CRTPA RETREAT

TUESDAY, JANUARY 16, 2024
10 AM – 1 PM

TCC CENTER FOR INNOVATION+
PLAZA CONFERENCE & EVENTS ROOM (101)
300 W PENSACOLA 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

9:45 – 10:00 **COFFEE AND DANISH**

10:00 – 10:45 **NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN**
A discussion of the CRTPA's study of N. Monroe Street will be provided. The study is focusing on identifying and advancing safety efforts along the corridor.

10:45 – 11:30 **CRTPA SCHOOL SAFETY STUDY**
The recently initiated CRTPA School Safety Study ("Take the Safe Route – Safe Access to School Study") will be discussed. The study provides a focused effort on the identification of schools in the region with the most need for improved bicycle and pedestrian infrastructure improvements.

"Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA Title VI Coordinator, Suzanne Lex, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa,org") and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con Suzanne Lex, CRTPA Coordinadora del Título VI, al 850-891-8627 Suzanne.lex@crtpa.org) y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión.

11:30 – 12:00 **TELECOMMUTING STUDY**

The CRTPA Telecommute Study being developed for the CRTPA region be discussed.

12:00 **WORKING LUNCH**

12:00 – 12:30 **FREIGHT STUDY**

A discussion of the CRTPA region freight study currently under development will be provided.

12:30 – 1:00 **CONGESTION MANAGEMENT PLAN (CMP)**

A discussion of the update to the CRTPA's CMP will be provided focusing on the findings of the soon to be completed document.

January 16, 2024

RETREAT AGENDA ITEM

NORTH MONROE STREET SAFETY IMPLEMENTATION PLAN

STATEMENT OF ISSUE

A discussion of the recently initiated CRTPA North Monroe Street Safety Implementation Plan will be provided. The project is being developed to identify safety improvements along the N. Monroe corridor from which funding will be pursued.

BACKGROUND

During the development of the CRTPA's Safe Streets for All (SS4A) Safety Action Plan (adopted in June 2023) an analysis was performed to identify the roadway's within the CRTPA region with safety concerns. This analysis resulted in the identification of a High Injury Network (HIN) for locations with identified safety concerns. One of the roadways identified on the HIN was US 27/North Monroe Street.

Based upon N. Monroe Street's inclusion on the CRTPA's HIN, a study was initiated in December 2023 to focus on needed safety improvements for the corridor. Specifically, the study is evaluating North Monroe Street from Tharpe Street to Capital Circle, NW, a distance of approximately seven miles.

The study will identify needed safety improvements on the corridor and, ultimately, result in the development of an implementation plan of needed improvements. The study's development includes meetings with corridor stakeholders as well as a public meeting to present study findings. Funding of identified improvements is anticipated to be pursued including through development of an application seeking federal SS4A funds.

The study is anticipated to be completed by July 2024.

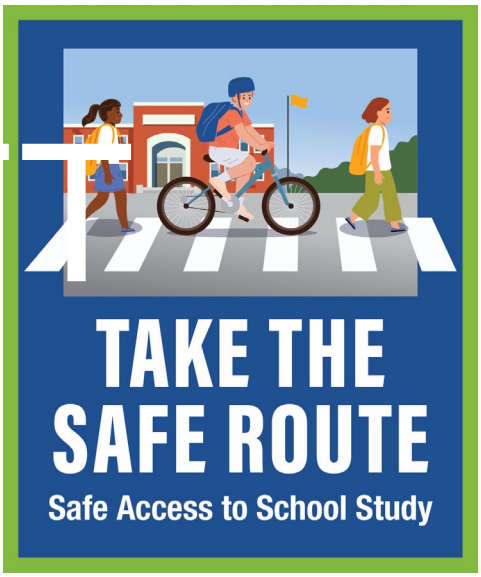
January 16, 2024

RETREAT AGENDA ITEM

CRTPA SCHOOL SAFETY STUDY

STATEMENT OF ISSUE

The CRTPA has initiated a school safety study for the CRTPA region. The study, titled "Take the Safe Route - Safe Access to School Study", will provide an evaluation of the region's schools to identify those schools with the most need related to walking and bicycling improvements. Identified schools will then receive a focused safety and accessibility analysis that will include site visits and an inventory of existing facilities resulting in the identification of recommended improvements.



BACKGROUND

The CRTPA is conducting a school safety aimed at evaluating and enhancing safety conditions for students who walk or bike to school. The "Take the Safe Route – Safe Access to School Study" will be executed as a targeted and data-driven initiative, progressing through two distinct phases.

Phase 1 involves a comprehensive data analysis of schools in the CRTPA's region (elementary, middle, and high schools) to identify those with the greatest need for capital improvements related to biking and walking facilities in their proximity. This phase includes a desktop data analysis that will be based on factors including connectivity, accessibility, and equity. Included in this analysis will be the following data:

- Identified hazardous walking condition data
- Pedestrian and bicycle crash data
- Relevant socioeconomic and demographic data
- Transportation data

Phase 2 will build upon the schools identified and selected in Phase 1 to develop a focused safety and accessibility analysis. This analysis includes on-site visits and an inventory of the existing facilities and infrastructure at the selected schools. The assessments will consider sidewalk gaps, crosswalk/intersection improvements, lighting, bicycle facilities and off-road trails. This phase also will include a student and parent survey for each of the identified schools.

The study is being guided by stakeholders' groups for Gadsden, Leon, and Wakulla counties that include local staff from school boards, law enforcement, and planning. The stakeholders' groups met in early December and are scheduled to meet again in February.

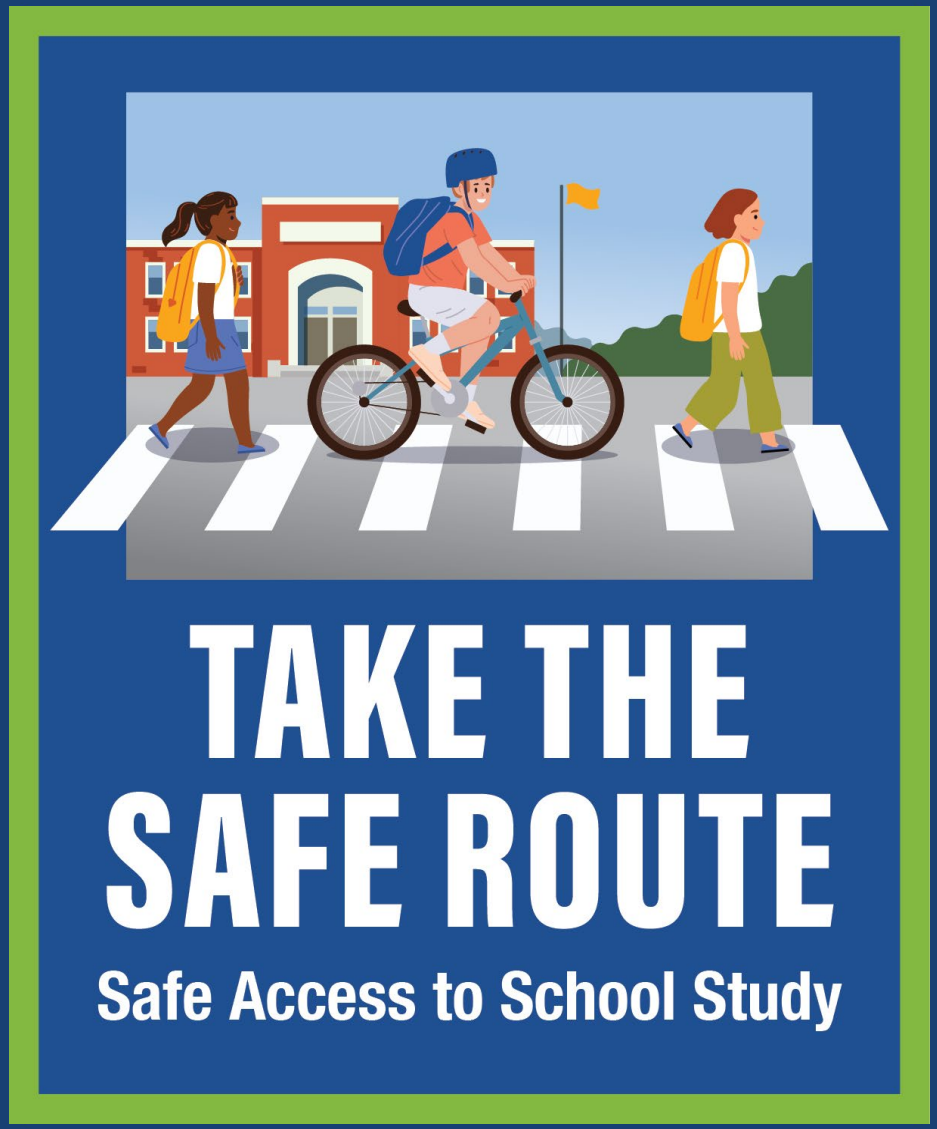
Ultimately, the "Take the Safe Route - Safe Access to School Study" will result in the identification of needed bicycle and pedestrian improvements from which an implementation effort can occur. The project is scheduled for completion in late 2024.

ATTACHMENTS

Attachment 1 – Draft prese tatio

ATTACHMENT 1

CRTPA Board Retreat



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Project Kick-Off

January 16, 2024

CRTPA
CAPITAL REGION
TRANSPORTATION PLANNING AGENCY

Take the Safe Route: *What is it?*

Through the evaluation of existing conditions and recommendations at schools throughout the region, this plan seeks to:

- Ensure students have safe routes to walk and bike to school
- Identify schools in the Capital Region with the most need
- Make recommendations for infrastructure and other improvements for selected schools
- Encourage a culture of walking and biking
- Strategically engage teachers and parents
- Streamline Safe Routes to School SRTS funding requests

Take the Safe Route: *Project Phases*

This project is being initiated in two phases:

Phase I

- Stakeholder meetings
- Data collection and desktop analysis
- Prioritizations
- Identification of ten (10) schools for further evaluation

Phase II

- Conduct survey and student travel tally at identified schools
- Conduct multimodal safety assessments at those schools
  - Physical improvements with a focus on roadways, sidewalks, etc.
  - Cost estimates and potential funding sources

Safe Routes to School in the Capital Region

Safe Routes to School (SRTS) is an approach that promotes walking and biking to school through:

- Enforcement
- Tools
- Safety Education
- Incentive to encourage walking and biking to school

Capital Region local governments have been successful in receiving SRTS funding for a number of projects in all four counties over the last few years

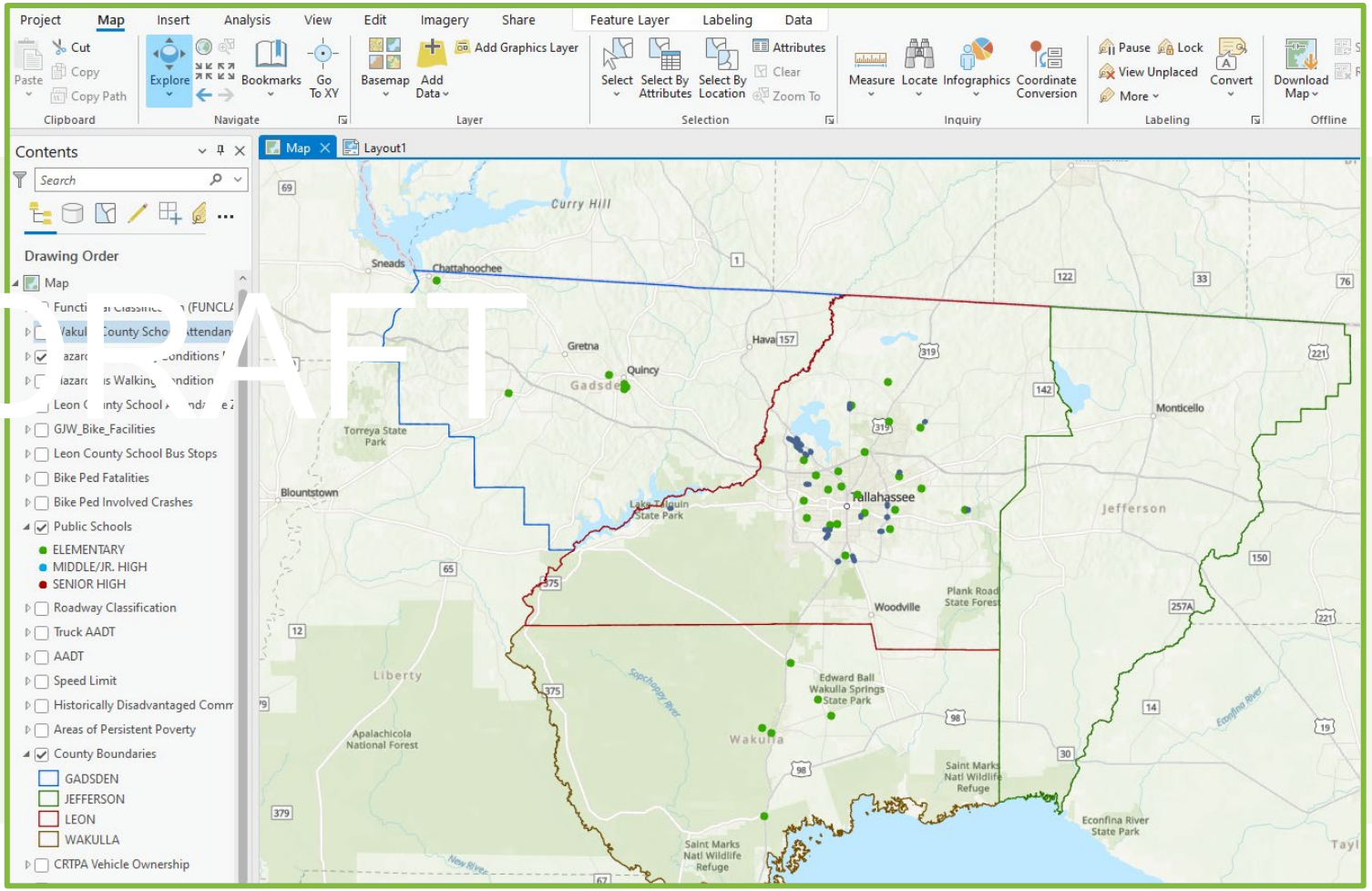
What's been completed?

- Project initiated in November 2023
- Initial meetings in December 2023 with Gadsden, Leon, and Wakulla stakeholders
- Data collection completed
- Prioritization methodology developed
- GIS and desktop analysis conducted in December 2023
- Preliminary list of schools developed

Desktop Analysis & Prioritization

The desktop analysis included a GIS based prioritization using:

- Hazardous walking conditions (as determined by school districts)
- Bicycle and pedestrian crash data
- Socioeconomic and demographic data
- Transportation data
- Other school related factors such as school hours, crossing guard presence and speed zone boundaries



Desktop Analysis & Prioritization: Methodology

	Criteria	Description	Data Source	Scoring (0-22)
1	**USDOT Equitable Transportation Community (ETC) Disadvantaged Census Tract**	School attendance zone is within or includes an area designated as disadvantaged by USDOT's ETC data.	USDOT, 2023	1 point
2	**Area of Persistent Poverty (APP)**	School attendance zone is within or includes an area designated as an APP.	USDOT, 2023	1 point
3	**Vehicle ownership**	School attendance zone is within or includes a Census block group where greater than 10 percent of households do not own a vehicle.	US Census, 2023	1 point
5	**High Injury Network (HIN)**	The school attendance zone includes an HIN segment	CRTPA, 2023	1 point
6	**Hazardous Walking Conditions (HWC)**	The school attendance zone includes an HWC segment	Leon County School District, 2022	1 point
7	**Free or reduced cost lunch**	Percentage of students at a given school who receive free or reduced cost lunches.	School Districts, 2023	0-3 points per quartile
8	**Total bicycle / pedestrian crashes**	Total number of bicycle/ pedestrian crashes within school attendance zone.	Signal Four Analytics, 2019-2023	0-3 points per quartile
9	**Fatal and serious injury bicycle / pedestrian crashes**	Number of bicycle/pedestrian crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019-2023	0-3 points per quartile
10	**Total fatal and serious injury crashes**	Total number of crashes resulting in a fatality or serious injury within school attendance zone.	Signal Four Analytics, 2019-2023	0-3 points per quartile
11	**Potential Crossing Conflicts**	Number of intersections with major collectors or major arterials in school attendance area. Includes anywhere any road intersections with major collectors or major arterials.	KHA created, 2023	0-3 points per quartile

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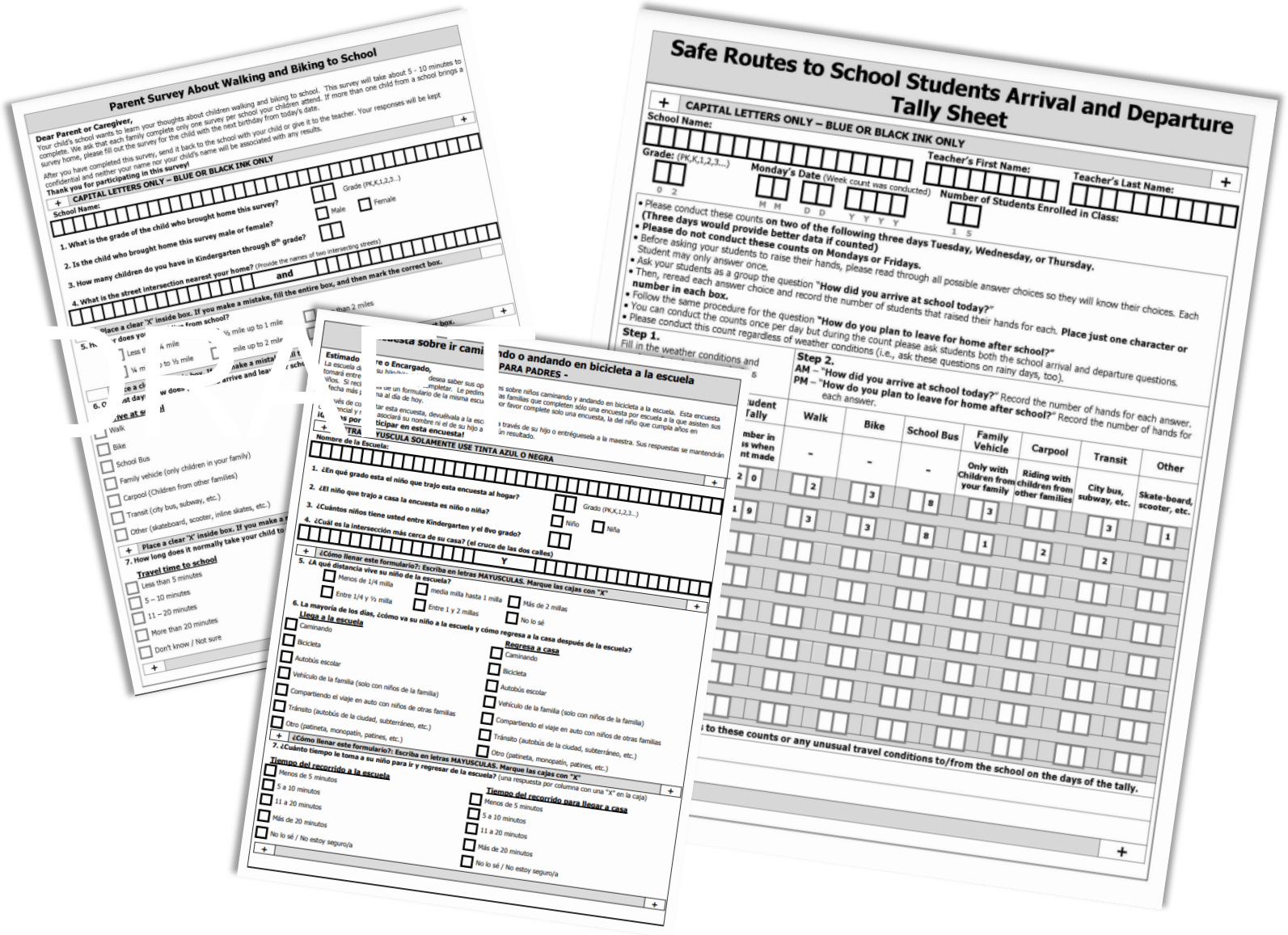
What's Next? *Survey and Student Travel Tally*

- **Coordination with appropriate officials at ten identified schools**
- **Development of tally and survey to record how children arrive and depart school each day**

Based on National Center for Safe Route to School Data Collection System



CAPITAL REGION TRANSPORTATION PLANNING AGENCY

What's Next? *Focused Safety Analysis*

- Site visits
- Identifying needs for physical improvements within a 2-mile radius of each school

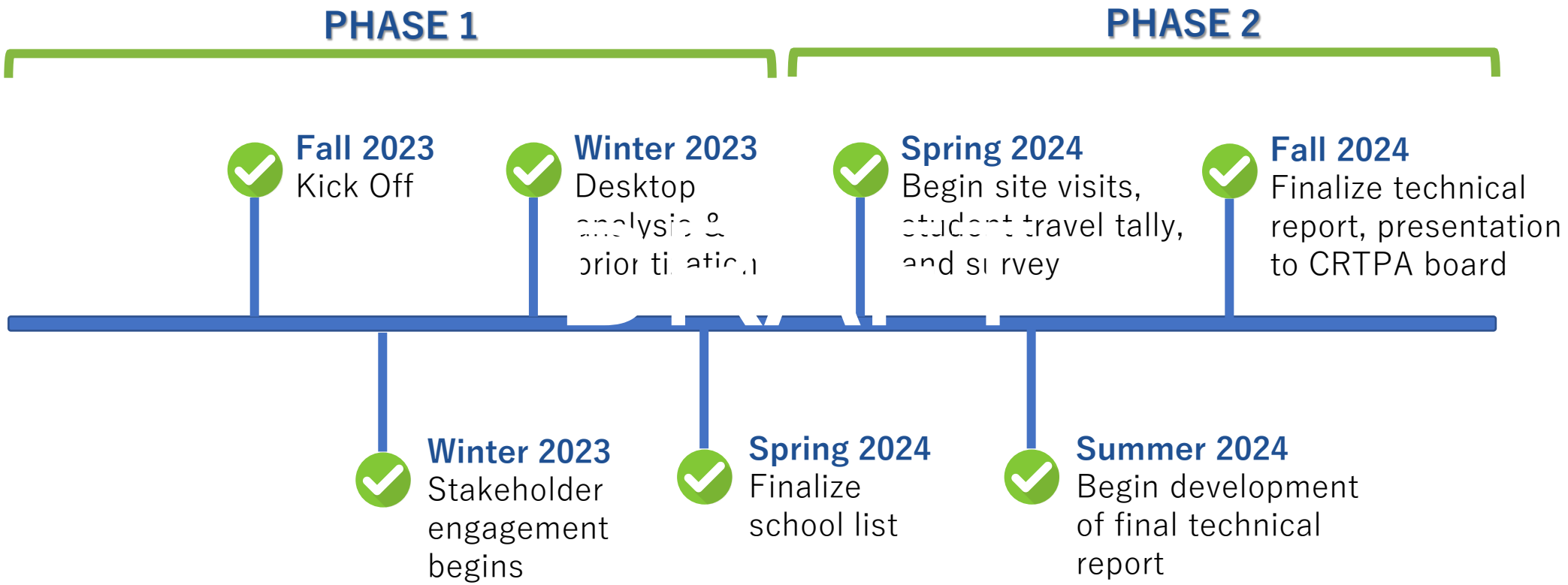
Focused on:

- Roadways
- Sidewalks
- Other multimodal facilities

What's Next? *Final Technical Report*

- Final prioritized lists of schools in the Capital Region
- Documentation of school analyses
- Details identified improvements and recommendations
- Planning level cost estimates
- Opportunities for funding

Anticipated Timeline



Questions or Comments?

January 16, 2024

RETREAT AGENDA ITEM

TELECOMMUTE STUDY

STATEMENT OF ISSUE

A presentation related to the findings of the Telecommute Study will be provided by Kittleson and Associates, project consultant. The study evaluated the impacts of Covid 19 stay-at-home orders on congestion in the CRTPA Region, assessed telecommuting trends, challenges, and opportunities, and evaluated the potential impacts to the transportation network based upon three different scenarios.

BACKGROUND

The Telecommute Study explores how teleworking can impact transportation demand and reduce peak-hour traffic congestion in the four-county region. The interest in telecommuting came about unexpectedly when, in 2020, the advent of the COVID-19 pandemic created a significant increase in telecommuting. Pandemic stay-at-home orders dramatically reduced travel and congestion in the region, even in peak hours.

In the subsequent years, as communities have regained a sense of normalcy, area traffic has also rebounded to pre-COVID levels. Although working from home is no longer a public health necessity, telecommuting is now a more acceptable and implemented practice. Scenario planning demonstrates that implementing telecommuting programs can affect area traffic and is an effective Transportation Demand Management strategy. Building upon lessons learned about pandemic travel behavior, as well as input from regional employers, the study illustrates that telecommuting:

- Creates more flexible work opportunities that attract top talent to the region.
- Reduces peak-hour congestion throughout the region.
- Supports the region's economic resilience by making employers more adaptive.

In addition, the report presents:

- Relevant Transportation Demand Management and telecommuting research.
- Findings from a review of current, pre-pandemic, and pandemic commute patterns.
- Key input received through stakeholder interviews.
- Resources for employers for developing a telecommuting program.

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RETREAT AGENDA ITEM

REGIONAL FREIGHT STUDY

STATEMENT OF ISSUE

The Project Team will be presenting an update of the Regional Freight Study including existing conditions, future conditions, and recommended actions.

BACKGROUND

The CRTPA Regional Freight Study was kicked-off at the January 2023 Board Retreat. Since that time the project team has been collecting data for the Existing Conditions Report, holding stakeholder meetings (individual and Freight Committee), and developing actions that will enhance the future of the regional freight system.

Existing Conditions Report

The following pages briefly describe the components of the Existing Conditions Report.

Relevant Study Overview

The freight study development started with building a foundation for assessing CRTPA freight mobility framework using stakeholder outreach and peer literature reviews. This collaborative approach provides the CRTPA Board members with a bottom-up assessment of demand/impact profile from an all-user perspective; and it empowers collective visioning for strategy development and needs resourcing. Through the outreach and review, general guidance and best practices were captured for CRTPA freight mobility assessment.

The documents that were reviewed for this effort included:

- Statewide Freight Mobility and Trade Plan (2020)
- Statewide Truck Parking Study (2020)
- Florida Rail System Plan (2022)
- Connections 2045 Regional Mobility Plan (2020)
- Tallahassee International Airport Master Plan Update (2019)

Existing Conditions

The transportation system is essential for efficient movement of people and goods in, out, and within CRTPA (the region); and it accounts for all modes in terms of infrastructure and related users,

programs, and stakeholders. Identifying the transportation system's framework and characteristics is imperative for understanding the benefits, needs, and issues experienced by the region. This section identifies the exiting conditions for the region's transportation freight systems elements; it describes the characteristics and locations of each element while evaluating the benefits, needs, or issues experienced by the region.

Major topics covered in this section include:

- National Freight and Freight Related System Designations (PDF pages 14 – 25)
- Statewide Freight and Freight Related System Designations (PDF pages 26 – 32)
- Transportation Assets (PDF pages 33 – 77)

Stakeholder Coordination

The project team held a series of meetings with stakeholders to discuss freight infrastructure and freight movements in the Tallahassee area. The stakeholder involvement consisted of a series of targeted individual meetings and the formation of a Freight Stakeholder Committee.

Stakeholder involved in this process included:

- Freight Stakeholder Committee (PDF page 78)
- Individual Stakeholders (PDF pages 79 – 80)

Future Conditions Report

Building upon the existing conditions, the Future Conditions Report (and Data Appendix) for the freight system includes the following components.

Socioeconomic Trends

Socioeconomic factors are key indicators for characterizing growth impacts within an area. These factors account for shared cultures and norms that shape the area's social decision, activities, and policies. This section includes an analysis of:

Future Regional Populations (PDF pages 6 – 9)
Freight Labor Supply (PDF page 10)
Freight Employment (PDF pages 10 – 13)
Freight Employment Earnings (PDF pages 13 – 15)

Business Environment

Business environments directly influence freight mobility by both generating demand for goods for customers and product development, and by employing workers who generate demand for goods. Increasing in the number of establishments means an increase in demand for goods by both the industry and the general consumer. This section analyzes the changes (increases) in CRTPA's business establishments and the impacts and compares the changes with the State as a point of reference. The following areas are presented in this section.

Business Establishments (PDF pages 15 – 18)

Business Establishments by Freight Industry (PDF pages 19 – 21)

Tourism
Tourism directly influences freight mobility by both generating more vehicle traffic from attracting traveling visitors; and by generating more freight traffic from the traveling visitors demanding more goods. Therefore, increases in the number of visitors represent an increased impact on freight mobility. This section analyzes CRTPA's tourism and the expected impacts on freight mobility.

Tourism (PDF pages 22 – 23)

Network Performance
Network performance indicators help to define the network's ability to support efficient freight mobility within an area. The following assessment takes a strategic approach for defining network performance by measuring connectivity and reliability of the multimodal network. Along with safety, connectivity, and reliability are freight mobility indicators important to industry operators. This assessment defines CRTPA's highway and rail multimodal network performance through analyzing connectivity and reliability. The topics presented in this section include:

Highway Mobility (PDF pages 23 - 31)
Rail Mobility (PDF pages 32 – 48)

Freight Intensive Areas
Each of the four member counties maintain a comprehensive plan that outlines the projected growth patterns and desires of the community. As part of the comprehensive plan development, the future land use element is created to outline where growth is anticipated and desired within the community. Future Land Use Maps (FLUMs) are generated with descriptions highlighting the appropriate development within the areas and what should be considered. These FLUMs are used to identify the freight related land uses and can be found, in detail on PDF pages 41 – 43.

Additionally, there are identified freight intensive areas identified by the Florida Department of Transportation (FDOT) and are described in detail on PDF pages 43 – 48.

Lastly, this section includes details regarding the Connections 2045 Regional Mobility Plan (RMP) and associated projects that are anticipated to impact future freight movement within the CRTPA region. This information can be found of PDF pages 49 – 51.

Regional Trucks Trade and Commodity Flows
The road network within the region supports freight movements for a variety of commodities and enables connections to other regions across the national freight network. The FHWA Freight Analysis Framework (FAF5) was used to analyze the existing and projected movement of goods on roadway corridors throughout the region. Overall, data from FAF5 indicates that the region will see a substantial increase in freight movement between 2022 and 2050. Areas presented in this section include:

Florida Shipping Trends (PDF pages 52 – 53)

Florida Trading Partners (PDF Page 53 - 54)
Key Corridors – All Commodities (PDF pages 54 – 59)
Key Corridors – By Commodity (PDF Pages 60 – 61)

Regional Air Trade

Tallahassee Regional Airport (TLH) has anticipated future growth with a goal of heightening the airport as a transportation hub that will increase economic growth with increasing demand for air cargo service. Further discussion regarding TLH can be found on PDF pages 61 – 63).

Port Trade

The road network within the region supports freight movements for a variety of commodities and enables connections to other regions across the national freight network. The FHWA Freight Analysis Framework (FAF5) was used to analyze the existing and projected movement of goods on roadway corridors throughout the region. Since data is provided at the network link scale and not aggregated by corridor, the maximum values for each corridor were utilized in this analysis. Overall, data from FAF5 indicates that the region will see a substantial increase in freight movement between 2022 and 2050.

Conclusion

The future and existing conditions assessments define the freight mobility framework for the region. Over the planning horizon, it is anticipated that business development will continue to increase in the region; however, the number of freight related businesses within the area has been declining. Regional comprehensive planning efforts highlight a limited emphasis on the development of industrial and freight related businesses which may limit this growth. These limitations provide communities with the tools to guide this development into desired areas while maintaining the character of the overall region. It is anticipated that future freight related growth will largely be clustered adjacent to major corridors (especially Interstate 10).

The movement of cargo through the region is expected to increase along the major freight corridors and major freight modes in the area. The presence of Interstate 10, other major roadways, rail lines, and TLH will continue to move cargo through the region and beyond. The TLH infrastructure and policy improvements are anticipated to improve cargo modal options while having a significant and positive economic impact on the region. Likewise, the rail providers in the region have identified improvements to the corridors and are pursuing business partnerships across the state.

Next Steps

The Project Team is in the process of developing actions to be considered by the CRTPA Board. This information will be presented at the March Board meeting.

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 CRTA 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

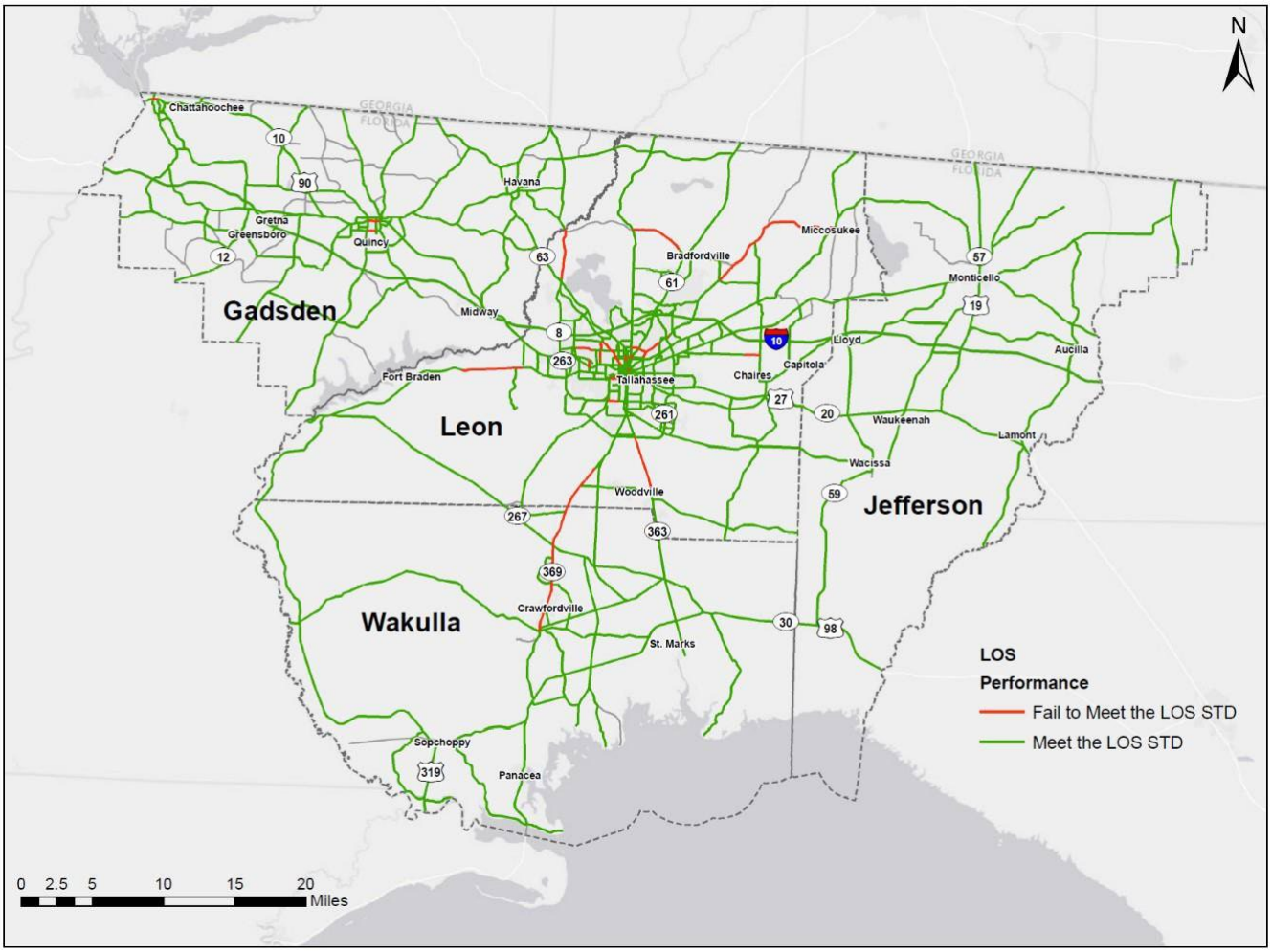
As noted above, the CMP update is focusing on an analysis of both congestion and safety issues to identify potential improvements on the CRTPA Region's roadways. The following provides a discussion related to each focus of the CMP (congestion and safety).

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).

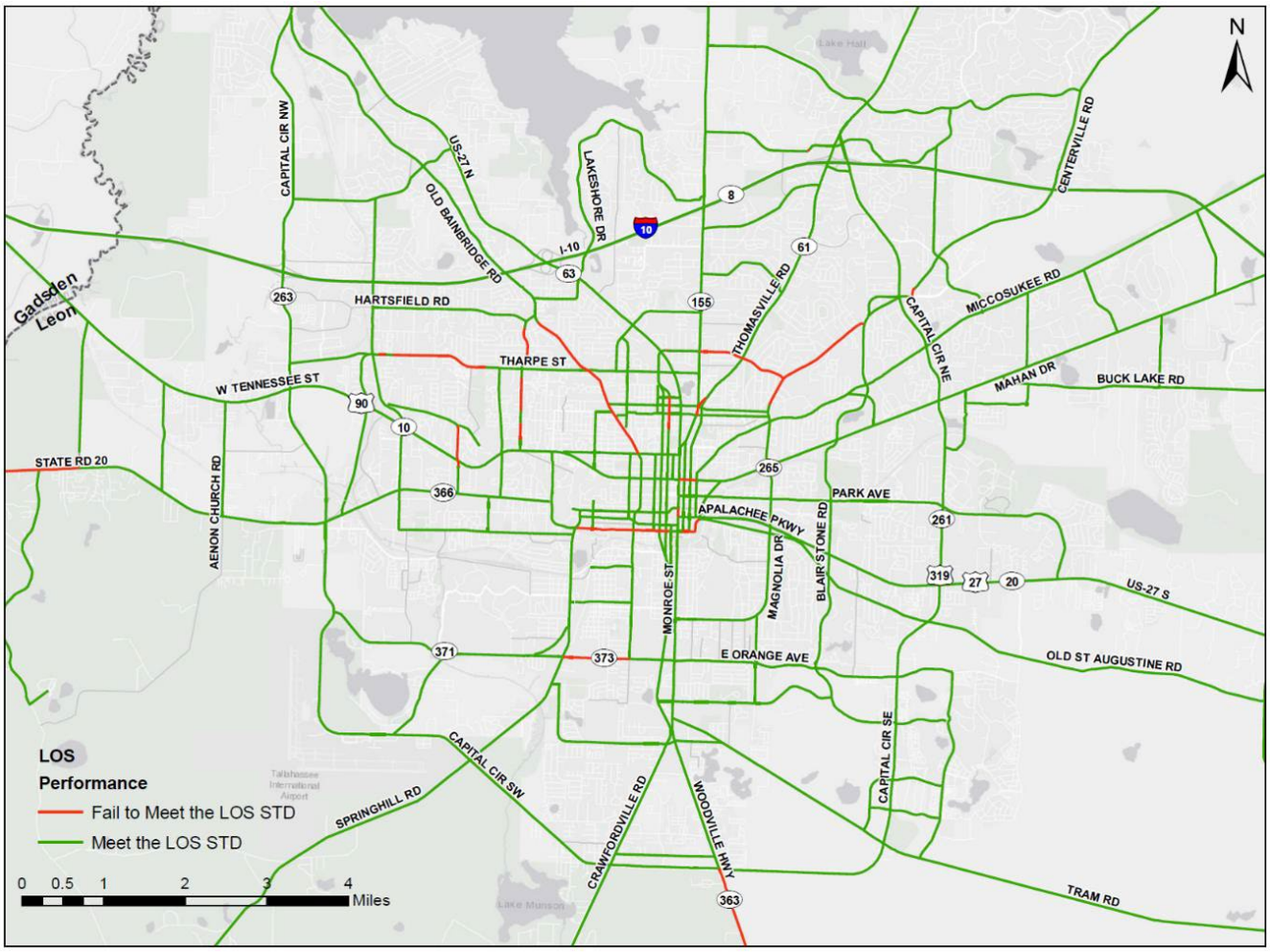
LOS Analysis – Using both the Florida Department of Transportation's (FDOT) Generalized Service Volume Tables as well as the FDOT Context Classification Plan, assessments was conducted resulting in the identification of roadway segments within the CRTPA region that are failing. As may be expected, the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

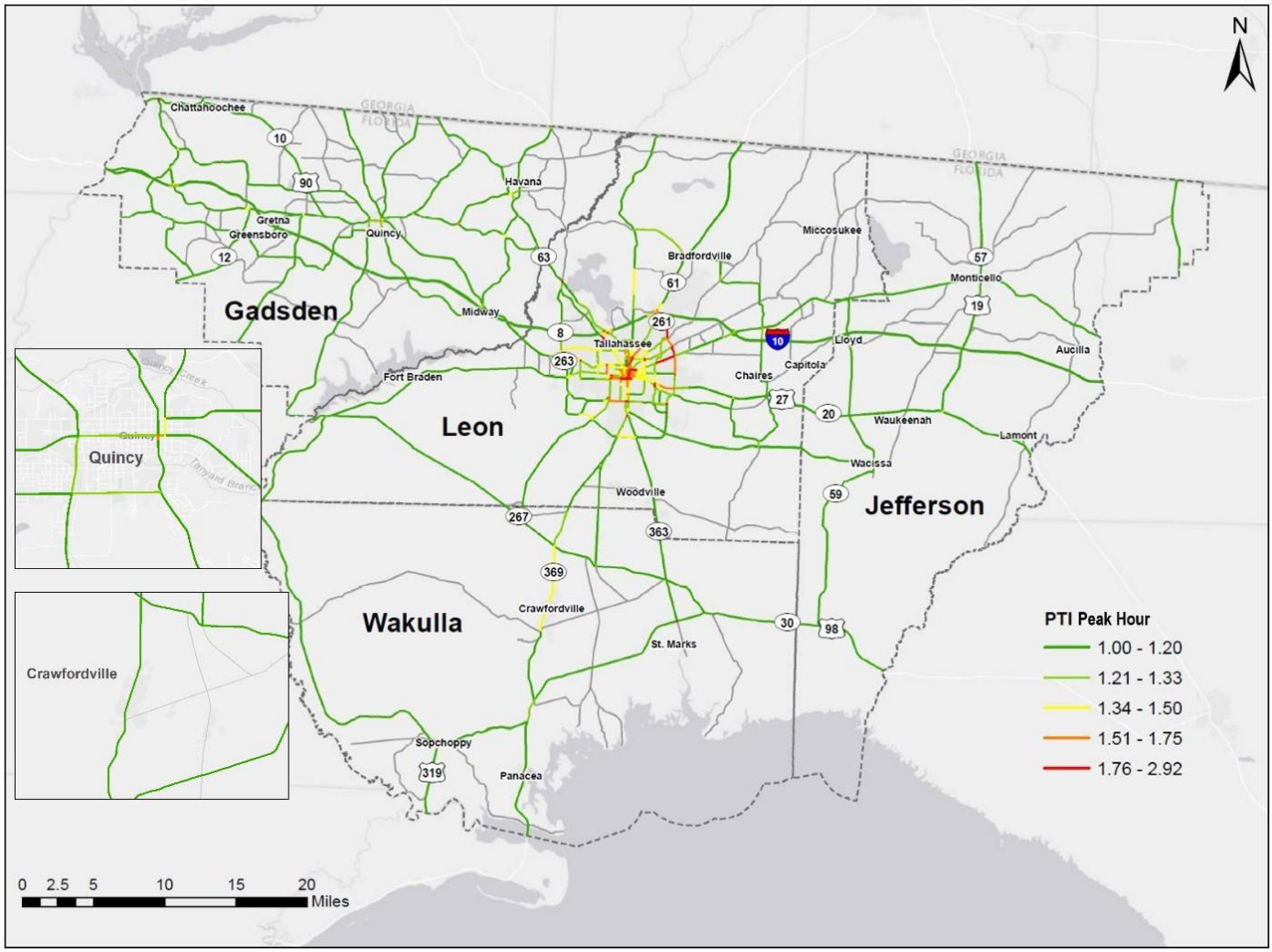


Urban Inset/LOS Analysis

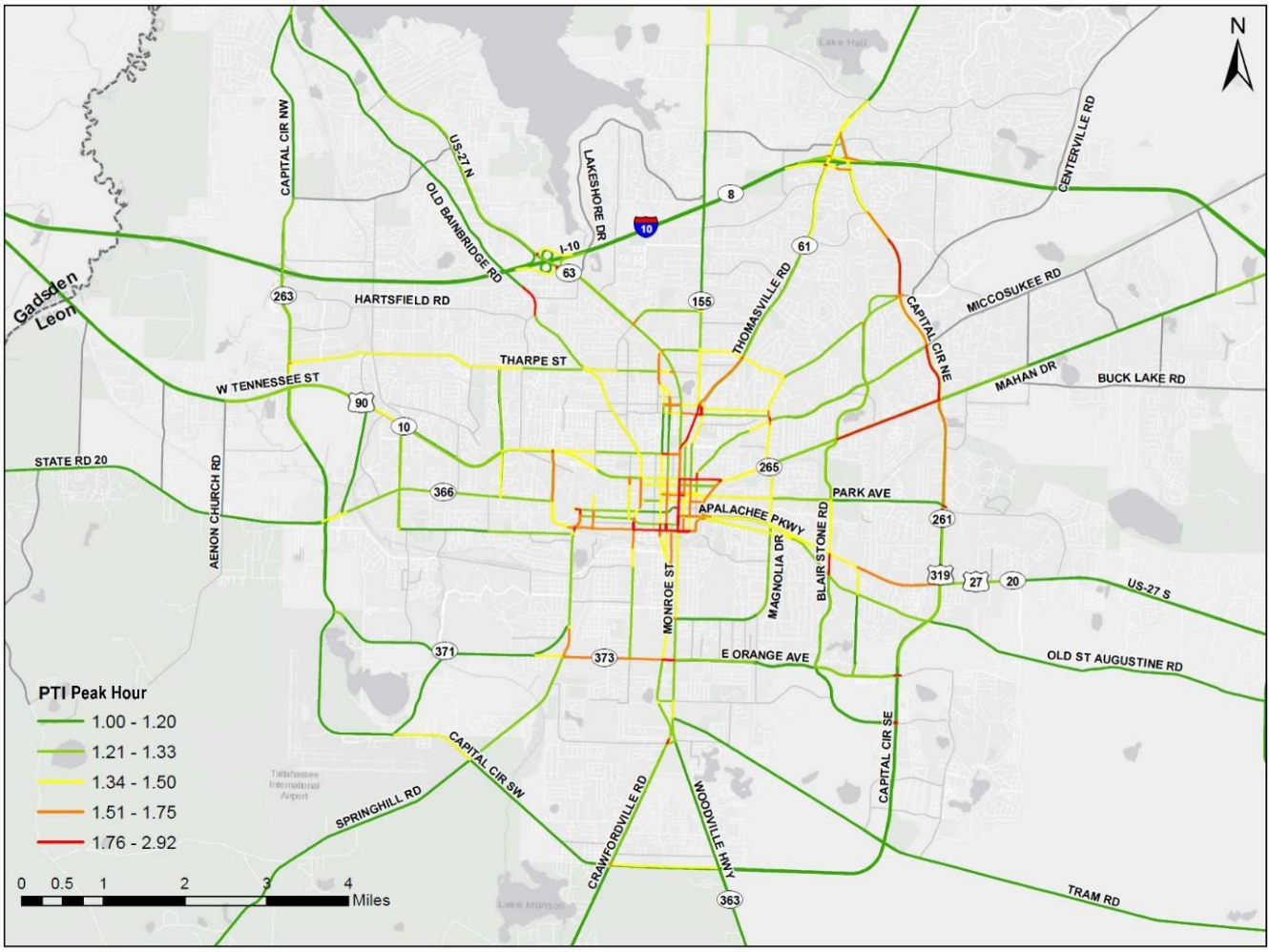


Planning Time Index – Planning time index represents the total travel time that should be planned when an adequate buffer time is included (the buffer index represents the extra buffer time that most travelers add to their average travel time when planning trips to ensure on-time arrival). PTI analysis 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

DRAFT

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

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Intersections/Top 10 Hot Spot Intersections:

Rank	Location	County	KA crash count	Fatality	Serious injury	Entering traffic volume	Crash Ratge (# 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.