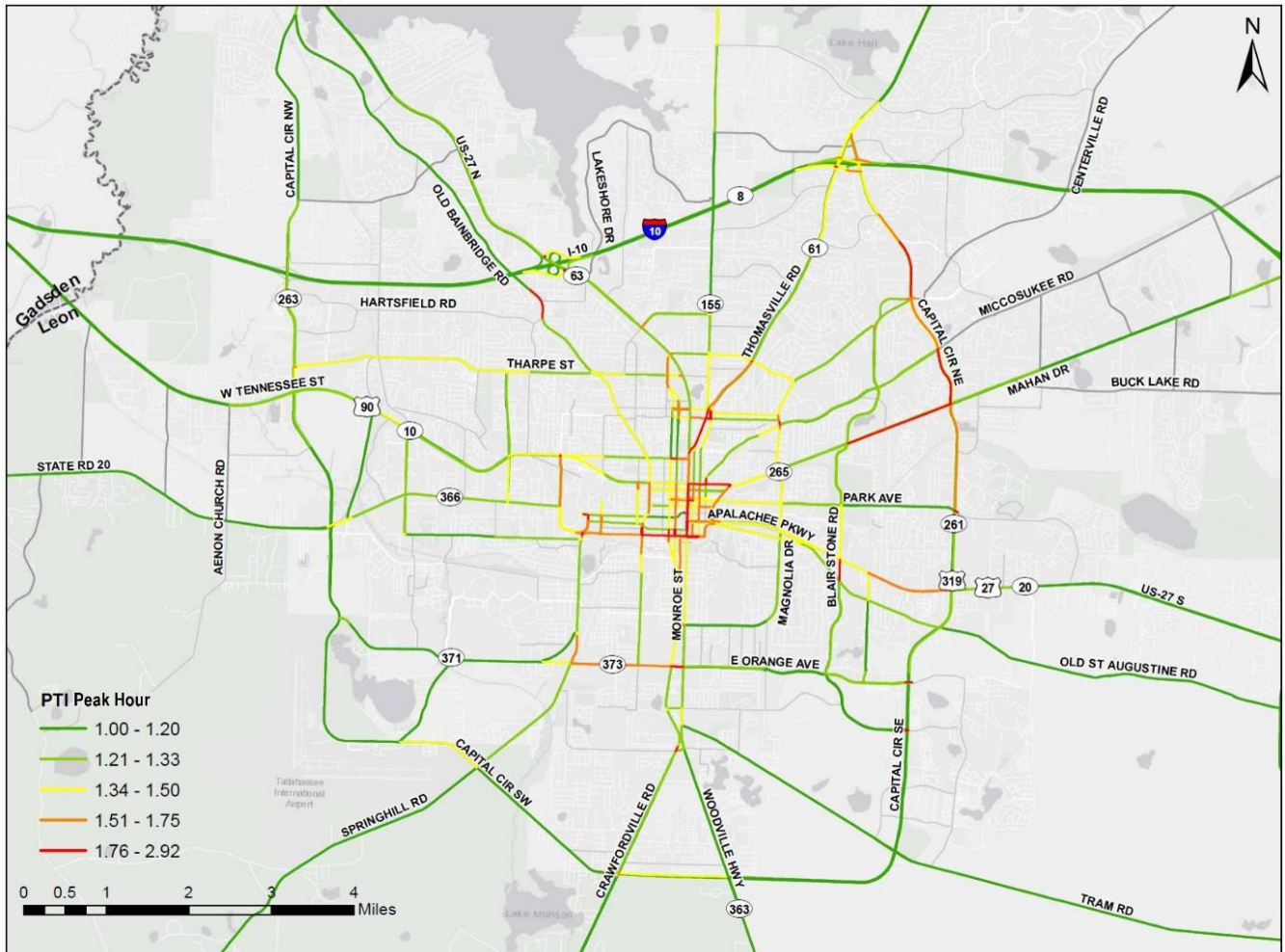


Planning Time Index – [Planning time index](#) represents the total travel time that should be planned when an adequate buffer time is included (the buffer index represents the extra buffer time that most travelers add to their average travel time when planning trips to ensure on-time arrival). PTI analysis was measured for both peak (afternoon) hour and daily. The following maps reflect PTI for peak hour in the region.

CRTPA Region/Peak Hour PTI



Urban Inset/Peak Hour PTI



The top 20 locations in the CRTPA Region with the highest Peak Hour PTI are listed below:

Rank	County	Location	PTI	Speed (MPH)	5th Percentile Speed (MPH)
1	Leon	Northbound S Monroe St between E Madison St and E Gaines St	2.92	8.7	3.0
2	Leon	Northbound Varsity Dr E intersecting with W Pensacola St	2.74	5.5	2.0
3	Leon	Southbound Appleyard Dr intersecting with W Tennessee St	2.51	14.2	5.7
4	Leon	Westbound Miccosukee Rd intersecting with Capital Cir NE	2.25	12.5	5.5
5	Leon	Southbound Railroad Ave between W Madison St and W Gaines St	2.24	5.1	2.3
6	Leon	Northbound S Monroe St between Jefferson St and Apalachee Pkwy	2.22	9.5	4.3
7	Leon	Eastbound W Gaines St between S Monroe St and S Duval St	2.22	8.1	3.7
8	Leon	Eastbound Betton Rd intersecting with Thomasville Rd	2.18	13.0	6.0
9	Leon	Westbound Orange Ave E intersecting with Capital Cir SE	2.17	13.9	6.4
10	Leon	Northbound S Monroe St between W Tennessee St and E Jefferson St	2.12	9.1	4.3
11	Leon	Southbound N Franklin Blvd intersecting with E Tennessee St	2.12	12.3	5.8
12	Leon	Off-ramp from WB I-10 (SR 8) intersecting with N Monroe St	2.12	4.1	1.9
13	Leon	Off-ramp from EB I-10 (SR 8) intersecting with N Monroe St	2.10	6.2	2.9
14	Leon	Southbound N Meridian St between E Virginia St and E Tennessee St	2.09	6.3	3.0
15	Leon	Westbound E Tennessee St between N Franklin Blvd and S Monroe St	2.08	9.7	4.7
16	Leon	Northbound S Duval St between W Madison St and W Gaines St	2.06	13.2	6.4
17	Leon	Northbound S Monroe St between E Madison St and Apalachee Pkwy	2.00	10.0	5.0
18	Leon	Northbound S Bronough St between W Gaines St and W Madison St	2.00	8.1	4.1
19	Leon	Eastbound E 6th Ave between N Gadsden St and Thomasville Rd	1.99	9.6	4.8
20	Leon	Eastbound Gaines St intersecting with S Monroe St	1.96	12.9	6.6

SAFETY/ An evaluation of the safety of the CRTPA region’s roads provides an important focus of the CMP’s update. Fatal (“K” crashes) and Serious (“A” crashes) were analyzed to locate *segment* hot spots and *intersection* hot spots in the region. This effort includes an analysis focused on emphasis areas related to bicycles, pedestrians, intersections and lane departures. The following tables provide the hot spot segments (top 10) and intersections (top 10) with the highest crash rates in the region.

Roadway Segments/Top 10 Hot Spot Locations:

Rank	Location	County	AADT	Miles	KA Crash Count	Fatality	Serious Injury	Crash Rate (per 100 million VMT)
1	Railroad Avenue between West Gaines Street and Robert and Trudie Perkins Way	Leon	6,300	0.45	3	0	3	57.59
2	St Augustine St between S Woodward Ave and South Copeland Street	Leon	7,400	0.44	3	0	3	50.66
3	Hardaway Hwy between Lincoln Dr (CR 269A) and Cochran Road	Gadsden	550	6.31	3	2	1	47.40
4	Duval St between W Pensacola St and W Park Avenue	Leon	8,500	0.41	3	0	3	47.18
5	W Pensacola St between Appleyard Drive and Mabry Street	Leon	18,800	0.59	7	2	5	34.40
6	Smith Creek Rd between Stoutamire Landing Rd and the County Boundary between Leon/Wakulla County	Leon	600	8.29	3	1	2	33.04
7	Old Lloyd Rd between US 90 and Rabon Road	Jefferson	1,200	4.51	3	0	3	30.39
8	Drifton-Aucilla between S Jefferson and Salt Road	Jefferson	700	8.14	3	0	3	28.84
9	Providence Road (CR 274) between Selman Street and Hosford Highway	Gadsden	1,500	4.25	3	1	2	25.80
10	Old Plank Road between Tram Road and Natural Bridge Road	Leon	1,400	6.38	4	2	2	24.53
11	Ashville Hwy between St Margaret’s Church Rd St and N Salt Road	Jefferson	1800	6.40	5	0	5	23.78
12	West Gaines St between S Woodward Ave and Railroad Avenue	Leon	20,400	0.50	4	0	4	21.66
13	Mission Rd between Fred George Rd and I -10	Leon	7,600	1.05	3	2	1	20.60
14	Wakulla Springs Rd between Oak Ridge Rd W and US 319	Leon	7700	1.38	4	0	4	20.60
15	N Ridge Rd between Springsax Rd and S Adams St	Leon	6,600	2.08	5	1	4	19.97
16	US 319 between E Ivan Rd and Mike Steward Drive	Wakulla	15,700	0.54	3	1	2	19.53
17	Oak Ridge Rd W between Wakulla Springs Road and Woodville Highway	Leon	3,700	3.80	5	3	2	19.49

Intersections/Top 10 Hot Spot Intersections:

Rank	Location	County	KA crash count	Fatality	Serious injury	Entering traffic volume	Crash Rate (# per million entering vehicles)
1	US 98 and Woodville Hwy	Wakulla	3	2	1	4,875	0.337
2	Apalachee Pkwy and W W Kelly Rd	Leon	3	1	2	12,500	0.132
3	Orange Ave and S. Adams St	Leon	7	4	3	42,400	0.09
4	W Tennessee St and Stadium Dr	Leon	7	0	7	45,800	0.084
5	W Tennessee St and Geddie Rd	Leon	3	0	3	21,900	0.075
6	N Monroe St and Fred George Rd	Leon	4	2	2	29,350	0.075
7	Capital Cir SE and Woodville Hwy	Leon	4	0	4	32,350	0.068
8	N Monroe St and John Knox Rd	Leon	4	0	4	46,150	0.047
9	Old Bainbridge Rd and W Tharpe St	Leon	3	0	3	37,750	0.044
10	N Monroe St and Lakeshore Dr	Leon	3	0	3	43,000	0.038

Once identified, further analysis was conducted on the top identified hot spot segments and intersections. Specifically, a multi-step crash causation analysis occurred to identify potential countermeasures to reducing crashes at the above identified locations. Details of these analyses will be provided in the completed CMP.

Next Steps

The CMP is scheduled to be adopted by the spring. Subsequent to adoption, further studies of identified needed improvements will be assessed for initiation.