

# **Congestion Management Process Report**

**for the**

**Capital Region  
Transportation Planning Agency**

**January 2007**

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## EXECUTIVE SUMMARY

### **Congestion Management Requirements**

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Leon County as well as the urbanized areas of Wakulla and Gadsden Counties. The general population of the planning area is between 280,000 and 300,000 people.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) designates areas with populations of 200,000 or greater as Transportation Management Areas (TMA's) and furthermore, requires that these areas have a Congestion Management System (CMS) as part of the transportation planning process. A CMS is defined as, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs" (23CFR 500.109). As a designated TMA, the CRTPA must have a CMS in place.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into effect by the President in August of 2005, and began to redefine the CMS with a new title: the **Congestion Management Process**. As part of the legislation, the following directive is found:

*Within a metropolitan planning area serving a transportation management area, the transportation planning process...shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies.*

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) are expected to provide guidance and rules on the congestion management process (as described above under SAFETEA-LU) sometime in 2007.

### **Congestion Management Process Report**

The Congestion Management Process (CMP) Report for the CRTPA, as required under TEA-21 and SAFETEA-LU, is presented in the subsequent chapters of this document. In summary, the report outlines the process and provides the basic information needed that will enable the CRTPA to implement metropolitan-wide strategies on addressing traffic congestion in the CRTPA.

The CMP Report begins by identifying the existing performance of transportation facilities (roadways, bike lanes, sidewalks, and transit services) in the planning area, which serves as the ground-work for selecting strategies for improving the system. Following this identification, a process is identified to incorporate the values of the CRTPA community into the planning and programming of congestion management projects so that they are identified in an objective, manageable fashion that can lead to greater cost effectiveness and utility of the entire multi-modal system. This is achieved through the application of existing established evaluation criteria utilized in other CRTPA planning efforts, all of which were established through extensive CRTPA-wide public participation efforts. In following this process, the resulting information is intended to be used by several groups of people including elected officials, engineers, planners, developers, and consultants, as future planning documents such as Long Range Transportation Plans, Master Plans, local government development orders, Florida Department of Transportation (FDOT) Work Programs, and the CRTPA's Transportation Improvement Programs (TIP's) are developed. The resulting plans, will then be grounded in values representative of the planning area and representative of the visions of individual transportation plans (such as the Bicycle and Pedestrian Master Plan, Long Range Transportation Plan, Transit Development Plan, etc.) for the planning area.

To effectuate a streamlined approach to addressing congestion and improving the transportation network, a comprehensive CMP Review Team is established to study the results of the annual update, and to make recommendations to the CRTPA and affected local governments throughout the year on instituting congestion management strategies for identified facilities. The status of the system, as reflected in the CMP Report, and the findings of the CMP Review Team will together form the foundation from which all future transportation planning documents and plans will stem. Formal recommendations from the team will be scheduled in such a way that they can be incorporated and utilized in the development of local capital improvement plan lists, local priority project lists for various transportation plans and documents, the FDOT's Five-Year Work Program, the local government TIP, Long Range Transportation Plans, and even local government development orders.

The CMP is updated annually in accordance with the requirements of TEA-21. Because this is a continuous planning and monitoring process, the benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole.

## INTRODUCTION

### **Purpose**

The Congestion Management Process (CMP) Report exists to provide the necessary information for the identification of areas with congestion or safety issues, to develop and assess potential mitigation strategies, and to support prioritization decisions on investments in short-term congestion and safety improvements. The creation and maintenance of the CMP Report is a requirement for all MPO's under Florida Law and for all TMA's under federal law. However, before an analysis of congestion can begin, the terms and identification of why congestion is a serious issue must first be defined.

Congestion can be defined qualitatively as a function of actual facility volume to accepted facility capacity (how many of a particular modal choice are utilizing a facility designed to accommodate "x" number of users), or qualitatively as how well you feel the facility is meeting your needs (taking too long, degree of maintenance satisfaction, etc.). Because planning for and providing safe and efficient mobility for people and goods is one of the most essential functions of transportation, identifying congestion management strategies that allow cost-effective ways to maintain and improve mobility is a high priority.

The CMP Report has an important role in the transportation planning process, but it is important to remember that the role of the CMP Report is to *support*, not supersede ongoing transportation planning processes. The report is designed to provide the framework within which decisions regarding cost-and-time effective investments in the transportation system can be readily made. The CMP Report accomplishes this by identifying congestion (through utilization of established methods of performance evaluation and monitoring), identifying alternative actions, and framing a process whereby recommended actions can be easily and cost-effectively incorporated into the pertinent planning and programming documents of the CRTPA and local governments where appropriate.

### **Organization of Report**

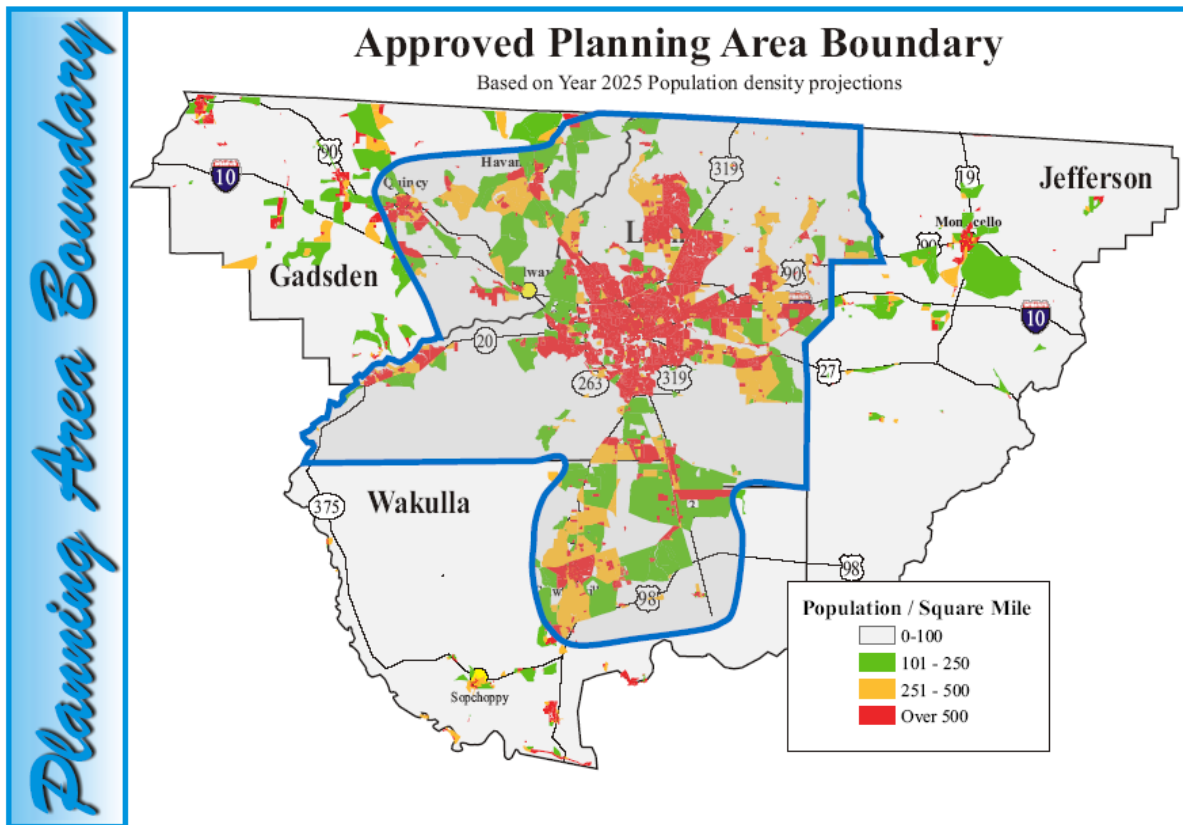
This report is divided into six chapters. Chapter One summarizes state and federal requirements with respect to the CMP Report and identifies the CMP modes of transportation within the reporting area (planning area). Chapter Two focuses on the establishment and subsequent results from the application of performance measures per travel mode. Chapter Three outlines CRTPA project evaluation criteria. Chapter Four identifies congestion management strategies/projects that could be undertaken or are being utilized currently in the planning area. Chapter Five outlines a CMS implementation plan, and Chapter Six summarizes the conclusions of the report.

**I. FRAMEWORK OF THE CRTPA CONGESTION MANAGEMENT PROCESS REPORT**

**Congestion Management Process Study Area**

The Capital Region Transportation Planning Agency (CRTPA) is the region’s metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida’s Capital Region. The CRTPA includes all of Leon County as well as the urbanized areas of Wakulla and Gadsden Counties. The general population of the planning area is between 280,000 and 300,000 people and is the home to the State Capitol and three large institutions of higher learning (Florida A&M University, Florida State University, and Tallahassee Community College).

*Figure 1*, shown below, shows the planning area boundary of the CRTPA. Within this boundary, the CRTPA has the responsibility of coordinating safe and efficient mobility for cyclists, pedestrians, transit providers and passengers, air traffic, and automotive/truck transportation. With limited dollars, an every growing population, and high community values on protecting and preserving the environment and “neighborhood feel” of the planning area, the CRTPA shoulders a daunting responsibility that is scrutinized by both state and federal governments.



**Figure 1: CRTPA Planning Area Boundary**

## **State and Federal Requirements of the Congestion Management Process**

The legislation under which the state and federal governments direct the CRTPA to institute and manage a Congestion Management System (CMS) and concurrent Implementation Process *for* that system are identified below.

### **Federal Requirements**

Federal regulations define a CMS as a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations provide insight into the rationale behind the requirement of MPOs and TMA's to develop a CMS. The federal regulations for the development and implementation of CMS's were provided in 23 Code of Federal Regulations (CFR) Part 599 and 626, Management and Monitoring Systems, Subpart E – Traffic Congestion Management System, published December 1, 1993. A summary of relevant information from these regulations is provided below.

- ❖ Each state shall develop, establish, and implement, on a continuing basis, a CMS that results in the identification and implementation of strategies that provide the most efficient use of existing and future transportation facilities in all areas of the state, including metropolitan and non-metropolitan areas, where congestion is occurring or is expected to occur.
- ❖ In both metropolitan and non-metropolitan areas, consideration shall be given to strategies that reduce single occupant vehicle (SOV) travel and improve existing transportation system efficiency. Where the addition of general purpose lanes is determined to be an appropriate strategy, explicit consideration shall be given incorporating appropriate features into the SOV project to facilitate further demand management and operational improvement strategies to maintain the functional integrity of those lanes.
- ❖ Transportation corridors or facilities with existing or potential recurring congestion shall be identified and an assessment of the level of the current or potential congestion shall be made on a continuing basis.

The federal regulations define the CMS components as follows:

- ❖ ***Performance Measures***- Parameters shall be defined that will provide a measure of the extent of congestion and permit the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.
- ❖ ***Data collection and systems monitoring*** – A continuous program of data collection and system monitoring shall be established to determine and monitor

the duration and magnitude of congestion and to evaluate the effectiveness of implemented actions.

- ❖ ***Identification and evaluation of proposed strategies*** - The anticipated performance and expected benefits of traditional and nontraditional strategies that will contribute to the more efficient use of existing and future transportation systems shall be identified and evaluated based upon the established performance measures. Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to:
- Transportation demand management measures, such as carpooling, vanpooling, alternative work hours, telecommuting, and parking management;
  - Traffic operational improvements, such as intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
  - Measures to encourage high occupancy vehicle (HOV) use, such as HOV lanes, HOV ramp bypass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
  - Public transit capital improvements, such as exclusive rights-of-way (rail, bus ways, bus lanes) bus bypass ramps, park and ride and mode changes facilities, and paratransit services;
  - Public transit operational improvements, such as service enhancements or expansions, traffic signal preemption, fare reductions, and transit information systems;
  - Measures to encourage the use of non-traditional modes such as bicycle facilities, pedestrian facilities, and ferry service;
  - Congestion pricing;
  - Growth Management and activity center strategies;
  - Access management techniques;
  - Incident Management;
  - Intelligent vehicle highway system and advanced public transportation system technology, and
  - The addition of general purpose lanes.

- ❖ **Implementation of strategies** - For each strategy (or combination of strategies) proposed for implementation, an implementation schedule, implementation responsibilities, and possible funding sources shall be identified.
- ❖ **Evaluation of the effectiveness of implemented strategies** – A process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures, shall be implemented. The results of this evaluation shall be provided to decisions makers to provide guidance on selection of effective strategies for future implementation.

### SAFETEA-LU

Additionally, the President of the United States signed into effect new legislation entitled, the, “Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) in August of 2005. This legislation redefined the Congestion Management System with a new title and angle of utility. The new title is the, “**Congestion Management Process.**” As part of the legislation, the following directive is found:

*Within a metropolitan planning area serving a transportation management area, the transportation planning process...shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies.*

Inherent in this new title, is an expectation that the new Congestion Management Process reports would not only identify potential congestion problems and mitigating strategies, but also identify the process whereby these strategies can be readily plugged into the transportation planning documents to effectuate change on the immediate horizon. In essence, the substitution of the words, “System, or Plan”, with the word, “Process” brought to light the importance of the CMP to become a dynamic tool that continually researches, updates, and moves strategies forward to implementation.

### State Requirements

Relevant portions of the applicable Florida Statutes are provided below. These requirements guide the development and application of the CRTPA Congestion Management Process.

- **Chapter Title XXVI, Chapter 339.175 (2002), Metropolitan Planning Organization** “In order to provide recommendations to the department and local government entities regarding transportation plans and programs, each

MPO shall prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law.”

➤ **Chapter Title XXVI, Chapter 339.177 (2002), Transportation Management Programs**

“Each MPO within the state must develop and implement a congestion management system.” It continues that the CMS “should be developed and implemented so as to provide the information needed to make informed decisions regarding the proper allocation of transportation resources.” The CMS “must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness.”

## II. PERFORMANCE MEASURES

This chapter presents a performance review of the CRTPA's multi-modal system.

### Measurement of Congestion and Transportation System Performance

There are numerous ways to measure congestion and system performance. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled, volume to capacity ratios, and travel delay. Some of these performance measures require intricate data collection efforts or model simulations to produce detailed measurements of system performance. In updating the current Tallahassee-Leon County Mobility Management Plan (MMP) to create a Congestion Management Process (CMP) for the new CRTPA, the availability of system wide comparable data was an important factor when selecting the performance measures per transportation mode.

### Review of Best Practices

A review of existing practices both in Florida and nationally was performed to help evaluate the existing congestion management performance measures and to identify possible alternative approaches.

### Roadway Congestion Management Performance Measures

By far, the most widely used measure for roadway analysis appeared to be a two-tiered approach, whereby FDOT's generalized LOS tables are used as a first step of analysis (to determine congestion) followed by a second level of more detailed analysis on select congested roadway facilities. Generally, this second level of analysis involves intersection analyses, model runs, the initiation of corridor management plans, or intricate software applications.

### Pedestrian, Bicycle, and Transit Performance Measures

For pedestrian, bicycle, and transit performance measures there appears to be little, if any consensus on a preferred approach. On one end of the spectrum, some Congestion Management Process Reports have treated these modes as strategies to manage congestion, and therefore, did not include any performance measures for them. Other reports have conducted extensive analyses on these modes, all with varying degrees and sophistication of available data.

### Existing Performance Measures

The existing Tallahassee-Leon County MMP was reviewed and evaluated against current state and federal CMS requirements to determine the applicability of current performance measures for roadway, transit, and bicycle and pedestrian features. Guidelines for developing and selecting performance measures are as follows:

- Performance measures should provide a tool to evaluate transportation system performance and identify system deficiencies, based on an accepted standard of operation;
- Performance measures should provide the means to identify roadway system congestion at a level that facilitates the development of congestion management strategies;
- Performance measures should provide the means to evaluate the use of transit and non-traditional modes of transportation to alleviate roadway congestion and enhance mobility of persons and goods; and
- Performance measures should use, to the greatest extent practical, existing or easily obtainable data and resources to efficiently identify transportation system deficiencies.

Upon reviewing the current performance measures against the guidelines outlined above, it was determined that they were consistent with the current regulations and suitable for continued use. The performance measures chosen and resulting operational status of the transportation system are discussed on the following pages.

### **Roadway Performance Measures**

The approach the CRTPA CMP takes regarding performance measures for roadway evaluations is a modified two-level approach. During the first level, the roadway system is evaluated utilizing the 2004 Level of Service Analysis Tables for state roadways for Leon, Wakulla, and Gadsden Counties. Note at the time of this analysis, the 2004 counts from FDOT were the latest data available. These LOS tables provide a quantitative stratification of quality of service that is easy to understand. Beginning in 1965, the Highway Capacity Manual (HCM) divided highway quality of service into six letter grades that indicate operational conditions on roadways. The LOS ranges from “A” (highest achievable) to “F” (lowest achievable), and can be considered a qualitative measure of driver satisfaction. Additionally, a quantitative measure of maximum automotive volume is associated with the letter grades, A through F. Depending on several roadway characteristics such as number of lanes, population densities, and signal spacing, an acceptable maximum number of vehicles for each LOS category is determined. The 2004 Level of Service Analysis Tables take all of the FDOT roadway factors into consideration, and summarizes the current operating LOS of the roadway calculated from current traffic counts, as well as projections of LOS from projected growth trends. The LOS Analysis Tables are provided in **Appendix B**

For purposes of this first level of analysis, if the LOS on the roadway exceeds the adopted FDOT LOS for the roadway, it is considered congested. At times, the local government may have adopted a higher or lower LOS standard for these roadways...where this is the case, a note will be made. Upon identifying congested

roadways, they can then be further analyzed using highway planning software and more specific roadway data conducted in level 2 of the analysis.

The second level of analysis will be undertaken by the Congestion Management Review Team, which is explained in detail in *Chapters 4 and 5*. The results of this level of analysis are not reported in this Process Report, but included in subsequent reports and implemented as part of ongoing transportation plans and funding programs.

### **Roadway Performance Evaluations**

Upon reviewing the 2004 Level of Service Analysis Tables and projections for state roadways within the CRTPA boundary, summary tables were generated to identify those roadways identified as experiencing congestion in 2004, or projected to be experiencing congestion by 2009, or 2014. These Tables are provided as *Table A* for Leon County, *Tables B* for Gadsden County, and *Table C* for Wakulla County. All three tables are included in *Appendix A* of this report. Please note that one roadway segment, SR 366/Pensacola Street – Stadium Drive West to W. Pensacola Street, shows as deficient in years 2004, 2009, and 2014, in the 2004 Level of Service Tables provided by FDOT (page 86, Appendix B). Since the time of the data collection in that report, the Stadium Drive Realignment Project has occurred and has eliminated this segment of roadway, and the new segments are not now, or projected to be deficient by the year 2014. Therefore, this segment, although shown as deficient in the 2004 data and analysis table from FDOT, is not included in the analyses of this report.

From the FDOT Level of Service Analysis Tables, thirty-nine (38) roadway segments were identified to be congested in the year 2004 in Leon County (30 operating at LOS “F” and 8 operating at LOS “D”). By year 2009, 57 roadway segments (51 at LOS “F”, and 6 at LOS “E”) are expected to be congested, and 61 in year 2014 (55 at LOS “F” and 6 at LOS “E”). Note that no roadways shown to be congested showed congestion relief in a subsequent year.

For Gadsden County, only one state roadway shows signs of congestion by the year 2014 –Interstate 10, from Ben Boslick Road to the Leon County Line. The estimated level of service in year 2014 is LOS “C”. This roadway segment was identified in the Year 2030 Long Range Transportation Plan and has a priority ranking of #34.

Wakulla County had only 2 roadway segments that surface in the congestion analysis of the state roadways in the county. Both roadways are shown to be congested by FDOT standards in all three analysis years, 2004, 2009, and 2014. However, Wakulla County previously adopted a lower LOS standard (LOS “E”) for these roadway segments, and by their standards, only one of these roadway segments is projected to be congested by the years 2009 and 2014. That roadway segment is US 319, from Lower Bridge Road to Bloxham Cutoff Road. The operating LOS for this segment is projected to be “E/F” in both years 2009 and 2014, and LOS “D” in 2004. (The LOS standard previously set by FDOT for this segment is LOS “C”). The other roadway segment is US 319 from Bloxham Cutoff Road to the Leon County Line. This segment is to operate at a LOS of “C” according to previous FDOT standards (and “E” by Wakulla County standards).

The roadway currently is operating at LOS “D”, and is projected to operate at LOS “E” in future years 2009 and 2014. This project is has a priority rank of #11 in the Year 2030 Long Range Transportation Plan Cost Feasible Plan.

Below is a list of the state roadways shown to be operating at LOS “F” after analyzing the 2004 FDOT traffic counts. Those roadways shown in bold have been identified in whole or in part for improvement in the Year 2030 Cost Feasible Plan(CFP). The Cost Feasible Plan ranking of the roadway segment has been shown in italics after the segment. Additionally, roadways #23 and #24 in the list below are being addressed through improvements to the roadway system by Blueprint 2000.

**Roadway Segments Current Operating at LOS “F”:**

1. SR 10/US 90/East Tennessee Street (Capital Circle to Buck Lake Road)
2. SR10/ US 90 (Appleyard Drive to Ocala Road)
3. SR 10/ US 90 (Ocala Rd. to SR 157/Woodward Avenue)
4. SR 20/ US 27/ Apalachee Parkway (Magnolia Drive to Blairstone Road)
5. **SR 20/ US 27/ Apalachee Parkway (Blairstone Road to SR 261/US 319/Capital Circle) {CFP rank #9}**
6. South Monroe Street (Orange Avenue to Kestner Street)
7. South Monroe Street (Kestner Street to Perkins Street)
8. South Monroe Street (Apalachee Parkway to Pensacola Street)
9. North Monroe Street (Brevard Street to N. Monroe St./Thomasville Road)
10. SR 61/US 319 (North Monroe Street to 7<sup>th</sup> Avenue/Meridian Road)
11. SR 61/ US 319 (Killarny Way to divided section/150 feet south of Tallahassee Drive)
12. SR 61/US 319 (Woodbine Drive to Velda Dairy Road)
13. SR 61/US 319/Crawfordville Hwy (250 feet south of Arden Road {the Divided Section} to SR 363/Adams Street/4- Points/)
14. **SR 63/US 27 (Fred George Road to I-10) {CFP rank #4}**
15. SR 63/US 27 (I-10 to Allen Road)
16. SR 63/US 27 (John Knox Road to Tharpe Street)
17. SR 63/US27 (Tharpe Street to 7<sup>th</sup> Avenue)
18. SR 155/Meridian Road (John Knox Road to Lake Shore Drive)
19. SR 261/US 319/Capital Circle (Monday Street to Apalachee Parkway)
20. SR 261/US319/Capital Circle (Park Avenue to Mahan Drive)
21. SR 261/US 319/Capital Circle (Mahan Drive to Miccosukee Road)
22. SR 261/US 319/Capital Circle (Miccosukee Road to Centerville Road)
23. **SR 263/US 319/Capital Circle (Airport Entrance to Orange Avenue) {CFP rank #2}**
24. **SR 263/Capital Circle (Orange Avenue to Blountstown Highway) {CFP rank #7}**
25. SR 263/Capital Circle (Tharpe Street to Brittany Boulevard {the divided section})
26. SR 263/Capital Circle (Divided section {Brittany Boulevard} to I-10)
27. SR 363/ Adams Street (Putnam Drive to Magnolia Drive)
28. SR 371/Lake Bradford Road (Coleman Street to Gaines Street)
29. **SR 371/Gaines Street (Lake Bradford Road to Woodward Street) {CFP rank #8}**
30. **SR 373/Orange Avenue (Springhill Road to Holton Street) {CFP rank #4}**

This list of roadways, combined with those identified in the Year 2030 Long Range Transportation Plan (adopted December 2005) provides a narrowed list of areas experiencing **recurring** congestion. That is, areas that are experiencing congestion as a factor of too many vehicles trying to use the roadway at the same time. These roadways should be studied further to identify congestion management strategies that could be effective in those locations.

### Non-Recurring Congestion

Another type of congestion that affects roadways is **non-recurring**. Non-recurring congestion occurs when the roadway's carrying capacity is temporarily disrupted. FHWA identifies four causes of non-recurring congestion: roadway construction, weather-related conditions, special events, and incidents, such as crashes and disabled vehicles. The FHWA estimates that about 25% of all congestion is incident related.

One way that incident-related congestion can be managed is through the review of safety data/crash data. **Table 1**, on page 14, identifies six(6) intersections within Leon County that were identified in the 2004 FDOT Intersection Safety Study as safety concerns due to the high number of automotive crashes reported there. The remedial actions listed in the table to improve the flow of traffic and improve safety were recommended in the safety study by the consultant. (Kimley-Horn and Associates).

For other types-of non-recurring congestion, the local police and sheriff's departments have done an effective job of responding to incidents and redirecting traffic away from the affected areas. Temporary road closures and change of travel direction on roadways has also been implemented to handle the efficient flow of heavy traffic to, from, and around special events, such as the Downtown Get Down, University Football games, and local events such as the Winter Festival of Lights, Springtime Tallahassee, and Holiday Parades.

### Local Roadways

Note that there are other roadways within the CRTPA boundary with identified congestion problems. These roadways are under the jurisdiction of the City of Tallahassee or Leon County who program improvements to these roads through their Capital Improvement Programs.

Additionally, the City of Tallahassee, and Leon County both implement a concurrency management system, in which the transportation impacts, trip by trip, are loaded into a spreadsheet that tracks the amount of capacity remaining on a given segment of roadway. This system allows the local government to protect the capacity of the roadway system by disallowing or limiting further development in an area that is projected to experience transportation failure as a result of the project.

**Table 1: Intersections Recommended for Safety Improvements in Leon County**

<b>Roadway Intersection</b>	<b>Recommended Corrective Improvements</b>
<p>Highway 27 South &amp; Louvinia Road</p> <p><b><i>Problem</i></b> {limited sight distance and excess speeds}</p>	<ol style="list-style-type: none"> <li>1. Place warning signs on Highway 27 South in advance of the intersection.</li> <li>2. Reduce the posted speed in advance of the intersection from 65 mph to 55 mph.</li> <li>3. Erect a flashing beacon at the intersection placed at an acceptable height to the top of the signal, so that it would be visible to motorists on Highway 27 South well in advance of the last knoll before the intersection.</li> </ol>
<p>7200 Thomasville Road &amp; Lawton Chiles High School</p> <p><b><i>Problem</i></b> {high speed roadway adjacent to high concentration of inexperienced drivers}</p>	<ol style="list-style-type: none"> <li>1. Install a flashing signal operation to increase the driveway’s visibility on Thomasville Road.</li> </ol>
<p>Mahan Drive &amp; Crump Road</p> <p><b><i>Problem</i></b> {speeding}</p>	<ol style="list-style-type: none"> <li>1. Placement of Reduced Speed Ahead and 45 mph Speed Limit signs on the Mahan Drive approaches to the intersection.</li> <li>2. Verify that the yellow and all red clearance times in the controller are set at the FDOT Standard intervals.</li> </ol>

**Transit Performance Measures and Evaluation**

The CRTPA recognizes the importance of having a good transit system for the area. The presence of a safe, affordable, and efficiently operating transit system – complete with reliably timed stops and an extended service area is a vision that the CRTPA members and the community they serve want to see become a reality. An effective and accessible transit system would assist those hit hardest by rising fuel costs to travel more cost effectively, would help relieve traffic congestion to a degree, and would contribute greatly toward achieving the multi-modal transportation network that this CRTPA desires.

The continual monitoring and updating of system performance indicators are key to building a successful transit system. The performance of the transit system in the CRTPA was measured and monitored as part of the development of the 2005 Transit Development Plan (TDP). Performance indicators such as headways, number of routes, population served, and timeliness (reliability) of the service stops were monitored (among others). Additionally, surveys were conducted to determine what the perception of the transit system was from users and non-users of the system.

The results of the evaluation revealed that the perception of the transit system by non-users was less than ideal. Although the results from actual system monitoring revealed that the system was performing better than in previous years, the problems with reliability (being on-time), and having service areas that were desirable by the public were still evident. In an effort to find ways to maximize the system and to change the image of the Tallahassee Transit System, an in-depth analysis of the problems and opportunities for improving the system was undertaken. The details of the analysis and findings can be found in the *Tallahassee Transit Renaissance Report*, which was completed in November 2005.

Recommendations from the report included changing the image of the transit system, which is underway. The name of the transit service changed from “Taltran” to “StarMetro”. Along with the name change came a new logo and paint designs on the buses. Additionally, the service has planned new routes between FAMU and Governors Square Mall, and between downtown and the Southwood development. Also planned are technological improvements to the system that will enable riders waiting at stops to determine how many minutes (in real time) will elapse before the bus arrives at their stop, and increasing frequency of stops. Complete lists of planned transit improvements can be found in the *TDP Update for 2005, Tallahassee Transit Renaissance Report (November 2005)*, and through review of the current year *Priority Project Lists* for StarMetro (current year is Fiscal Year 2008-2012).

StarMetro is committed to the continued performance monitoring of the system so that ever-changing needs of the community are met as the CRTPA develops and expands. Additionally, CRTPA staff is committed to working with StarMetro to promote transit opportunities in the area. The cooperative working relationship is a winning combination and can be seen as transit representatives are becoming more visible and vocal at the CRTPA’s subcommittee meetings (technical advisory committee, multi-modal advisory committee, and citizen’s advisory committee meetings).

It should be noted that StarMetro is also the Community Transportation Coordinator (CTC) for Leon County. The CTC is responsible for overseeing the operations of the local transportation disadvantaged coordinating board for their county. These local coordinating boards are responsible for reviewing and discussing issues related to the provision (or lack thereof) of transportation services to those members in the community who are unable to provide their own transportation to vital services, such as medical appointments and employment due to physical or mental disability, economic status, or age. The CTC’s for Gadsden and Wakulla Counties are Big Bend Transit, and the Senior Citizens Council, respectively. Information on the service needs in the respective counties inside the CRTPA boundary is shared with CRTPA and StarMetro staff. Coordination of this type helps in future planning of routes that can provide needed service to the transportation disadvantaged. Multi-county routes are understudy for feasibility and cost-sharing.

## **Bicycle and Pedestrian Performance Measures and Evaluation**

The CRTPA is committed to expanding and improving the bicycle and pedestrian network in the CRTPA boundary. The commitment to planning for these modes of transportation was clear in the vision of the adopted Year 2025 Bicycle and Pedestrian Master Plan:

*“Ensure that Tallahassee-Leon County becomes a premier community known for its safe, accessible and interconnected pedestrian and bicycle system that provides mobility for all ages and abilities supports economic opportunity, and enhances public health.”*

The initiation of a Bicycle and Pedestrian Master Plan for Tallahassee-Leon County was a turning point in transportation planning for this community. The Plan is strategic -- planning for facilities and programs to improve safety, connectivity and comfort for the users on a 20-year horizon. The Plan development was built upon a combination of analytical methods, extensive research, and public participation. As with the Transit Renaissance Plan, discussed in the previous section, the Bicycle and Pedestrian Master Plan was initiated with the goal of reforming the transportation network into one that would not only improve upon the existing conditions for current users, but also expand facilities to entice new users and provide new options for travel.

Performance Measures for Bicycle and Pedestrian facilities in the report are similar in nature to those identified for transit. The measures are based on how well the system is serving the community, not on how much congestion the facilities are relieving from the roadways, or how congested the facilities are themselves. The Bicycle and Pedestrian Master Plan ranked roadways on Bicycle and Pedestrian Level of Service, which was a measure of the quality of the cycling and walking experience on the facility, as opposed to how many users were expected to be using the facility. In summary, bicycle LOS was highest on rural roads, and lower within the city (downtown). In contrast, pedestrian LOS was highest downtown, and lower outside the city limits and on major arterials (lack of sidewalks and high speeds of vehicular traffic). Other measures evaluated were the safety factors, presence or lack of facilities, condition of the facilities, and if the facilities had gaps in between them.

The CRTPA has taken action on the findings of the Bicycle and Pedestrian Master Plan and has prioritized funding in the Long Range Transportation Plan for improving bicycle and pedestrian facilities in targeted areas of the community. Funding has also been requested in Priority Project Lists (submitted to FDOT) to fund continual research and monitoring of the CRTPA transportation network, to identify further areas in need of bicycle and pedestrian improvements. This research and monitoring is used to update the Bicycle and Pedestrian Master Plan.

As with StarMetro, the resolve to improve the attractiveness and efficiency of the bicycle and pedestrian system is high. Research and monitoring of facility conditions, safety concerns, and land use developments that would benefit from the addition of

facilities are ongoing. The CRTPA is doing well with bicycle and pedestrian planning and programming. As time passes and the funding programmed for bicycle and pedestrian dollars is turned into tangible projects that the community can see and use, both the perception and the reality of the bicycle and pedestrian network will improve.

### III. IDENTIFICATION OF CONGESTION MANAGEMENT STRATEGIES

In the past, efforts to manage traffic congestion were aimed primarily at expanding roadway infrastructure, typically adding additional through lanes for vehicular use. Today, it is understood that other measures can be employed to improve the operating efficiency of the existing transportation infrastructure. These measures are referred to as congestion management strategies.

#### **Existing Strategies to Reduce Congestion**

There are numerous technologies and administrative policies that have been used nationally and locally to manage congestion. These strategies improve the efficiency of the existing transportation infrastructure, without necessarily demanding a large cash-outlay to accomplish it. These strategies can be grouped into three general categories of application: Policy, Alternative Mode, and Technological.

#### **Policy Applications**

##### Employment

Policy applications can alter trip patterns on the roadways, and thereby, reduce congestion. For example, employers can allow flexible work hours, telecommuting, and incentives to carpooling to have a positive impact on alleviating congestion. The City of Tallahassee and Leon County governments both allow for flexible work hours and telecommuting within established parameters.

##### Transportation and Land Use

Land Use policies are in effect in the CRTPA boundary that encourage mixed use developments, provide for sector planning, require provisions for bicycles, pedestrians, and transit stops in large scale developments, and which require good access management standards to be upheld. Together, these requirements shape the CRTPA into a livable space that is multi-modal friendly.

Access Management includes everything from curb cut restrictions on local roads to minimum interchange spacing on freeways. Restricting turning movements on local roads can reduce accidents and prevent turning vehicles from impeding traffic flow. Other strategies include requiring shared access driveways, alleyways, and frontage roads when planning large scale developments or reviewing applicable site plans.

Concurrency Management is another tool that is used in the CRTPA boundary to manage congestion. Under Florida Statutes, new developments are required to undergo a concurrency determination prior to receiving a permit for development. A concurrency determination determines if there is available capacity on the adjacent roads and other infrastructure to handle the projected impact from the proposed development. If capacity doesn't exist, the developer is required to address the lack of capacity. In regard to roads, the developer could be required to construct additional travel lanes or make improvements to intersections, incorporate bicycle and pedestrian

amenities into the development plan, provide money or infrastructure for transit, or reduce the size of the project.

Parking Management strategies can also be used with great success in the CRTPA boundary. Parking management reduces automotive trips to work, school, and shopping by reducing the number of parking opportunities in the area, and/or charging a large amount of money to park in the few spaces that exist. A successful parking management strategy depends on the presence of good bicycle, pedestrian, and transit services to and from large activity centers and neighborhoods to ensure that the lack of parking does not result in the inability to frequent the workplace/school/shopping/entertainment center.

### **Alternative Modes**

Congestion can be reduced through the introduction and promotion of alternative modes of transportation to the personal automobile. Improving and expanding the facilities that service pedestrians, bicyclists, and transit providers/users can have a positive impact on changing the way people travel. Additionally, investments in these modes is often less expensive than adding travel lanes to roadway segments.

Strategies that can be employed in the alternative mode category include increasing the amount of resources allocated to these modes in financial program documents (Long Range Transportation Plan, Transportation Improvement Plans, etc.), building additional sidewalks and bicycle lanes, park and ride lots for car pools and transit, funding activity center shuttles, and adding safety features to the amenities such as proper lighting, shelter, and emergency phones (call stations).

The Bicycle and Pedestrian Master Plan provides a wealth of guidance on where additional bicycle and pedestrian improvements are needed in the CRTPA area. Likewise, the Tallahassee Transit Renaissance Plan provides guidance on the types of improvements that could really have a positive impact on transit ridership, and subsequently, congestion. Some of these suggestions include increasing transit coverage area, providing new shuttle services between employers and activity/shopping centers, providing more bus shelters, and constructing sidewalks to existing bus shelters.

### **Technology**

#### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) have been shown to be very effective tools in the CMS process. ITS can be defined as the application of management strategies and technologies to better increase the efficiency and safety of the surface transportation system.

The benefits of an ITS system are many. Everything from increased traffic signal synchronization to hurricane evacuation to early warning systems for congested

highways can be achieved through deployment of ITS strategies. The ITS aspect is important to the CMS process.

The City of Tallahassee has been continually updating and expanding its ITS architecture to provide more efficiency and safety to the transportation system. Each year dollars are spent on ITS architecture that can sophisticate our methods of detecting and responding to inefficiencies of the transportation network. In place are traffic monitoring cameras on a majority of the downtown traffic signals which allow engineers in the command station to observe traffic congestion problems over a wide area. Detection of problems at select intersections can alert engineers of a need to repair a signal, or adjust signal timing at that intersection. There are also advance traveler information signs on I-10 that can alert drivers of travel conditions within other areas of the boundary so that they can avoid certain areas, and reduce congestion.

#### Analysis, Design, and Construction

Software exists today that can be of great benefit to planners and engineers when determining if physical changes to the roadway network should be done to increase the efficiency or safety of the system. One strategy to reduce congestion is intersection redesign to increase capacity or allow pedestrian refuge. Existing roadways can also be redesigned or restriped to designate existing lanes as High Occupancy Vehicle Lanes (HOV lanes), or to create a new travel lane from the existing median or bicycle and pedestrian facilities in the existing right-of-way. Software and analysis techniques can help planners and engineers determine with more accuracy the viability of a particular proposed strategy on a given intersection or roadway link.

#### Identifying Appropriate Strategies

Congestion management strategies are not one size fits all. Instead, the congested roadways or intersections must be examined carefully to determine which management strategy will best address the particular problems. Screening questions need to be asked to better evaluate the benefits and appropriateness of a particular strategy for solving the congestion and/or safety issues of a particular project. A sample of some screening questions that should be asked when exploring congestion management strategy options are as follows:

- Is the congested roadway in an area that could benefit from transit service or additional bicycle and pedestrian improvements?
- Does available right-of-way or median width exist for the improvement?
- If an intersection project is being considered, does the intersection geometry allow the proposed fix while maintaining design standards?
- Does the modification improve safety?
- Does the roadway segment present many opportunities for improvement? If so, should a Corridor Management Plan be recommended to further evaluate the most cost-effective plan of action?

#### IV. EVALUATION OF CONGESTED FACILITIES, & SELECTION OF MANAGEMENT STRATEGIES

##### **Congestion Management Review Team**

In the CRTPA area, thirty-one (31) of the regional roadway segments have been identified as operating at LOS “F” in 2004, and six (6) intersections were identified as presenting a safety concern. These thirty-seven (37) areas of the transportation network require a second level of evaluation to determine which congestion management strategy (or strategies) identified earlier would be the most appropriate to address the specific problem. This second tier of evaluation relies upon the use of screening questions to quickly identify impediments and benefits associated with the strategy in question, and technically qualified personnel who are able to analyze the possibilities and answer the questions. Thus, the evaluation of congested network areas requires a special review team.

The Congestion Management Review Team will be charged with meeting throughout the year to evaluate the congested roadways and intersections with safety concerns for suitable congestion management improvements as presented in the CMP Report. The Team will also evaluate other roadways and intersections as requested by the CRTPA, and its Advisory Committees. At its own discretion, the Team may evaluate local roads and intersections of interest for congestion management improvements.

The Review Team will be comprised of technically qualified staff members from each CRTPA local government, and FDOT. Team members included must represent working knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and pedestrian planning, and roadway construction costs. Because each discipline brings a distinct level of expertise in congestion management strategies to the table, it is imperative that a meeting schedule be devised that will result in consistent attendance by all members.

Recommendations from the Review Team will be forwarded to the CRTPA subcommittees for review, and subsequently to the CRTPA for further consideration and approval. These recommendations may take place within other agenda items, such as the Long Range Transportation Plan Update, Priority Project List, Transportation Enhancement Projects, etc., or they may be presented as stand-alone items under discussion.

##### **Prioritization of Projects to be Implemented**

Since congestion mitigation strategies can not be implemented for all of the congested facilities simultaneously, a systematic method for determining which congested facilities and strategies should be given the highest consideration must be in place. Additionally, because the Review Team is given a task to review a large number of

congested facilities each year, the process must also lend efficiency. Outlined below is the process by which congested facilities under evaluation will be paired with appropriate congestion management strategies, and then prioritized for implementation.

1. The facility is identified in the CMP Report as experiencing congestion, or there is a special request by the CRTPA or its subcommittees to evaluate the facility.
2. The facility is evaluated by the Congestion Management Review Team for appropriate congestion management strategies to resolve or lessen the congestion (or safety issue).
3. The facility and proposed strategy are evaluated against the established evaluation criteria to determine priority weight for funding implementation.
4. The results of the priority weighting are assembled in an action item for the CRTPA subcommittees and CRTPA to respond to.
5. The proposed projects are included on the next Priority Project Lists for inclusion and funding programming in the appropriate documents (Transit Development Plan, Bicycle and Pedestrian Master Plan, Long Range Transportation Plan, FDOT Work Program, etc.).
6. If the proposed project is a policy directive, or action to be taken by a governmental entity other than the CRTPA, appropriate documents will be generated and presented to the governing bodies for action. (Includes comprehensive plan amendments, land development regulation amendments, capital improvement plan amendments, etc. associated with local government action outside of the CRTPA purview.)

### Evaluation Criteria

The evaluation criteria and associated point values were drawn in part from the evaluation criteria and weighting schedules presently in place in currently approved CRTPA planning documents. Initial guidance was taken from the currently adopted Bicycle and Pedestrian Master Plan and Long Range Transportation Plan, both of which reflected considerable public participation in the establishment of their goals, objectives, and evaluation criteria. The proposed list of evaluation criteria and scoring was then reviewed and tweaked by the CRTPA subcommittees and CRTPA to result in a final list to be used by the Congestion Management Review Team. The resulting list is shown in **Table 2**, on page 23.

**Table 2: Congestion Management Strategy Evaluation Criteria**

<b>PLANNING FACTOR</b>	<b>SCORE</b>
<b>Existing Capacity Deficiency</b>	
The project has high benefits to directly reducing current traffic congestion.	<b>3</b>
The project has moderate benefits for directly reducing congestion.	<b>2</b>
The project has low benefits for directly reducing congestion.	<b>1</b>
<b>System Improvements</b>	
The project enhances current roadway service, and also enhances bicycle/pedestrian and/or transit services in the area.	<b>3</b>
The project enhances current roadway service, or extends bicycle/pedestrian and/or transit services to new areas.	<b>1</b>
<b>Connectivity to Schools and Regional Economic Hubs</b>	
The project is located on or affects direct access to schools/colleges/airports/AND tourist routes or high employment areas.	<b>3</b>
The project is located off of or affects direct access to schools/colleges/airports/ OR tourist routes or high employment areas.	<b>1</b>
<b>Multi-Modal Interconnectivity</b>	
The project promotes linkages between modes of transportation	<b>2</b>
The project fills in facility gaps for at least one mode of transportation	<b>1</b>
<b>Safety Projects</b>	
The project addresses a documented safety problem.	<b>2</b>
The project increases pedestrian safety at high traffic locations	<b>1</b>
<b>Project Implementation Barriers</b>	
The project has no identifiable implementation barriers.	<b>3</b>
The project has right-of-way/drainage, signal/utility, or landscaping barriers.	<b>2</b>
The project has public acceptance barriers.	<b>1</b>

NOTE: Public input provides an additional measure. A value between zero and three points can be assigned to a project strategy based on the number of comments related to the same issue, apparent validity of the issue, and public input on the severity of the problem. The public input measure comes from the Congestion Management Review Team personal experience and reports from the public, and also as reported from the CRTPA Advisory Committees.

### Results of Priority Ranking

The points that each project earned under each planning consideration are added together, and the higher the scores, the more beneficial the strategy is considered to be. The more beneficial the project is revealed to be, the more attention that project should attract when competing for implementation funding.

Note that although this process *results in a numerically listed group of projects, it does not dictate or supersede any priority project list approved by the CRTPA*. The priority ranking process is merely a tool to assist decision-makers in quickly identifying options so that quick progress can be made on implementing congestion management strategies.

Upon generating and reviewing a priority ranking list of recommended projects, the Review Team and CRTPA can apply recommendations and value points outside of the established criteria to specific projects where deemed logical...changing the priority ranking list. One example of this would be if the number one project was expensive, and the number 2, 3, and 4 projects could be constructed with the same amount of funding and in the same time span as priority project #1, the Review Team and CRTPA may recommend that the benefits of immediately implementing three high ranking projects outweighs, in their professional opinion, implementing only the top project at that time. Other factors of consideration could include if the project segment was currently under study in a corridor management plan, or on a funding list in the TIP, or FDOT Work Program.

**V. IMPLEMENTATION PLAN**

Congestion Management Strategies selected for implementation will be forwarded to the appropriate decision-making entities for approval and programming. For state and federal roadways, the projects will be forwarded to the CRTPA for discussion and consideration. Upon approval, they will then follow the same funding sequence as other regional projects. In most cases, the projects will be entered in Priority Project Lists for the Transportation Improvement Program, and then included in the 5<sup>th</sup> Year of the FDOT Five Year Work Program. In some cases, congestion management strategies could qualify for funding under enhancement projects, which are also reviewed and prioritized by the CRTPA subcommittees, CRTPA, and then evaluated by FDOT upon receipt. CRTPA staff will be the responsible entity for requesting approval of congestion management strategies on regional roadways. Note that the FDOT allocates a funding source annually to be used for congestion management and safety projects in the CRTPA boundary. The Congestion Management Review Team should strive to identify projects each year that can be implemented using these funds.

For congestion management strategies requiring local funding, the projects will be forwarded for review to the appropriate local governing board for approval and programming in the upcoming Capital Improvement Plan. Strategies to be implemented on local jurisdiction roadways will be forwarded for approval to the appropriate Congestion Management Review team member representing that jurisdiction. CRTPA staff will provide staff support for meetings of such requests.

**Monitoring Strategic Effectiveness**

The monitoring of the levels of congestion in the CRTPA area is an ongoing process through concurrency, traffic engineering, corridor studies, and updates to the Long Range Transportation Plan, Transit development Plan, and Bicycle and Pedestrian Master Plan. However, more detailed data is needed on the facilities in Wakulla and Gadsden Counties to be comparable with the information that is available for Leon County and the City of Tallahassee regarding traffic counts, concurrency tables, and safety data.

Because this is a continuous planning and monitoring process, the effectiveness and benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole. Note that the CRTPA considers the expansion of bicycle, pedestrian, and transit services and facilities as a success in congestion management by the merits of introducing viable alternatives to the personal automobile.

**Annual Updates**

The CMP is updated annually in accordance with current legislation. It is intended that each annual update of the CMP will bring about better and more efficient strategies for identifying congestion and targeting cost-effective solutions. Future updates should incorporate additional data sets, such as travel time and am/pm peak hour LOS counts for all three counties of the CRTPA. These additional data sets would enable the Update to assess congestion and the effectiveness of congestion management strategies on a more refined level. Additionally, it would be preferred if travel time data could be gathered with the use of global positioning system (GPS) receivers so that the data is readily compatible with Geographic Information Software (GIS) which would be helpful in the creation of travel time maps and reports, for this and other transportation projects in the region.

## **VI. CONCLUSION**

The CRTPA updated its Congestion Management Process (CMP) in agreement with current legislation to identify a process that could be used to identify low-cost congestion management strategies on a narrow list of projects and could be implemented within a short time frame. The CMP was developed using the best practices and data available for the CRTPA area. Within the CMP, performance measures, strategies, and prioritization criteria were outlined, and a list of roadway segments and intersections were identified for monitoring and further evaluation.

A Congestion Management Review Team was created to evaluate the roadway segments and intersections identified in the CMP to determine if congestion management strategies could be employed to improve the operations of the facility. Additionally, the Review Team uses their expertise and knowledge of ongoing and proposed roadway/traffic operational improvements within the CRTPA area being done by or coordinated with FDOT and other public agencies to ensure that the proposed CMS projects do not duplicate other ongoing planned projects. This ensures that projects are planned and programmed cost effectively.

This CMP has identified the overall level of congestion in the CRTPA area and has highlighted the most problematic areas. The plan also defines a process for moving identified congested roadways and problematic intersections from a “problem list” to “on the ground improvements”, through avenues of incorporation into the Transportation Improvement Program, Long Range Transportation Plan, Bicycle and Pedestrian Master Plan, Transit Development Plan, and other Transportation Master Plans.

### **Looking Toward the Future**

The CMP Update is a continually evolving process...dynamic in nature and requiring change as the CRTPA area changes and grows. It is intended that each update of the CMP will bring about better and more efficient strategies for identifying congestion and targeting cost-effective solutions. It is recommended that that future updates incorporate additional data sets, such as travel time and am/pm. peak hour LOS counts for all three counties of the CRTPA. These additional data sets would enable the Update to assess congestion on a more refined level.

CRTPA staff would like to examine the possibility of hiring a consultant to prepare the next CMP Update, including data gathering in the scope of services. A consultant that has the capability to gather travel time data with global positioning system (GPS) receivers would be preferred in this endeavor. The GPS receivers can automatically record vehicle position, speed, and time along the entire length of the route at short time intervals, even as often as one second, and within an accuracy of one meter. The GPS data is readily compatible with Geographic Information Software (GIS), which would be helpful in the creation of travel time maps and reports for this and other transportation projects in the region.

# **APPENDIX A**

## **EXISTING AND PROJECTED CONGESTED ROADWAYS IN LEON, GADSDEN, AND WAKULLA COUNTIES**

**TABLE A: LEON COUNTY**

**TABLE B: GADSDEN COUNTY**

**TABLE C: WAKULLA COUNTY**

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>Interstate-10</b> (SR 63/US27/N. Monroe St. to SR 61/US319/Thomasville Rd.)	Principal Arterial/ Interstate	D		Yes (E)	Yes (E)
<b>SR 10/US90/East Tennessee St.</b> (SR61/US27/N. Monroe St. to N. Meridian St.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
<b>SR 10/US 90/East Tennessee St.</b> (CR1555/Franklin Blvd. to SR 265/N. Magnolia Dr.)	Principal Arterial	D	Yes (E)	Yes (E)	Yes (E)
<b>SR 10/US 90/East Tennessee St.</b> (SR 265/N. Magnolia Dr. to SR 261/US319/Capital Circle)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 10/US 90/East Tennessee St.</b> (SR261/US319/CapitalCircle to CR 1568/Buck Lake Road)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 10/US 90/East Tennessee St.</b> (CR 1568/Buck Lake Rd. to SR 8/I-10)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 10/US 90</b> (SR 263CapitalCircle to Appleyard Dr.)	Principal Arterial	D			Yes (F)
<b>SR 10/US 90</b> (Appleyard Dr. to Ocala Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 10/US 90</b> (Macomb St. to SR 61/US 90/Monroe St.)	Principal Arterial	D			Yes (E)
<b>SR 10/US 90</b> (Ocala Rd. to SR 157/Woodward Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 20/US 27/Apalachee Pkwy</b> (SR 265/Magnolia Dr. to Blairstone Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 20/US 27/Apalachee Pkwy</b> (Blairstone Rd. to SR 261/US319/Capital	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS.*

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>SR 20/US27/Apalachee Pkwy.</b> (SR 261/US 319/Cap. Cir.to Southwood Pl.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 20/US27/ Apalachee Pkwy</b> (SR 61/Monroe St. to SR 265 Magnolia Dr.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 61/South Monroe St.</b> (Orange Ave. to Kestner St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/South Monroe St.</b> (Kestner St. to Perkins St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/South Monroe St.</b> (SR 371/Gaines St. To SR 20/US 27/Apalachee Pkwy)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
<b>SR 61/South Monroe St.</b> (SR 20/US27/Apalachee Pkwy. To Pensacola St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/South Monroe St.</b> (Pensacola St. to Call St.)	Principal Arterial	D	Yes (E)	Yes (E)	Yes (F)
<b>SR 61/US 27/N. Monroe St.</b> (SR 10/US 90/ Tennessee St to Brevard St.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 61/US 27/N. Monroe St.</b> (Brevard St. to SR 63/Thomasville Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/US 319</b> (SR 63/ US27/N. Monroe to SR 155/Meridian St./7 <sup>th</sup> Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/ US 319</b> (SR 8/I-10 to SR 261/Market St./Capital Circle)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 61/ US 319</b> (Killarney Way to divided section/150 feet south of Tallahassee Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS*

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>SR 61/ US 319</b> (Woodbine Dr. to Velda Dairy Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 61/ US 319/Crawfordville Hwy.</b> (SR 369/US319/Crawfordville Hwy. to SR263/Capital Circle)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 61/ US 319/Crawfordville Hwy.</b> (250 feet south of Arden Rd/ Divided section to SR 363/Adams St./4-Points)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 63/US 27</b> (CR 356/Fred George Rd./Crowder Rd .to SR 8/I-10)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 63/US 27</b> (SR 8/I-10 to Allen Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 63/US 27</b> (John Knox Rd. to CR 158/Tharpe St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 63/US 27</b> (Cr 158 /Tharpe St to 7 <sup>th</sup> Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 63/US 27</b> (7 <sup>th</sup> Ave. to SR 61/Thomasville Rd.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
<b>SR 155/Meridian Rd.</b> (John Knox Rd. to Lake Shore Dr.)	<b>Major Arterial</b>	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (Monday St. to SR 20/US 27/Apalachee Pkwy)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (SR 20/US 27/Apalachee Pkwy to Park Ave.)	Principal Arterial	D		Yes (F)	Yes (F)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS*

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>SR 261/US 319/Capital Circle</b> (Park Ave. to SR10/US90/Mahan Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (SR10/US90/Mahan Dr. To CR 146/Miccosukee Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (CR 146/Miccosukee Rd. to CR151/Centerville Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (CR 151/Centerville Rd. to Eastgate Way)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
<b>SR 261/US 319/Capital Circle</b> (Eastgate Way to SR 61/US319/Thomasville Hwy.)	Principal Arterial	D		Yes (E)	Yes (F)
<b>SR 263/Capital Circle</b> (SR363/WoodvilleHwy to SR 61/US319/Crawfordville Rd.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (Airport Entrance to SR 371/Orange Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS*

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>SR 263/Capital Circle</b> (SR 371/Orange Ave. to SR 20/Blountstown Hwy.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (SR 20/Blountstown Hwy. to SR 10/US 90/Tennessee St.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (CR 158A/Tharpe St. to divided section/Brittany Boulevard)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (Brittany Boulevard /divided section to SR8/I-10)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (SR 8/I-10 to Gearhart Rd.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 263/Capital Circle</b> (Gearhart Rd. to CR 356/Fred George Rd.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 265/Magnolia Dr.</b> (Park Ave. to SR 10/US 90/Tennessee St.)	Minor Arterial	D			Yes (E)
<b>SR 363/Woodville Highway</b> (N. Urban Boundary to SR 261/SR 262/Capital Circle)	Minor Arterial	D		Yes (F)	Yes (F)
<b>SR 363/Adams Street</b> (Putnam Drive to Magnolia Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 363/Adams Street</b> (Magnolia Dr. to Bronough St.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
<b>SR 366/Pensacola St.)</b> (SR 20/Blountstown Hwy to Appleyard Dr.)	Principal Arterial	D		Yes (E)	Yes (E)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS*

**Table A: Level of Service on State Roads in Leon County**

<b>Roadway</b>	<b>Functional Classification</b>	<b>LOS Standard</b>	<b>Congested Year 2004</b>	<b>Congested Year 2009</b>	<b>Congested Year 2014</b>
<b>SR 366/St. Augustine St.(E. bound)</b> (Stadium Dr. W. to Macomb St.)	Principal Arterial	D			Yes (E)
<b>SR 369/ US 319/Crawfordville Rd.</b> (Wakulla County Line to SR 61/Wakulla Springs Rd.)	Principal Arterial	D		Yes (F)	Yes (F)
<b>SR 371/Lake Bradford Rd.</b> (Coleman St./Springhill Rd. to Gaines St.)	Minor Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 371/Gaines St.</b> (SR 371/Lake Bradford Rd. to SR 371/Woodward St.)	Minor Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 373/Orange Ave.</b> (CR 2203/Springhill Rd. to Holton St.)	Minor Arterial	D	Yes (F)	Yes (F)	Yes (F)
<b>SR 373/Orange Ave.</b> (Wahnish Way to SR 363/S. Adams St.)	Minor Arterial	D		Yes (E)	Yes (F)
<b>SR 373/Orange Ave.</b> (SR 363/S. Adams St. to SR 61/S. Monroe St.)	Minor Arterial	D		Yes (F)	Yes (F)

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS*

**Table B: Level of Service on State Roads in Gadsden County**

Roadway	Functional Classification	LOS Standard	Congested Year 2004	Congested Year 2009	Congested Year 2014
<b>Interstate-10</b> (W. MPA Boundary/Ben Boslick Rd. to W. CRTPA Boundary/Leon County Line)	Principal Arterial/ Interstate	B			Yes (C)

*Note: The letter inside the parentheses in the congested columns signify the operating LOS.*

**Table C: Level of Service on State Roads in Wakulla County**

Roadway	Functional Classification	LOS Standard	Congested Year 2004	Congested Year 2009	Congested Year 2014
<b>US 319</b> (Lower Bridge Rd. to Bloxham Cutoff Rd.)	Principal Arterial/ Interstate	C  (E-Wakulla adopted)	Yes (D) No*	Yes (E/F) Yes*	Yes (E/F) Yes*
<b>US 319</b> (Bloxham Cutoff Rd. to Leon County Line)		C  (E-Wakulla adopted)	Yes (D) No*	Yes (E) No*	Yes (E) No*

*\*\* Note: The letter inside the parentheses in the congested columns signify the operating LOS.*

*The adopted LOS by Wakulla County is LOS E. The indication of congestion has been shown both based on FDOT adopted LOS, and that adopted by Wakulla County (shown with an asterisk\*).*