



September 18, 2018

## AGENDA ITEM 4D

### CONGESTION MANAGEMENT PROCESS PLAN UPDATE

TYPE OF ITEM: Consent

#### STATEMENT OF ISSUE

The consultant team for the Congestion Management Process Plan (CMPP), RS&H, has completed an evaluation of numerous data sources to identify courses of action to address congestion and/or safety concerns identified within the area of the Capital Region Transportation Planning Agency (CRTPA). Having also met with the Technical Resource Committee for the project in July of 2018, a proposed final categorized project list (**Attachment 1**) has now been created for approval by the CRTPA Board for inclusion within the CMPP.

#### CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 4 and recommended approval of the categorized CMPP Project List.

#### RECOMMENDED ACTION

Option 1: Provide a recommendation of approval for the categorized list of projects for the CMPP Update.

#### HISTORY & ANALYSIS

As a Transportation Management Area, Federal law requires that the CRTPA develop a Congestion Management Process Plan (CMPP). This document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to improve safety, alleviate congestion, and/or maximize the mobility options available (such as operational improvements).

A final outcome of the CMP study is a categorized list of projects that the CRTPA recommends to address the safety and congestion problems in the CRTPA area. The CRTPA local governments utilize

the CMP when making decisions regarding the investment of resources in the transportation infrastructure of the region, and the CRTPA utilizes the document to identify potential solutions to congestion that can be accomplished as a companion to the adopted Regional Mobility Plan.

The consultant for the CMP project, RS&H, spent several months analyzing congestion and crash data within the CRTPA area. Trends and issues that were identified were then shared with CRTPA staff, the CMP's Technical Resource Committee, and the CRTPA Advisory Committees for their input and consideration.

### **RECENT ACTIVITY**

A Draft list of potential CMP Projects were presented to the CRTPA Advisory Committees for review and consideration at their June 5, 2018 committee meetings. Since that time, the project list was again presented to the Technical Resource Committee for the CMPP (in July ) for input and further consideration. Following the meeting, the consultant finalized the project list into categorized projects by county for consideration of final adoption by the CRTPA Board as part of the CMPP. The CRTPA advisory committees both reviewed this categorized list (***Attachment 1***) at their respective September 4, 2018 advisory committee meetings and made a recommendation of approval.

### **NEXT STEPS**

Upon approval, the final documentation of the CMPP will be packaged into a report and made available to the public on the CRTPA webpage.

### **OPTIONS**

- OPTION 1: Provide a recommendation of approval for the categorized list of projects for the CMPP Update.
  
- Option 2: CRTPA Board Discretion.

### **ATTACHMENT**

Attachment 1: CRTPA Congestion Management Categorized Project List

## CRTPA Congestion Management Projects: CATEGORIZED BY COUNTY

## SAFETY: FATALITIES

County	Location	Project/Strategy	Supporting Data
LEON	Springhill Rd. near Bice Rd.	Addition of approximately 1 mile of guardrail approximately 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes
	Tennessee St. (Monroe St. to Capital Circle SW)	1. Exclusive bicycle/scooter accommodation west of Ocala Street; existing travel lanes remain in the same configuration 2. Bicycle-Pedestrian-Driver Education	9 fatalities: 3 scooter/motorcycle vs. Vehicle.; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
GADSDEN	US 90/SR 10 (West of Leon County Line)	1. Addition of rumble striping and increased signage (\$859,171.35) 2. Addition of inside shoulder (\$1,500,000)	4 fatalities - lane departure
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle crashes

## SAFETY: INTERSECTION AND SEGMENT CRASHES

County	Location	Project/Strategy	Supporting Data
WAKULLA	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million
	US 98/Coastal Highway at Bloxham Cutoff Rd.	1. Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd. (\$312.15) 2. Evaluate horizontal geometry	ADT: 2100 vehicles Crash Rate: 2.174 crashes/million
	US 98/Coastal Highway at Woodville Highway	1. New striping and improved pavement markings (\$1,096.71) 2. Illuminate bicycle/multi-use path (\$920) 3. Evaluate the lighting needs of the intersection	ADT: 4750 vehicles Crash Rate: 2.307 crashes/million

**CONGESTION: SEGMENTS**

County	Location	Project/Strategy	Supporting Data
Leon	Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)	Land use coordination; access management	V/C Ratio

**CONGESTION: BOTTLENECKS - RECURRING CONGESTION**

County	Location	Project/Plan of Action	Supporting Data
Leon	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min
	Monroe St. at Tennessee St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min
	Tennessee St. at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 20 min

**CONGESTION: BOTTLENECKS - NON-RECURRING CONGESTION EXAMPLE**

LEON	US 90/Mahan Dr. at Capital Circle NE	<b>Example:</b> Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events
------	--------------------------------------	--	--

**CONGESTION PROJECTS/STRATEGIES - RECOMMENDED STUDIES**

County	Location	Project/Strategy	Supporting Data
LEON	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple crashes due to speeding
	Betton Rd.	Origin/Destination Study to evaluate additional access point for Betton Hills	V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71
	US 27/N. Monroe St. (John Knox to I-10)	Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.	V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4
	US 90/Mahan Dr. at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck Duration - 53 min
	Thomasville Rd. at N Monroe St.	Evaluate N Calhoun St. and Thomasville Rd intersection for accessibility issues and queue length problems; signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min

**SAFETY/FATALITIES: PROJECTS UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE**

County	Location	Project/Strategy	Supporting Data
Leon	Woodville Highway (in Woodville)	Lighting Study: Project # 4395762; FDOT	3 fatal accidents, night; 1 pedestrian
	Pensacola St. (Appleyard Dr. to Ocala Rd.)	1. Lighting Study: Project # 4395792; FDOT 2. Coordinate with StarMetro on stop location: Stop Relocated 3. Bicycle-Pedestrian-Driver Education	1 fatality and multiple serious injuries
Leon	Crawfordville Hwy. at Shelfer Rd.	1. Lighting Study Completed 2. Bicycle-Pedestrian-Driver Education	2 Pedestrian fatalities, night
JEFFERSON	SR 20/Apalachee Pkwy at Leon/Jeffersn County Line	1. Addition of inside shoulder 2. Cross slope correction 3. Evaluation of curve radii	3 fatalities - lane departure

**CONGESTION: PROJECTS OR STUDIES UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE**

County	Location	Project/Strategy	Supporting Data
LEON	Gaines St.	Southwest Area Study Underway; Orange Avenue PD&E	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0
	Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE), including Thomasville Rd/Capital Circle Intersection	Thomasville Road/I-10 Interchange Modification Report - included in area of influence	Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM Peak - 1.44
	Orange Ave. (Springhill Rd. to Monroe St.)	Southwest Area Study Underway; Orange Avenue PD&E	Buffer Time Index: Eastbound PM Peak - 1.4 Westbound PM Peak - 1.58
	Orange Ave at Monroe St. (Orange Ave Eastbound)	Addition of right turn lane: Southwest Area Study Underway; Orange Avenue PD&E	Average Daily Bottleneck Duration - 21 min
WAKULLA	Crawfordville Rd. (Ivan Church Rd. to Harvey Mill Rd.)	Right-of-Way acquisition underway	Buffer Time Index: Northbound AM Peak - 0.62