CONGESTION MANAGEMENT PROCESS (CMP) 2025 UPDATE

Project Stakeholder Group Meeting

November 20, 2025

METROPOLITAN PLANNING ORGANIZATION
HERNANDO / CITRUS

Today's Agenda

- Purpose & Schedule Recap
- CMP Goals & Objectives
- Network Congestion Conditions
- Planned & Programmed Projects
- Next Steps

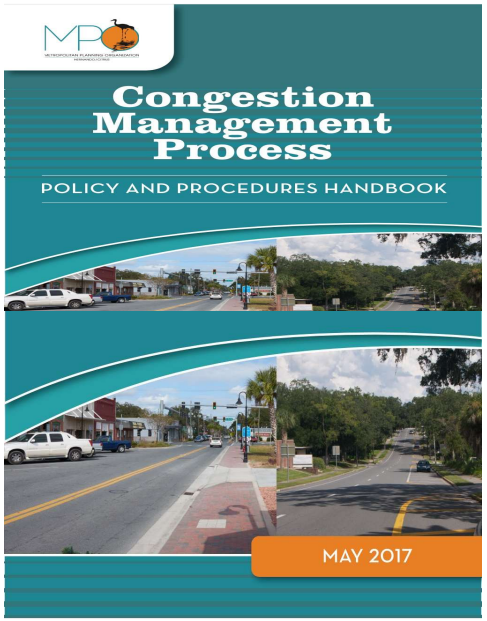
Purpose & Schedule

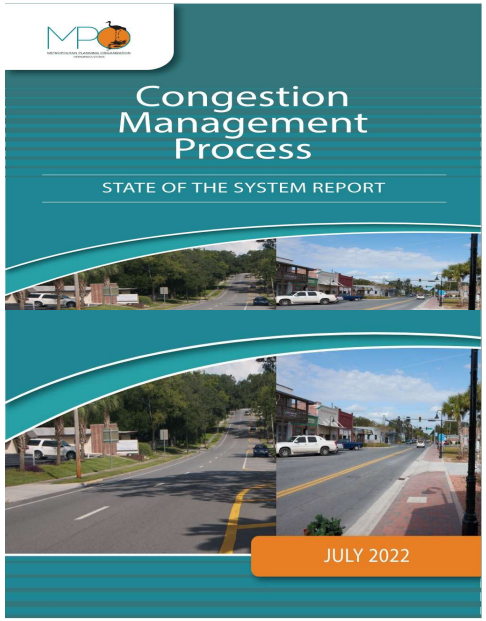
Purpose of the CMP Update

- Purpose:

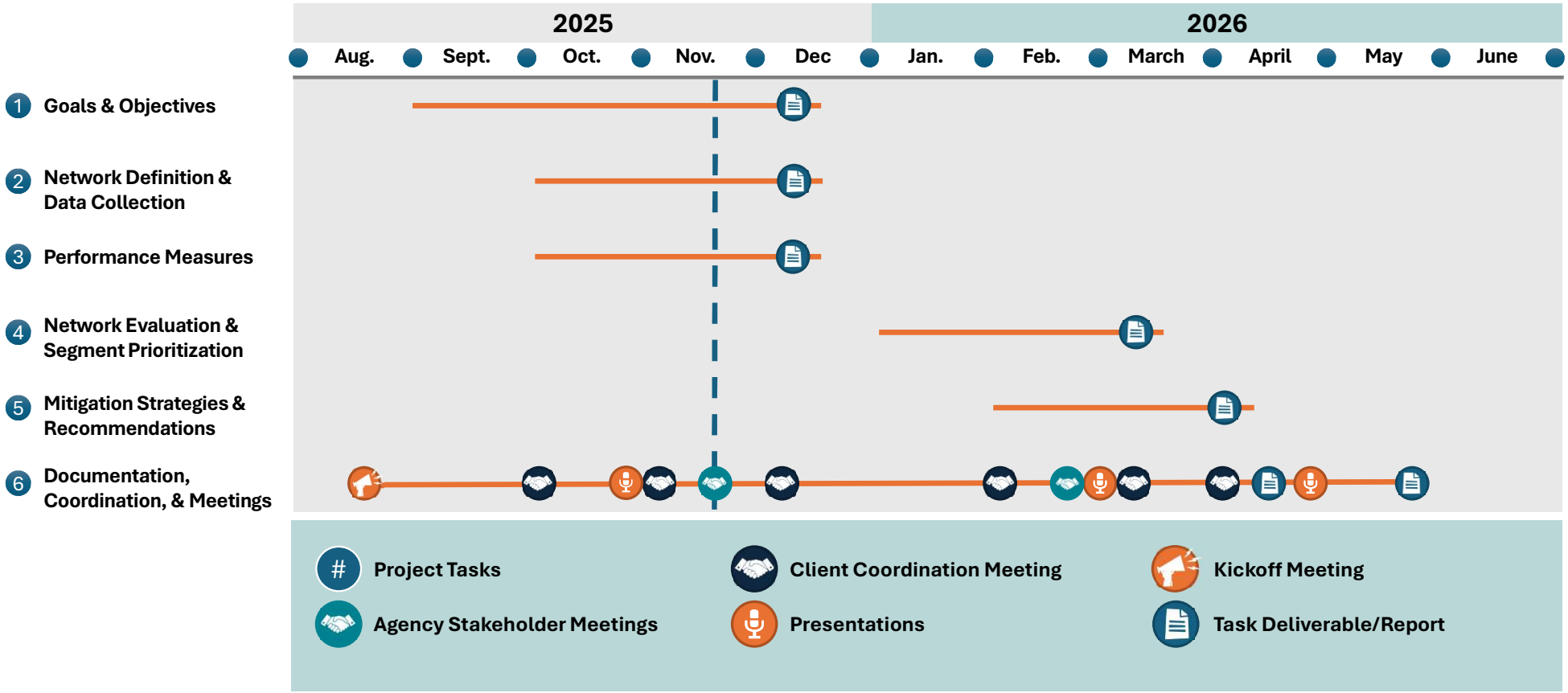
  Update the MPO's Congestion Management Process (CMP) to address safety and improve traffic operations using strategies that either reduce travel demand or implement operational improvements.

- Most recent major updates in:
  - **2017** – Policy & Procedures Handbook
  - **2022** – State of the System Report





CMP Update Schedule



Goals & Objectives

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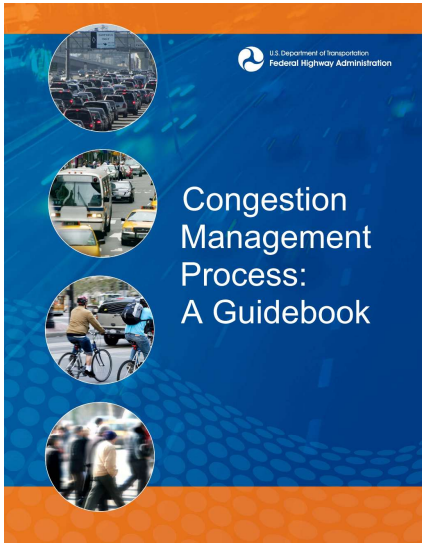
Goals & Objectives

- Objective (n)
  - *Something that one's efforts or actions are intended to attain or accomplish.*
  - *Purpose, Aim, Target.*

- Goal of the Hernando/Citrus MPO CMP:
  - Identify SAFE and EFFECTIVE management and operation of the transportation system
- Objectives for the Hernando/Citrus MPO CMP:
  - Specific measurable statements



Developing Revised Goals & Objectives

- Current CMP has 11 Objectives organized under 4 Goals
- Existing Goals support the purpose of the CMP
- Recommendations:
  - Simplify existing Goals and Objectives into one Goal and a series of supporting Objectives
  - Consolidate overlapping Objectives
  - Relate Objectives to measurable outcomes

Revised Objectives & Performance Measures

CMP Goal: Identify SAFE and EFFECTIVE management and operation of the transportation system

CMP Objective	Data for Performance Measures
Increase miles of congested corridors with frequent transit service	Transit Routes with frequency less than 30 minutes
Reduce the congested vehicle miles traveled	Current Traffic Counts and Roadway Length
Reduce the number and severity of bicycle and pedestrian crashes	5-year rolling non-motorized crash averages
Improve Peak Period Travel Time Reliability on the National Highway System for autos and freight	National Highway System Travel Time Reliability Freight Route Travel Time Reliability
Increase the number of coordinated traffic signals and installation of Advanced Traffic Management Systems	Number of signalized intersections connected to a regional traffic management center
Increase walking and cycling facilities along Transit routes	Miles of Sidewalks, Bike Lanes, Multi-Use Trails
Increase walking and cycling facilities within activity centers	Activity Centers (i.e.: 2-miles of schools, downtown districts)
Incorporate projects identified through the CMP in the Five-Year TIP	Review of the TIP
Promote and support local development decisions that include integrated land uses	Development Plan Reviews; Presentations to MPO Board and BoCC

Congestion Conditions

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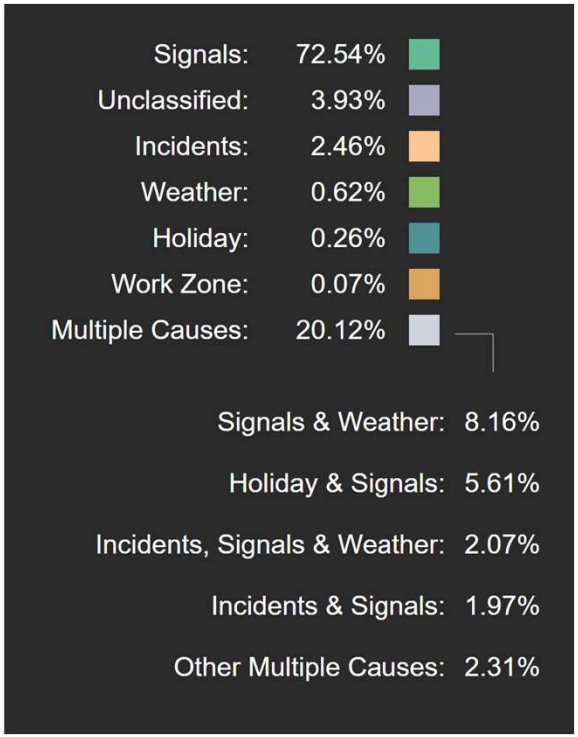
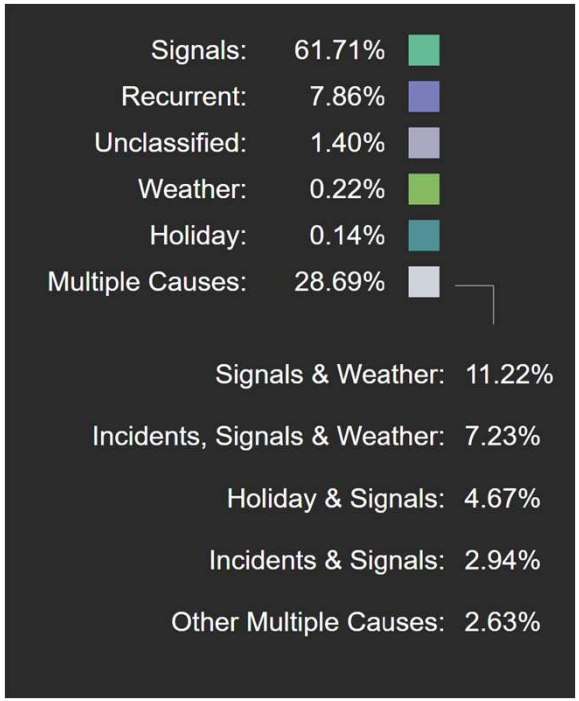
Systemwide Causes of Congestion

Hernando County

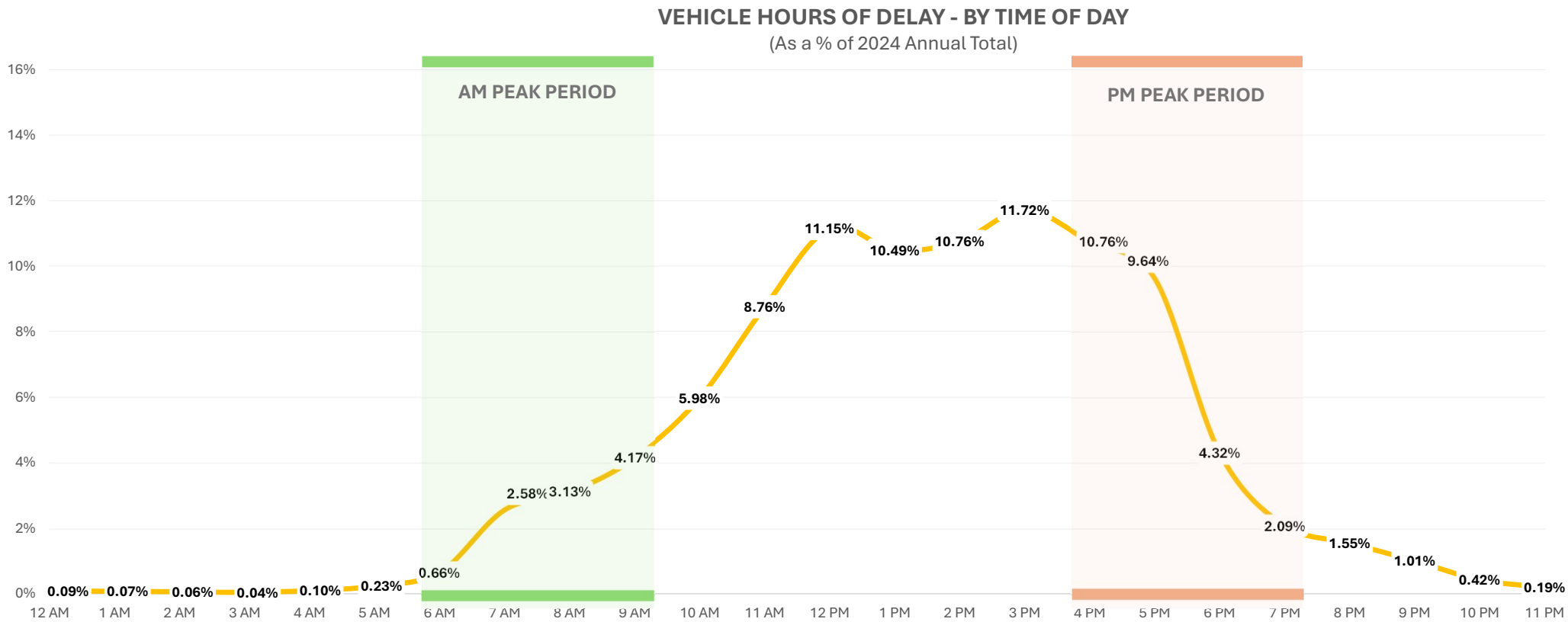


Citrus County



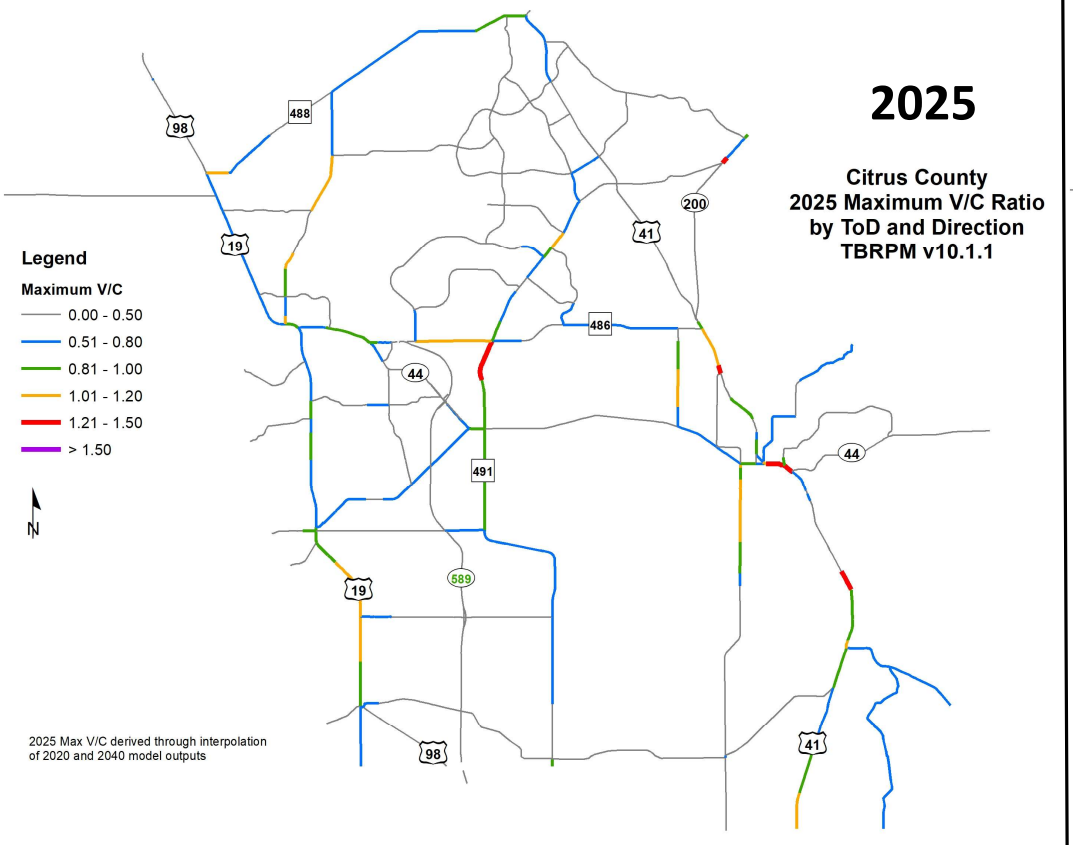
Source: RITIS 2024 Weekday Calculations

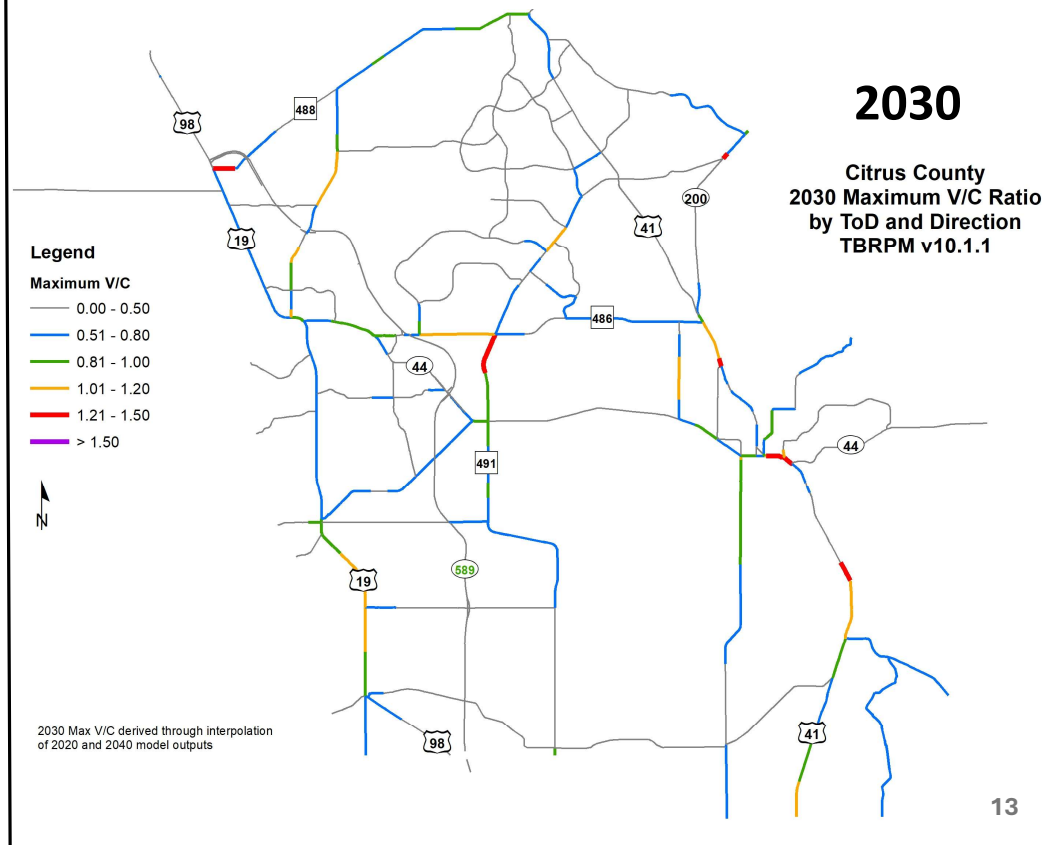
Systemwide Roadway Performance Summary



Source: RITIS

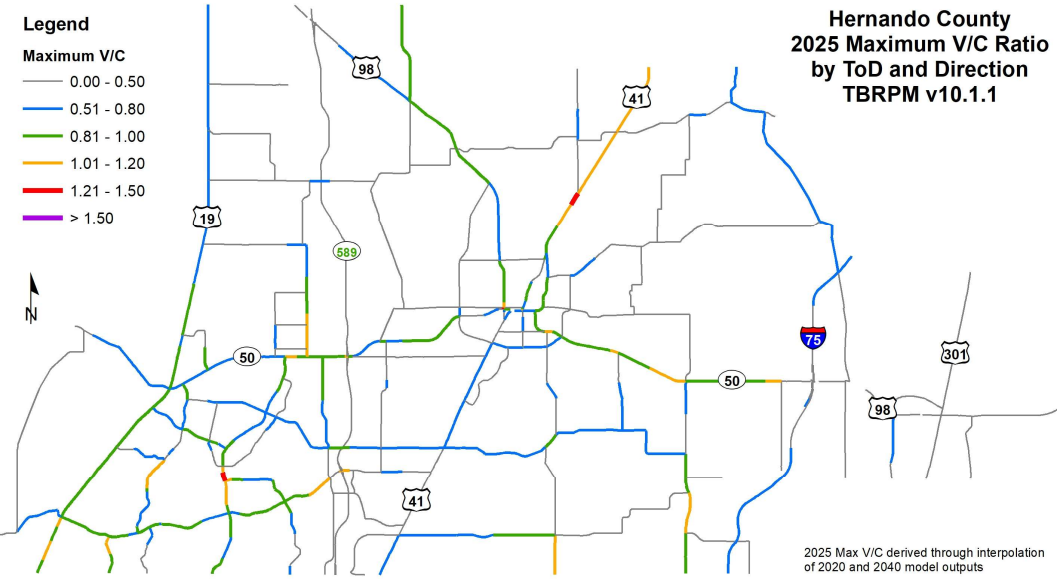
Roadway Performance: Congestion



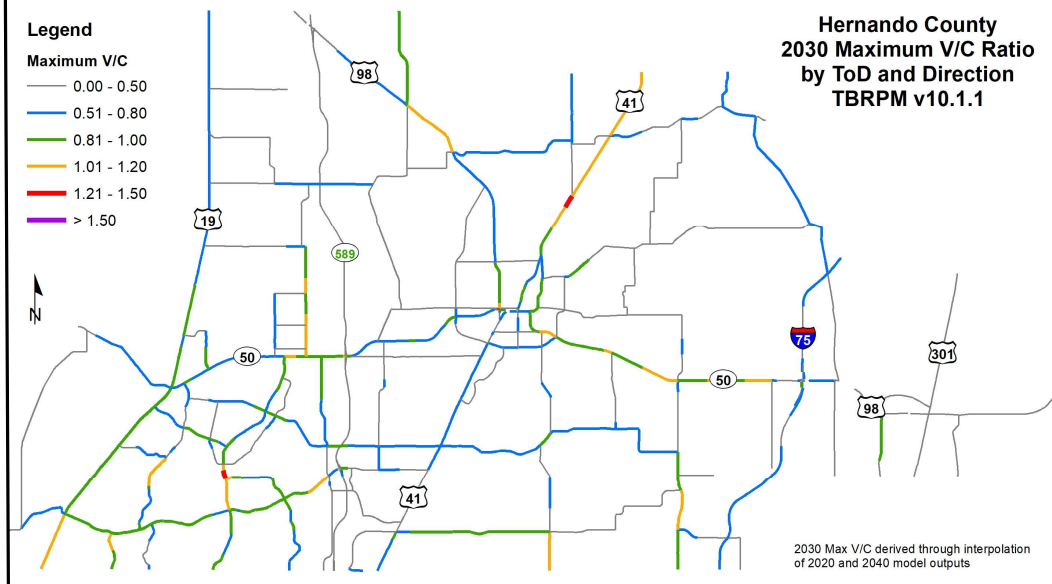


Roadway Performance: Congestion

2025

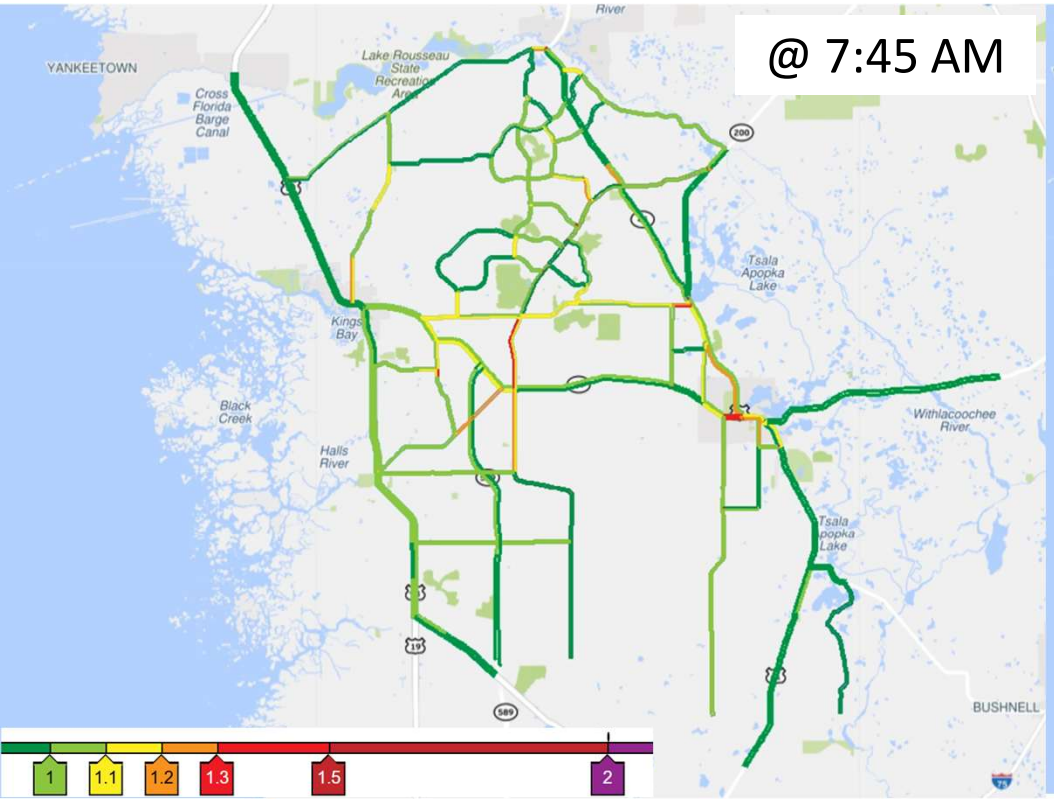


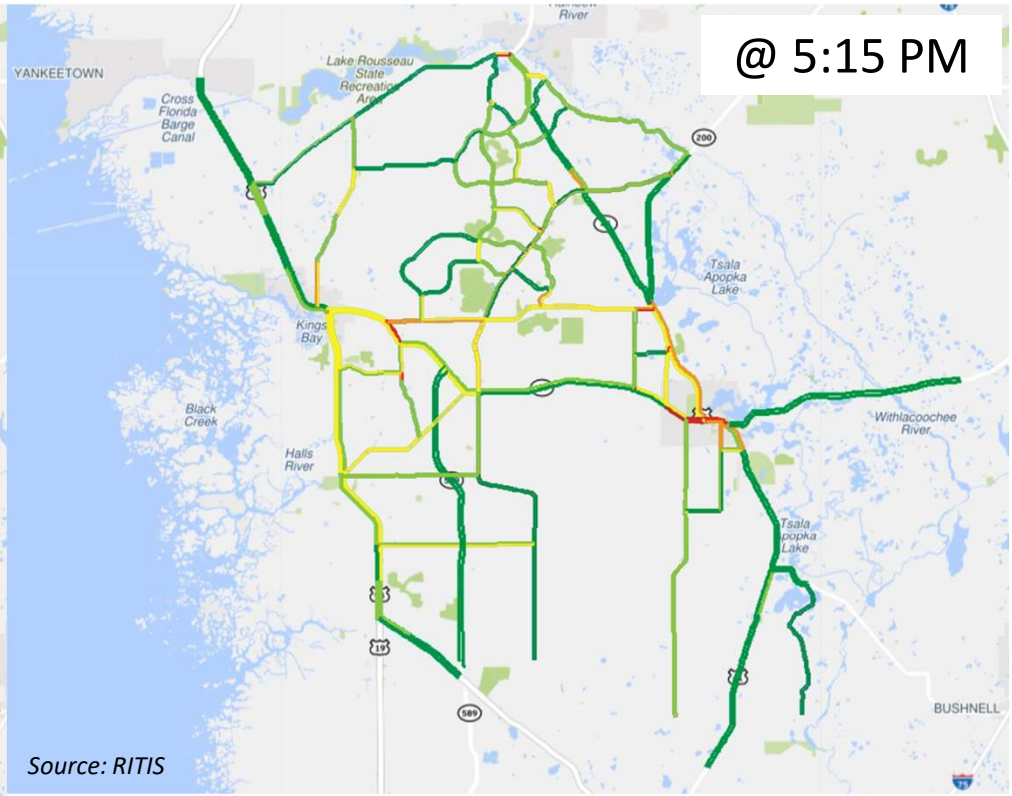
2030



Roadway Performance: Congestion

2024 Weekday Travel Time Index for Citrus County

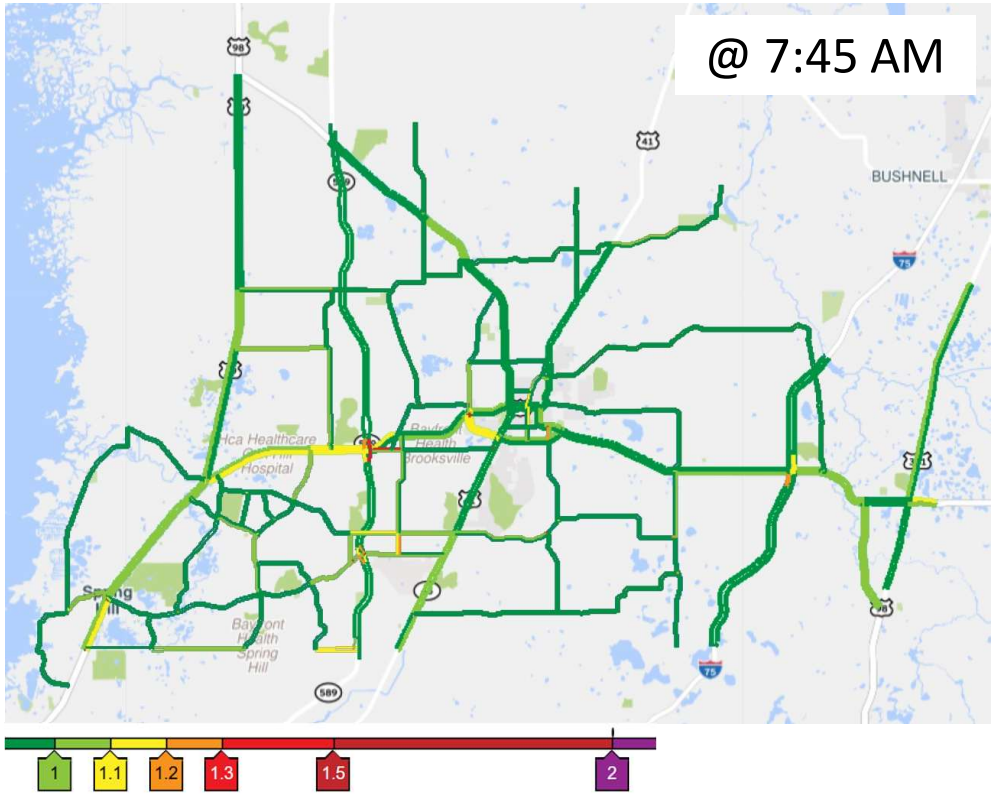


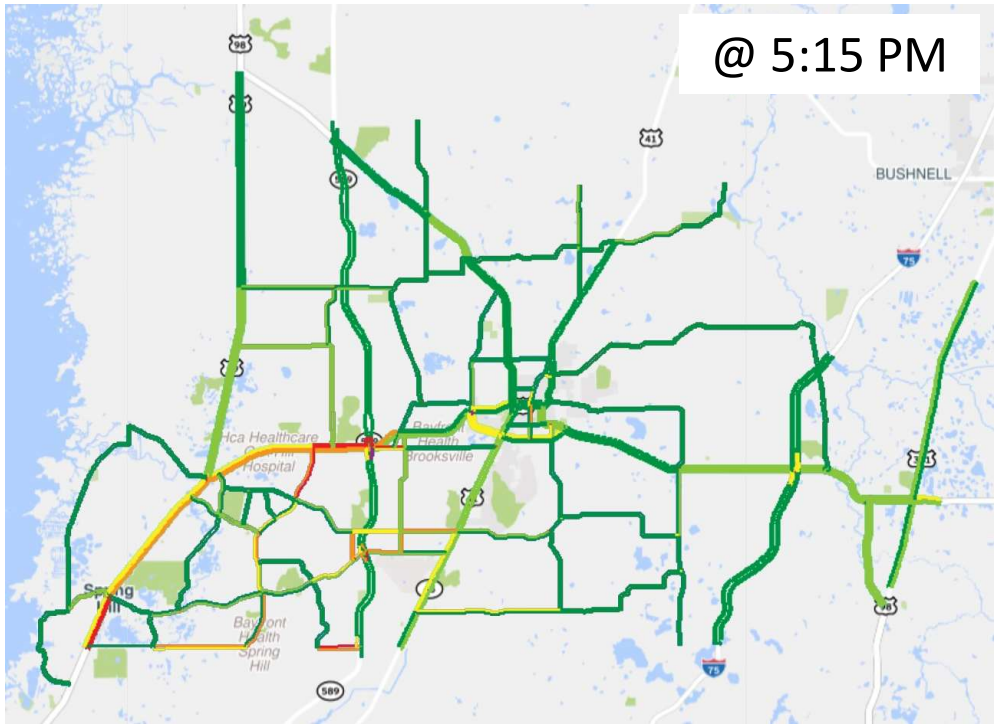


Source: RITIS

Roadway Performance: Congestion

2024 Weekday Travel Time Index for Hernando County



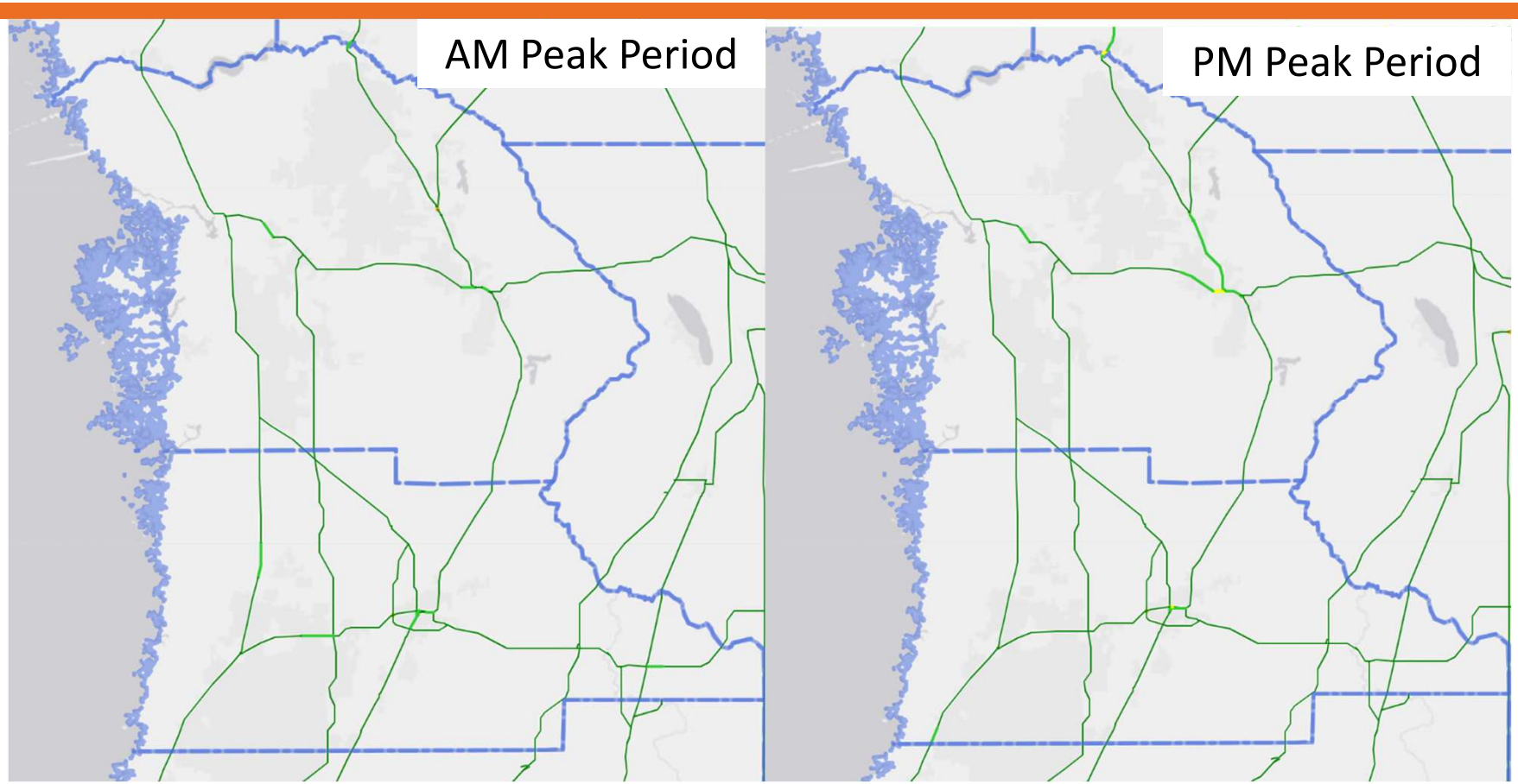


Source: RITIS

Roadway Performance: Reliability

2024 Level of Travel Time Reliability

- 1–1.1
- 1.1–1.2
- 1.2–1.3
- 1.3–1.6
- 1.6–2
- 2+

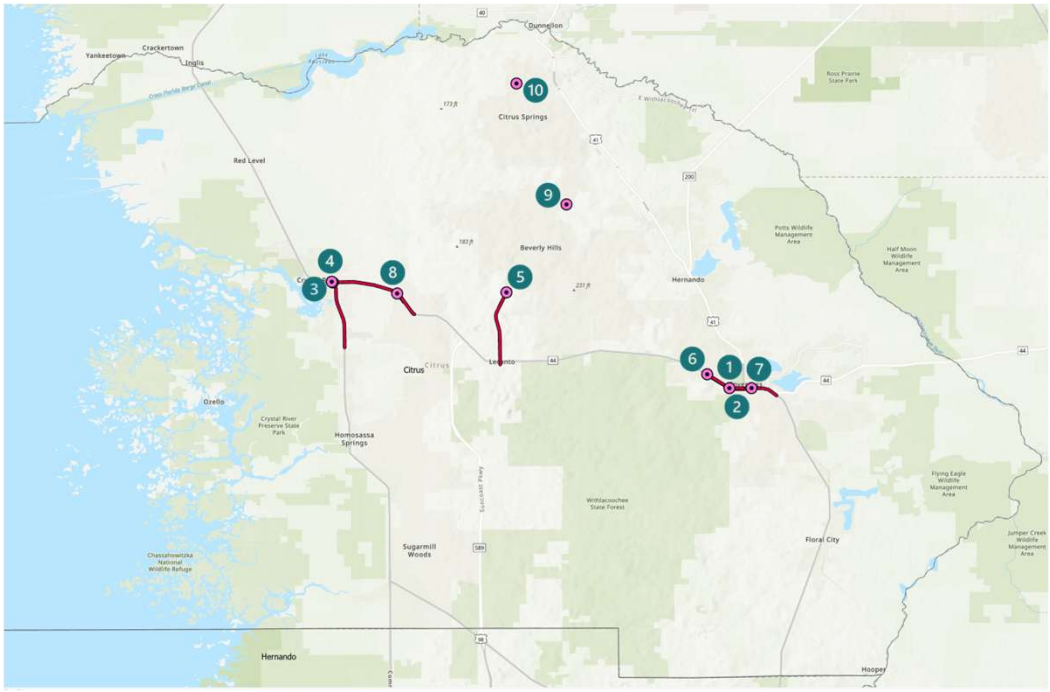


Source: FDOT Sourcebook

Roadway Performance: Bottleneck Conditions

Worst Recurring Bottlenecks in Citrus County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. SR 44 **WB** @ CR 581 / Pleasant Grove Rd	55	0.89	14,691
2. SR 44 **EB** @ CR 581 / Pleasant Grove Rd	26	0.95	18,902
3. SR 44 **WB** @ US 19 / US 98 / Suncoast Blvd	8	2.77	13,665
4. US 98 **WB** @ SR 44	7	2.75	14,116
5. CR 491 **NB** @ CR 486 / Norvell Bryant Hwy	8	3.00	10,311
6. SR 44 **WB** @ Independence Hwy / Crystal Blvd	7	1.44	17,782
7. US 41 **NB** @ SR 44	8	0.97	19,203
8. SR 44 **WB** @ CR 486 / Norvell Bryant Hwy	5	1.09	9,926
9. Hampshire Blvd **WB** @ Lecanto Hwy	131	0.14	*No Data*
10. Deltona Blvd **SB** @ Elkcam Blvd	12	0.16	*No Data*

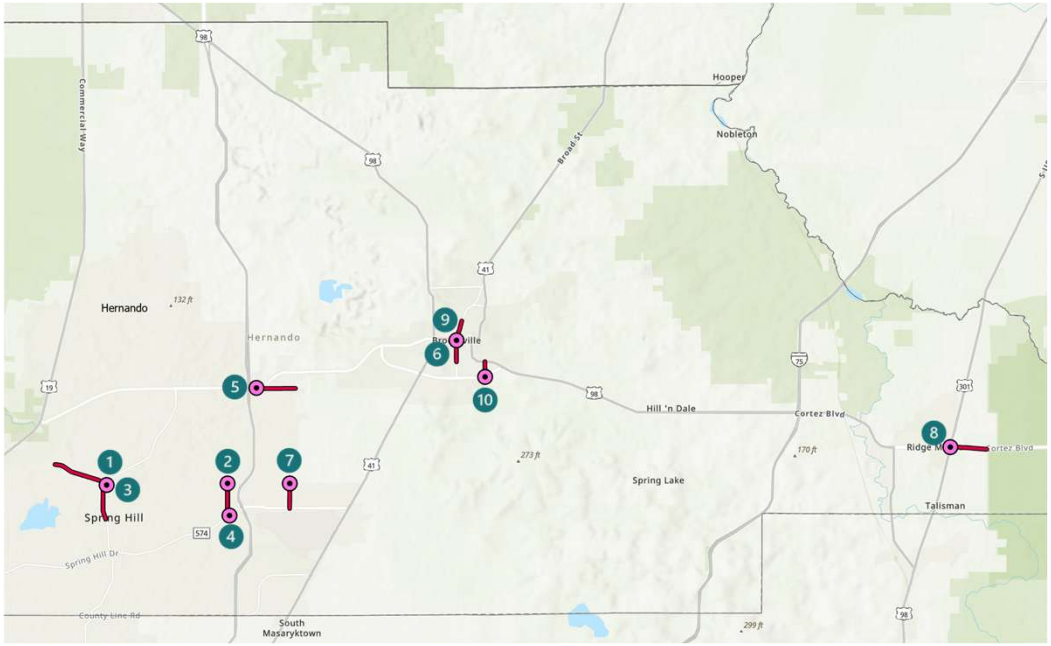


Source: RITIS

Roadway Performance: Bottleneck Conditions

Worst Recurring Bottlenecks in Hernando County – 2024 Weekdays

LOCATION	AVG DAILY DURATION (MINUTES)	AVG DAILY MAX QUEUE (MILES)	AVG DAILY VOLUME ESTIMATE
1. CR 587 **NB** @ Northcliffe Blvd	21	1.08	15,000
2. CR 585 **NB** @ CR 572 / Elgin Blvd / Powell Rd	15	0.98	13,625
3. Northcliffe Blvd **EB** @ CR 587 / Mariner Blvd	9	1.54	9,403
4. CR 585 **SB** @ CR 574 / Spring Hill Dr	7	0.99	13,473
5. CR 570 **WB** @ SR 50 / Cortez Blvd	18	1.07	2,254
6. CR 445 **SB** @ US 41 / US 98 / SR 45 / SR 50A	10	0.63	2,826
7. CR 583 **NB** @ CR 572 / Powell Rd	10	0.75	2,737
8. SR 50 **WB** @ US 301 / SR 35 / Treiman Blvd	6	1.01	2,870
9. CR 445 **NB** @ US 41 / US 98 / SR 45 / SR 50A	10	0.71	1,113
10. Emerson Rd **SB** @ SR 50 / Cortez Blvd	13	0.45	945



Source: RITIS

Roadway Performance: Safety Conditions

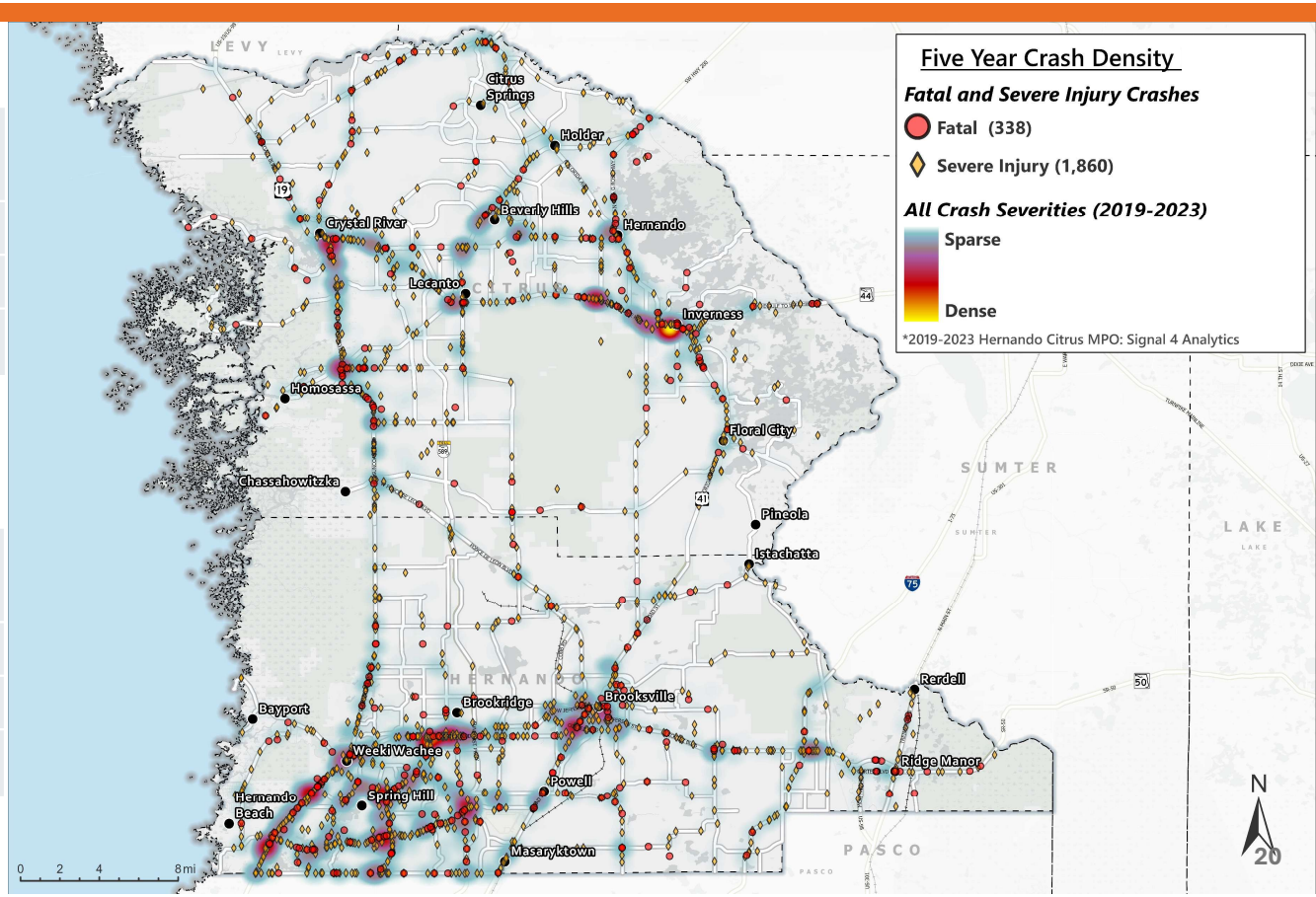
Citrus County

	2019	2020	2021	2022	2023	**Total**
Fatal	18	36	37	24	26	**141**
Severe Injury	177	173	134	126	96	**706**
Total: (All Crashes)	**2,441**	**2,385**	**2,565**	**2,510**	**2,388**	**12,289**

Hernando County

	2019	2020	2021	2022	2023	**Total**
Fatal	28	45	33	43	44	**193**
Severe Injury	249	188	268	236	166	**1,107**
Total: (All Crashes)	**3,597**	**3,212**	**4,018**	**3,990**	**3,860**	**18,677**

Source: FLHSMV / Signal 4



Future Improvements

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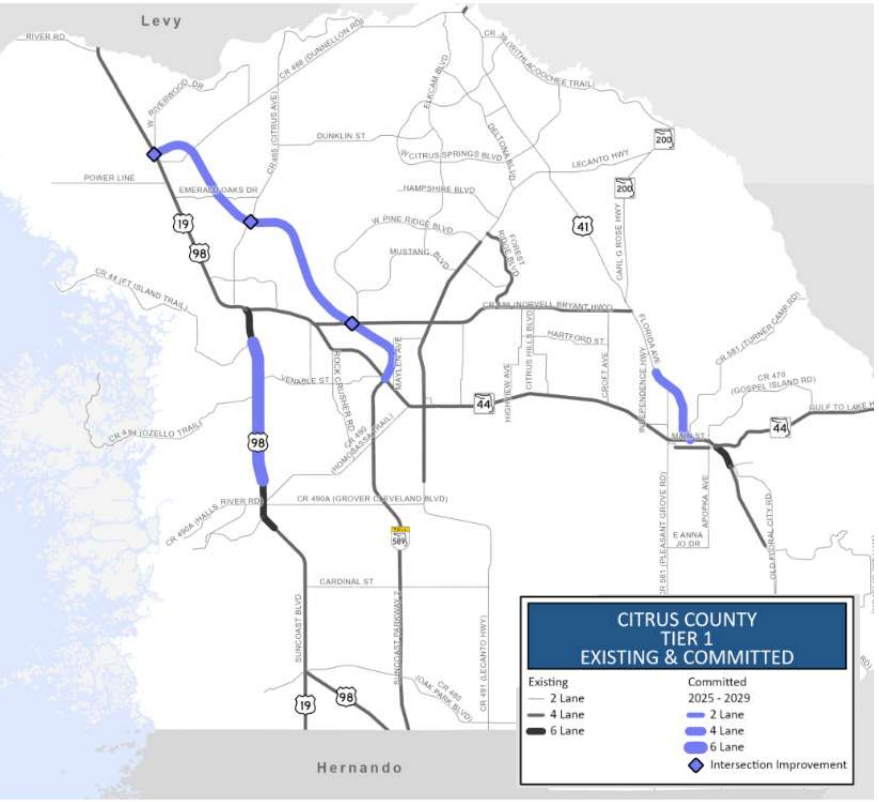
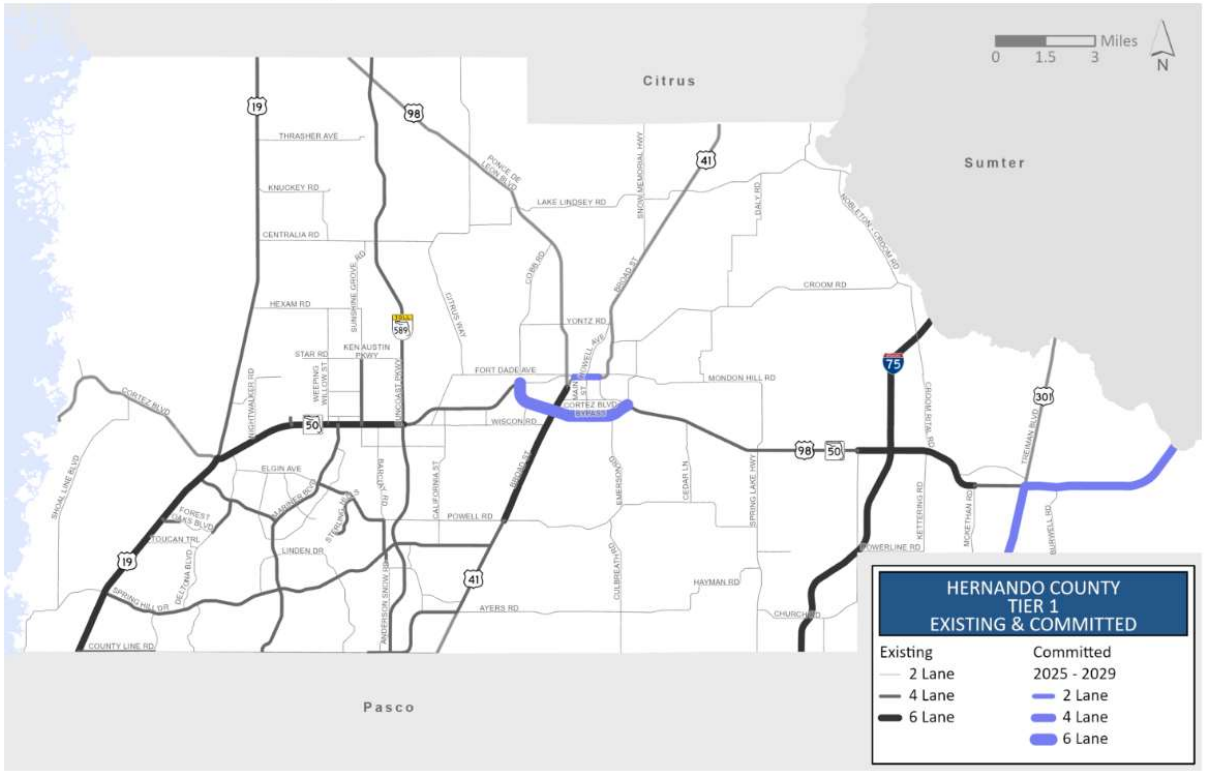
Committed Transportation Investments





Note: Includes projects funded for construction by 2030.

Source: 2050 LRTP

Next Steps

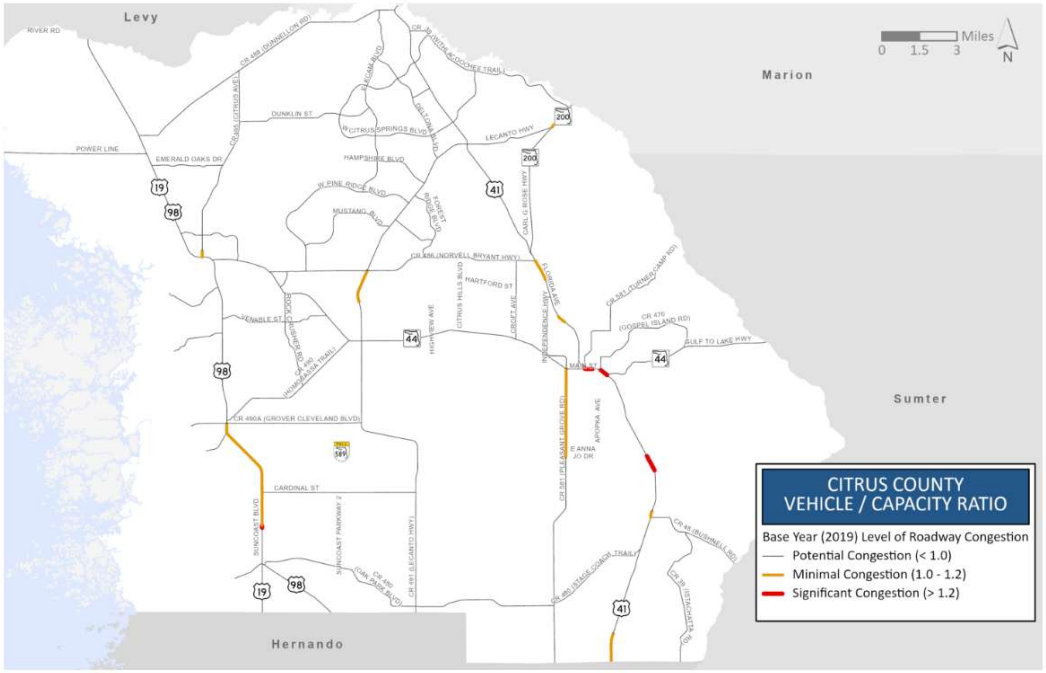
Next Steps

- Finalize goals/objectives, CMP network, and performance measures **End of December**
- Conduct network evaluation and prioritize strategy recommendations **January 2026**
- Next Stakeholder Group Update **February/March 2026**

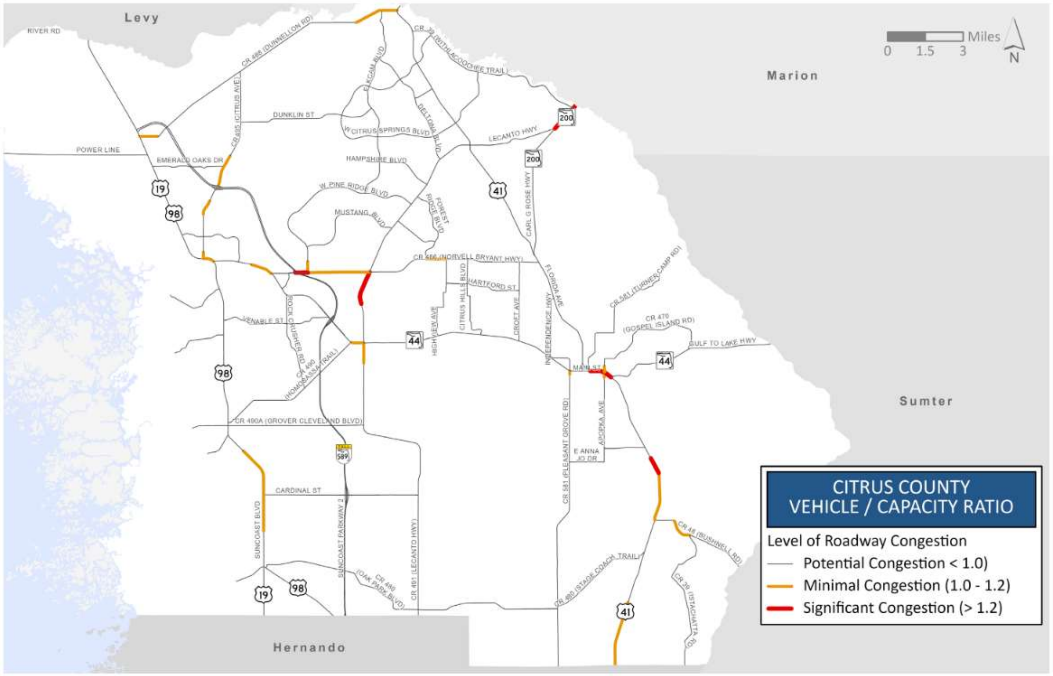
THANK YOU!

Roadway Performance: Congestion

Existing (2019)



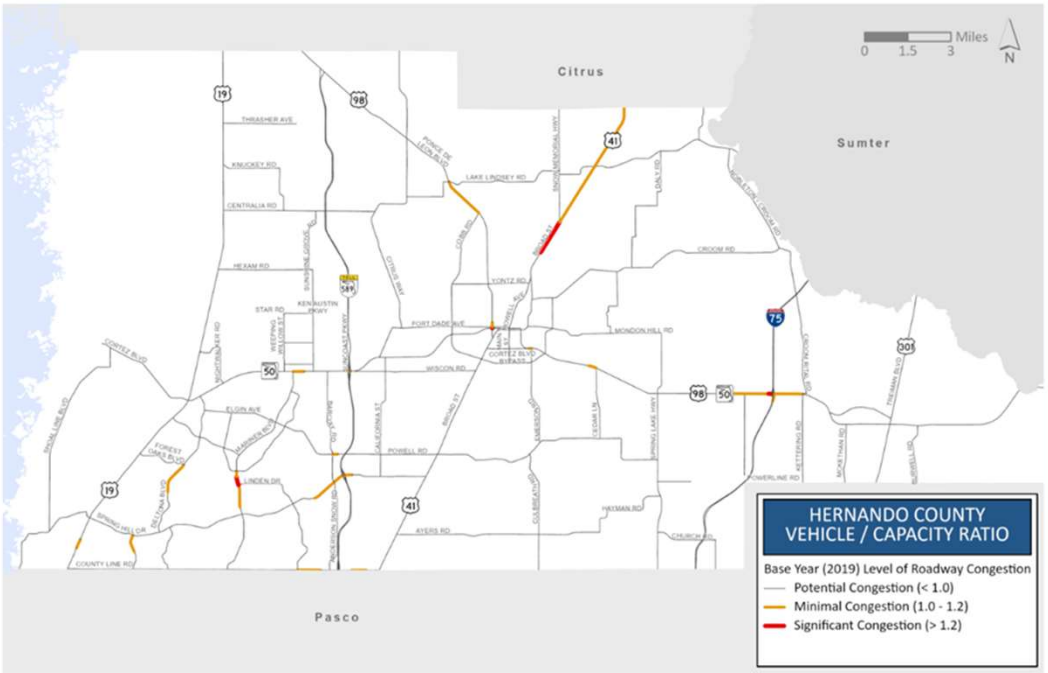
Future (2050)



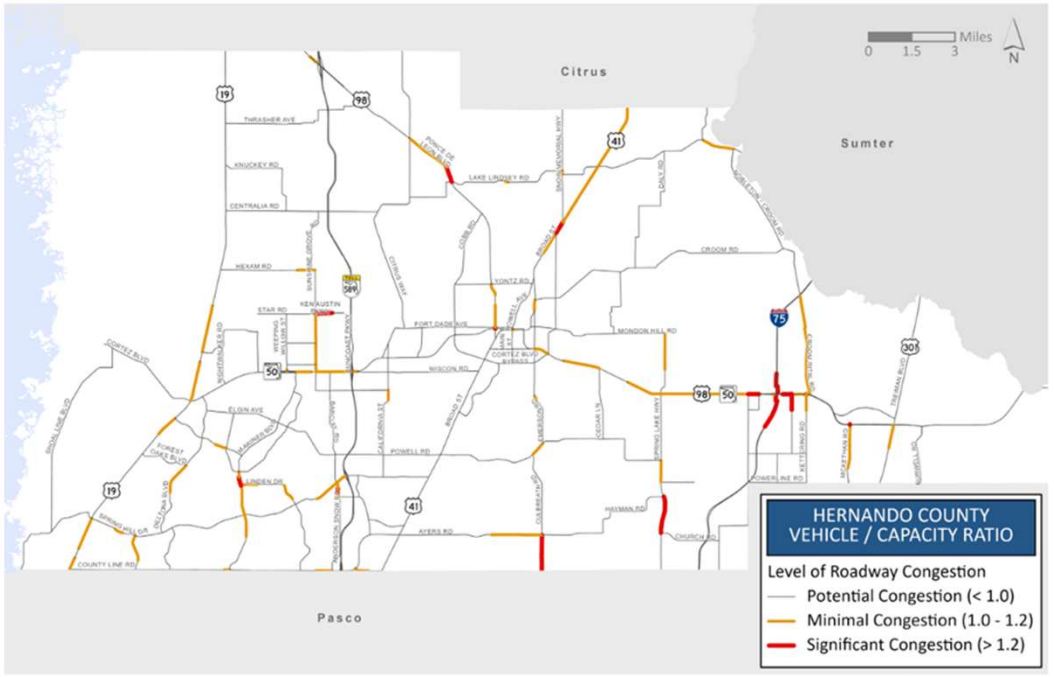
Source: 2050 LRTP

Roadway Performance: Congestion

Existing (2019)



Future (2050)



Source: 2050 LRTP

COMPLETE STREETS POLICY AND IMPLEMENTATION GUIDANCE UPDATE

Stakeholder Meeting

November 20, 2025

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Agenda

- History of Complete Streets Efforts by the MPO
- Federal Requirements and Guidance
- Case Study of How Other MPOs are Addressing Complete Streets
- Updating the Hernando/Citrus MPO's Complete Streets Guidance
- Next Steps

Source: welovebvl.org

History of Complete Streets

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Complete Streets Background

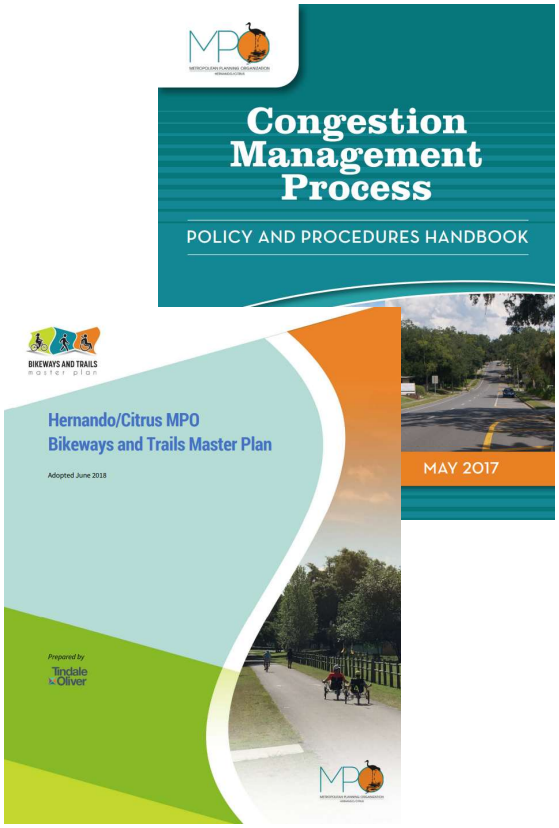
Congestion Management Process (2017)

- Established framework for Complete Streets in Hernando and Citrus counties.

"The Hernando/Citrus MPO envisions streets and highways that take a context sensitive approach to provide safe travel for all appropriate modes of travel and users, regardless of their age or ability; to promote economic development through the creation of a livable community with a sense of place that also promotes public health and fitness."

Bikeways and Trails Master Plan (2018)

- Identified Complete Streets supportive projects.
- Reference to statewide Complete Streets efforts.



Complete Streets Background

Complete Streets Policy and Implementation Guidance (2020)

- Looked to establish a Complete Streets policy, vision, and goals.
- Identified steps for implementing a Complete Street policy.

Non-Motorized Facility Gap Analysis & Complete Streets Implementation (2022)

- Developed a detailed project evaluation checklist.
- Identified specific performance measures.
- Identified actionable strategies for integrating and implementing Complete Streets.
- Identified and prioritized existing sidewalk and bicycle facility gaps along the major road network.

History of Complete Streets in Florida

1984
Florida becomes the 2nd state to adopt a statewide "routine accommodation" law, requiring that bicyclists and pedestrians be considered in road construction projects.

1999
FDOT adopts a Transportation Design for Livable Communities (TDLC) policy, requiring transportation designers to consider specific community needs with selecting features for a roadway, as well as prioritizing the safety of all transportation users.

2014
FDOT adopts an official Complete Streets Policy, that required custom roadway design solutions through context-sensitive Complete Streets.

2018
FDOT publishes a new Design Manual that incorporates context-based design criteria and decision making with a goal of putting "the right street in the right place."

2021
FDOT rolls out Complete Streets 360°, emphasizing consideration of all roadway users as well as the context of the road.

2025
FDOT adopts Context-Based Solutions to support the statewide goal of eliminating fatalities and serious injuries on Florida's roadways and to align with USDOT's Safe System Approach.

2026
A new version of the FDOT Design Manual becomes effective January 1, 2026

Federal Requirements

Source: welovebvl.org

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Federal Complete Streets Requirements

- PL Funds are provided for MPOs to carry-out 3-C (Comprehensive, Continuous, and Cooperative) transportation planning processes pursuant to 23 U.S.C. 134 (Metropolitan Transportation Planning).
- Sect. 11206 of the IIJA requires states and MPOs to fund the development of complete streets policies and complete streets prioritization plans.
- The IIJA requires each MPO to use at least 2.5% of its Metropolitan Planning (PL) Funds in support of Complete Streets Planning Activities. (§ 11206(b))

Source: welovebvl.org

Defining Complete Streets

"Complete Streets Standards or Policies" means standards or policies that "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." (§ 11206(a))

Source: Crystal River Main Street

Eligible Planning Activities per FHWA

Section 11206(c) of the IIJA provides a list of activities that MPOs may use to satisfy the 2.5% PL Fund requirement to carry out Complete Streets planning activities, these include but are not limited to:

- Adoption of Complete Streets Standards or Policies
- Development of a Complete Streets Prioritization Plan that identifies a specific list of Complete Streets projects to improve safety, mobility, or accessibility of a street
- Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity
- Development of transportation plans and policies that support transit-oriented development

Eligible Planning Activities per FHWA

Section 11206(c) of the IIJA provides a list of activities that MPOs may use to satisfy the 2.5% PL Fund requirement to carry out Complete Streets planning activities, these include but are not limited to:

- Development of Transportation Plans that:
  - Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activities
  - Integrate active transportation facilities with public transportation services or improve access to public transportation
  - Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities
  - Increase public transportation ridership
  - Improve the safety of bicyclists and pedestrians

Case Study of MPOs

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What Are Other MPOs Doing?

General Categories of Planning Activities:

Active Transportation/ Non-Motorized User Plans	**Corridor & Subarea Studies**	**Congestion Management**	**Emerging Technology & Mobility**
Data Updates & Infrastructure Inventory	**Safety Studies and Evaluation**	**School Safety Studies**	**Freight Planning and Strategies**

What Are Other MPOs Doing?

Pasco MPO

- Complete Streets Safety Studies in High Pedestrian Activity Areas
- Complete Streets Corridor Studies to Support Projects in the LRTP and LOPP
- Bicycle/Pedestrian Master Plan and Bicycle Map/Brochure
- Active Transportation Plan
- Pedestrian/Bicycle Counts to Support Non-Motorized Plans and Programs
- Emerging Mobility Plan to Evaluate EVs and Golf Cart Regulations
- Pilot Study on Non-Motorized Infrastructure and Safety Near Select Schools
- Integrated Complete Streets Elements into the CMP and LRTP, including freight objectives

What Are Other MPOs Doing?

Ocala-Marion TPO

- Active Transportation Plan
- Safety Action Plan and High Injury Network Update

Lake-Sumter MPO

- Complete Streets Studies, e.g., US 27 Traffic Calming and Complete Streets Study and Central Avenue Corridor Planning Study
- Multimodal Planning, Feasibility, and Safety Studies of Local Agencies
- Addition of Complete Streets Element to 2050 LRTP
- Active Transportation Plan

What Are Other MPOs Doing?

Sarasota/Manatee MPO

- Active Transportation Plan
- Incorporated Bicycle and Pedestrian Planning and Implementation into the LRTP

Charlotte County-Punta Gorda MPO

- Countywide Bicycle-Pedestrian Map Updates
- Public Outreach at Events that Promote Bicycle/Pedestrian Activities and Safety Education

What Are Other MPOs Doing?

Heartland Regional TPO

- Bicycle and Pedestrian Safety Action Plan
  - Sidewalk Inventory
- Updates to the Regional Freight Plan

Capital Region TPA

- Multiuse Trail Feasibility and Sidewalk Enhancement Studies
- Corridor and Safety Studies
- Safe Access to School Study

What Are Other MPOs Doing?

Hillsborough TPO

- Various Multimodal (Corridor & Sub-Area) Transportation Studies
- Multi-Use Trail Studies, including feasibility for the Plant City SunTrail network
- Safety Treatment Effectiveness Evaluation
- High-Speed Rail (Brightline) Station Area Study

Forward Pinellas

- Alt US 19 Corridor Transition Plan
- Active Transportation Plan
- Conduct Road Safety Audits and Walkability/Mobility Audits
- Support Local Government Complete Streets Projects (local grant opportunities)
- Complete Complete Streets Before and After Studies

Feedback/Discussion

What kind of "eligible" planning activities (plans, studies, data, etc.) would help you the most?

What kind of "eligible" planning activities would have the biggest local and regional impact?

Planning Activities Examples and Ideas

- Bikeways and Trails Master Plan Update
- Active Transportation Plan
- Complete Streets Scoring Criteria for LRTP and/or LOPP Projects
- Context Based Solutions Design Typology Guide
- High Injury Network/Safety Project Opportunity List
- School Area Safety and Mobility Studies

Complete Streets Update

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Complete Streets Update

Engage Stakeholders	Revisit Previous C.S. Policy and Implementation Guidance	Evaluate Integration of C.S. Elements into MPO Planning Activities	Identify Potential C.S. Planning Activities
• Stakeholder Workshop	• Establish Performance Measures • Review Preliminary Context Classification • Revisit Non-Motorized Gaps • Revisit C.S. Project Evaluation	• Long Range Plan • Priority Project List • CMP	• Local and Regional Planning Needs

Performance Measures

2022 Complete Streets Implementation identified the following as potential Performance Measures for monitoring the implementation of Complete Street elements:

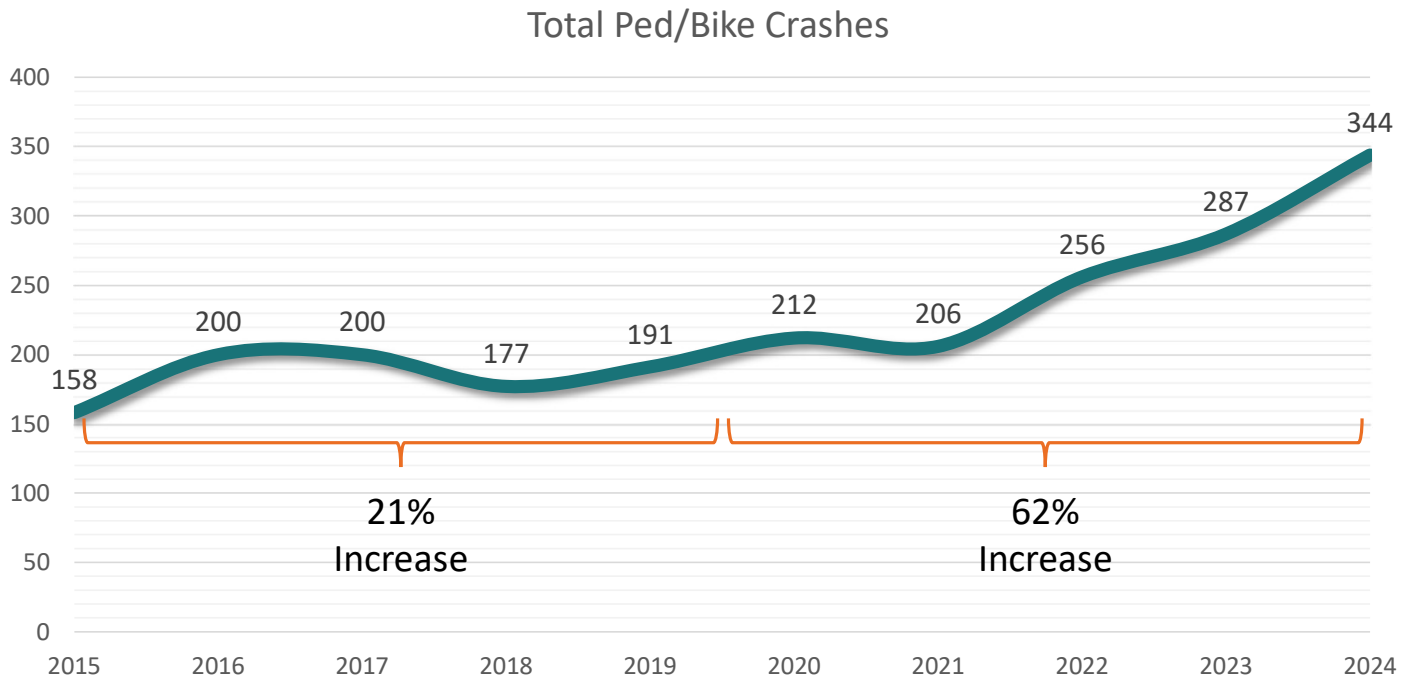
Construction Performance Measures	User Performance Measures	Crash-Related Performance Measures
• Miles of Sidewalk Constructed or Reconstructed • Number of New Mid-Block Crossings • Miles of Shared Use Paths Constructed or Reconstructed • Miles of Bicycle Lanes Constructed or Reconstructed • Percentage of Bicycle Network Considered “Low Stress”	• Share of Bicyclists • Share of Pedestrians • Share of Transit Users	• Total Share of Bicycle-Involved Crashes • Total Share of Pedestrian-Involved Crashes

Project Review – In Progress

County	Project	C.S. Elements
Citrus	Forest Ridge Blvd Safety Improvements (W Lake Beverly Dr to W Colbert Ct)	Sidewalk and Pedestrian Improvements including Signage, Pavement Markings, and Lighting
Citrus	US 19 Widening (Jump Ct to Ft Island Trail)	Shared Use Path and Sidewalks
Citrus	US 19 from S. of Us 98 to CR 488	Bicycle Lanes and Shared Use Path along Both Sides, Pedestrian Overpass crossing US 19
Hernando	County Line Road (US 19 to US 41)	Shared Use Path along North Side and Sidewalk along South Side
Hernando	SR 50/Cortez Blvd Widening (US 301 to Sumter County Line	Shared Use Path along South Side
Hernando	US 98/SR 50 at Mondon Hill Rd	ADA Improvements, Curb Ramps, Lighting, Signage

Performance Measures – Crashes

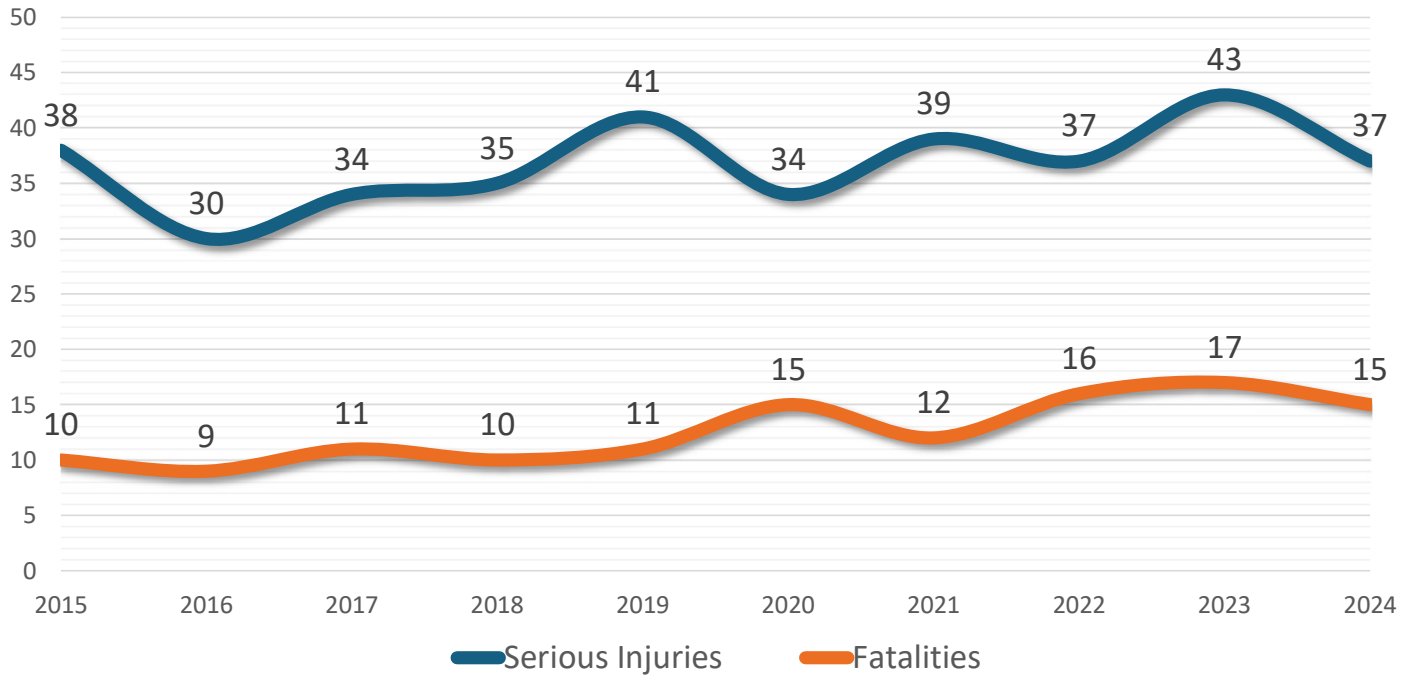
Pedestrian and Bicycle Crash Data (2015–2024)



118% Increase Over 10-Years

Performance Measures – Crashes

Pedestrian and Bicycle Fatalities and Serious Injuries (2015–2024)



Performance Measures – Crashes

Percentage of Pedestrian and Bicycle Crashes (2015–2024)

Year	% of Total Crashes	% of Serious Injuries	% of Fatalities
2015	2.6%	7.5%	15.6%
2016	3.0%	6.1%	18.4%
2017	2.8%	6.5%	16.9%
2018	2.4%	6.4%	14.7%
2019	2.7%	7.3%	23.4%
2020	3.2%	6.9%	18.1%
2021	2.6%	7.1%	17.1%
2022	3.2%	7.6%	22.9%
2023	3.7%	13.4%	23.9%
2024	4.3%	9.2%	18.8%

Performance Measures – Transit Ridership

Annual Transit Ridership

Annual Ridership	Hernando County	Citrus County
2018	127,072	47,189
2019	140,220	-
2020	134,710	-
2021	111,602	-
2022	122,298	39,332
2023	134,242	51,408

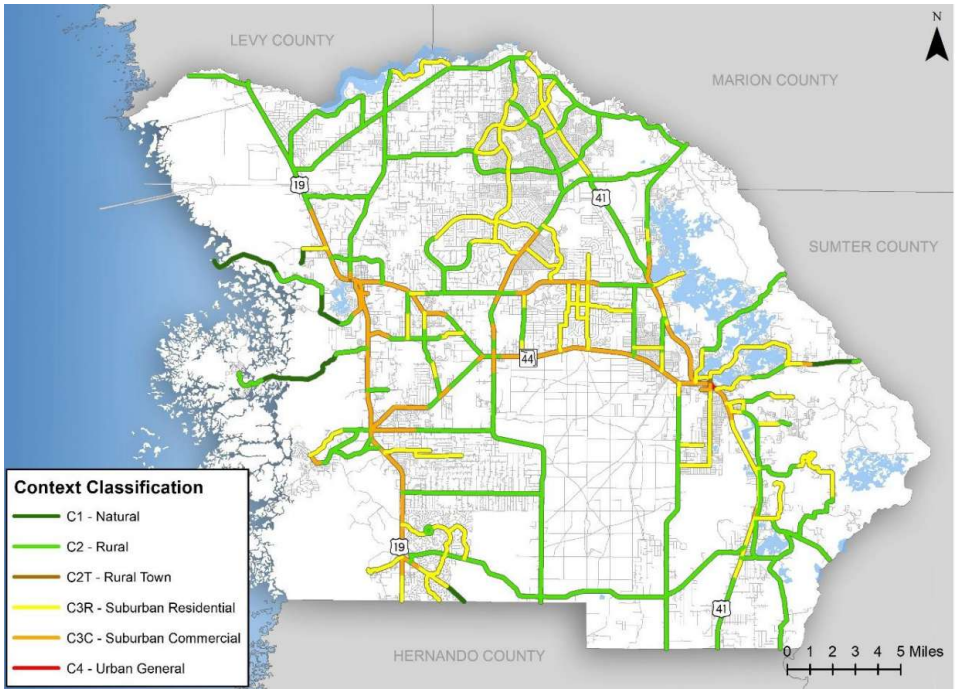
Performance Measures – Commute Mode

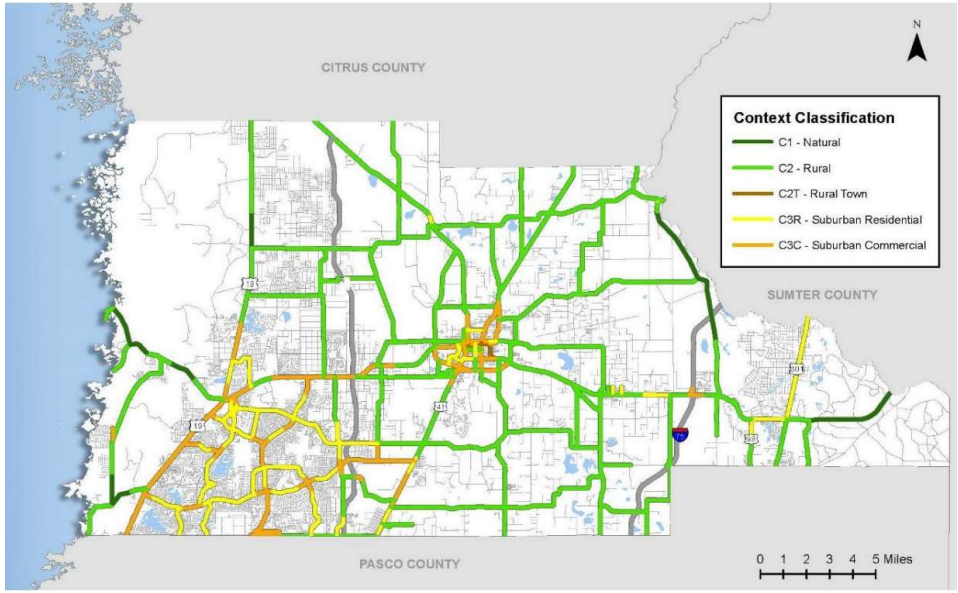
Means of Transportation to Work

Survey Year	Drove Alone	Worked From Home	Carpooled	Other (Taxi, Rideshare, Motorcycle, Etc.)	Walked	Bicycle	Bus
2018	82.00%	6.26%	8.45%	1.83%	0.94%	0.21%	0.31%
2023	75.12%	12.50%	9.03%	1.73%	1.04%	0.32%	0.27%
	-6.88%	*+6.24%*	*+0.58%*	*-0.10%*	*+0.10%*	*+0.11%*	*-0.04%*

U.S. Census Bureau American Community Survey

Preliminary Context Classification

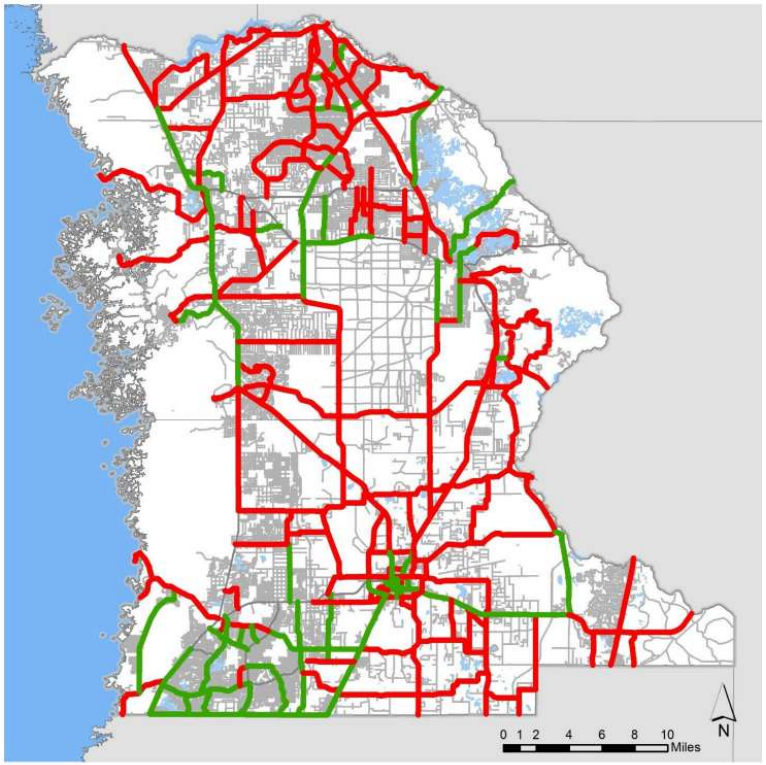




From 2020 Complete Streets Policy and Implementation Guidance

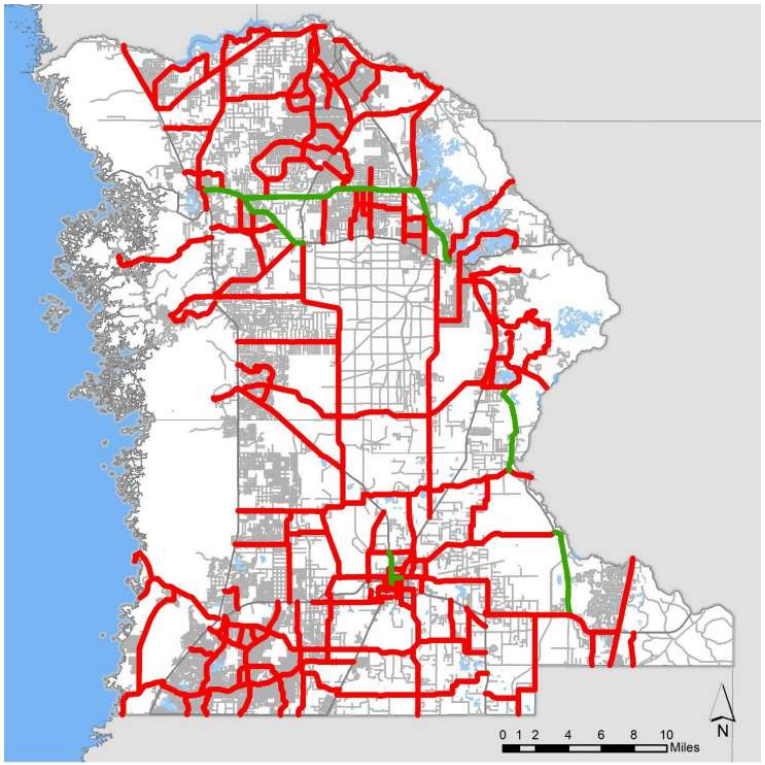
Pedestrian and Bicycle Facility Gaps

From 2022 Non-Motorized Gap Analysis



No Sidewalk and Sidewalk Gaps

Gaps No

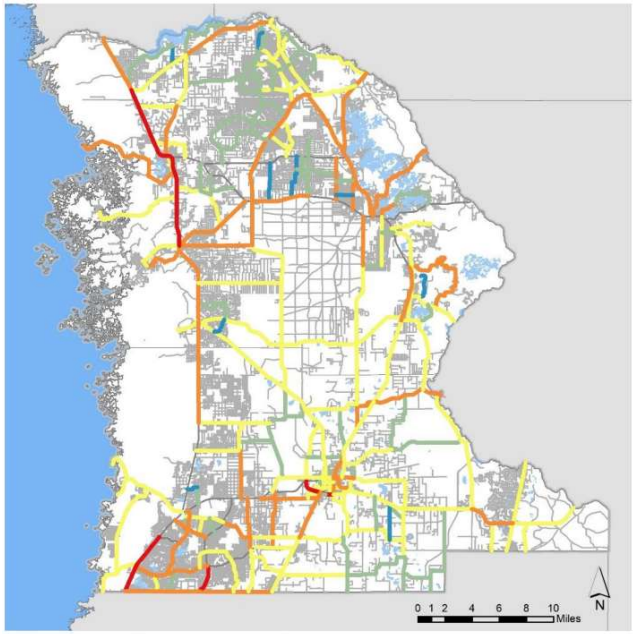


Bicycle Facility Gaps and Missing Segments

Gaps No

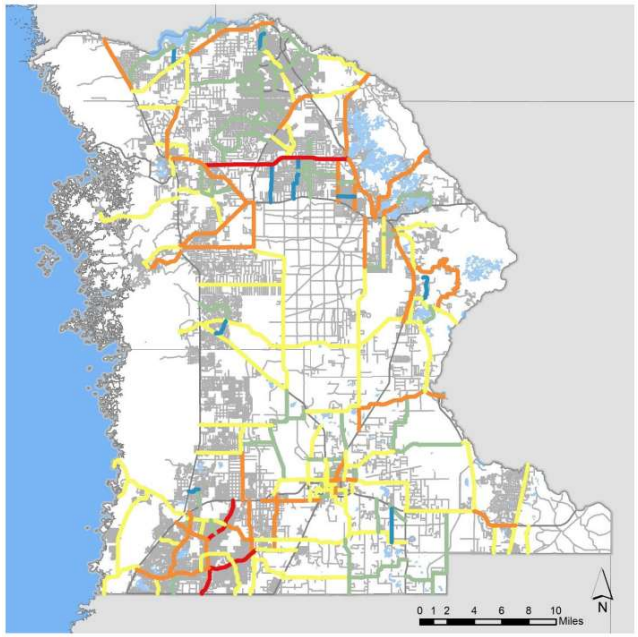
Pedestrian and Bicycle Facility Gaps

Revisit Prioritization Factors for Non-Motorized Gaps



Prioritized Pedestrian Gaps (Tiers)

1 2 3 4 5



Prioritized Bicycle Facility Gaps (Tiers)

1 2 3 4 5

Measure		Factor		Score
Gap Length		Short	< 0.5 Mile	1
		Medium	0.5-1 Mile	2
		Long	> 1 Mile	3
Level of Traffic Stress	*AADT*	Low	< 15,000	1
		Medium	15,000 to 20,000	2
		High	> 20,000	3
	Total Lanes	Low	≤ 2	1
		Medium	3 to 4	2
		High	> 4	3
	Speed Limit	Low	≤ 30	1
		Medium	35 - 40	2
		High	≥ 45	3
Supportive Context Classification		High	C6, C5, C2T	1
		Medium	C-1, C-2, C4	2
		Low	C3C, C3R	3
Trail Adjacency (within 3/4 Mile)		Yes (Existing or Planned)		3
		No		1
Within Equity Area		Yes		3
		No		1
Adjacent School or Park		High	1/4 Mile	3
		Medium	1/2 Mile	2
		Low	1 Mile	1
Transit Adjacent		Yes		3
		No		1
Crash History (Bike/Ped)		Non-KSI Crashes	Yes	3
			No	1
		KSI Crashes	Yes	3
			No	1

Project Evaluation Checklist

Reevaluate the Complete Streets Checklist that was developed as a model that could be used during project scoping, development, and prioritization with a goal of creating a simplified and streamline process that could be easily integrated into the MPO planning process.

Feedback/Discussion

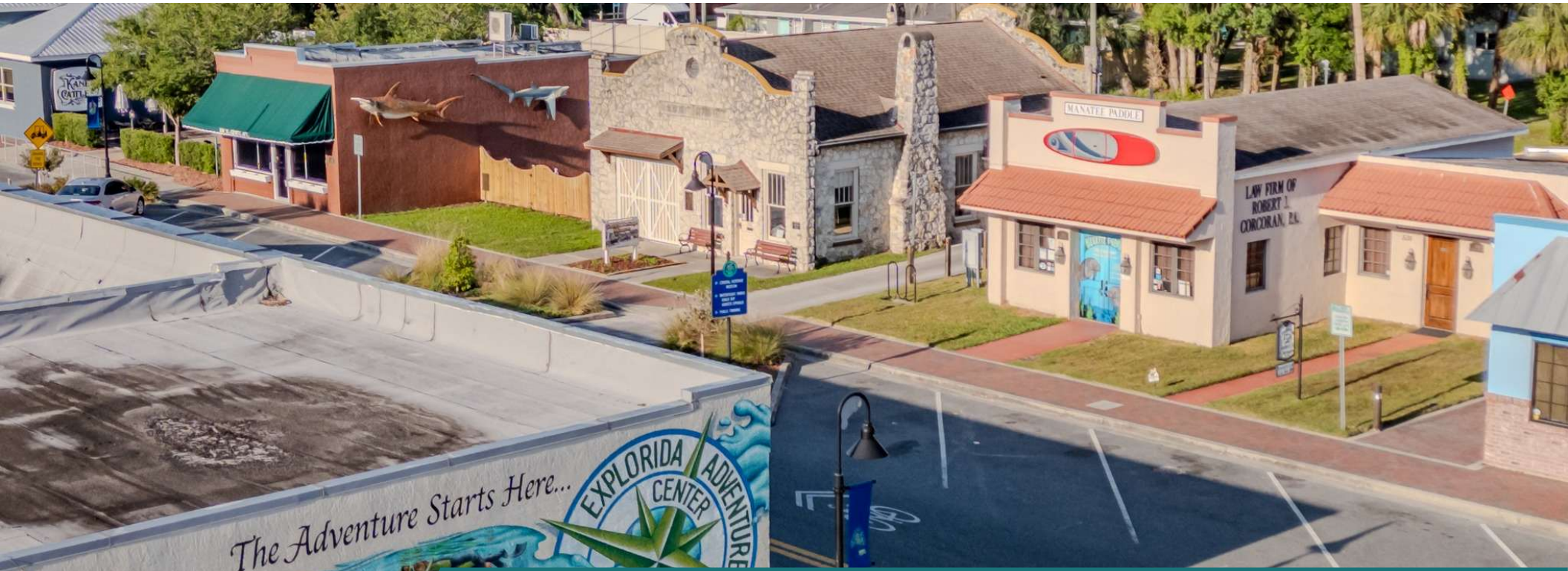
Have you integrated Complete Streets and Context Based Solutions into your planning and project-development process? If yes, how?

What would make CS integration easier?

Feedback/Discussion

Are there other things that we could be measuring as a performance measure?

Are there other factors that should be looked at when prioritizing ped/bike gaps and/or in general?



Next Steps

Source: Crystal River Main Street

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Next Steps

- Finalize Project Review
- Finalize Non-Motorized Gap Review
- Reevaluate Prioritized Gaps, as necessary
- Review and Update Preliminary Context Classification
- Update the Project Evaluation Checklist
- Identify Opportunities to Incorporate Complete Streets/Context Based Solutions into MPO Planning Process
- Identify Potential Planning Activities to Meet Federal Requirements and Local Needs

Questions?

Source: broganabroad.com

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