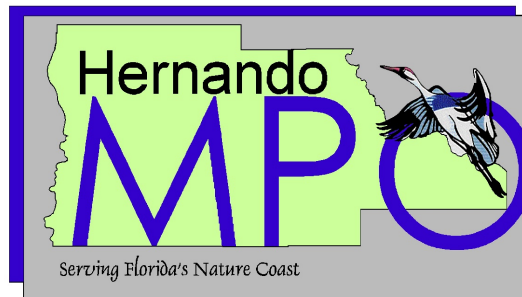


**HERNANDO COUNTY
METROPOLITAN PLANNING ORGANIZATION**



**2006 ANNUAL UPDATE
CONGESTION MANAGEMENT SYSTEM**

September 2006

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SYSTEM INVENTORY

Through meetings between MPO staff and the general planning consultant, the number of lanes and signal information have been updated to reflect the 2005 conditions for the functionally classified roadway network.

Exhibits

2005 Number of Lanes Roadway Network Map

2005 Signal Location Map

ROADWAY LEVEL OF SERVICE

2005 Existing Level of Service Determination

2005 LOS Analysis

Count information was compiled for 2005 conditions. ADT and AADT volumes were collected from MPO and FDOT sources. The MPO counts came from their historical count program while the FDOT counts originated from the FDOT 2005 Florida Traffic Information program.

The number of lanes and count information were verified with the consultant. Where appropriate, missing count information for a count station was substituted with estimates based on historical trends at that station combined with current trends at adjacent count stations. A detailed level of service analysis is attached showing corridors which are operating with deficiencies in 2005. This table provides information for the roadway sections that had an operating level of service below the adopted level of service standard.

Exhibits

2005 Existing Facility Level of Service Map

Table – 2005 Level of Service Inventory Report (2005 LOS Deficiencies)

2011 Existing plus Committed (E+C) Level of Service Determination

2011 Network

The C/MMS also provides a review of the Existing plus Committed (E+C) roadway system. Improvements are based on Hernando County's Five-Year CIP and the current FDOT Work Program. As with the 2005 conditions section, this analysis includes roadway characteristics, performance indicators, and a multi-modal facilities review including bicycle, pedestrian, and public transportation facilities.

Through meetings between MPO staff and the consultant, the number of lanes and signal information was updated from the 2005 conditions to 2010 based on the currently adopted Hernando County CIP and the FDOT Work Program. A map is attached depicting the 2011 roadway network.

Using Hernando County and FDOT historical traffic count information, appropriate growth rates were determined for each count station to better forecast the 2011 volumes for the existing plus committed analysis. The recently completed 2025 Long Range Transportation Plan was also taken into consideration in determining the reasonableness of the calculated growth rates.

Level of service determinations for the 2011 E+C system are depicted on the attached map. Operating deficiencies are identified in the attached table which provides information for the roadway sections that are projected to have an operating level of service below the adopted level of service standard by 2011.

Exhibits

2011 Existing + Committed Number of Lanes Roadway Map

2011 Facility Level of Service Map

Table – 2011 Level of Service Inventory Report (2011 LOS Deficiencies)

CRASH (ACCIDENT) PROBLEMS

In past years, the MPO and its general planning consultant have worked to refine highway crash data for Hernando County. The analysis and results of Hernando County's crash rates from 1999 to 2001 were limited to the functionally classified road network on which volumes were available. For 2005, the Engineering Department has compiled a list of the 20 highest vehicle crash locations in Hernando County. A map depicting these locations is attached for review.

Vehicle crash statistics are good indicators of operational problems within the highway network, some of which are correctable through roadway improvement (either capacity or design related), through operational improvements such as intersection design, signalization, or enhanced enforcement activity.

Exhibits

Table - 2005 - 20 Highest Crash Frequency Intersections
2005 Top 20 Crash Locations Map

SYSTEMWIDE ANALYSIS MEASURES

Systemwide statistics were generated out of the level of service analysis report. This is shown in the form of Performance Evaluation charts and tables for several system indicators, including:

- Road System (full functionally classified system)
- Regional Road System
- Goods Movement
- Hurricane Evacuation Routes
- Scenic Corridors (designated constrained roadways)
- Intermodal Access Roads
- Activity Centers

The performance evaluations for these systems were conducted for both the 2005 Existing and 2011 Existing plus Committed (E+C) analysis years. The attached tables analyze the amount of travel and percentage of travel on deficient corridors and average level of saturation. These measures are presented for the entire functionally classified system including: Interstate facilities, FIHS non-Interstate Roads, Other State Roads, and County Roads.

In 2005, only 18% of the total road system's vehicle miles of travel (VMT) fell below the adopted standards. However, given the large historical and projected growth in traffic anticipated by 2011, this degrades to 27% below standard. As expected, the regional road network, consisting of almost all of the State highways in Hernando County, carries 56% of the VMT and operates at 28% below standard. By 2010, the Regional system slightly degrades to 32% below standard, while carrying 54% of the overall VMT.

Of all the systems analyzed, the Inter-Modal Access roads have the least amount of travel; but almost 42% of the travel on Inter-Modal Access roads is in a congested condition during the peak hour. It is also interesting to note that in 2004, the VMT of 133,434 on County roads is 39% of the total system VMT of 340,082, yet the percent of VMT below the adopted standard is less than 1%. However, by 2011, the percentage of VMT rises slightly to 41% while the percent below standard rises significantly to almost 20%.

Exhibits

Tables and Charts - 2005 Performance Evaluation
Tables and Charts - 2011 Performance Evaluation
Comparative Summary Chart

REGIONAL CONGESTION MANAGEMENT SYSTEMS

In March 2006 the West Central Florida MPO Chairs Coordinating Committee (CCC) completed a major update of the Regional Congestion Management System for the West Central Florida area. FDOT requires that all MPO plans, including Congestion Mobility Management Systems, have a current regional component. The attached 2004 Weighted Average Ratio for Regional Road Network shows the relative performance of the regionally significant roadway network in each of the seven counties of the West Central Florida area.

Exhibits

Weighted Average Ratio for Regional Road Network (2004)

PROGRAMMED IMPROVEMENTS

Transportation Improvement Program

The following map depicts projects programmed for improvement over the next five years (FY 2006/07 through 2010/11). These projects constitute the facilities used to develop the 2011 Existing plus Committed (E+C) network discussed earlier in regards to roadway level of service determination.

The second map shows updated locations and descriptions of proposed Congestion/Mobility Management and Intelligent Transportation System Improvements through the county. These projects were initially developed for the short range element of the MPO's 2025 LRTP, and have been reviewed by the TAC and TSOC for continued effectiveness in mitigating congestion and safety deficiencies.

Exhibits

2006/07 - 2010/11 Transportation Improvement Program Map

Congestion/Mobility management and Intelligent Transportation Systems Improvements Map