

Congestion Management Process

STATE OF THE SYSTEM REPORT



JULY 2022

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Chapter 1

Introduction

Introduction

Introduction to the CMP

The Hernando/Citrus Metropolitan Planning Organization (MPO) is mandated by Florida Statutes to implement a Congestion Management Process (CMP) as part of its routine planning efforts. The MPO has developed policies and procedures that are outlined in the *Hernando/Citrus MPO Congestion Management Process: Policy and Procedures Handbook*, which is updated every five years with the update of the MPO's Long Range Transportation Plan (LRTP).

The purpose of this State of the System Report is to:

1. Report the performance of the Hernando/Citrus transportation system
2. Identify congested corridors
3. Recommend real projects/programs that potentially can be implemented in the short term to help reduce congestion

What is a CMP?

A Congestion Management Process (CMP) is a management system and process conducted by an MPO to improve traffic operations and safety through either the use of strategies that reduce travel demand or the implementation of operational improvements. A CMP generally identifies low-cost improvements with shorter time frames (5 to 10 years), whereas traditional capacity projects (such as adding lanes) can cost significantly more. Longer-term CMP-related projects also can be added to future updates of the LRTP.

Organization of Report

This report provides an up dated analysis of the major corridors within Hernando/Citrus region and is presented in four chapters:

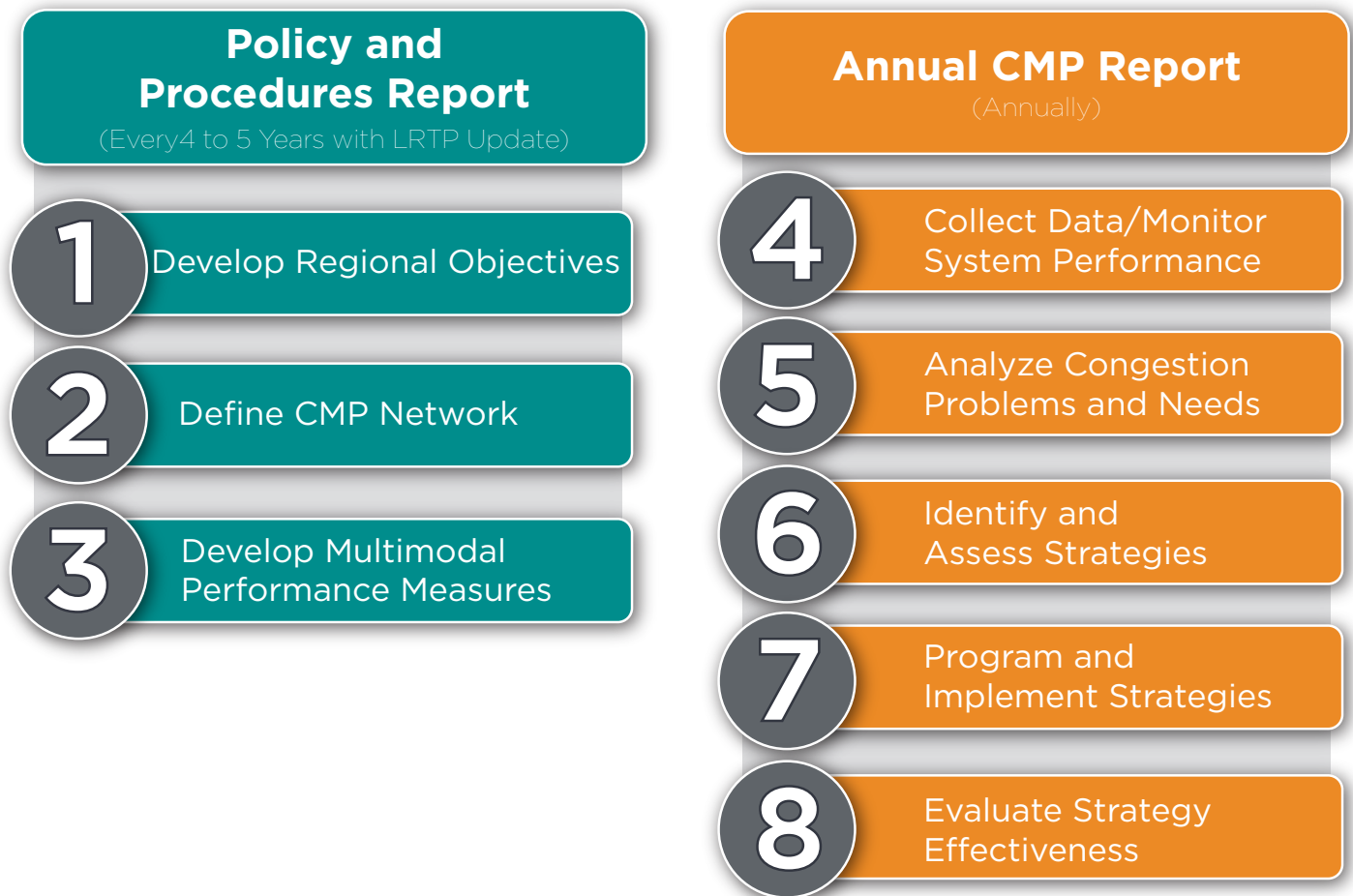
- Chapter 1 includes this introduction.
- Chapter 2 summarizes the system performance and trends relative to the performance measures identified in the MPO's Congestion Management Process Policy and Procedures Handbook.
- Chapter 3 identifies the congested corridors in the Hernando/Citrus region in 2020 and 2025.
- Chapter 4 presents the summary of the report.

The Federal Perspective

This section documents the revised Congestion Management Process for the Hernando/Citrus MPO that will be used to address the Federal requirements and unique local needs and opportunities of the communities in Hernando and Citrus Counties. This process closely matches the Federal Eight-Step Process and includes additional detail in specific sections where appropriate.

Figure 1 demonstrates the Eight-Step Process that will be used by the MPO. As noted, the first three steps will typically be updated concurrent with each update of the LRTP which takes place every five years along with guidance on how Steps 4 to 8 will be implemented. Steps 4 to 8 will potentially be updated every two to three years. The remainder of this section details the eight steps and how they will be implemented.

Figure 1: Federal Eight-Step Congestion Management Process



The CMP Update Process

To effectively reduce congestion, the MPO will follow an annual/semiannual update process. As shown in **Figure 1**, the process includes three phases: identifying congested corridors, screening the corridors to identify potential strategies, and identifying/ implementing potential projects.

Phase 1: Congested Corridor Network Identification

During Phase 1, annual monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process in Phase 2. Travel time reliability data and crash data is used to identify high frequency of crashes that result in non-recurring congestion. Safety improvements not only reduce the potential harm to persons in our communities but can also reduce congestion.

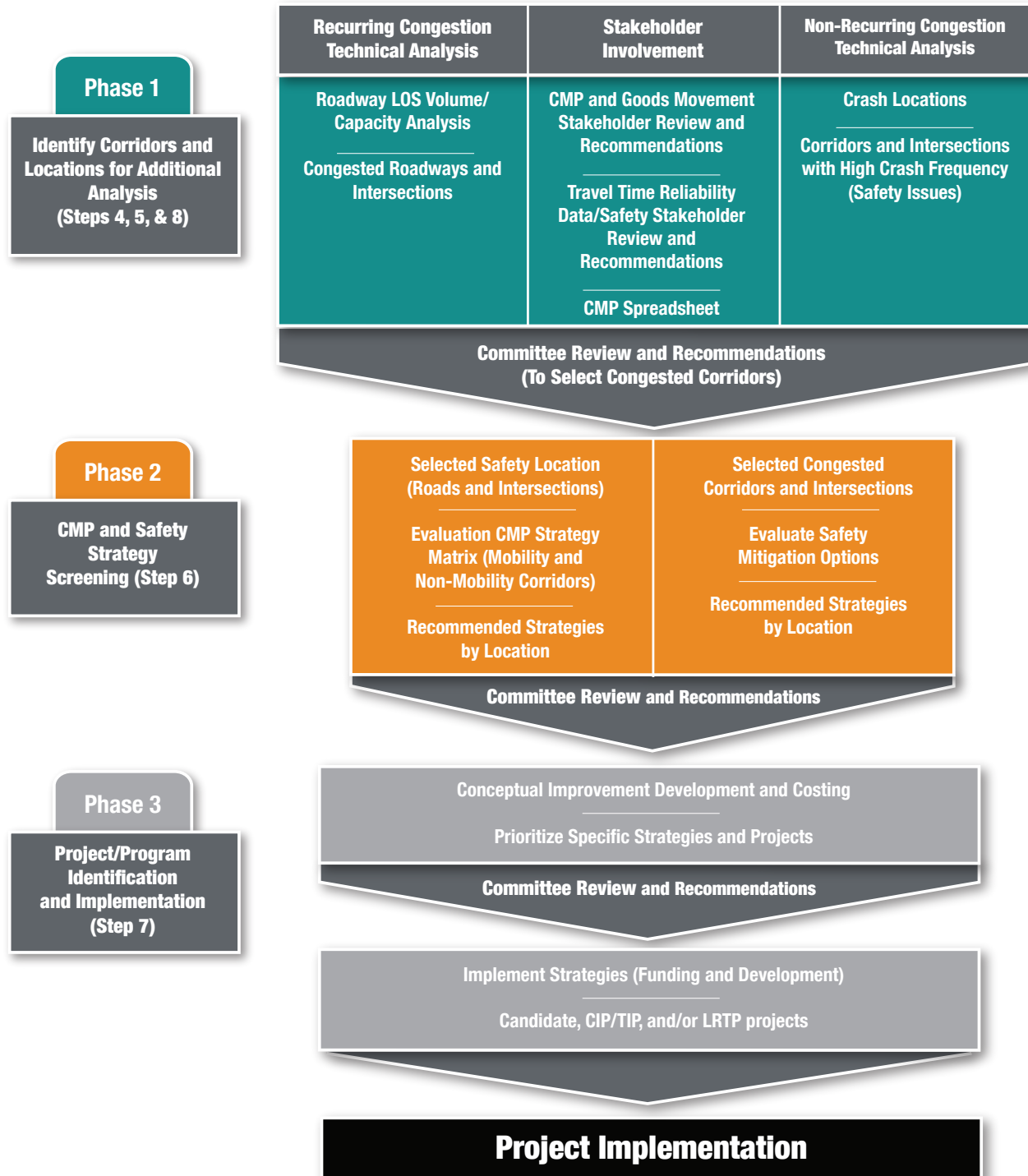
Phase 2: CMP and Safety Strategy Screening

Once congested corridors are selected for review, they are screened to identify mitigation strategies appropriate to reduce congestion or improve safety to reduce crashes. The Congestion Mitigation Process Strategy Matrix is used to address recurring congestion, and the Safety Mitigation Strategy Matrix is used to address non-recurring congestion. The Congestion Mitigation Process Strategy Matrix typically is used in a workshop setting to quickly review a corridor, and the Safety Mitigation Strategy Matrix is applied based on a review of crash data.

Phase 3: Project and Identification and Implementation

Congestion /safety mitigation strategies that are identified as having the greatest potential benefit then are evaluated in greater detail based on committee/technical recommendations. Analysis of potential projects is undertaken to identify specific improvements, implementation issues, and costs. “Programs” such as demand-reducing programs or policy changes are evaluated to identify recommended action items. Recommendations are made for the projects or programs to be implemented. This may result in a near-immediate refocusing of existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs, or using boxed funds controlled by the MPO, and finally may be identified as candidate projects for implementation in future LRTPs.

Figure 2: Corridor/Strategy Selection Process



CMP Network - Introduction

The Hernando/Citrus MPO CMP roadway network includes three tiers of roadways:

Tier 1 - Interstate National Highway System (NHS) Roadways

Tier 2 - Non-Interstate NHS Roadways

Tier 3 - Non-NHS Roadways

The map in **Figure 2** illustrates the Hernando/Citrus MPO CMP Network. This represents the study area and network for the Hernando/Citrus MPO CMP.

Interstate NHS Roadways (Tier 1 CMP Network)

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The NHS serves as the backbone of our nation's surface transportation system. Our regional, state, and national population has and will continue to grow. The intent of the NHS is to mirror the benefits that resulted from the Interstate Highway System to areas that are not served directly by it.

The Federal Highway Administration responded to the mandate of Congress and developed the concept of a national highway system as a way of focusing federal resources on the nation's most important roads. All of the roadways on the NHS are included in the Hernando/Citrus MPO's CMP Network. The MPO will be required to frequently report performance statistics on the NHS routes and were separated into the first tier of CMP network roadways to facilitate the update of these statistics. Within the Hernando/Citrus MPO, the only NHS Interstate Roadway is Interstate-75 (I-75).

Non-Interstate NHS Roadways (Tier 2 CMP Network)

Tier 2 of the CMP network includes other NHS regional/major roadways: This represent other major regional roadways on the State Highway System and non-State Highway System roadways. The following roadway corridors represent the NHS Non-Interstate Tier 2 CMP Network roadways:

- U.S. 19
- U.S. 41
- U.S. 98
- S.R. 50
- S.R. 44
- S.R. 44
- S.R. 200
- Suncoast Parkway

Non-NHS Roadways (Tier 3 CMP Network)

Tier 3 of the CMP network includes other regional/major roadways: on the State Highway System and non-State Highway System roadways. The following roadway corridors represent some of the non-NHS Tier 3 CMP Network roadways:

- County Line Road
- Spring Lake Highway
- Powell Road
- Spring Hill Drive
- Mariner Boulevard
- Citrus Way
- Lecanto Boulevard
- C.R. 491
- Novell Bryant Highway
- Pine Ridge Boulevard
- Turkey Oaks Drive

Figure 3: Hernando/Citrus MPO CMP Network (Citrus County)

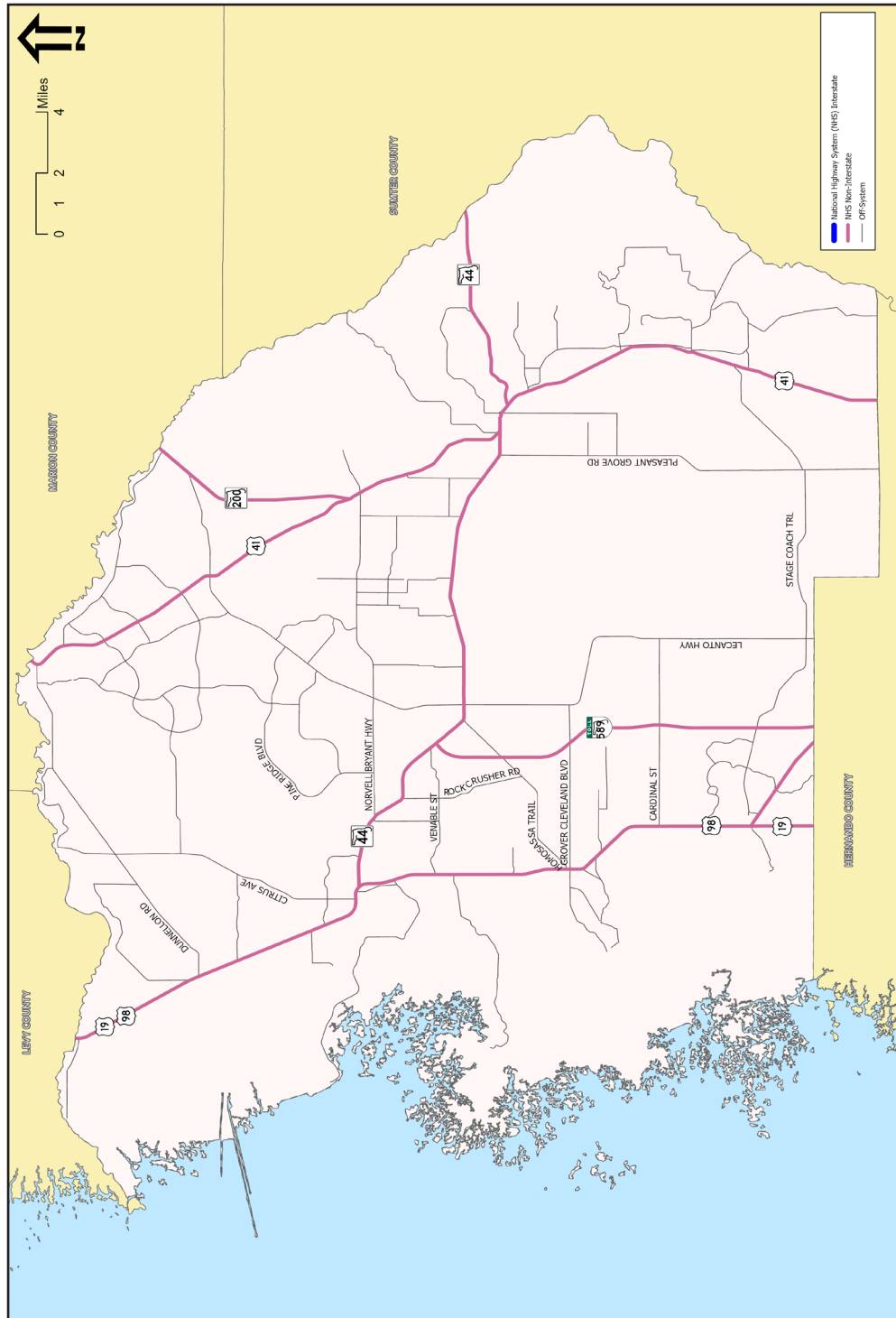
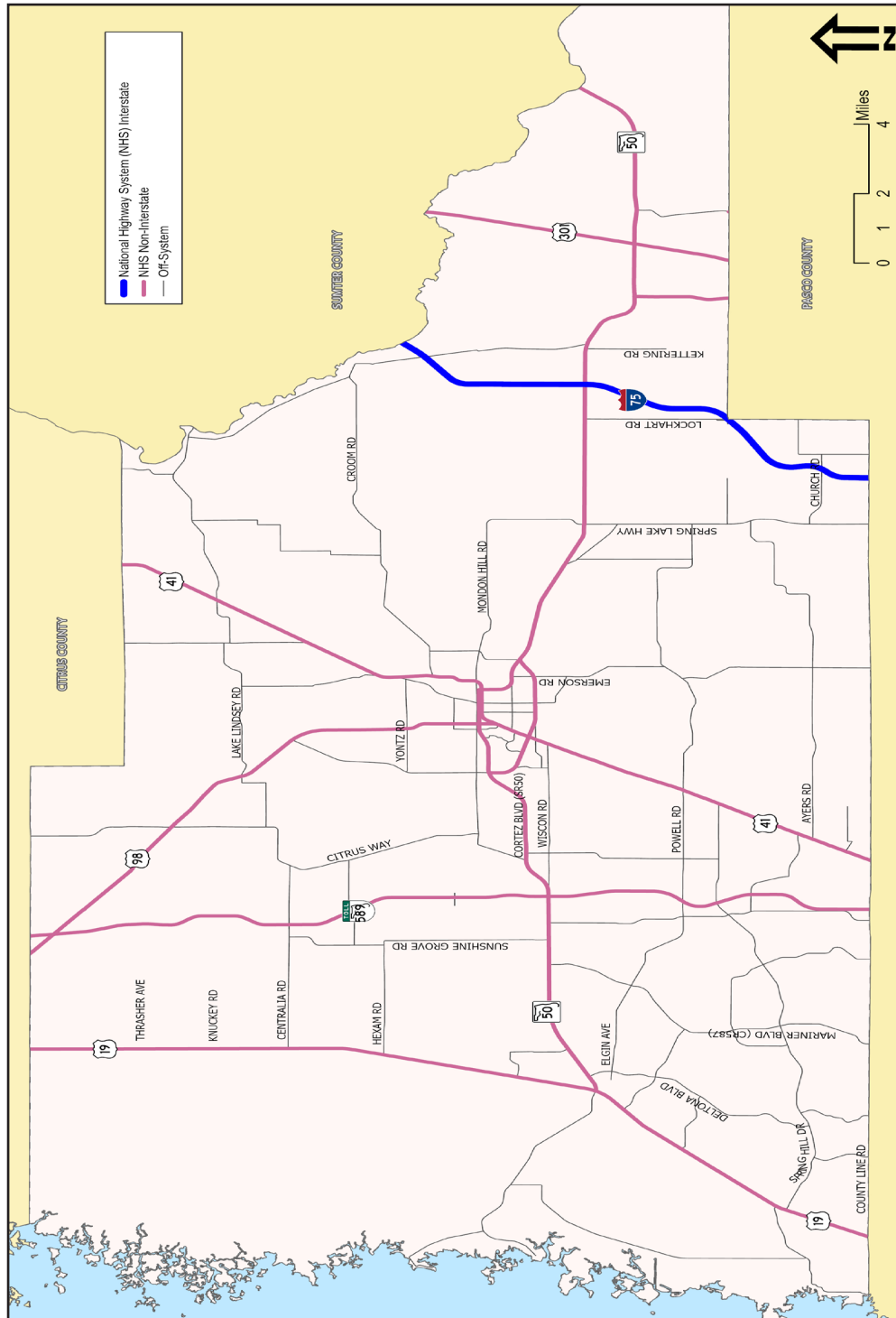


Figure 4: Hernando/Citrus MPO CMP Network (Hernando County)



Congested Corridor Network Selection

Using the elements of the CMP evaluation process discussed on pages 8 and 9, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years. Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

Hernando County CMP Congested Corridors

- US 41/SR 45 (BROAD ST) - WISCON RD to WINN DIXIE PLAZA
- US 41/SR 45 (BROAD ST) - WINN DIXIE PLAZA to MILDRED AVE
- US 41/SR 45 (BROAD ST) - MILDRED AVE to JEFFERSON ST (SR50)
- US 98/SR 700 (PONCE DE LEON BLVD) - BROAD ST (US41/SR45) to JEFFERSON ST (SR50A)
- US 98/SR 700 (PONCE DE LEON BLVD) - JEFFERSON ST (SR50A) to FORT DADE AVE
- ((SR45/SR700/SR50A) (MILDRED AVE) - BROAD ST (US41/SR45) to JEFFERSON ST (SR50)
- SR 50 (CORTEZ BLVD BYPASS) - COBB RD to RAY BROWNING RD
- SR 50 (CORTEZ BLVD BYPASS) - EMERSON RD to JEFFERSON ST (SR50)
- SR 50A (JEFFERSON ST) - COBB RD (CR485) to PONCE DE LEON BLVD (US98/SR700)
- SR 50A (JEFFERSON ST) - PONCE DE LEON BLVD (US98/SR700) to MILDRED AVE
- SR 50A (JEFFERSON ST) - MILDRED AVE to BROAD ST (US41/SR45)
- FORT DADE AVE - PONCE DE LEON BLVD (US98/SR700) to HOWELL AVE
- POWELL RD - BARCLAY AVE to CALIFORNIA ST
- COUNTY LINE RD - COBBLESTONE DR to WATERFALL DR
- COUNTY LINE RD - WATERFALL DR to OAK CHASE BLVD
- ANDERSON SNOW RD - COUNTY LINE RD to SPRING HILL DR
- CR 587 (MARINER BLVD) - SPRING HILL DR to NORTHCLIFFE BLVD

- DELTONA BLVD - NORTHCLIFFE BLVD to CORTEZ BLVD (SR50)
- MAIN ST - MLK JR BLVD to FORT DADE AVE
- MLK JR BLVD - BROAD ST (US41/SR45) to MAIN ST
- LANDOVER BLVD - NORTHCLIFFE BLVD to S MARINER BLVD
- LANDOVER BLVD - ELGIN AVE to NORTHCLIFFE BLVD

Citrus County CMP Congested Corridors

- SR 200 (CARL G ROSE HWY) - CR 491 to CR 39, E
- SR 44 (MAIN ST) - INDEPENDENCE HWY to US 41
- US 41/SR 44 (MAIN ST) - TROUT AVE to APOPKA AVE
- US 41 (FLORIDA AVE) - SR 44 to CR 581
- CARDINAL ST - SUNCOAST PKWY to CR 491
- CR 39 (WITHLACOOCHEE TRAIL) - US 41 to CITRUS SPRINGS BLVD
- CR 491 (LECANTO HYW) - TRAM RD to SR 200
- CR 495 (CITRUS AVE) - URBAN BOUNDARY to EMERALD OAKS DR

More information on these corridors is provided in Chapter 3 - Congested Corridors.

Summary and Purpose of This Report

Along with the MPO's Congestion Management Process: Policy and Procedures Handbook, the State of the System Report is one element in providing for a state mandated and federally compliant Congestion Management Process. This report focuses on the performance evaluation of the transportation system and identification of potentially deficient corridors. The performance measures provided in this report also include available performance statistics to address requirements from recent and ongoing Federal rulemaking.



Chapter 2

System Performance and Trends

System Performance and Trends

Performance Monitoring of Strategy Effectiveness

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require, “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

This chapter tracks the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system as a whole. The same set of quantifiable performance measures established for the CMP will be used to measure system performance at corridor and system levels. The measures include the following:

- Safety Performance Measures
- Roadway Performance Measures
- Reliable Travel Time Performance Measures
- Goods Movement Performance Measures
- Public Transit Performance Measures
- Bicycle/Pedestrian/Trail Facility Performance Measures
- TDM Performance Measures

Transportation System Performance Trends

This section examines the performance of the system, first in a summary format and then in a more detailed form based on the specific performance measures for the CMP. This evaluation, together with the other components of the CMP, is intended to provide a better understanding of the performance of the transportation system in order to select and implement congestion mitigation and mobility strategies.

Safety Performance Measures

- Crash related fatalities have increased significantly from 49 in 2016 to 82 in 2020.
- Conversely, the number of crash related serious injuries was higher in 2017 (526) to 2019 (561); however 2016 and 2020 crash related injuries were 490 and 491 respectively.
- Non-motorized fatalities and serious injuries increased from 39 in 2016, to 49 in 2020 with a high of 52 in 2019.

Roadway Capacity Performance Measures

- Less than 4% of centerline miles on the CMP network are congested today (2020), and less than 7% are expected to be congested with the existing plus committed network by 2025.
- Less than 8% of centerline miles on the Hernando County CMP network are congested today (2020), and less than 7% are expected to be congested with the existing plus committed network by 2025.
- Approximately 1% of vehicle-miles of travel on the Citrus CMP network are considered congested today (2020), and approximately 8% are expected to be congested with the existing plus committed network by 2025.
- Approximately 14% of vehicle-miles of travel on the Hernando CMP network are considered congested today (2020), and approximately 9% are expected to be congested with the existing plus committed network by 2025.

Goods Movement Performance Measures

- Less than 4% of the centerline miles on the Hernando/Citrus National Highway System Network are considered congested.
- Less than 4% of vehicle-miles of travel on the Hernando/Citrus National Highway System Network are considered congested.

Transit Performance Measures

- The peak service frequency along existing The Bus and CCT routes within Hernando and Citrus Counties is 60 minutes according to the latest available data from The Bus (Fiscal Year 2021) and CCT (Fiscal Year 2021).
- In Fiscal Year 2021, The Bus reported that 85% of fixed transit service provided within Hernando County was deemed on-time. In Fiscal Year 2021, CCT reported that 85% of fixed transit service provided within Citrus County was deemed on-time.
- TheBus reports that annual ridership in the latest available data (Fiscal Year 2021) was 119,771 passengers and the service overall provided 3.70 passenger trips per revenue hour. CCT reports that annual ridership in the latest available data (Fiscal Year 2021) was 10,947 passengers and the service overall provided 1.49 passenger trips per revenue hour.

Bicycle/Pedestrian/Trail Facility Performance Measures

- There are currently at least 35 miles of multi-use trails within Hernando County and approximately 36 miles of multiuse trails within Citrus County.
- In the CMP Network, approximately 56% of non-Interstate congested urban roadways have sidewalk on at least one side of the roadway, but just 41% have bicycle facilities.



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Travel Demand Management Performance Measures

The Tampa Bay Area Regional Transit Authority (TBARTA) Commute Tampa Bay program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways.



Safety Performance Measures

The most recent five years of complete available crash data (2016 – 2020) indicate a downward trend in crash related serious injuries in the MPO's planning area, but an upward trend in fatal crashes. Crashes resulting in serious injury peaked in 2019, with 561, and have since decreased to nearly the same level in 2020 (491) as 2016 (490). Both Citrus and Hernando Counties have experienced an increase in crash related fatalities from 2016 to 2020. Hernando County has seen an overall decrease in crash related serious injuries from 266 in 2016 to 252 in 2020 following a fairly steady increase from 2016 to 2019. The reduction in 2020 compared to the previous four years may be related to the COVID-19 related quarantine measures. Citrus County has seen a fairly steady level of crash related serious injuries from 2016 to 2020 that ranged from 220 to 258.

Figure 5 depicts the Planning Area (both Citrus and Hernando Counties) trend lines over the last five years related to fatalities, severe injuries, and non-motorized safety.

Figure 6 depicts the Citrus County trend lines over the last five years related to fatalities, fatality rates, severe injuries, and serious injury rate.

Figure 7 depicts the Hernando County trend lines over the last five years related to fatalities, fatality rates, severe injuries, and serious injury rate.

There are two primary safety statistics: total fatalities and fatality rate. Total fatalities is the sum of traffic-related deaths in the region without any adjustment. A standard safety measure is to calculate a crash rate since it considers the increased opportunities for crashes to occur resulting from the increase in travel in an area. Crash rates are calculated by taking the number of fatal crashes and dividing by the vehicle-miles of travel (VMT) and are reported as fatalities per 100 million VMT.

The fatality crash rate in the Citrus County has increased from 1.37 to 2.22 mostly due to an increase in fatalities in that county. The fatality crash rate in the Hernando County has increased from 1.33 to 2.32 mostly due to an increase in fatalities in that county. The region is experiencing a troubling trend of increased fatalities and serious injury crash rates. As travel increases in an area due to population growth or increased economic activity, it is not uncommon for the frequency of traffic crashes to increase. The number of non-motorized (bicycle and pedestrian) fatal and serious injury crashes had steadily increased between 2016 to 2020 from 39 to 49.

Figure 5: Citrus and Hernando- Crash Summary

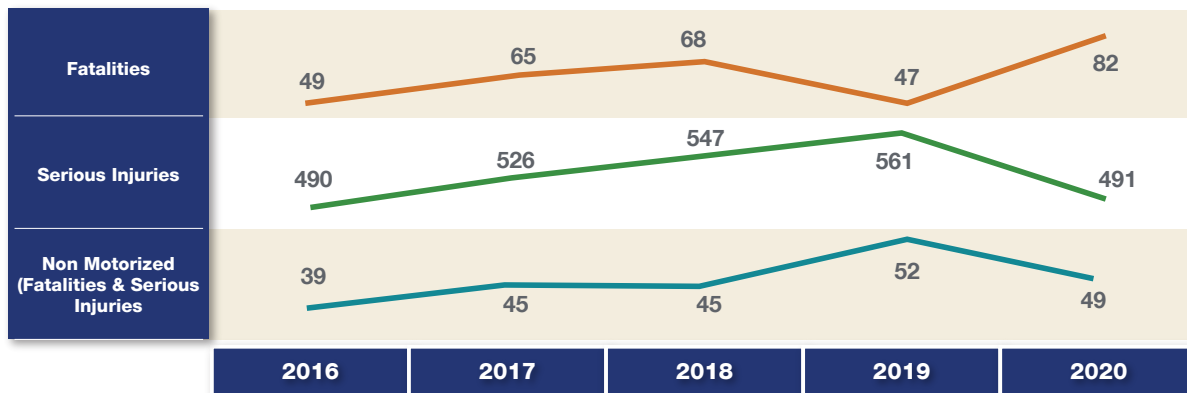


Figure 6: Citrus - Crash Summary

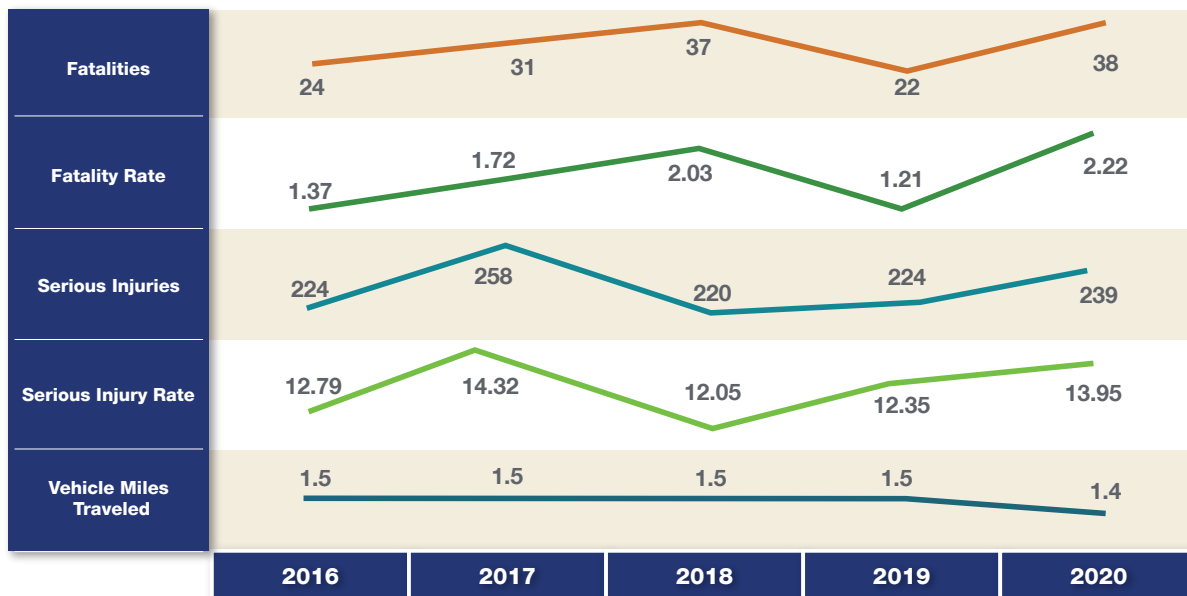
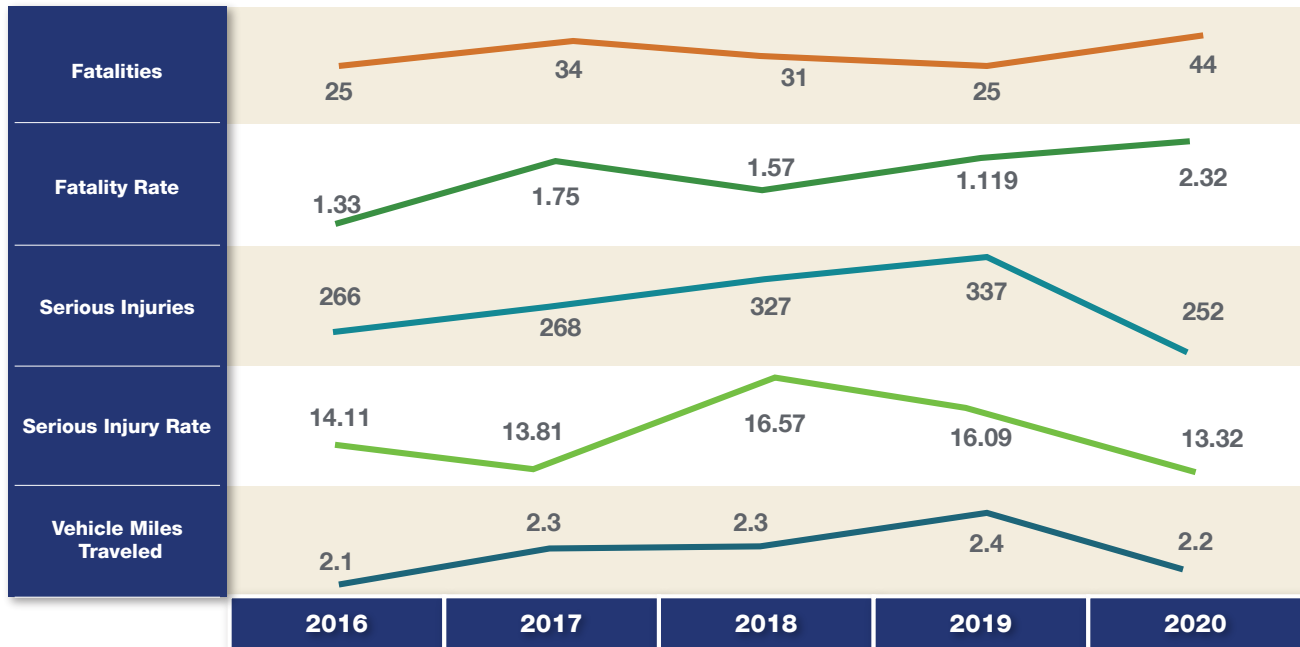


Figure 7: Hernando Crash Summary



Roadway Capacity Performance Measures

Roadway Capacity Performance Measures

As part of the State of the System Report, the roadway performance was analyzed for the three tiers of the CMP network, including NHS Interstate (I-75), NHS Non-Interstate, and Non-NHS CMP Roadways. Monitoring the overall roadway performance each year provides an illustration of the general level of congestion. Below are the findings for existing (2020) conditions and for the five-year horizon year (2025) summarized both by centerline miles and by annual vehicle-miles of travel.

Additional details are provided in the following pages that include maps showing specific congested areas under existing (2020) conditions as compared to the existing plus committed network in horizon year (2025). The existing plus committed includes funded roadway construction projects. The maps display Level of Service, Volume to Maximum Service Volumes Ratios (V/MSV at LOS Standard) as well as Volume to Physical Capacities (V/C). The V/MSV ratios indicate the amount of capacity using the adopted LOS standard whereas the V/C ratios indicate conditions where a greater level of congestion is tolerated, in many cases a LOS E condition.

Table 1: Existing (2020) and Horizon (2025) Congested Vehicle Miles of Travel (Citrus and Hernando County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	446,760	0	0	0
NHS Non-Interstate	3,147,831	81,126	6,253	122,573
Non-NHS CMP Roadways	2,310,478	113,758	83,507	342,223
Regionwide	5,563,098	209,447	99,298	481,198
% of total of centerline miles of highway	87.57%	3.30%	1.56%	7.57%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	492,964	0	0	0
NHS Non-Interstate (I-75)	2,847,499	71,586	74,262	131,052
Non-NHS CMP Roadways	2,289,163	191,824	111,924	200,116
Regionwide	5,629,624	263,409	186,186	331,168
% of total of centerline miles of highway	87.82%	4.11%	2.90%	5.17%

Table 2: Existing (2020) and Horizon (2025) Congested Centerline Miles (Citrus and Hernando County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.32	0	0	0
NHS Non-Interstate	200.21	5.77	1.80	6.27
Non-NHS CMP Roadways	516.19	8.71	4.22	17.71
Regionwide	724.71	14.48	6.02	23.98
% of total of centerline miles of highway	94.22%	1.88%	0.78%	3.12%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	8.32	0	0	0
NHS Non-Interstate (I-75)	198.21	9.30	7.21	7.49
Non-NHS CMP Roadways	497.33	20.44	14.11	22.15
Regionwide	703.86	29.74	21.32	29.64
% of total of centerline miles of highway	89.71%	3.79%	2.72%	3.78%

Table 3: Existing (2020) and Horizon (2025) Congested Vehicle Miles of Travel (Citrus County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	0	0	0	0
NHS Non-Interstate	1,017,475	94,012	0	0
Non-NHS CMP Roadways	1,107,018	66,960	12,573	18,313
Countywide	2,124,493	160,973	12,573	18,313
% of total of centerline miles of highway	91.72%	6.95%	0.54%	0.79%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	0	0	0	0
NHS Non-Interstate (I-75)	960,590	36,246	58,451	56,373
Non-NHS CMP Roadways	1,061,741	29,983	17,999	41,080
Countywide	2,022,330	66,228	76,450	97,453
% of total of centerline miles of highway	89.39%	2.93%	3.38%	4.31%

Table 4: Existing (2020) and Horizon (2025) Congested Centerline Miles (Citrus County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	0	0	0	0
NHS Non-Interstate	95.88	5.55	0	0
Non-NHS CMP Roadways	300.53	5.52	1.51	1.51
Countywide	396.41	11.07	1.51	1.51
% of total of centerline miles of highway	96.57%	2.70%	0.37%	0.37%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	0	0	0	0
NHS Non-Interstate (I-75)	94.89	6.16	5.41	1.76
Non-NHS CMP Roadways	279.32	14.18	10.07	10.54
Countywide	374.21	20.35	15.48	12.30
% of total of centerline miles of highway	88.61%	4.82%	3.67%	2.91%

Table 5: Existing (2020) and Horizon (2025) Congested Vehicle Miles of Travel (Hernando County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	446,760	0	0	0
NHS Non-Interstate	1,788,385	1,676	15,792	138,975
Non-NHS CMP Roadways	1,203,460	46,798	70,934	323,910
Countywide	3,438,605	48,474	86,725	462,885
% of total of centerline miles of highway	85.18%	1.20%	2.13%	11.47%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	492,964	0	0	0
NHS Non-Interstate (I-75)	1,886,909	35,340	15,811	74,679
Non-NHS CMP Roadways	1,227,422	161,841	93,925	159,036
Countywide	3,607,294	197,181	109,736	233,715
% of total of centerline miles of highway	89.36%	4.88%	2.72%	5.79%

Table 6: Existing (2020) and Horizon (2025) Congested Centerline Miles (Hernando County)

Existing (2020) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.32	0	0	0
NHS Non-Interstate	104.33	0.22	1.80	6.27
Non-NHS CMP Roadways	215.66	3.19	2.71	16.20
Countywide	328.30	3.41	4.51	22.47
% of total of centerline miles of highway	91.53%	0.95%	1.26%	6.27%

Horizon Year (2025) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate	8.32	0	0	0
NHS Non-Interstate (I-75)	103.32	3.14	1.80	5.73
Non-NHS CMP Roadways	218.01	6.26	4.04	11.61
Countywide	329.65	9.39	5.84	17.34
% of total of centerline miles of highway	91.01%	2.59%	1.61%	4.79%

Figure 8: Citrus County 2020 Percent of Roadway Miles by LOS

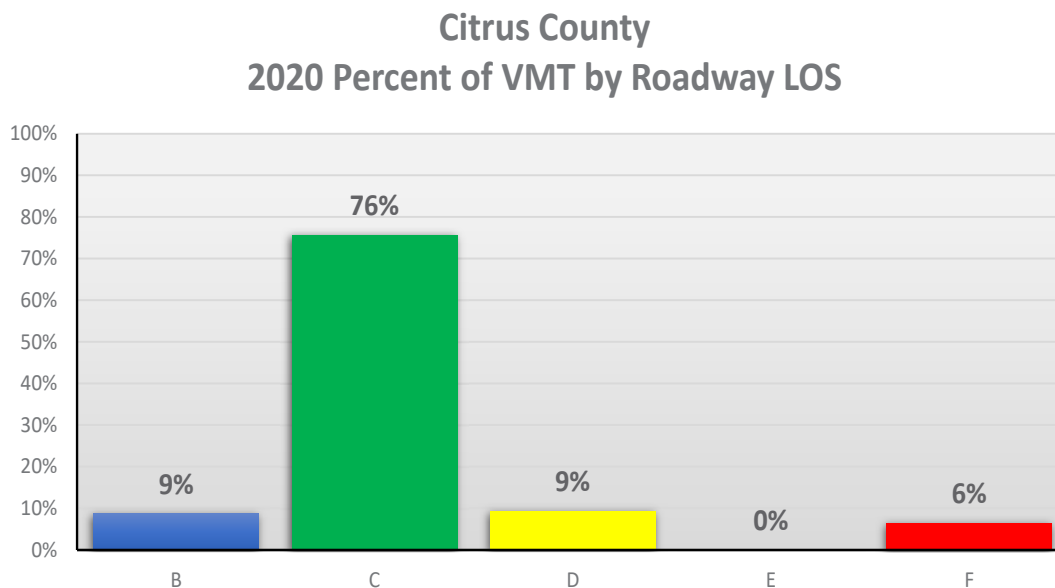
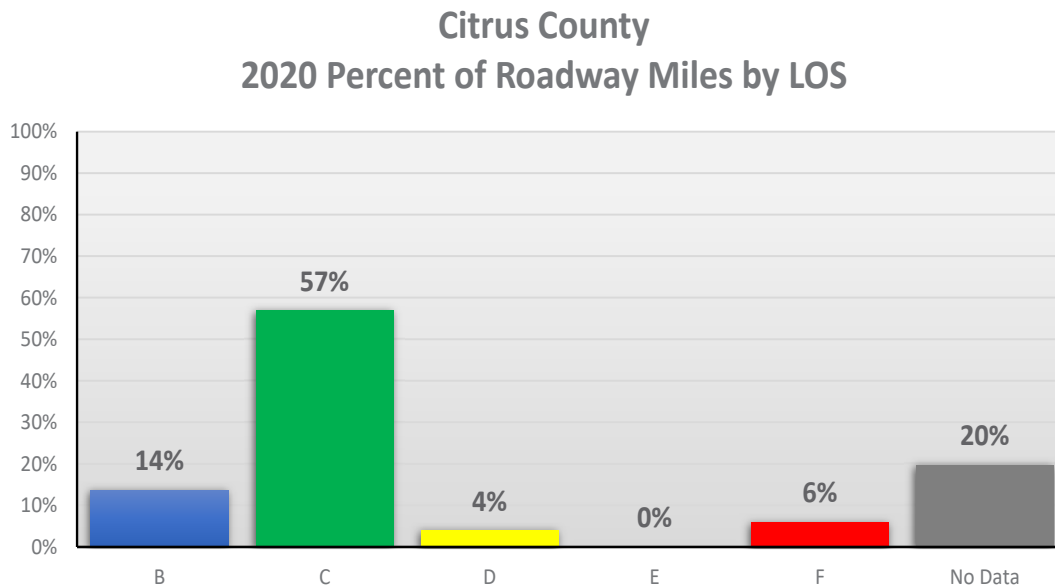


Figure 9: Hernando County 2020 Percent of Roadway Miles by LOS

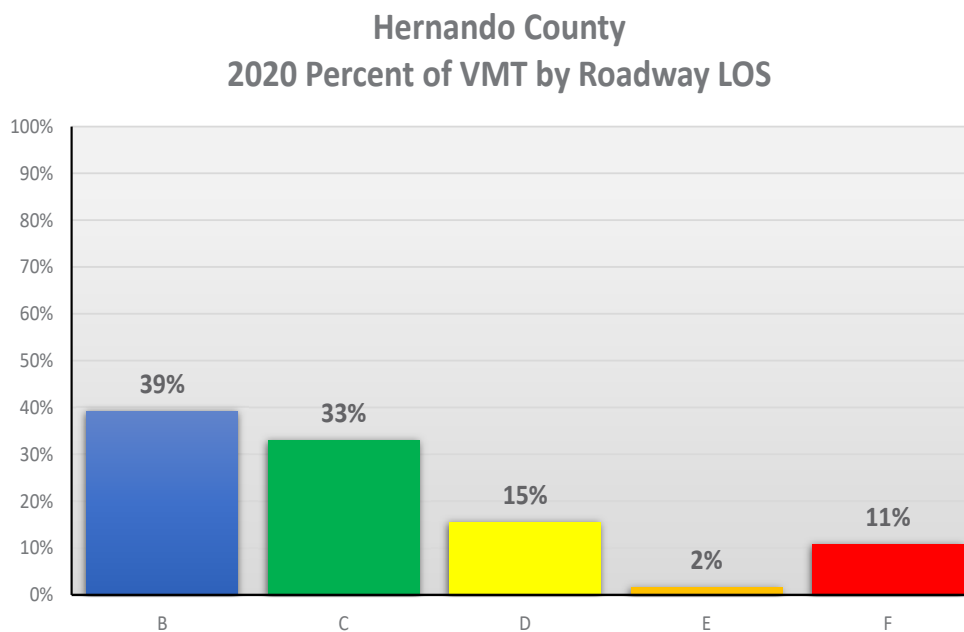
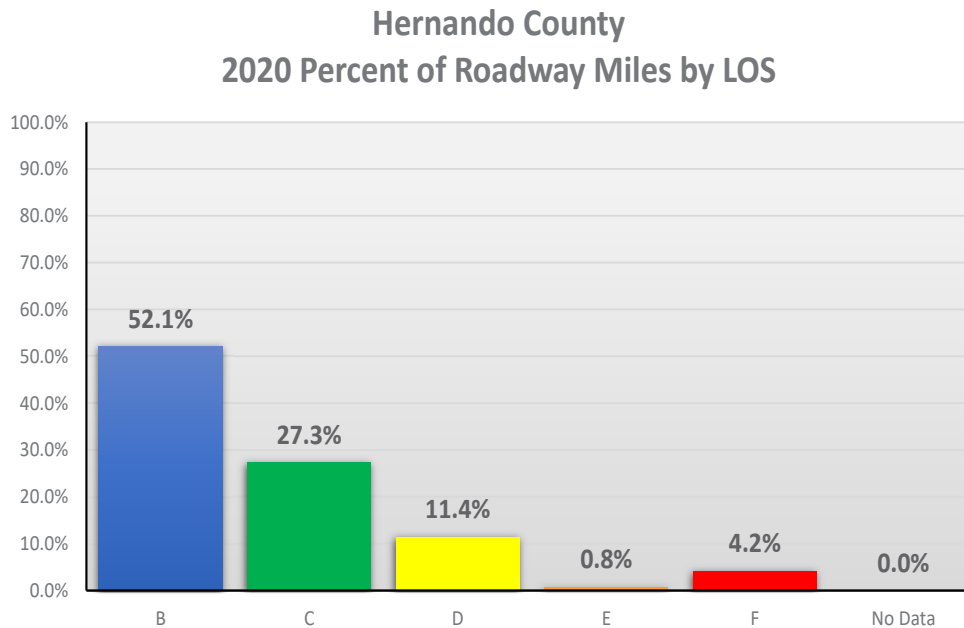


Figure 10: Citrus County Potentially Congested Roadways

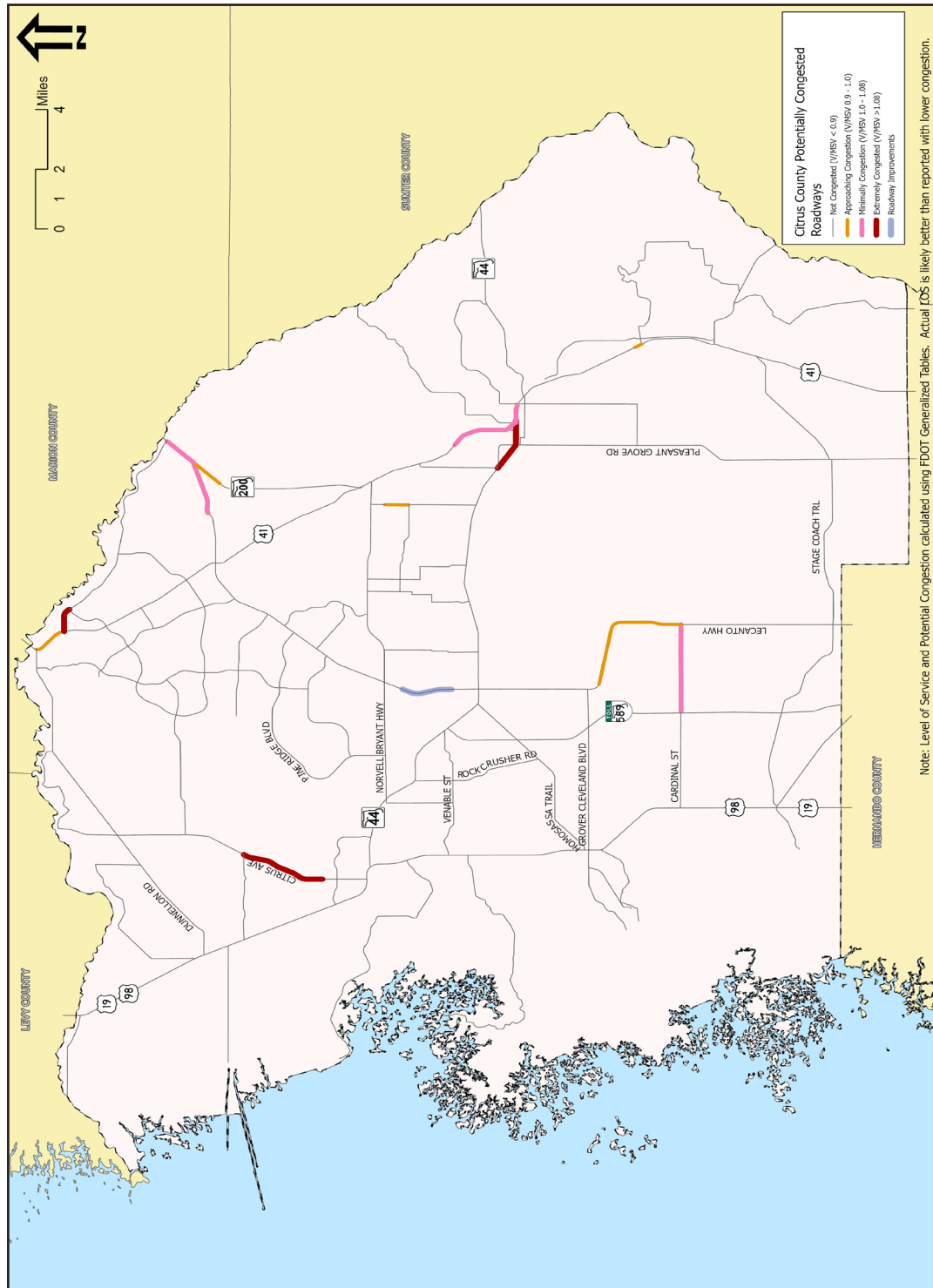


Figure 11: Hernando County Potentially Congested Roadways

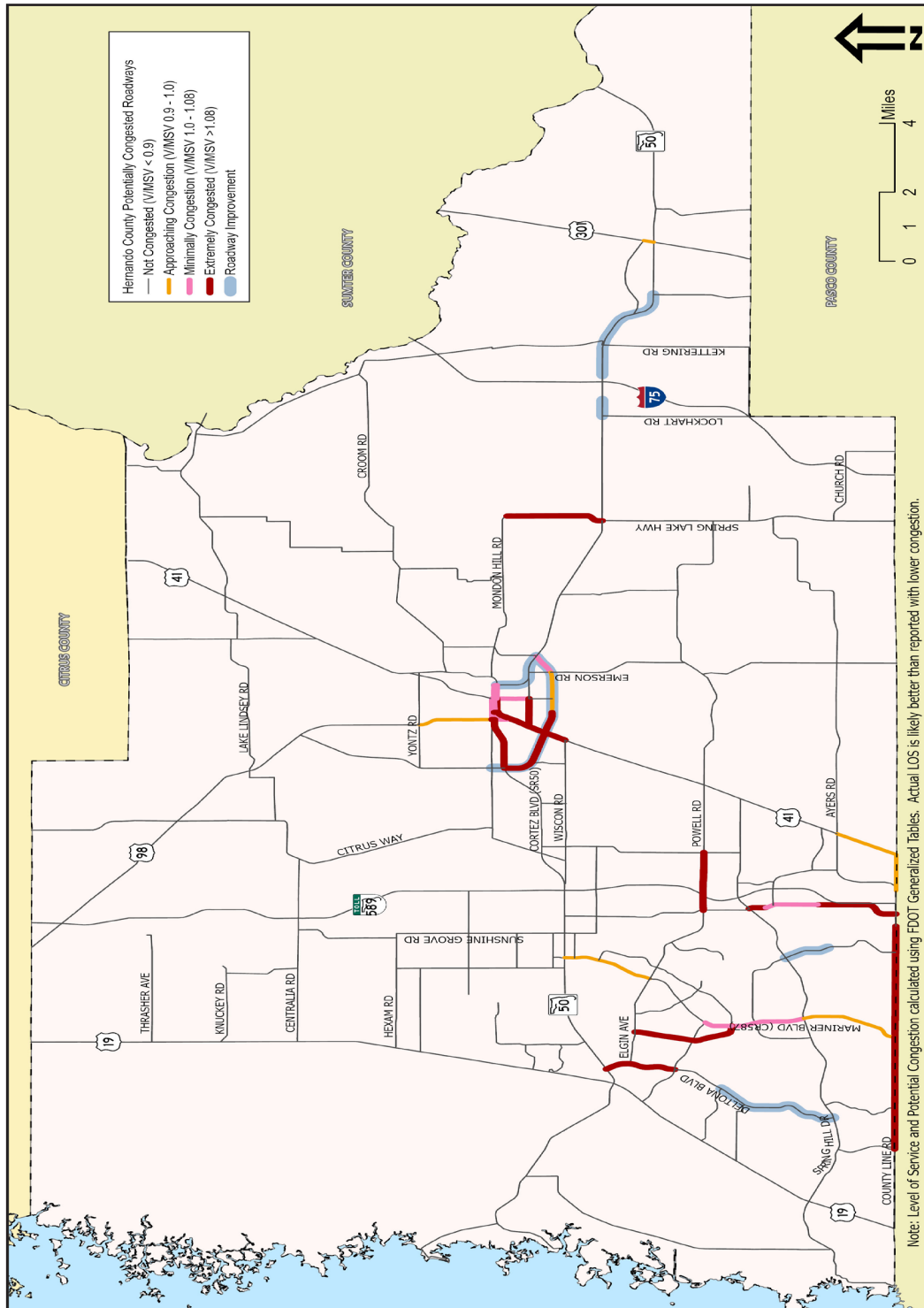


Figure 12: Citrus County 2020 Number of Lanes

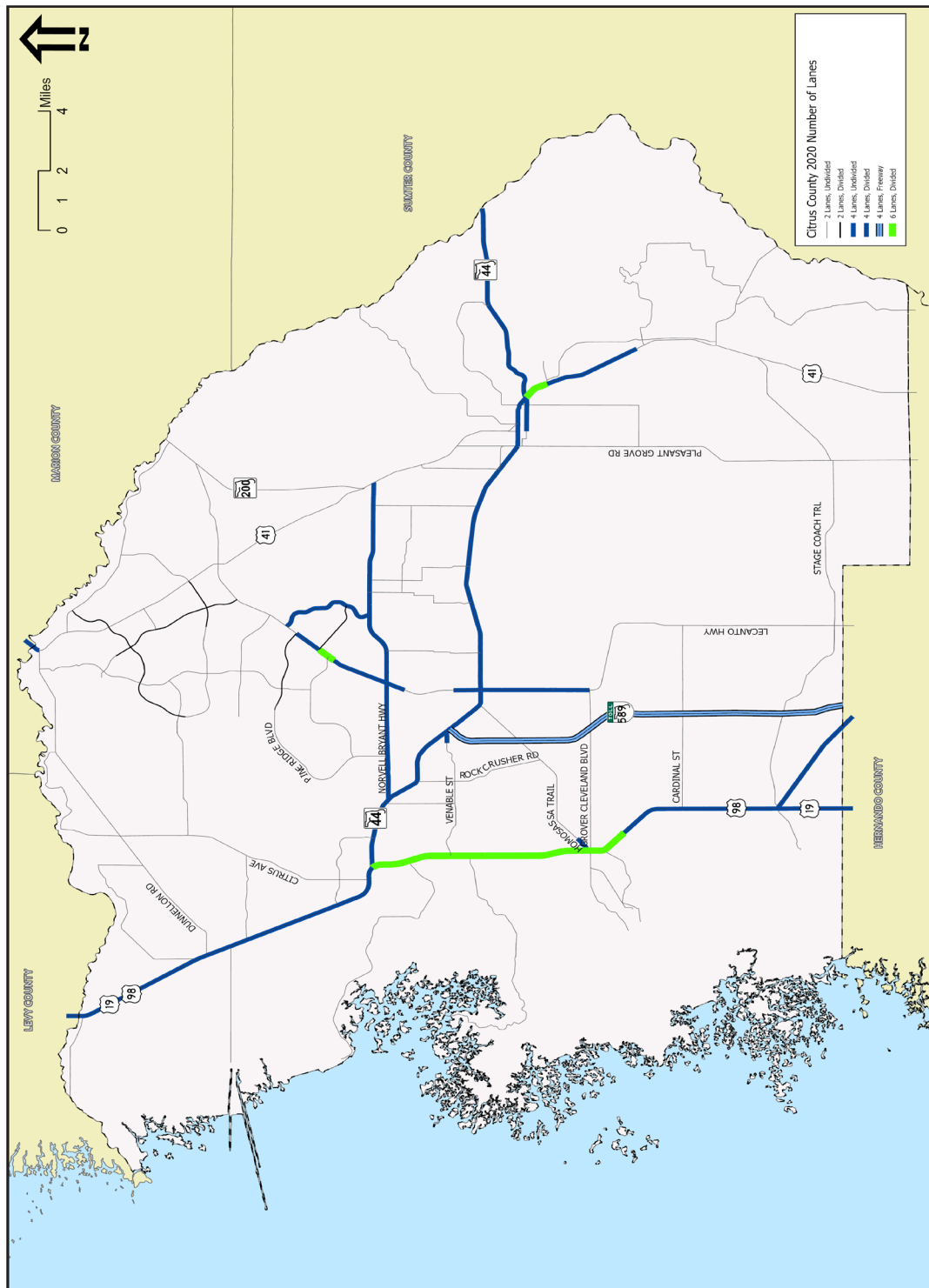


Figure 13: Hernando County 2020 Number of Lanes

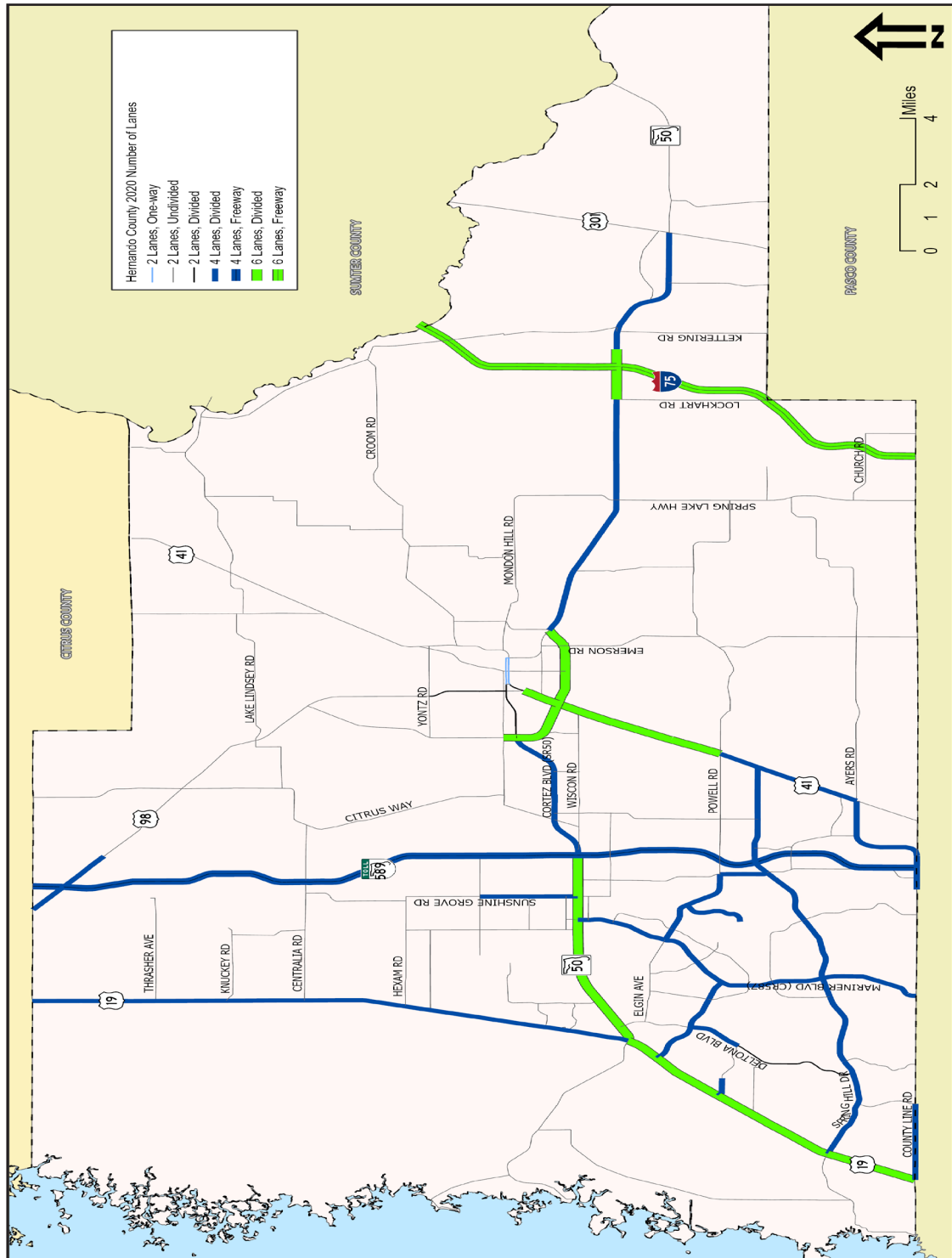


Figure 14: Citrus County 2020 Level of Service

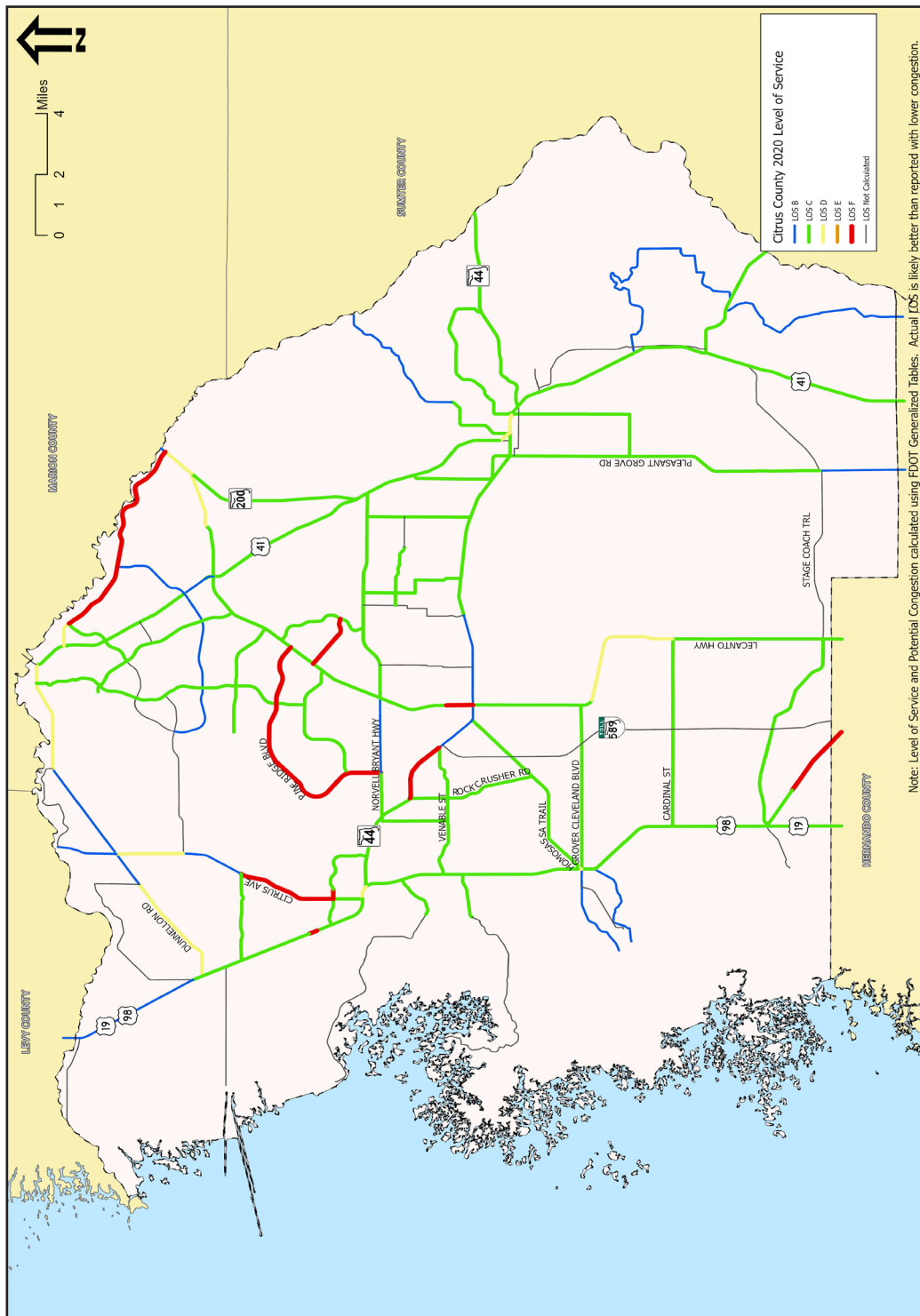


Figure 15: Hernando County 2020 Level of Service

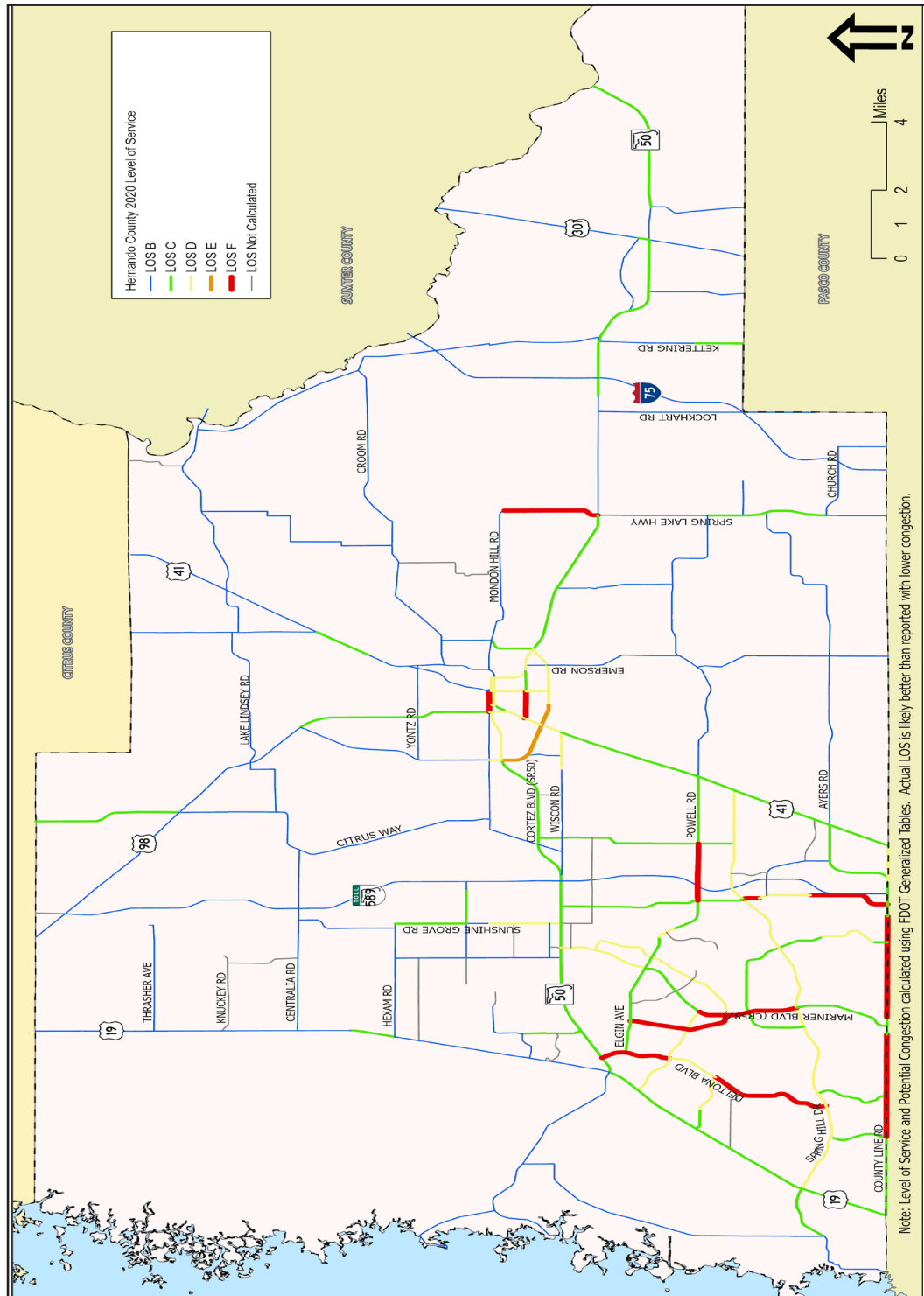


Figure 16: Citrus County 2020 Roadway Congestion

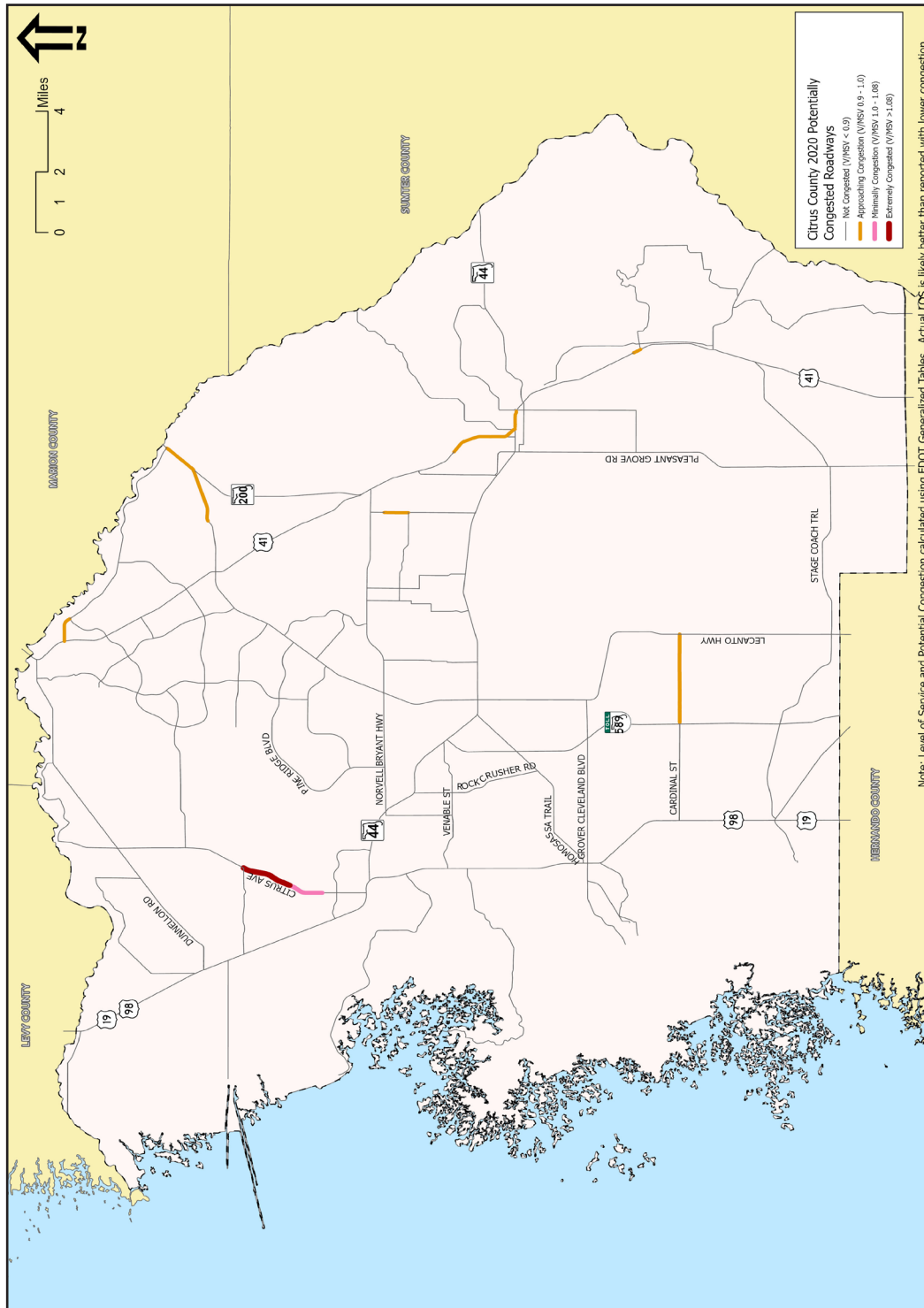


Figure 17: Hernando County 2020 Roadway Congestion

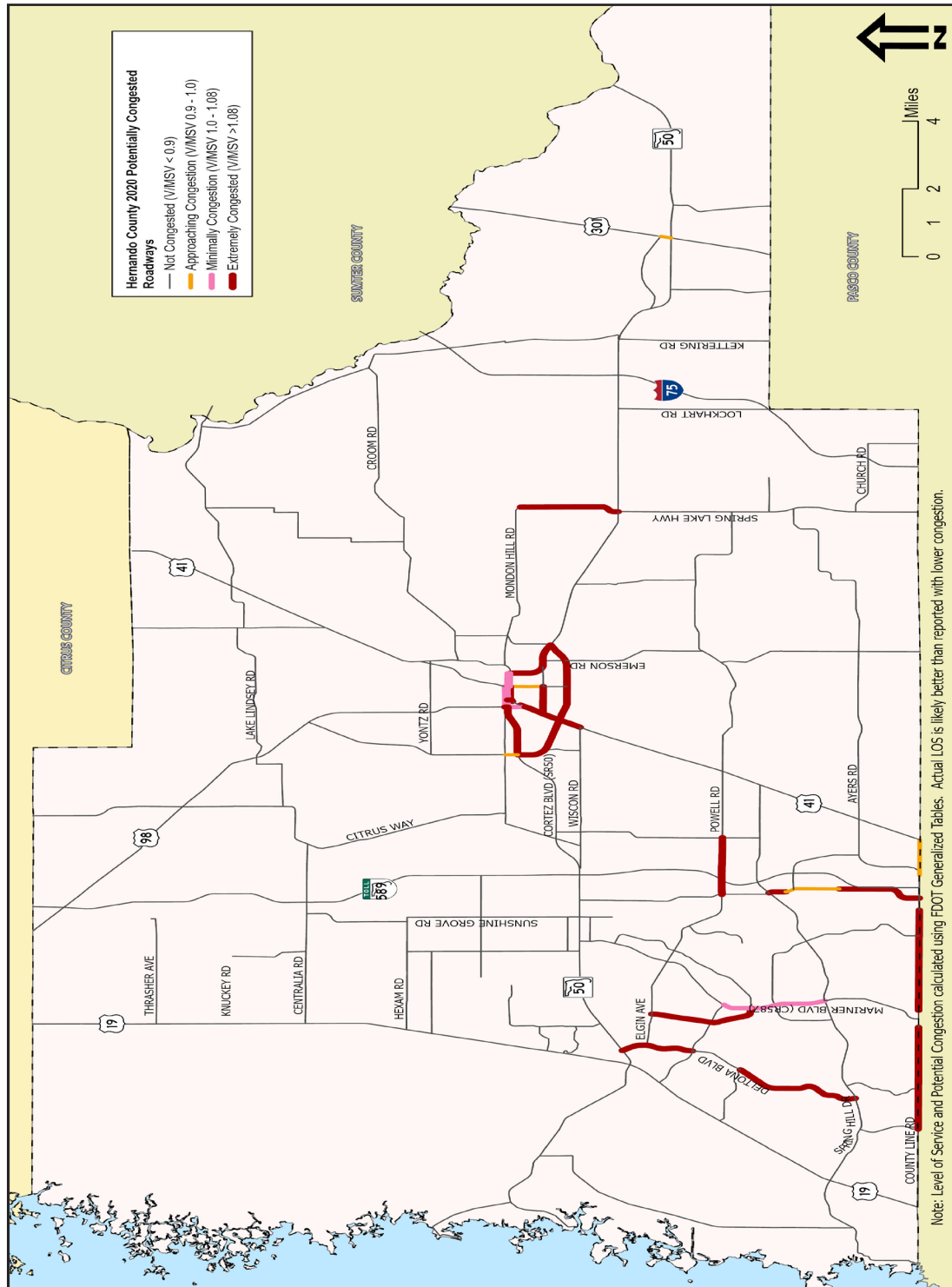


Figure 18: Citrus County Committed 2025 Number of Lanes

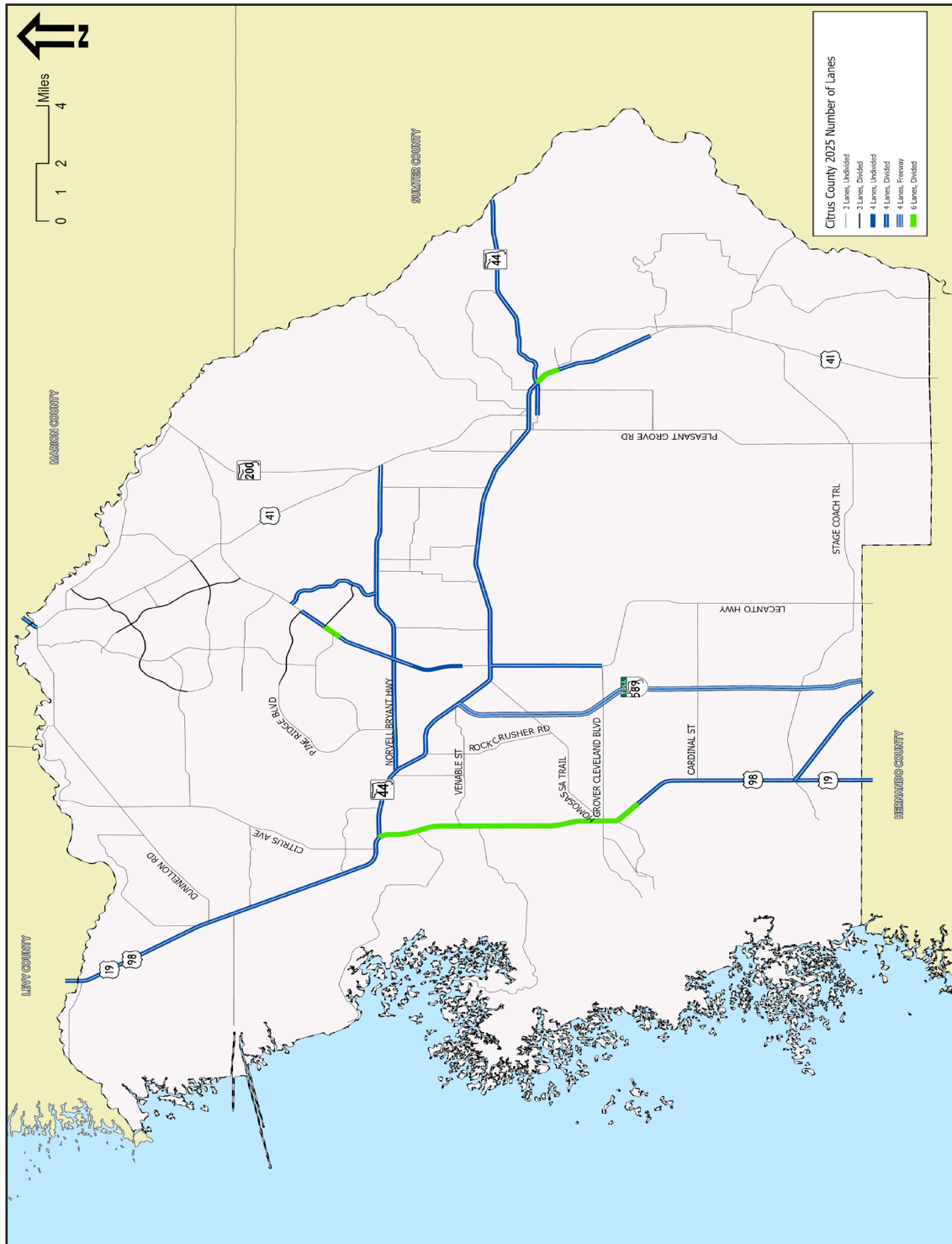


Figure 19: Hernando County Committed 2025 Number of Lanes

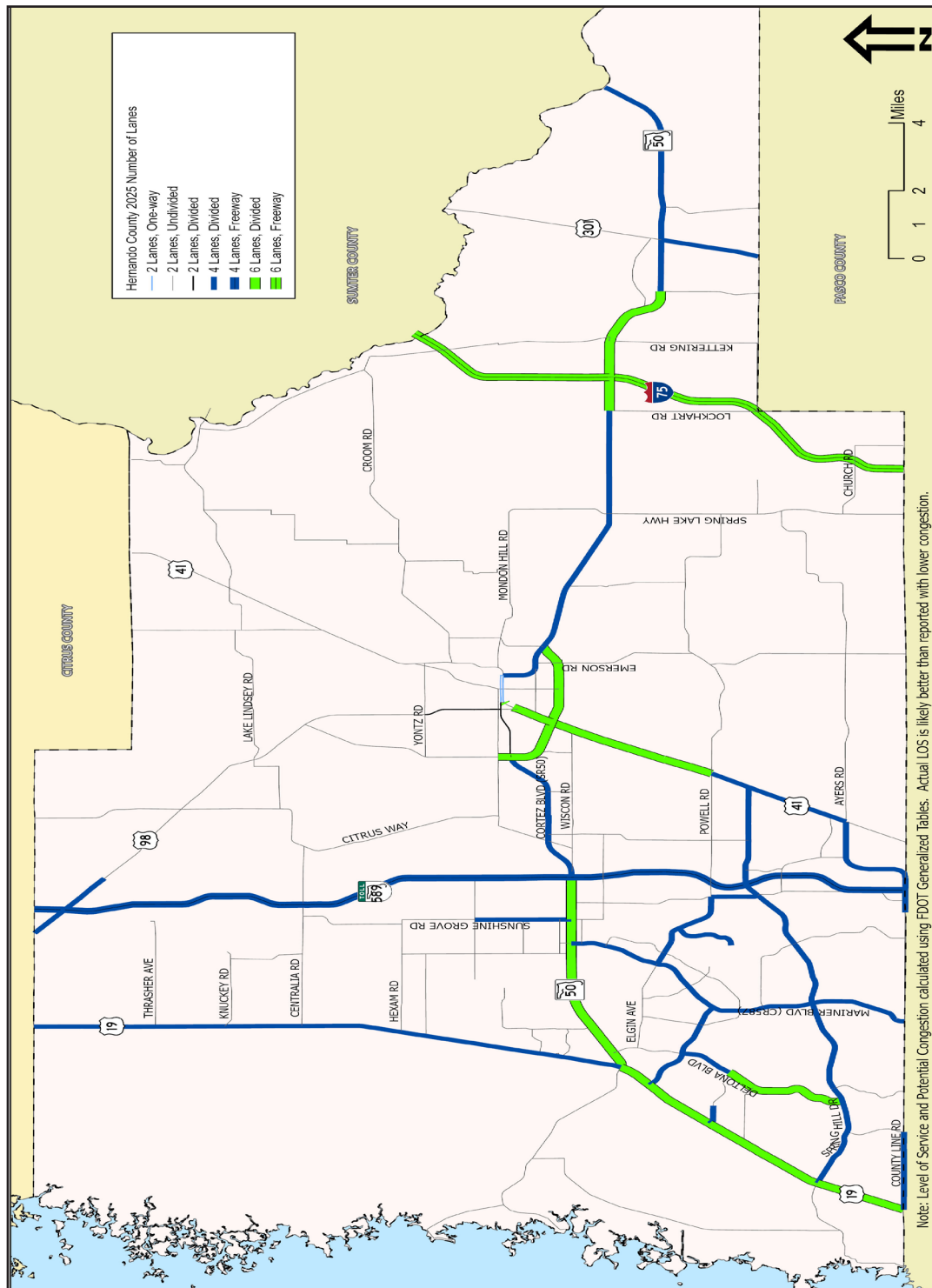


Figure 20: Citrus County 2025 Level of Service

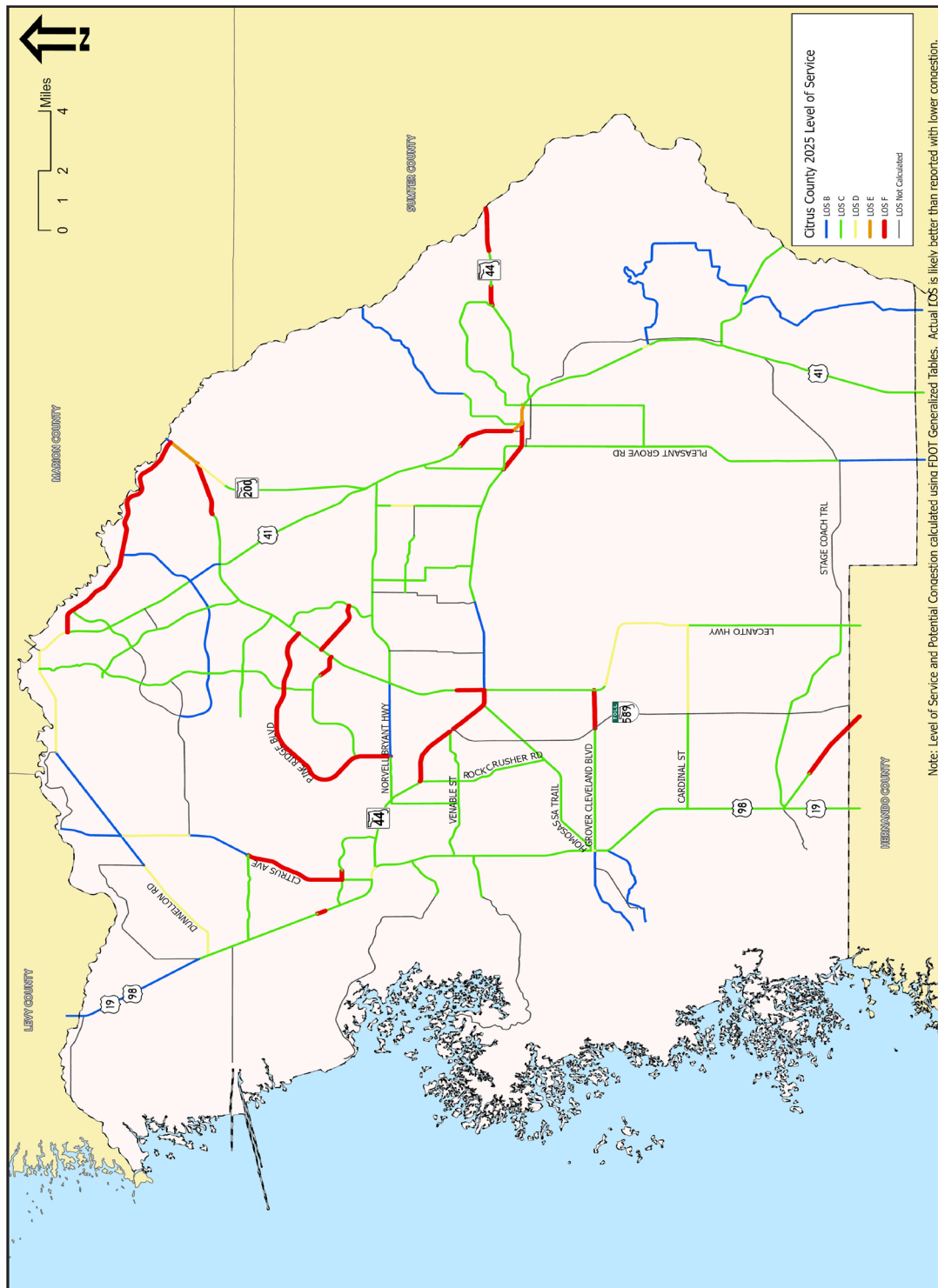


Figure 21: Hernando County 2025 Level of Service

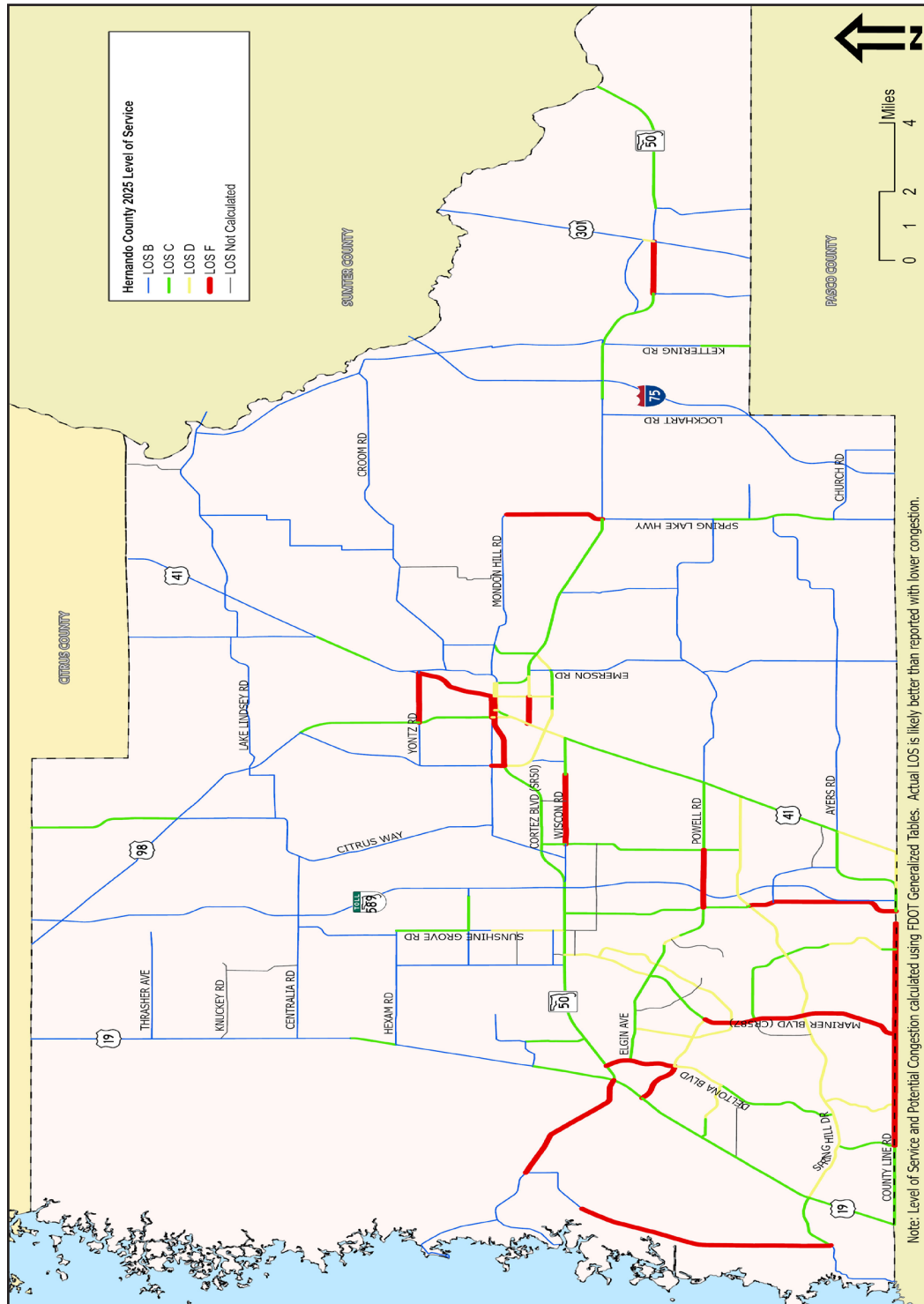


Figure 22: Citrus County 2025 Roadway Congestion

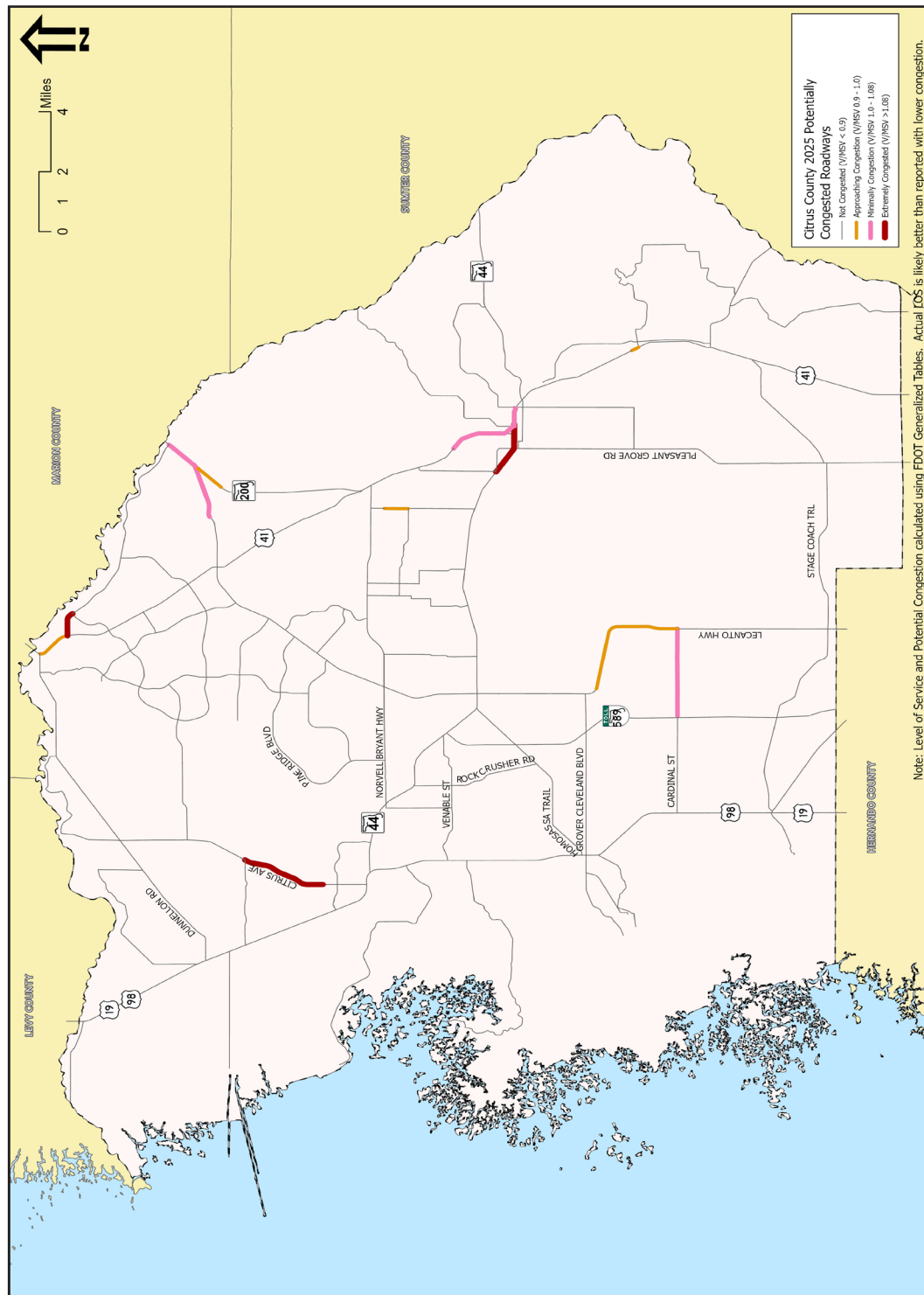
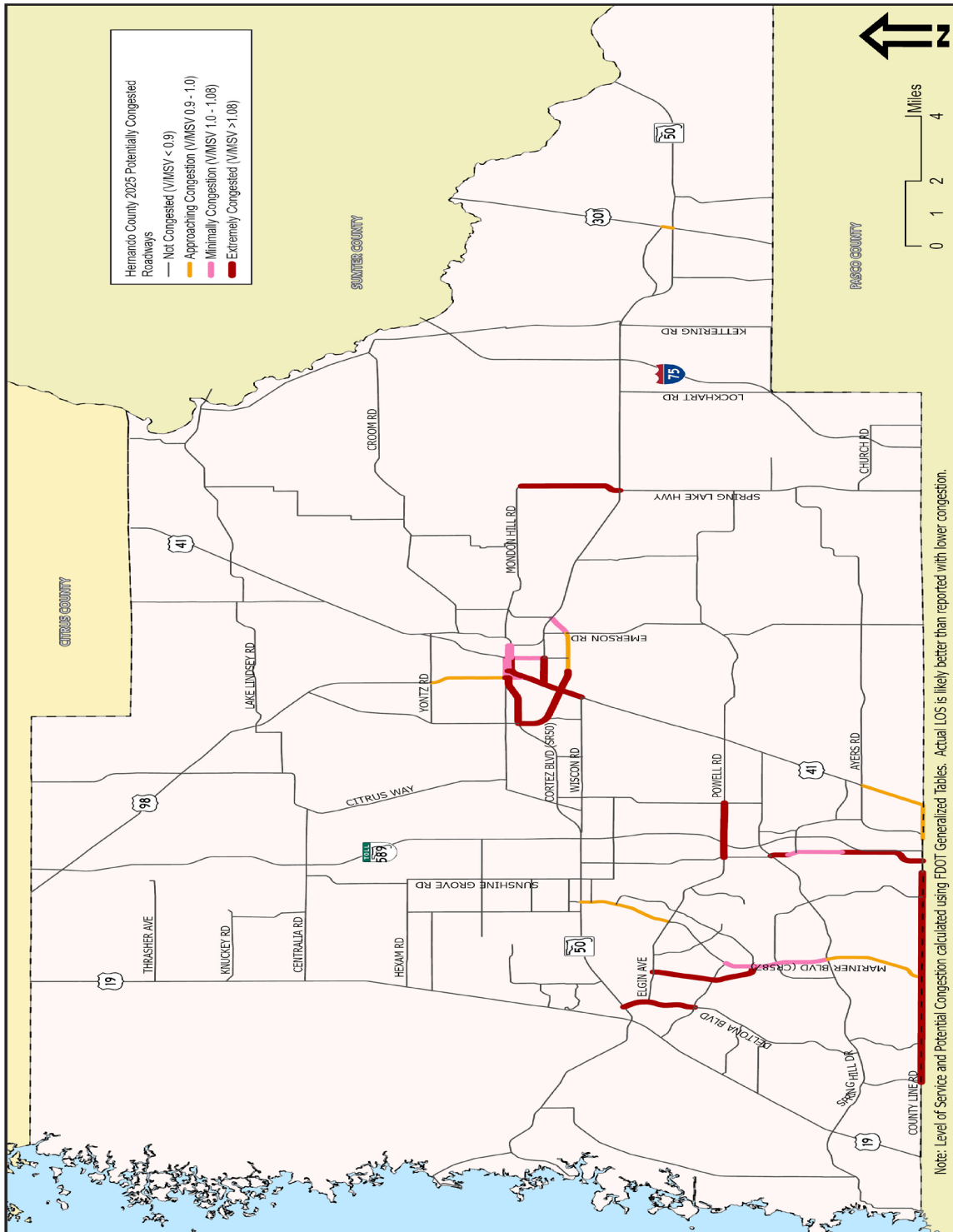


Figure 23: Hernando County 2025 Roadway Congestion



Reliable Travel Time Performance Measures

Travel-time reliability is defined as the consistency and dependability in travel times that are measured from day-to-day and/or across different times of the day. Travel-time reliability is significant to the CMP because it incorporates a systematic method to address the issue of traffic congestion caused by non-recurring events. Examples of non-recurring events are depicted below:



TRAFFIC INCIDENTS



WEATHER



ROAD WORK ZONES



SPECIAL EVENTS

Non-recurring congestion can account for more delay than recurring congestion. Non-recurring congestion caused by incidents is especially problematic for the traveling public. It is possible for a commuter to factor in additional travel time to address routine congestion and they may be willing to accept that additional travel time as part of their normal commute. However, it is difficult to plan ahead for significant incidents, such as vehicle crashes to ensure on-time arrival. Only recently were cost-effective data collection opportunities identified. In addition to more inexpensive travel-time monitoring technologies, there are three factors that have contributed to a greater focus on travel-time reliability. These factors include:

- **Constraints on Expansion of the Transportation System** – New roadway construction and roadway expansion has largely ended in the United States due to high costs, the built-out nature of urbanized areas, and the community desire for multimodal streets.
- **Expectations of the Traveling Public** – Surveys have shown that the traveling public often values travel-time reliability more than speed.

The Federal Highway Administration (FHWA) finalized the identification of the required performance measures in January 2017 with the requirement to include the following measures:

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index (Goods Movement Performance Measure)

FDOT reports travel time reliability for Interstate, Non-Interstate NHS, and Goods movement. The latest information reported by FDOT is provided in **Table 7**.

Table 7: Travel Time Reliability

Performance of NHS			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2021 Existing Conditions Hernando/Citrus MPO
Interstate Reliability	≥75%	≥70%	100%
Non-Interstate Reliability	Not Required	≥50%	93.3%

Goods Movement Performance Measures

Performance measures identified to monitor Goods Movement and existing performance information is provided below.

- Amount of centerline miles for truck routes that are considered congested (the truck routes are comprised of the NHS roadways within the CMP network).
- Amount of vehicle miles of travel that are considered congested.

Table 8: Goods Movement Performance Measures

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Hernando/Citrus MPO
Truck Travel Time Reliability Index	≤1.75	≤2.00	1.06

Table 9: Goods Movement - Congested Centerline Miles (2020 Performance)

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Hernando/Citrus Region	208.53	5.77	1.80	6.27
% of total goods movement on congested centerline miles of highway	93.78%	2.59%	0.81%	2.82%

Table 10: Goods Movement - Congested Vehicle Miles of Travel (2020 Performance)

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Hernando/Citrus Region	3,594,591	81,126	6,253	122,573
% of total goods movement on congested miles of highway	94.48%	2.13%	0.16%	3.22%

Public Transit Performance Measures

Hernando County's transit system, TheBus, and Citrus County Transit, CCT, regularly collects and maintains information related to various transit service and operational data, including route networks. The following represents the latest available public transit performance measure data as provided by TheBus and CCT.

Table 11: Public Transit Performance Measures (Hernando County - The Bus)

Transit Performance Measure	FY 2021 Data
Average Peak Service Frequency	1 hour
On-Time Performance	98% (ADA) / 85% (Fixed-Route)
Annual Ridership	119,771
Passenger Trips Per Revenue Hour	3.70

Table 12: Public Transit Performance Measures (Citrus County)

Transit Performance Measure	FY 2021 Data
Average Peak Service Frequency	1 hour,
On-Time Performance	99% (ADA) / 85% (Fixed-Route)
Annual Ridership	10,947
Passenger Trips Per Revenue Hour	1.49

Bicycle/Pedestrian Facility Performance Measures

Performance measures identified to monitor the bicycle/pedestrian travel and existing performance information is provided below.

- Percentage of congested roadways within urban or transitioning areas that have a bicycle facility on at least one side of the roadway.
- Percentage of congested roadways within urban or transitioning areas that have a sidewalk on at least one side of the roadway

Table 13: Congested Roadway Centerline Miles with Bicycle Facilities

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2020) Conditions
Congested Urban Area Roadways	29.49%
Congested Roadways with a Bicycle Facility	12.22%
Congested Roadways without a Bicycle Facility	17.27%
% of Congested Roadways with a Bicycle Facility	41.44%

Table 14: Congested Roadway Centerline Miles with Sidewalks

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2020) Conditions
Congested Urban Area Roadways	29.49%
Congested Roadways with a Sidewalk	16.62%
Congested Roadways without a Sidewalk	12.87%
% of Congested Roadways with a Sidewalk	56.36%

Note: Includes where there is a sidewalk or bicycle lane on at least one side of the roadway

TDM Performance Measures

Strategies that reduce travel demand can be a cost-effective solution to reduce congestion and provide expanded mobility options. The Tampa Bay Area Regional Transit Authority (TBARTA) provides commuter services in the FDOT District Seven area which includes Hernando and Citrus Counties. This service was previously provided directly by FDOT as early as 2010. The TBARTA Commute Tampa Bay program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways.

Both carpooling and vanpooling can be effective congestion mitigation strategies when they target consolidating trips to downtown areas, activity centers, and other major employers. Increasing the number of carpools and vanpools in the two counties can reduce congestion. Attention is directed to the fact that these are “registered” carpools and vanpools that are a part of the TBARTA Commute Tampa Bay program. Users are not required to register, and the number of persons participating in carpools and vanpools is likely to be much higher.

Bridge and Pavement Performance Measures

FHWA has established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The 2019 pavement and bridge conditions within the MPO planning area based on data provided by FDOT and their relation to established FDOT targets are found in Table 13 and Table 14.

Table 15: Pavement Condition (2019)

Pavement Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Hernando/Citrus MPO
% of Interstate pavements in GOOD condition	Not required	$\geq 60\%$	99.63%
% of Interstate pavements in POOR condition	Not required	$\leq 5\%$	0.0%
% of non-Interstate NHS pavements in GOOD condition	$\geq 40\%$	$\geq 40\%$	49.6%
% of non-Interstate NHS pavements in POOR condition	$\leq 5\%$	$\leq 5\%$	0.1%

Table 16: Bridge Condition (2019)

Bridge Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Hernando/Citrus MPO
% of NHS bridges classified as in GOOD condition	$\geq 50\%$	$\geq 50\%$	91.01%
% of NHS bridges classified as in POOR condition	$\leq 10\%$	$\leq 10\%$	0.0%

Congested Corridor Network Selection

Using the elements of the CMP evaluation process discussed on the previous page, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years. Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

Hernando County CMP Congested Corridors

- US 41/SR 45 (BROAD ST) - WISCON RD to WINN DIXIE PLAZA
- US 41/SR 45 (BROAD ST) - WINN DIXIE PLAZA to MILDRED AVE
- US 41/SR 45 (BROAD ST) - MILDRED AVE to JEFFERSON ST (SR50)
- US 98/SR 700 (PONCE DE LEON BLVD) - BROAD ST (US41/SR45) to JEFFERSON ST (SR50A)
- US 98/SR 700 (PONCE DE LEON BLVD) - JEFFERSON ST (SR50A) to FORT DADE AVE
- ((SR45/SR700/SR50A) (MILDRED AVE) - BROAD ST (US41/SR45) to JEFFERSON ST (SR50)
- SR 50 (CORTEZ BLVD BYPASS) - COBB RD to RAY BROWNING RD
- SR 50 (CORTEZ BLVD BYPASS) - EMERSON RD to JEFFERSON ST (SR50)
- SR 50A (JEFFERSON ST) - COBB RD (CR485) to PONCE DE LEON BLVD (US98/SR700)
- SR 50A (JEFFERSON ST) - PONCE DE LEON BLVD (US98/SR700) to MILDRED AVE
- SR 50A (JEFFERSON ST) - MILDRED AVE to BROAD ST (US41/SR45)
- FORT DADE AVE - PONCE DE LEON BLVD (US98/SR700) to HOWELL AVE
- POWELL RD - BARCLAY AVE to CALIFORNIA ST
- COUNTY LINE RD - COBBLESTONE DR to WATERFALL DR
- COUNTY LINE RD - WATERFALL DR to OAK CHASE BLVD
- ANDERSON SNOW RD - COUNTY LINE RD to SPRING HILL DR
- CR 587 (MARINER BLVD) - SPRING HILL DR to NORTHCLIFFE BLVD

- DELTONA BLVD - NORTHCLIFFE BLVD to CORTEZ BLVD (SR50)
- MAIN ST - MLK JR BLVD to FORT DADE AVE
- MLK JR BLVD - BROAD ST (US41/SR45) to MAIN ST
- LANDOVER BLVD - NORTHCLIFFE BLVD to S MARINER BLVD
- LANDOVER BLVD - ELGIN AVE to NORTHCLIFFE BLVD

Citrus County CMP Congested Corridors

- SR 200 (CARL G ROSE HWY) - CR 491 to CR 39, E
- SR 44 (MAIN ST) - INDEPENDENCE HWY to US 41
- US 41/SR 44 (MAIN ST) - TROUT AVE to APOPKA AVE
- US 41 (FLORIDA AVE) - SR 44 to CR 581
- CARDINAL ST - SUNCOAST PKWY to CR 491
- CR 39 (WITHLACOOCHEE TRAIL) - US 41 to CITRUS SPRINGS BLVD
- CR 491 (LECANTO HYW) - TRAM RD to SR 200
- CR 495 (CITRUS AVE) - URBAN BOUNDARY to EMERALD OAKS DR



Congestion Management Process

STATE OF THE SYSTEM REPORT

Chapter 3

Congested Corridors

Chapter 3 - Congested Corridor Evaluation

Corridor Selection Process

This chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed earlier in Chapter 1. Roadways that are congested today or forecasted to be congested in five years are considered.

Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested,” as summarized below:

Not Congested (currently or in five years with improvements): Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

Approaching Congestion: Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

Congested: Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

Extremely Congested: Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Figure 24 and Figure 25 identify locations that are potentially Approaching Congestion, Congested, or Extremely Congested in Horizon Year 2025. Table 17 identifies the potentially congested corridors. The table also includes volume-to-maximum service volume (V/MSV) ratios and volume-to-capacity (V/C) ratios for these corridors.

Figure 24: Citrus County Potentially Congested Roadways

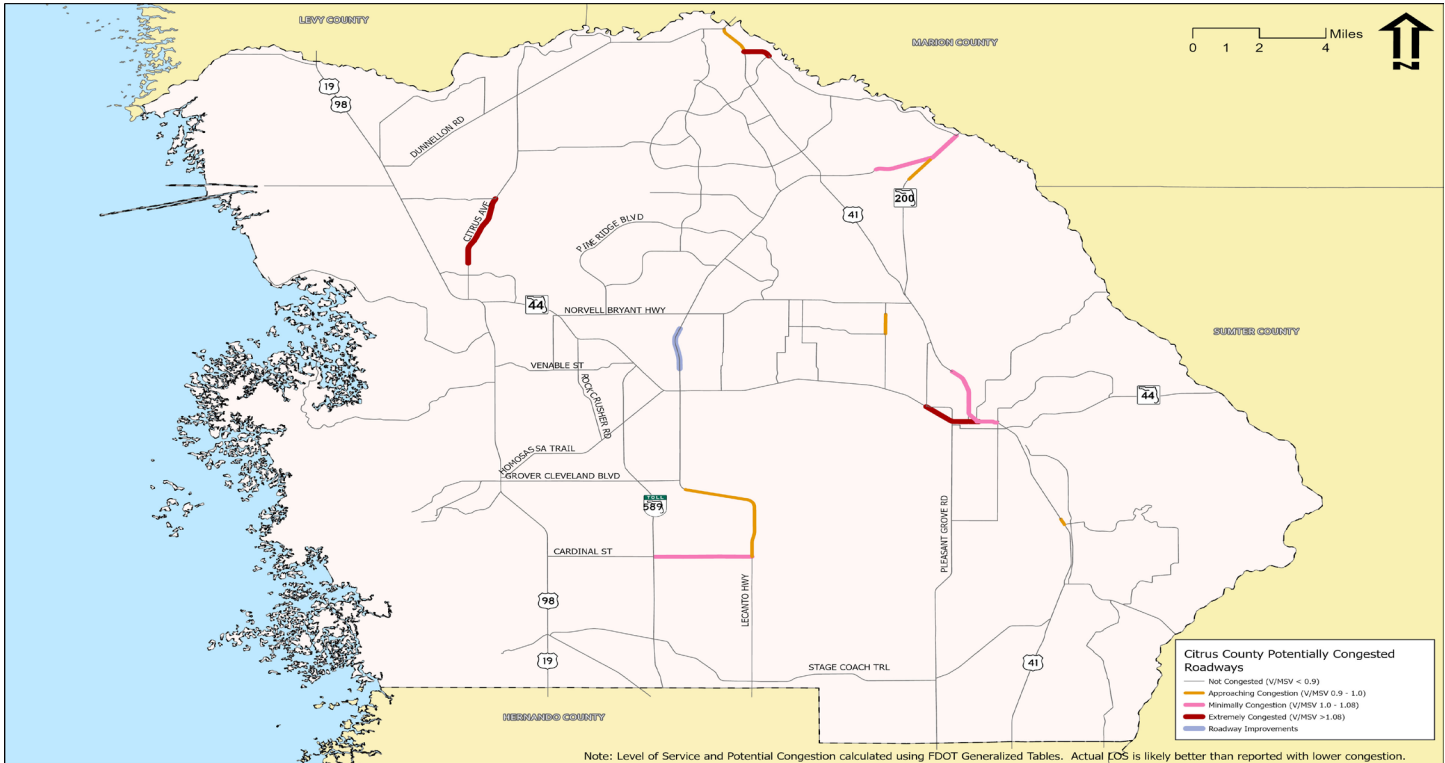
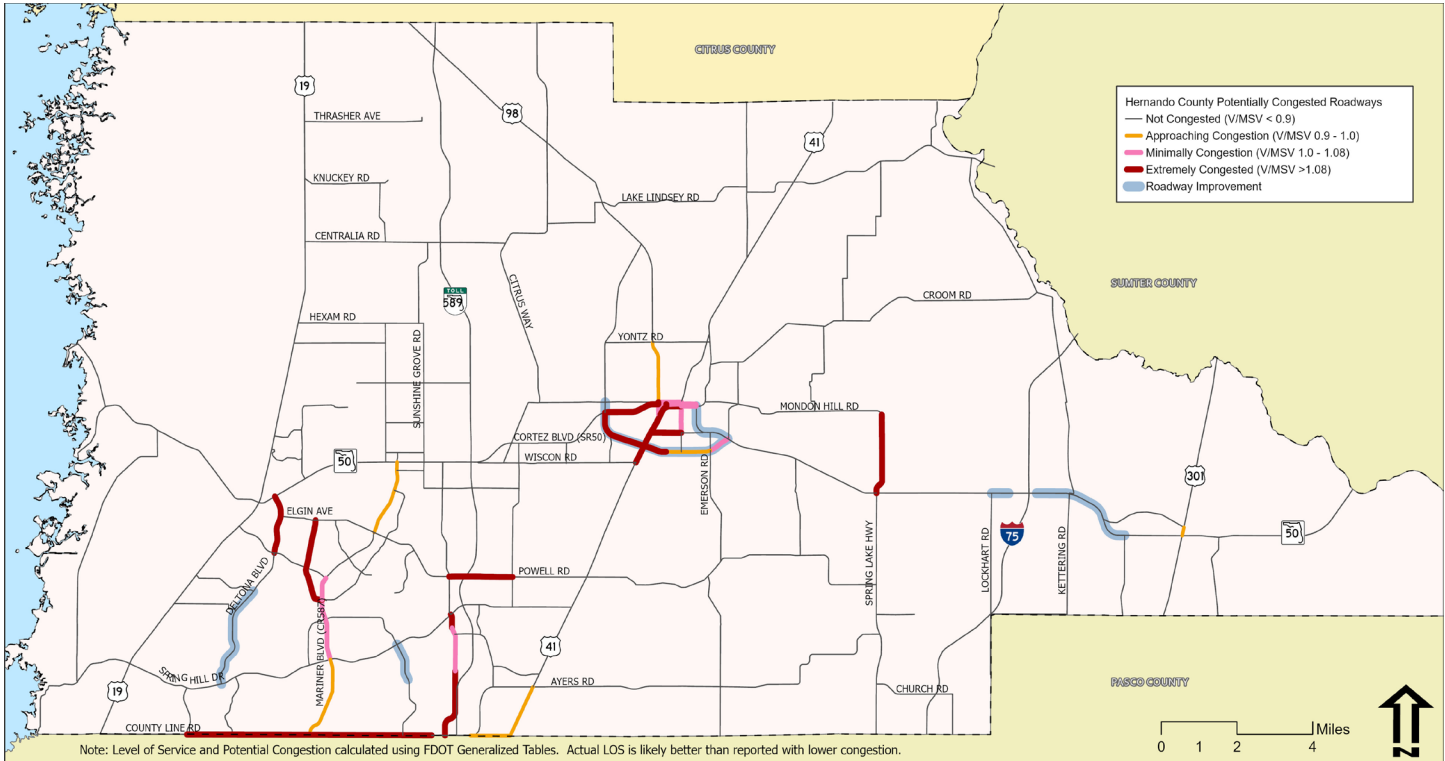


Figure 25: Hernando County Potentially Congested Roadways



Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies.

From there strategies that have the greatest benefit and potential are identified and should be considered for implementation in the future through the development of the next Long Range Transportation Plan and/or List of Priority Project. Through this efforts, additional analysis of potential projects may be undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are identified below.

Table 17: Summary of Congested Corridors

Local Name	From	To	Length	Level of Congestion	V/MSV	V/C
US 41/SR 45 (BROAD ST)	WISCON RD	WINN DIXIE PLAZA	0.64	EXTREMELY	1.487	0.681
US 41/SR 45 (BROAD ST)	WINN DIXIE PLAZA	MILDRED AVE	0.98	EXTREMELY	1.157	0.53
US 41/SR 45 (BROAD ST)	MILDRED AVE	JEFFERSON ST	0.80	EXTREMELY	1.244	0.557
US 98/SR 700 (PONCE DE LEON BLVD)	BROAD ST	JEFFERSON ST	0.36	MINIMALLY	1.025	0.48
US 98/SR 700 (PONCE DE LEON BLVD)	JEFFERSON ST	FORT DADE AVE	0.41	EXTREMELY	1.483	0.694
(SR45/SR700/SR50A) (MILDRED AVE)	BROAD ST	JEFFERSON ST	0.07	EXTREMELY	1.379	0.645
SR 50 (CORTEZ BLVD BYPASS)	COBB RD	RAY BROWNING ST	2.13	EXTREMELY	1.487	0.681
SR 50 (CORTEZ BLVD BYPASS)	EMERSON RD	JEFFERSON ST	0.55	MINIMALLY	1.02	0.467
SR 50A (JEFFERSON ST)	COBB RD	PONCE DE LEON BLVD	1.45	EXTREMELY	1.347	0.603
SR 50A (JEFFERSON ST)	PONCE DE LEON BLVD	MILDRED AVE	1.66	MINIMALLY	1.059	0.474

Table 17: Summary of Congested Corridors

Local Name	From	To	Length	Level of Congestion	V/MSV	V/C
SR 50A (JEFFERSON ST)	MILDRED AVE	BROAD ST	0.84	MINIMALLY	1.047	0.469
FORT DADE AVE	PONCE DE LEON BLVD	HOWELL ST	0.61	MINIMALLY	1.067	1.067
POWELL RD	BARCLAY AVE	CALIFORNIA ST	1.67	EXTREMELY	1.157	1.098
COUNTY LINE RD	COBBLESTONE RD	WATERFALL DR	1.19	EXTREMELY	1.804	1.804
COUNTY LINE RD	WATERFALL DR	OAK CHASE BLVD	5.27	EXTREMELY	1.793	1.793
ANDERSON SNOW RD	COUNTY LINE RD	SPRING HILL DR	3.19	EXTREMELY	1.392	1.392
CR 587 (MARINER BLVD)	SPRING HILL DR	NORTHCLIFFE BLVD	2.11	MINIMALLY	1.066	1.022
DELTONA BLVD	NORTHCLIFFE BLVD	CORTEZ BLVD	1.49	EXTREMELY	1.362	1.292
MAIN ST	MLK JR BLVD	FORT DADE AVE	0.78	MINIMALLY	1.016	1.016
MLK JR BLVD	BROAD ST	MAIN ST	0.80	EXTREMELY	2.024	1.92

Table 17: Summary of Congested Corridors

Local Name	From	To	Length	Level of Congestion	V/MSV	V/C
LANDOVER BLVD	NORTHCLIFFE BLVD	S MARINER BLVD	1.02	EXTREMELY	1.362	1.292
LANDOVER BLVD	ELGIN AVE	NORTHCLIFFE BLVD	1.23	EXTREMELY	1.362	1.292
SR 200 (CARL G ROSE HWY)	CR 491	CR 39	1.07	MINIMALLY	1.073	0.527
SR 44 (MAIN ST)	INDEPENDENCE HWY	US 41	1.76	EXTREMELY	1.222	1.222
US 41/SR 44 (MAIN ST)	TROUT AVE	APOPKA AVE	0.53	MINIMALLY	1.025	0.983
US 41 (FLORIDA AVE)	SR 44	CR 491	2.91	MINIMALLY	1.018	1.018
CARDINAL ST	SUNCOAST PKWY	CR 491	2.91	MINIMALLY	1.011	0.96
CR 39 (WITHLACOOCHEE TRAIL)	US 41	CITRUS SPRINGS BLVD	0.81	EXTREMELY	1.096	1.096
CR 491 (LECANTO HYW)	TRAM RD	SR 200	1.77	MINIMALLY	1.03	1.03
CR 495 (CITRUS AVE)	URBAN BOUNDARY	EMERALD OAKS DR	2.55	EXTREMELY	1.183	1.183

Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies.

From there strategies that have the greatest benefit and potential are identified and should be considered for implementation in the future through the development of the next Long Range Transportation Plan and/or List of Priority Project. Through this efforts, additional analysis of potential projects may be undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are identified below.

Citrus County CMP Congested Corridor Recommendations

SR 200 (CARL G ROSE HWY) CR 491 to CR 39, E

- Intersection Improvements
- Corridor Preservation
- Additional General Purpose Travel Lanes

SR 44 (MAIN ST) INDEPENDENCE HWY to US 41

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements (Limited)
- Goods Movement Management
- Access Management Policies

US 41/SR 44 (MAIN ST) TROUT AVE to APOPKA AVE

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements (Limited)
- Goods Movement Management
- Access Management Policies

US 41 (FLORIDA AVE) SR 44 to CR 581

- Additional General Purpose Travel Lanes
- New Sidewalk Connections
- Designated Bicycle Facilities
- Traffic Signal Coordination
- Intersection Improvements
- Access Management Policies

CARDINAL ST - SUNCOAST PKWY to CR 491

- Additional General Purpose Travel Lanes
- Intersection Improvements
- Access Management Policies
- Corridor Preservation

CR 39 (WITHLACOOCHIE TRAIL) US 41 to CITRUS SPRINGS BLVD

- Intersection Improvements

CR 491 (LECANTO HYW) TRAM RD to SR 200

- Intersection Improvements
- Corridor Preservation
- Additional General Purpose Travel Lanes

CR 495 (CITRUS AVE) URBAN BOUNDARY to EMERALD OAKS DR

- Intersection Improvements
- Corridor Preservation

Hernando County CMP Congested Corridor Recommendations

US 41/SR 45 (BROAD ST) WISCON RD to JEFFERSON ST (SR50)

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements
- Access Management Policies
- Integrated Corridor Management (ICM)

US 98/SR 700 (PONCE DE LEON BLVD) BROAD ST (US41/SR45) to JEFFERSON ST (SR50A)

- By-Pass Corridor
- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements

US 98/SR 700 (PONCE DE LEON BLVD) JEFFERSON ST (SR50A) to FORT DADE AVE

- By-Pass Corridor
- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements

SR 50 (CORTEZ BLVD BYPASS) COBB RD to RAY BROWNING RD

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements

SR 50 (CORTEZ BLVD BYPASS) EMERSON RD to JEFFERSON ST (SR50)

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements

SR 50A (JEFFERSON ST) COBB RD (CR485) to PONCE DE LEON BLVD (US98/SR700)

- By-Pass Corridor
- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements
- Access Management Policies
- Additional General Purpose Travel Lanes
- Corridor Preservation

SR 50A (JEFFERSON ST) PONCE DE LEON BLVD (US98/SR700) to BROAD ST (US41/SR45)

- By-Pass Corridor
- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements

FORT DADE AVE (FORT DADE AVE) PONCE DE LEON BLVD (US98/SR700) to HOWELL AVE

- Intersection Improvements

POWELL RD (POWELL RD) BARCLAY AVE to CALIFORNIA ST

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements
- Access Management Policies
- Additional General Purpose Travel Lanes
- Corridor Preservation

COUNTY LINE RD - COBBLESTONE DR to WATERFALL DR

- Intersection Improvements
- Access Management Policies
- Additional General Purpose Travel Lanes
- Corridor Preservation

COUNTY LINE RD - WATERFALL DR to OAK CHASE BLVD

- Intersection Improvements
- Access Management Policies
- Additional General Purpose Travel Lanes
- Corridor Preservation

ANDERSON SNOW RD - COUNTY LINE RD to SPRING HILL DR

- Intersection Improvements
- Access Management Policies
- Corridor Preservation

CR 587 (MARINER BLVD) SPRING HILL DR to NORTHCLIFFE BLVD

- Operational Performance Monitoring
- Traffic Signal Coordination
- Intersection Improvements
- Access Management Policies

DELTONA BLVD - NORTHCLIFFE BLVD to CORTEZ BLVD (SR50)

- Intersection Improvements
- New Sidewalk Connections

MLK JR BLVD - BROAD ST (US41/SR45) to MAIN ST

- Intersection Improvements

LANDOVER BLVD - ELGIN AVE to S MARINER BLVD

- Intersection Improvements



Congestion Management Process

STATE OF THE SYSTEM REPORT

Chapter 4 Summary

Chapter 4 - Summary

The Hernando/Citrus MPO State of the System Report was created to identify potentially congested corridors and to provide information on methods that could be applied to reduce congestion in the region as part of the Congestion Management Process (CMP). Future Action items for the Congestion Management Process may include, but are not limited to:

1. Integrate the recommendations of the Hernando/Citrus MPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
2. Monitor the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the updates to performance targets
4. Program two to three corridor/intersection studies per year based on the mitigation strategies identified in Chapter 3
5. Perform a State of the System update to monitor system performance and effectiveness of congestion management strategy implementation



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