



Florida-Alabama Transportation Planning Organization (FL-AL TPO)

2050 Long-Range Transportation Plan (LRTP)



Congestion Management Process Technical Report

Final December 2024



Florida-Alabama Transportation Planning Organization (FL-AL TPO)

Congestion Management Process Technical Report *for the* 2050 LONG-RANGE TRANSPORTATION PLAN UPDATE



**FL-AL TPO,
Florida Department of Transportation (FDOT) District Three, and
Alabama Department of Transportation (ALDOT)**

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Congestion Management Process Major Update: December 2024

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Acronyms, Abbreviations, Initialisms

AADT	Annual Average Daily Traffic	NEPA	National Environmental Policy Act
ACS	American Community Survey	NHS	National Highway System
ADA	Americans with Disabilities Act	NHTSA	National Highway Traffic Safety Administration
ALDOT	Alabama Department of Transportation	NWFRPM	Northwest Florida Regional Planning Model
ATMS	Advanced Traffic Management System		
BRATS	Baldwin Regional Area Transit System	PD&E	Project Development and Environment
CAC	Citizens Advisory Committee	Ped	Pedestrian
CARS	Crash Analysis Reporting System	PPP	Public Participation Plan
CFR	Code of Federal Regulations	PSEE	Project Suite Enterprise Edition
CMP	Congestion Management Process		
CO	Central Office	RTMC	Regional Transportation Management Center
COA	Comprehensive Operational Analysis		
CTC	Community Transportation Coordinator	§	section or paragraph
CTST	Community Traffic Safety Team		
DHSMV	Department of Highway Safety and Motor Vehicles	SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
ECAT	Escambia County Area Transit	SHS	State Highway System
ECRC	Emerald Coast Regional Council	SIS	Strategic Intermodal System
FARS	Fatality Analysis Reporting System	SOV	Single Occupant Vehicle
FDOT	Florida Department of Transportation	SFA	Signal Four Analytics
FHWA	Federal Highway Administration	SS4A	Safe Street 4 All
FL-AL	Florida-Alabama	SWEPT	StateWide Environmental Project Tracker
FR	<i>Federal Register</i>	SUN	Shared-Use Nonmotorized
FS	Florida Statutes (or F.S.)		
FTA	Federal Transit Administration	TCC	Technical Coordinating Committee
FY	Fiscal Year	TD	Transportation Disadvantaged
		TDM	Transportation Demand Management
GPS	Global Positioning System	TDP	Transit Development Plan
HOV	High-Occupancy Vehicle	TIP	Transportation Improvement Program
ID	Identification	TPO	Transportation Planning Organization
ITS	Intelligent Transportation System	TSM	Transportation System Management
		TSM&O	TSM and Operations
LOS	Level of Service	U.S.	United States (or US)
LRTP	Long Range Transportation Plan	U.S.C.	United States Code (or USC)
		UWF	University of West Florida
MAP-21	Moving Ahead for Progress in the 21st Century	VMT	Vehicle Miles Traveled
MPO	Metropolitan Planning Organization		

1.0 Introduction

Traffic congestion is typically defined as when the volume of users on a transportation facility approaches or exceeds the capacity of the facility. This congested condition can be characterized by reduced travel speeds with longer trip times and delay. Congestion can also lead to unreliable travel times and frustration of the transportation system users. To help alleviate and manage congestion and to support the transportation planning process, a Congestion Management Process (CMP) is developed.

1.1 Background

The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The CMP is federally mandated to analyze and manage traffic congestion. Per the Federal Highway Administration (FHWA) “a CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.”¹

The CMP shall include, at a minimum:

- A transportation planning process in a Transportation Management Area that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a). Each MPO shall prepare a congestion management system for the metropolitan area [F.S. 339.175(6)(c)(1)].
- A process that provides for safe and effective integrated management and operation of the multimodal transportation system [23 C.F.R 450.322(a)];
- Incorporate multimodal system performance measures reflected in the TIP [23 C.F.R 450.322(b)];
- Incorporate strategies that manage demand, reduce single occupant vehicle travel, improve transportation system management and operations, and improve efficient service integration [23 C.F.R 450.322(c)];
- Coordination with the transportation system management and operations activities [23 C.F.R 450.322(d)];
- Methods to monitor and evaluate the performance of the multimodal transportation system [23 C.F.R 450.322(d) (1)];
- Definition of congestion management objectives and performance measures [23 C.F.R 450.322(d) (2)];
- A coordinated program for data collection and system performance monitoring [23 C.F.R 450.322(d) (3)];

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*This Technical Report describes and documents the **Congestion Management Process**, which is one component of the 2050 Long-Range Transportation Plan Update.*

¹ cmpguidebk.pdf (dot.gov)

- Identification and evaluation of performance and expected benefits of congestion management strategies [23 C.F.R 450.322(d) (4)];
- Identification of an implementation schedule, responsibilities [23 C.F.R 450.322(d) (5)]; and
- A process for periodic assessment of the effectiveness of implemented strategies [23 C.F.R 450.322(d) (6)].

Figure 1 depicts the eight actions involved in the development of a CMP. The process is intended to be a cycle that continually evaluates strategies and addresses congestion.

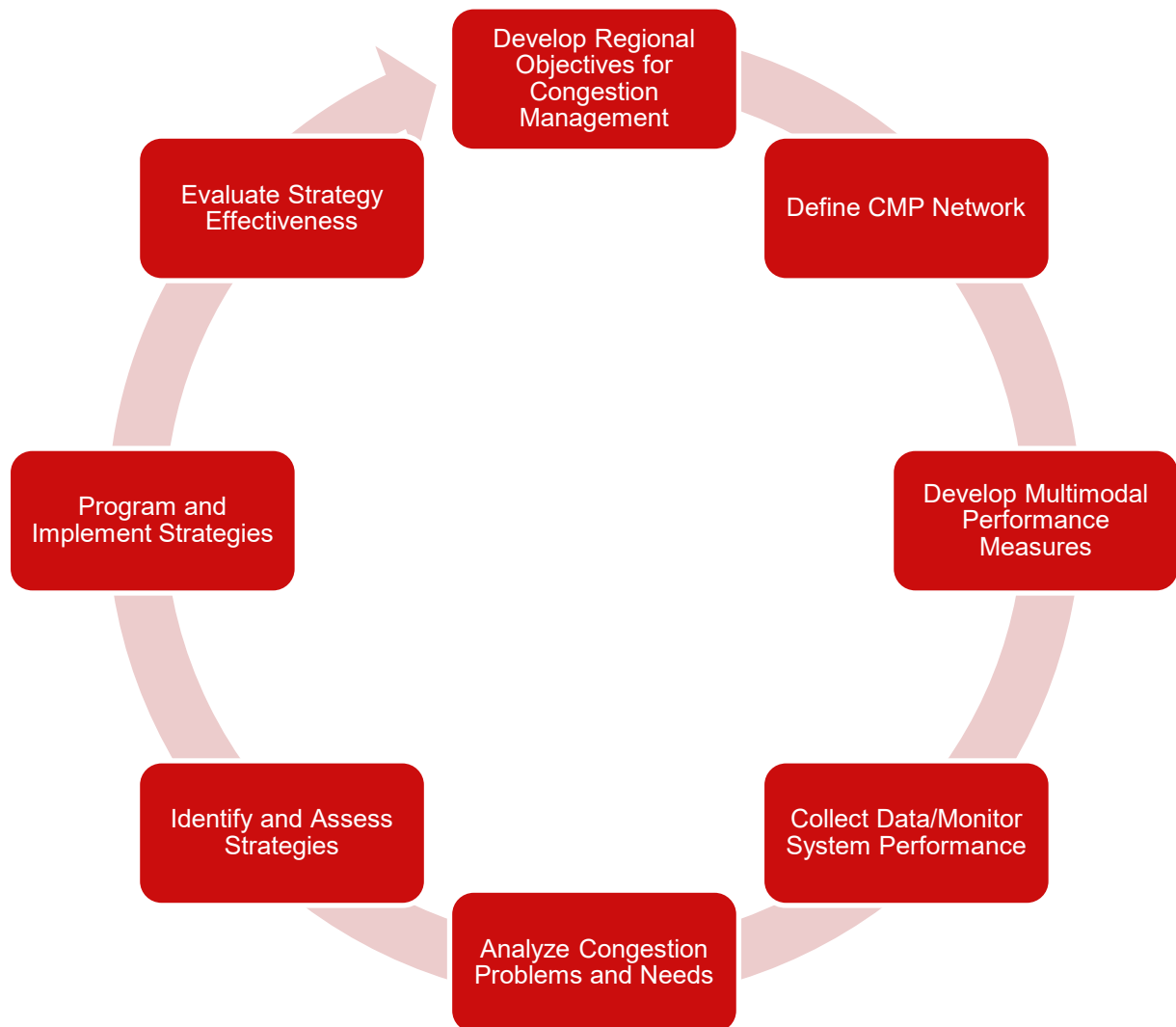


Figure 1 | Congestion Management Process²

² cmpguidebk.pdf (dot.gov)

A CMP can be developed to identify projects and strategies to be considered in the Transportation Improvement Program (TIP). Per Federal Regulations (§450.322), the purpose of the CMP is to:

- Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

This document provides the CMP for the Florida-Alabama Transportation Planning Organization (FL-AL TPO), which is the Metropolitan Planning Organization (MPO) for urban areas in Escambia and Santa Rosa County, Florida and Baldwin County, Alabama. **Appendix A:** Federal Laws and Regulation Requirements lists the sections of CMP with federal law and regulation requirements and how they have been addressed in this report.

Figure 2 delineates the FL-AL TPO Metropolitan Planning Area Boundary. The Metropolitan Planning Area Boundary, or TPO Boundary, encompasses the urban area plus the area expected to become urban within a 20-year forecast period [23 C.F.R 450.312(a) (1)].

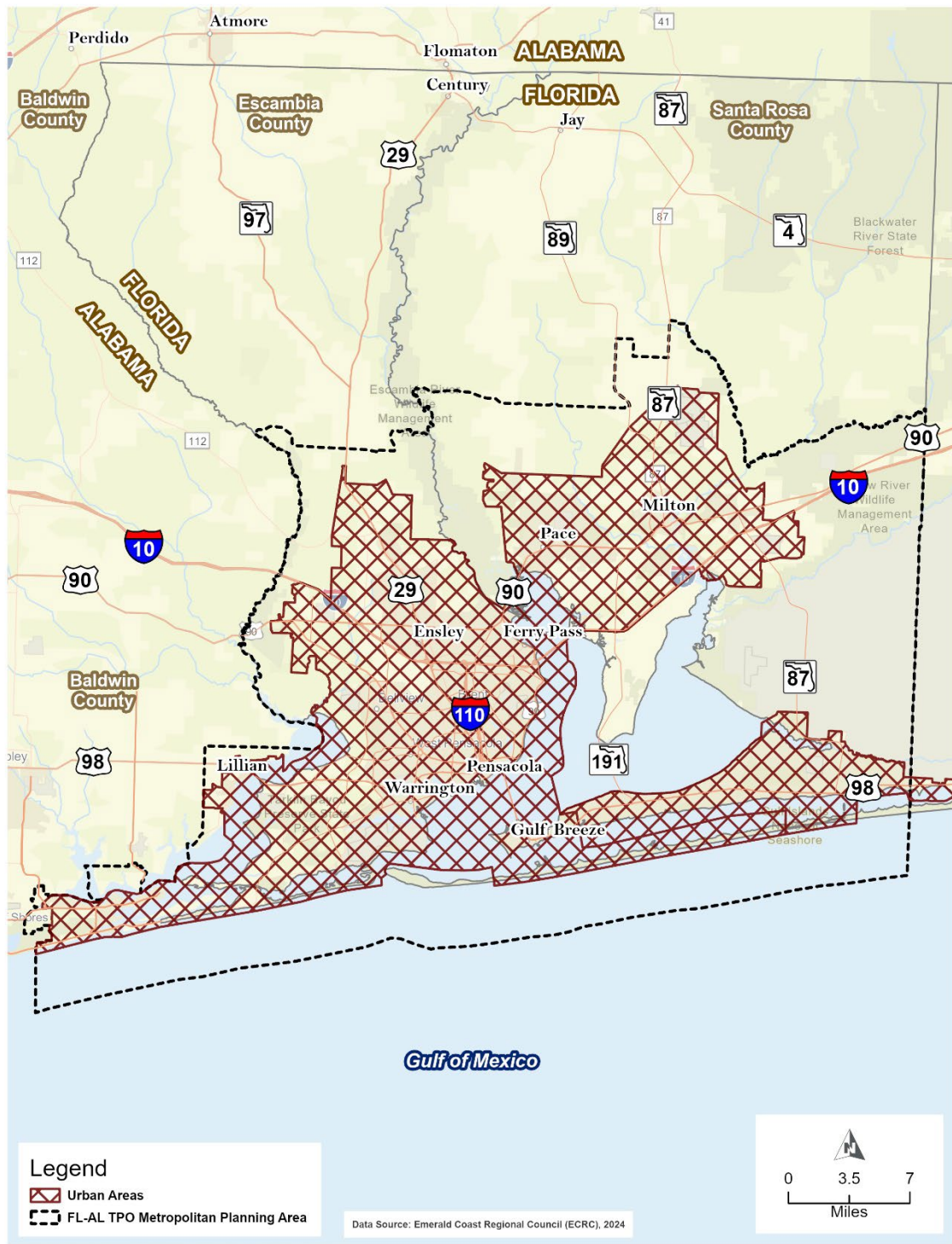


Figure 2 | FL-AL TPO Metropolitan Planning Area Boundary

2.0 CMP Goals and Objectives

The goals and objectives for the CMP were developed to guide the process of monitoring congestion and improving the mobility of people and goods in the region. The vision and goals of the TPO's 2050 Long Range Transportation Plan (LRTP) set the conditions for the goals and objectives of the CMP. They are established based on the views of different authorities, agencies, and the public. The committee involved in the development of these goals had representation from the Florida Department of Transportation (FDOT), local government agencies, general public, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

The 2050 LRTP Goals are the guiding principles of the CMP objectives and are found in **Table 1**.³

Table 1 | 2050 LRTP Goals and Objectives (Adopted)

FL-AL TPO 2050 LRTP Goals and Objectives	
Goal A	A transportation system that is resilient, safe, and secure.
Goal B	A transportation system that meets user needs.
Goal C	A transportation system that is maintained and operated efficiently.
Goal D	A transportation system that is multimodal, integrated, connected, and innovative.
Goal E	A transportation system that supports and promotes economic vitality.
Goal F	A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.
Goal G	A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

2.2 Objectives and Congestion Mitigation Strategies

According to the FHWA's *Congestion Management Process: A Guidebook*, objectives should have "SMART" characteristics: Specific, Measurable, Agreed, Realistic, and Time-Bound. Performance measures are provided to assess whether the objectives have been attained. The objectives reflect the region's view on congestion management and focus on measurable outcomes. The congestion management objectives for the FL-AL TPO are identified in **Table 2**.

³ Goals and Objectives adopted by FL-AL TPO April 10, 2024, Resolution FL-AL 24-11.

Table 2 | CMP Objectives and Congestion Mitigation Strategies

CMP Objectives	Congestion Mitigation Strategies
Options to Reduce Travel Demand	Implement Transportation Demand Management (TDM) Strategies
	Provide Mode Choices to the Commuters
Improve Safety	Engage Community Traffic Safety Team (CTST) with Community Awareness and Educations
	Prioritize Safety of Active Transportation Modes
	Seek Out Engineering Solutions for High-Crash “Hot Spots”
	Implement Access management Strategies to Reduce Conflict Points
Encourage Active Transportation Modes	Promotes the Use of Public Transportation and make the Transit Stops More Accessible
	Encourage Biking and Walking by Improving Bicycle and Pedestrian Infrastructure and Improving Connectivity
Provide Reliable and Efficient Transportation Options	Implementation of Transportation System Management and Operation (TSM&O) Strategies
	Improve the Flow of Traffic
	Re-time Traffic Signals Annually
	Prioritize Capacity Improvements for Roadways with Demand that Exceeds Maximum Service Volumes
System Preservation	Resurface Major and Minor Arterials on Recommended Cycle

2.3 Opportunities for Improving CMP Performance Measures

Opportunities for improving CMP Performance Measures:

- Seek to include additional Baldwin County data.
- Each year, evaluate if targets need revision.

Table 3 outlines the data that was updated for this Major Update.

Table 3 | CMP Major Update Analysis Reference

CMP Objectives	Performance Measures	Data Source Analysis	Report Reference
Options to Reduce Travel Demand	Increase Participation in TDM Programs	# of Annual rideOn Rides	Appendix C
	Increase Transit Usage	Public Transportation Annual Passenger Miles of Travel	Appendix C
		Commute to Work Mode Split	Table 7-9
	Decrease VMT	VMT	Figure 14 / Appendix C
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Table 10-12
Improve Safety	Reduce Crash Rates and Fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Appendix C
		Annual # of Fatalities (Vehicle, Bike, Ped)	Figure 12
Encourage Active Transportation Modes	Increase Bicycle and Pedestrian Connectivity through Additional and Improved Facilities	State Highway System (SHS) Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve the Flow of Traffic	Annual FL-AL TPO Area Congestion Ranking	Table 13
	Improve Capacity of Roadways with Inadequate Level of Service (LOS)	FDOT LOS Tables	Appendix B
System Preservation	Improve Resurfacing Practices to Reach Recommended Resurfacing Guidelines	# of Miles Resurfaced Annually	Appendix C

Additional performance measures data provided in **Appendix C**.

3.0 Area of Application

The CMP report includes several modes of transportation in addition to motor vehicles including public transportation, bicycles, pedestrians, and freight. These modes are included to address the entire transportation network within the CMP.

3.1 CMP Roadway Network

The CMP roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA's defined functional classification system. There are three major types of facility systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. According to the FDOT Reports of Highway Mileage and Travel, the total roadway network on the State Highway System (SHS) in Escambia and Santa Rosa County are 255.5 miles and 196.2 miles, respectively. The mileage for all public roads except for local roads is 542.2 miles and 388.6 miles in Escambia and Santa Rosa County, respectively. The roadway network within the FL-AL TPO boundary for Baldwin County, Alabama is approximately 22.4 miles as obtained from desktop review. Residential and local roads are not included in this CMP. **Figure 3** shows the roadway network included in this report.



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3.2 CMP Transit Network

3.2.1 Escambia County Area Transit

Escambia County Area Transit (ECAT) is a bus system exclusively serving the urban area that provides weekday and Saturday service with select routes on Sunday. The ECAT system currently services over 1,000 stops on 25 routes. These routes, as shown in **Figure 4**, include a seasonal Beach Trolley, a University of West Florida (UWF) Trolley, and a Jury Trolley that provides services to the federal courthouses. The entire fleet of buses are wheelchair accessible and have bike racks. The base fare is \$1.75, but students, Americans with Disabilities Act (ADA)-certified transportation identification (ID) card holders, seniors, children below a certain height, Medicare card holders, and the military all have discounted rates.

ECAT has conducted a 10-year Transit Development Plan (TDP) major update to support the development of a safe and efficient transit system in Escambia County over a 10-year planning horizon. The TDP is also being updated on a cycle consistent with this LRTP update. The TDP defines transit needs and a plan to meet both short-term and long-term transit goals. Specific recommendations of the TDP are further examined by a Comprehensive Operational Analysis (COA). The ECAT TDP Guiding Principles are Safety, Community, Efficiency, Customer Service, Connectivity, and Reliability.

Performance metrics from the TDP link to this CMP and the LRTP by monitoring passengers per revenue mile from the Federal Transit Administration (FTA) National Transit Database.

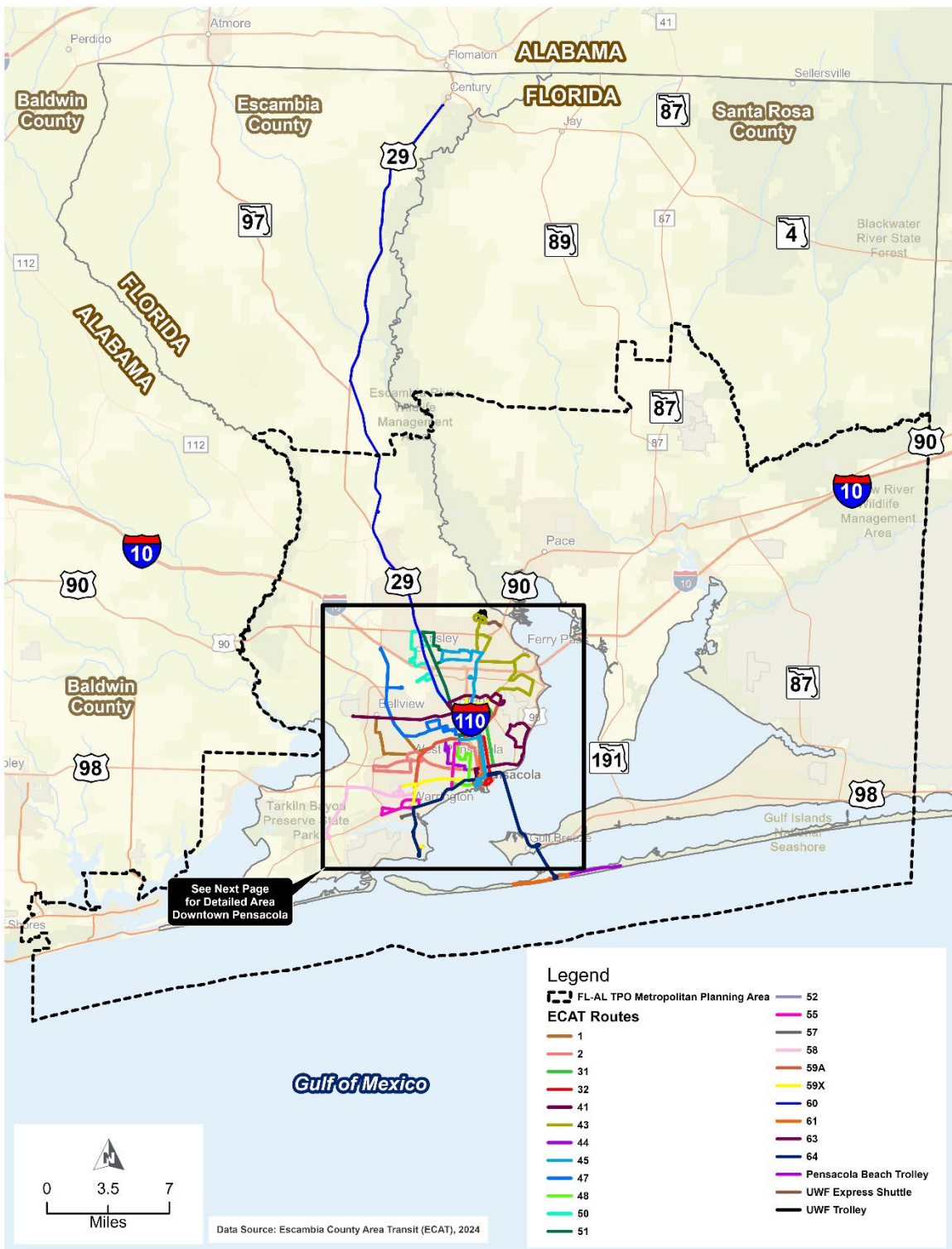


Figure 4 | 2024 ECAT System Map

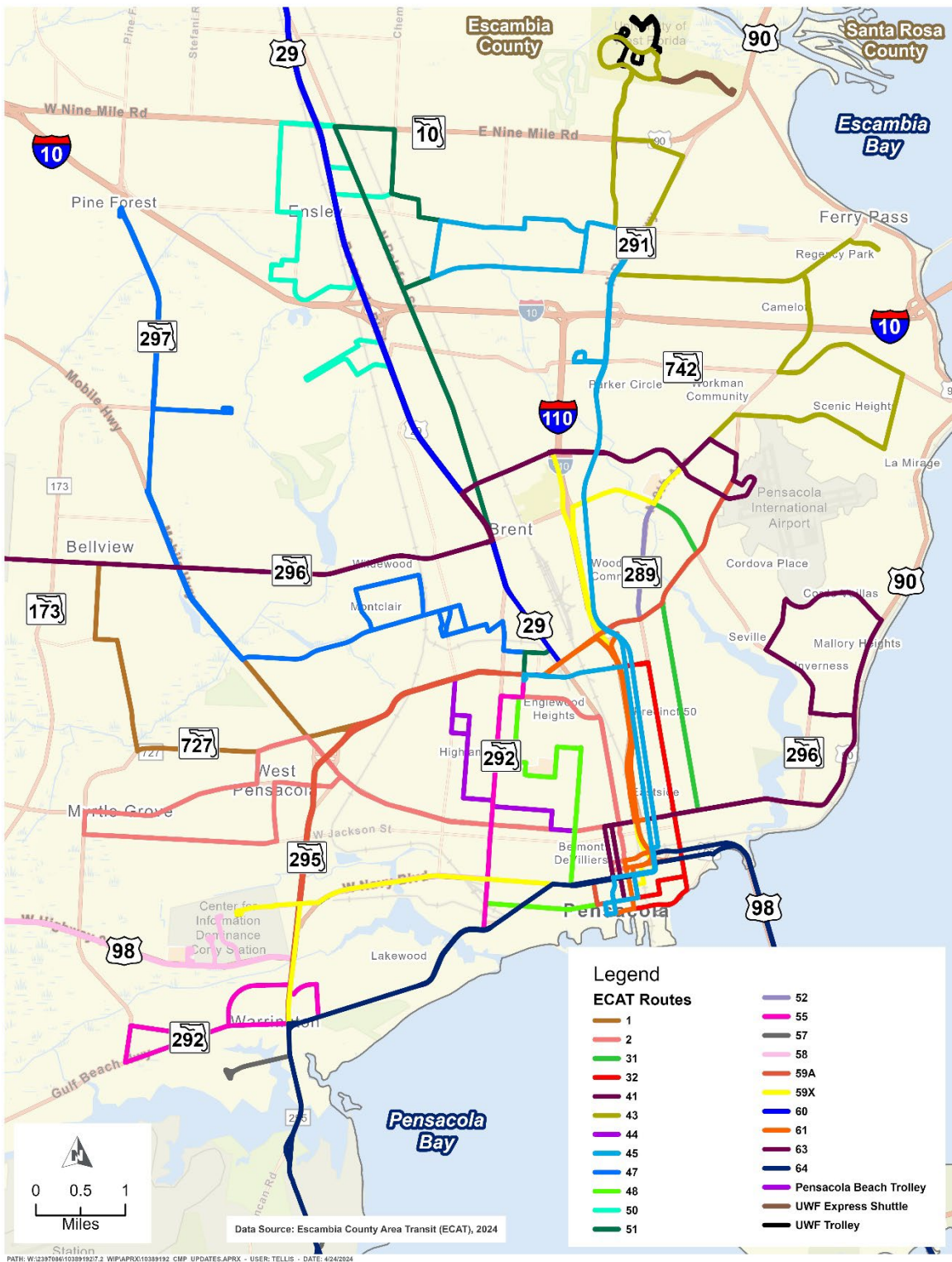


Figure 5 | 2024 ECAT System Map, Pensacola Inset

3.2.2 Transportation Disadvantaged Providers

Tri-County Community Council, Inc. is a private non-profit corporation that serves the transportation disadvantaged (TD) in Holmes, Santa Rosa, Walton, and Washington County. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation.

There are no fixed routes for this service. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment.

The Community Transportation Coordinator (CTC) for Escambia County TD is the Escambia County Board of County Commissioners. The Escambia County TD is operated by ITL Solutions.

3.2.3 Baldwin Regional Area Transit System

Baldwin Regional Area Transportation System (BRATS) is available to all citizens of adjacent Baldwin County, Alabama. They have a variety of routes including routes to Coastal Alabama Community College, routes to assist senior citizens, 'Ride to Work' routes for commuters, and a variety of other routes around the county. The fares are based on mileage with trips under five miles one-way costing \$2.00 and trips over 60.1 miles one-way costing \$10.00.

In April 2024, BRATS established a partnership with *Commute with Enterprise* to provide vanpool options. The vanpool program is available to people who live inside or outside of Baldwin County and wish to access jobs in the area. *Commute with Enterprise* provides the passenger vehicle, insurance, maintenance. BRATS currently provides approximately 400 public transportation rides a day, but with increased demand on the popular system and constraints on vehicle availability and drivers, the Baldwin County Commission chose to work with *Commute with Enterprise* to further encourage the use of public transit to reduce traffic congestion, fuel emissions, and commute expenses. The new partnership with Enterprise allows the Baldwin County Commission to support the employment needs of local businesses in the community, while introducing our community to a proven, efficient form of public transportation that was previously unavailable in the area. The vanpool program is partially subsidized by the Baldwin County Commission using local and federal grant funds. The remaining cost is split among the employer and/or participants, with each vanpool rider paying a set fee per month.

3.2.4 rideOn Program

The Emerald Coast Regional Council (ECRC) promotes ridesharing through their rideOn program, which is funded by the FDOT. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, rideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

3.2.5 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region. These Park and Ride facilities serve as central meeting points where people can park to ride the bus, carpool, or vanpool. There are in total seven such parking facilities in Escambia and Santa Rosa Counties combined. Most of the lots are constructed by FDOT, but occasionally property owners will designate spots for Park and Ride.

The current Park and Ride locations can be found listed below and seen in **Figure 6**.

Escambia County:

- Pensacola I-110 at Civic Center (near ECAT Stop)
- Century Courthouse Annex
- Scenic Highway I-10 next to the Dairy Queen.

Santa Rosa County:

- Avalon Boulevard – East side of Highway 281: 0.5-mile North of I-10
- Navarre – Highway 98 east of Highway 87 at the Navarre Visitors Information Center
- East Milton – Highway 90 at Highway 87
- Milton – Southeast corner of US 90 and Avalon Boulevard.

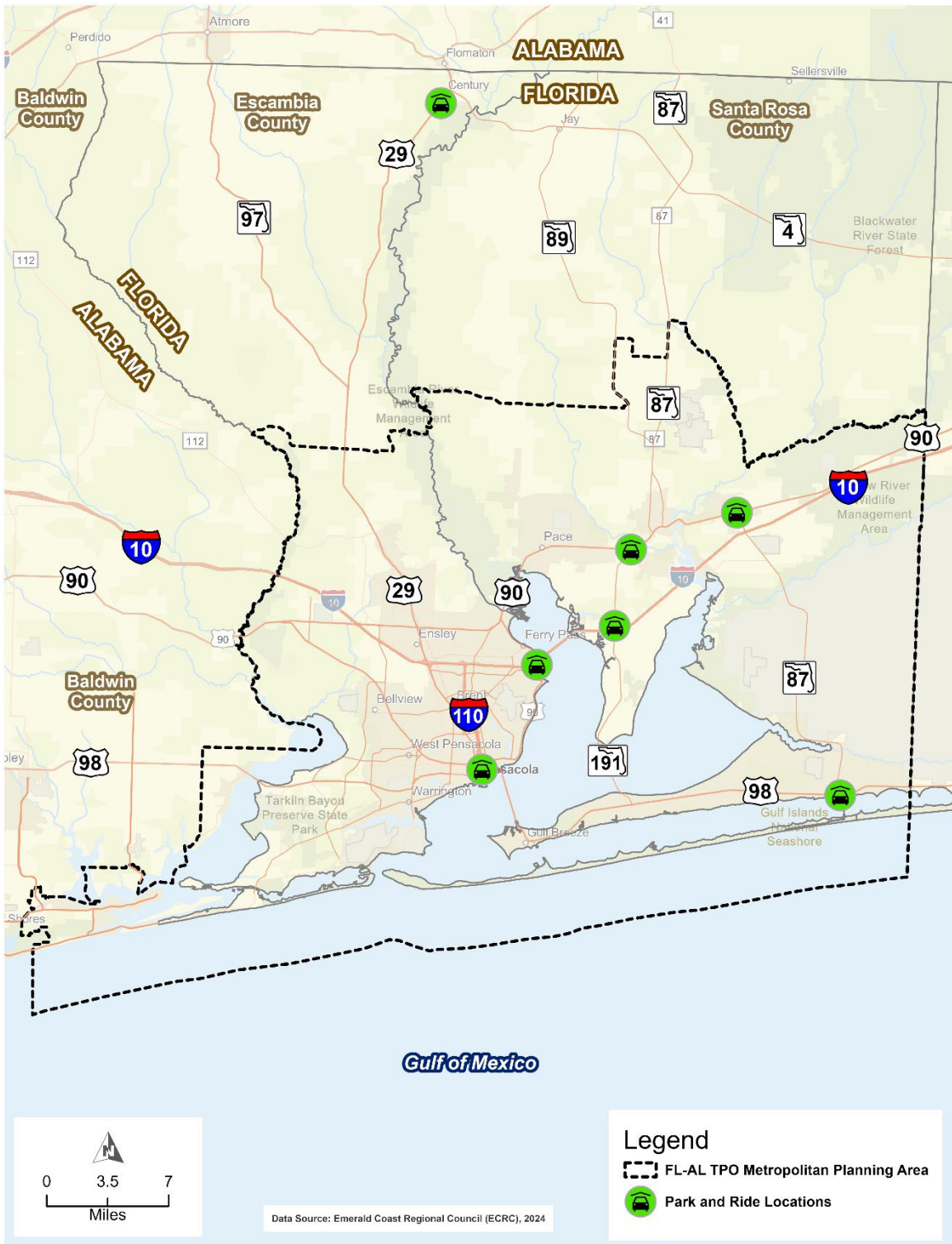


Figure 6 | 2024 Park and Ride Lots

3.3 CMP Bicycle Facility Network

The CMP bicycle network consists of the following facility types:

- **On-Road Facilities:** On-road bike facilities typically consist of the entire roadway identical to the CMP network excluding freeways, ramps, high-occupancy vehicle (HOV) lanes, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes.
 - **Paved Shoulders:** These are mostly located on suburban and rural roadways and serve as a travel path for bicyclists and a refuge area for disabled vehicles.
 - **Bike Lanes:** A portion of a roadway that has been designated by stripping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
 - **Sharrows:** A sharrow marking on a lane indicates that the lane is meant for both the bicyclists and motorists to coexist in the same lane.
- **Off-Road Facilities:** Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border. Off-road bike facilities can be mainly classified into two groups:
 - **Unpaved Networks:** This type of facility mainly consists of trails for multi-purpose uses such as hiking and biking.
 - **Shared-Use Path:** These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.

3.4 CMP Pedestrian and Trail Facility Network

The pedestrian and trail facility network consists of areas along the side of the roadway network except for the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV lanes, and toll facilities. The pedestrian routes and trails can be classified into two categories:

- **Sidewalks:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.
- **Bicyclist-Pedestrian Shared Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skates, wheelchair users, joggers, and other non-motorized users.

The bicycle and pedestrian trails within the TPO boundary are depicted in **Figure 7** and are listed in **Table 4**. Elements of the FDOT Shared-Use Nonmotorized (SUN) Trail network are included.

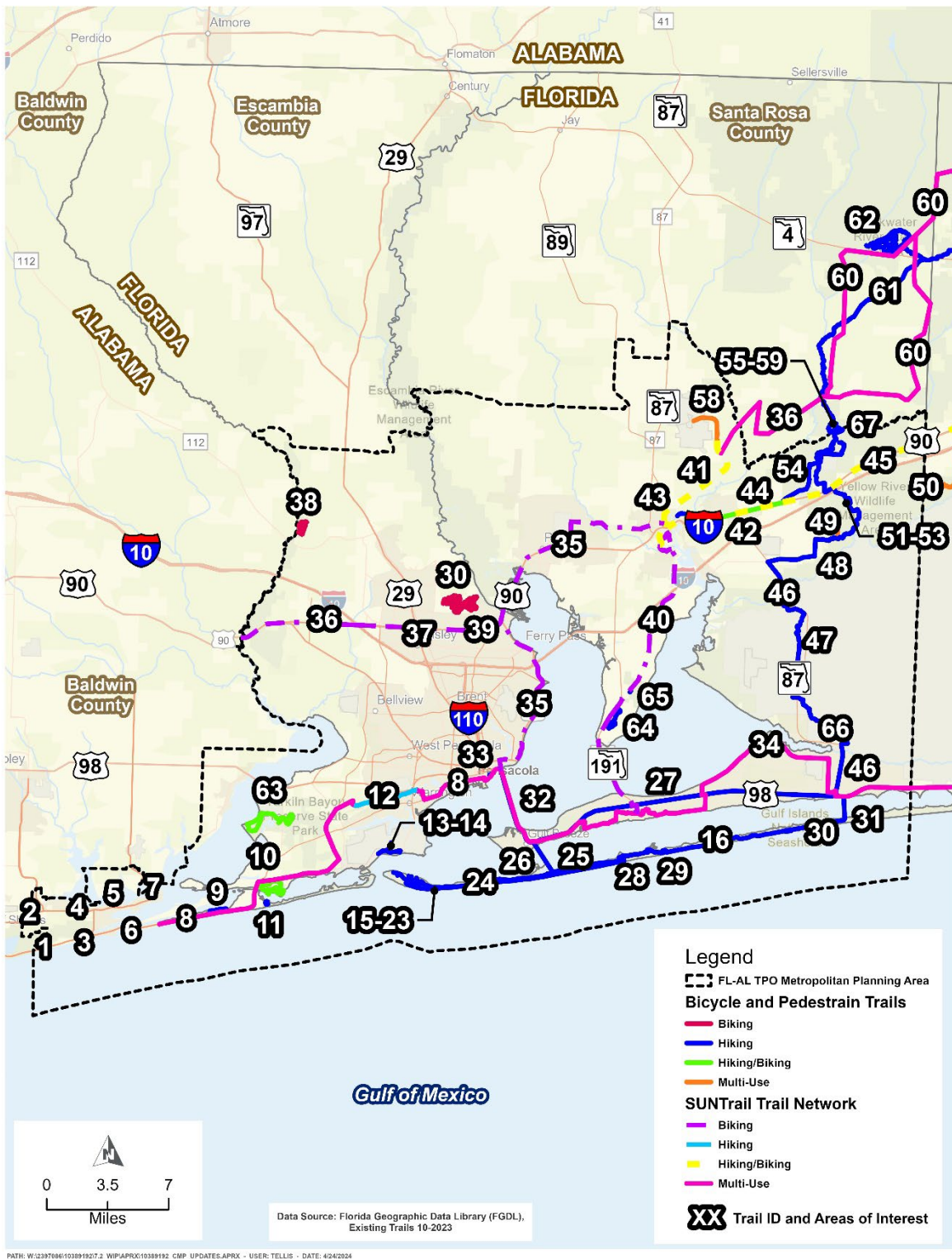


Figure 7 | Bicycle and Pedestrian Trails

Table 4 | Bicycle and Pedestrian Trails

Trail ID	Trail Name	Trail Location
1	Bear Creek Trail	Baldwin County, Alabama
2	Gulf Oak Ridge Trail	Baldwin County, Alabama
3	Rosemary Dunes Trail	Baldwin County, Alabama
4	Twin Bridges Trail	Baldwin County, Alabama
5	Cotton Bayou Trail	Baldwin County, Alabama
6	Catman Road Trail	Baldwin County, Alabama
7	Rattlesnake Ridge Trail	Baldwin County, Alabama
8	Escambia County SW Greenway Trail	Escambia County, Florida
9	Perdido Key State Park	Escambia County, Florida
10	Big Lagoon State Park Trail	Escambia County, Florida
11	FB Woodland Nature Trail	Escambia County, Florida
12	Jones Swamp Wetland Preserve and Nature Trail	Escambia County, Florida
13	Cycle Path	Escambia County, Florida
14	FB French Trail	Escambia County, Florida
15	FP Self-Guided Tour Trail	Escambia County, Florida
16	Gulf Island National Seashore Trail	Escambia/Santa Rosa
17	Fort Pickens Amphitheater Trail	Escambia County, Florida
18	Bay Trail	Escambia County, Florida
19	Fort Pickens Campground Boardwalk	Escambia County, Florida
20	Fort Pickens Dune Nature Trail	Escambia County, Florida
21	Fort Pickens Blackbird Marsh Nature Trail	Escambia County, Florida
22	Trail to Fort Pickens Campground	Escambia County, Florida
23	Florida NST	Escambia County, Florida
24	Fort Pickens Beach	Escambia County, Florida
25	Beach Walk Trail	Santa Rosa County, Florida
26	Pensacola Bike Path	Escambia County, Florida
27	Forty Mile Loop	Santa Rosa County, Florida
28	Santa Rosa Dune Trails	Santa Rosa County, Florida
29	University of West Florida Dunes Trail	Santa Rosa County, Florida
30	Navarre Bike Path	Santa Rosa County, Florida
31	Navarre Causeway Trail	Santa Rosa County, Florida
32	Chappie James Bridge	Escambia County, Florida
33	Veterans Memorial Park Walking Trail	Escambia County, Florida
34	Great NW Coastal Trail	Escambia/Santa Rosa
35	Milton to Pensacola Scenic Bluffs	Escambia/Santa Rosa
36	Cantonment to Bellview Recreational	Escambia County, Florida
37	Escambia Bike Trail	Escambia County, Florida
38	Muscogee Mountain Bike Trails	Escambia County, Florida
39	University of West Florida Trails	Escambia County, Florida
40	Garcon Trail to Bagdad	Santa Rosa County, Florida
41	Blackwater Heritage Trail	Santa Rosa County, Florida
42	Milton to Long Leaf Trail	Santa Rosa County, Florida
43	Old River Trail	Santa Rosa County, Florida

Trail ID	Trail Name	Trail Location
44	Old Brick Road Trail	Santa Rosa County, Florida
45	US 90 Trail Connector	Santa Rosa County, Florida
46	State Road 87 Trail	Santa Rosa County, Florida
47	Eglin West Trail	Santa Rosa County, Florida
48	Yellow River Boardwalk	Santa Rosa County, Florida
49	Yellow River Ravines	Santa Rosa County, Florida
50	Yellow River Water Management Area Trail	Santa Rosa County, Florida
51	Blackwater River Side Trail	Santa Rosa County, Florida
52	Miller Bluff Road Boardwalk	Santa Rosa County, Florida
53	Goodrange Dr	Santa Rosa County, Florida
54	Hutton Trail	Santa Rosa County, Florida
55	Longleaf Trail	Santa Rosa County, Florida
56	Blackwater River State Park Trail	Santa Rosa County, Florida
57	Juniper Creek Trail	Santa Rosa County, Florida
58	Military Heritage Trail	Santa Rosa County, Florida
59	Highway 191 (Munson Highway)	Santa Rosa County, Florida
60	Blackwater Multi-use Trail	Santa Rosa County, Florida
61	Jackson Red Ground Trail	Santa Rosa County, Florida
62	Blackwater River State Forest Trails	Santa Rosa County, Florida
63	Tarklin Bayou Preserve State Park Trail	Escambia County, Florida
64	Garcon Point Water Management Area Trail	Santa Rosa County, Florida
65	Yellow River Marsh Preserve State Park Trail	Santa Rosa County, Florida
66	River Road Trail	Santa Rosa County, Florida
67	Deaton Bridge Road	Santa Rosa County, Florida

3.5 CMP Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck.

As part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), FDOT was required to develop the Freight Mobility and Trade Plan. This plan evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System (SIS) Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state.

Figure 8 shows the freight network within the FL-AL TPO boundary.



Figure 8 | 2024 Freight Network

4.0 Performance Measures

Performance measurement is the process of collecting, analyzing, and reporting information regarding the performance of a system or component. The performance measures indicate the extent to which the plan for the CMP is fulfilling its objectives. They can identify, evaluate, and monitor congestion along the corridor and note which systems are meeting targets and goals. Performance measures are linked to the FL-AL LRTP *System Performance Report* and the ECAT TDP.

4.1 Level of Service Performance

The CMP roadway networks' level of service (LOS) is used as a performance measure to determine the state of congestion on the CMP network. The LOS analysis tables for Escambia County, Santa Rosa County, and Baldwin County are in **Appendix B**.

The LOS analysis examines the quality of service along the corridor based on the daily traffic compared to daily maximum service volume. The thresholds are determined by state and local governments and the analysis is based off the FDOT 2023 *Quality/Level of Service Handbook* Generalized Service Volume Tables.

4.2 Level of Service Analysis Methodology

Annual Average Daily Traffic (AADT) counts collected by count stations along the roadway network are used to determine the amount of daily traffic on state and local roadways. These traffic counts are used to determine LOS and to estimate the level of traffic using FDOT's generalized LOS tables. CMP LOS computations are intended for problem area identification rather than detailed operational or design analysis. The methodology used for the LOS analysis for this CMP Major Update is as per the steps described in the FDOT's 2023 *Quality/Level of Service Handbook*.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), several key modifications were made that affected the metropolitan transportation planning process. MAP-21 focuses on performance-based planning or planning that is performance-driven and outcome-based. MPOs are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMP Major Update, performance measures that will be used to assess the congestion mitigation strategies have been created. These measures are specific, actionable, and speak directly to individual congestion management strategies.

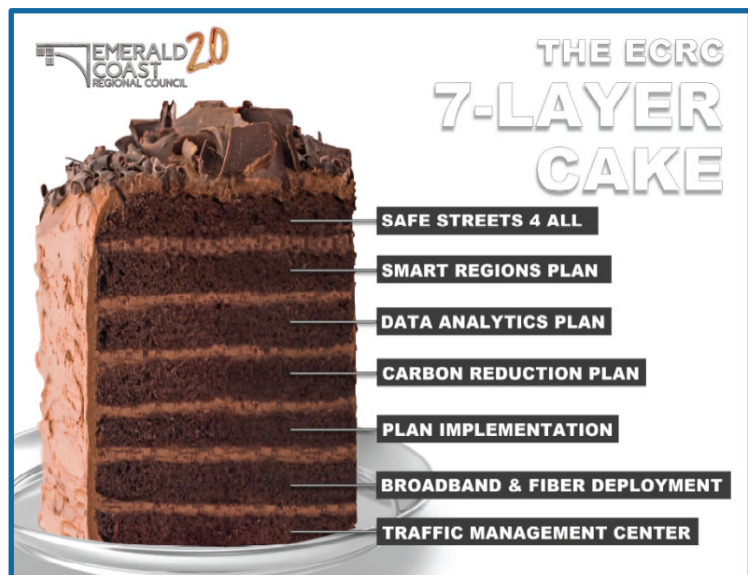
4.4 Documentation of the CMP

The documentation of the CMP takes place in the form of updates along with TPO's LRTP update. The identified congested corridors are considered in the TPO's LRTP and Safe Streets for All and Smart Regions Plans.

5.0 Performance Monitoring Plan

This step explains the process of collecting data, as it is essential to estimating the performance measures and tracking congestion over a period of time. This process requires data collection needs, responsibilities, analysis techniques, and performance reporting. Performance tracking (**Table 14**) is provided as a long-term goal as part of the Data Analytics Plan. Performance measuring and monitoring is linked to the internal ECRC *Seven-Layer Cake* safety initiative, the “ingredients” of which are all intended to focus on achieving Target Zero / Vision Zero. The seven components are described below.

- 1 **Safe Streets 4 All (SS4A):** Will identify the region’s highest fatality and serious injury crash network and develop overall strategies on how to lower fatalities achieve Vision Zero.
- 2 **Smart Regions Plan:** Will utilize the corridors identified from the SS4A project and identify specific smart technology that can be deployed to collect data and ultimately alleviate fatalities. This project has FL-AL TPO funding supplemented by ECRC funding.



- 3 **Data Analytics Plan:** Will conduct community needs assessments for communities in FL-AL TPO area to perform problem identification and begin to layout the data needed to understand problems. Phase 2 will identify or develop the software needed to easily store and analyze the data coming from the network into the Regional Transportation Management Center (RTMC). The project is focused on FL-AL TPO but will have cross-boundary benefit through data sharing and collection.
- 4 **Carbon Reduction Plan:** Will focus on identifying specific Advanced Traffic Management System (ATMS) / Intelligent Transportation System (ITS) technology projects that result in broad scale traffic reduction which achieves reduction of vehicle emissions, congestion relief, while also continuing to emphasize the projects identified in layers 1-3 and begin to set the stage to program carbon reduction funding for implementation. This project will also help advance the #1 Non-SIS project of ATMS / ITS deployment and help the region to move towards Vision Zero.

- 6 **Broadband & Fiber:** Working with Escambia County, this project will install the backbone for technology upgrades identified in the layers above and provide system connectivity to the new Transportation Management Center.
- 7 **Transportation Management Center:** Will serve as the RMTC and ECRC office facility. The center is designed to provide next generation traffic management, add regional redundancy, and house the operations of all layers outlined above. This project is the #1 Non-SIS priority of the FL-AL TPO.

5.1 Data Acquisition Plan

Accurate and dependable transportation data is required for the decision-making process. Data acquisition helps in understanding the process for identifying, planning, developing, and evaluating congestion mitigation strategies. Data acquisition plans are the adopted performance measures for congestion mitigation strategies.

5.1.1 Traffic Volume Data for Level of Service Tables

Traffic volumes are collected annually by FDOT and Alabama Department of Transportation (ALDOT) at various locations throughout Florida and Alabama and recorded using station numbers. This information by FDOT can be found on the FDOT's Florida Traffic Online website and is an on-going update process. This information by ALDOT can be found on the ALDOT's Traffic Data Manager online website. The TPO obtains this information to update the CMP at both Major and Minor Updates on an annual basis.

FDOT Central Office (CO) prepares Statewide LOS tables. The roadway segments of Baldwin County, Alabama within the FL-AL TPO boundary was not included in the FDOT Statewide LOS table. The context classification for the roadways within Baldwin County were assumed. The information from the FDOT Statewide LOS tables and the ALDOT Traffic Data Manager website were utilized for this CMP Major Update.

5.1.2 Crash Data

FDOT annually updates crash data for the SHS as well as county and local road crashes. This information can be obtained from Florida Highway Safety Portal or FDOT's Crash Analysis Reporting System (CARS). The CARS database is created by consolidating crash data from Department of Highway Safety and Motor Vehicles (DHSMV) with roadway information from FDOT. All crashes that occurred on state roads with fatalities, injuries, and/or property damage are included in the database. As per 23 U.S.C. §407, ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests.

5.1.3 Intelligent Transportation System and Operations Data

The FL-AL TPO has adopted ITS technology as a congestion mitigation strategy to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. Road weather management systems, dynamic speed display signs, curve warning systems, closed-circuit television, and dynamic message signs are used to collect and provide this information within the TPO area. The RTMC of Pensacola monitors closed-circuit television cameras, vehicle detector stations, and dynamic message signs to alert the drivers in Escambia and Santa Rosa County along the I-10 and I-110 corridors with changing travel times. The new RTMC is scheduled to begin construction in 2024 as part of the ECRC *Seven-Layer Cake* initiative. The City of Orange Beach, Alabama is a fiber-connected city which allows for traffic priority signal control by ALDOT. Adaptive Technology is deployed only along Perdido Beach Boulevard (State Road 182) to allow emergency responders to control signals.

5.1.4 Speed and Travel Time Data

Travel time and speed data can be collected using Global Positioning System (GPS) technology with ITS probe vehicle techniques. These ITS probe vehicles can be anything from personal and commercial vehicles to public transit vehicles and are not used exclusively with the intent of data collection.

5.1.5 Travel Survey Data

Travel survey data can be obtained from the American Community Survey (ACS) as provided by the United States (U.S.) Census Bureau. The ACS is an on-going survey that includes questions about how people get from home to work such as means of transportation to work, number of vehicles, place of work, time leaving home to get to work, and travel time to work.

5.1.6 Travel Demand Model Data

Northwest Florida Regional Planning Model (NWFRPM) can be used by the TPO to analyze the trends from current to future years. This travel demand model data can be used to compare the changing condition over the years.

5.2 Performance Measure Assessment

5.2.1 Level of Service Analysis

A LOS analysis was completed on all major arterial roads of Escambia and Santa Rosa County and the Metropolitan Planning Area Boundary of Baldwin County consistent with the methodologies in the FDOT 2023 *Quality/Level of Service Handbook* and the Generalized Service Volume Tables. The analysis outlined the AADT and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in **Appendix B**.

Figure 9 and **Table 5** highlights the Escambia County, Santa Rosa County, and Baldwin County roadway segments that are operating below FDOT LOS targets in 2022.

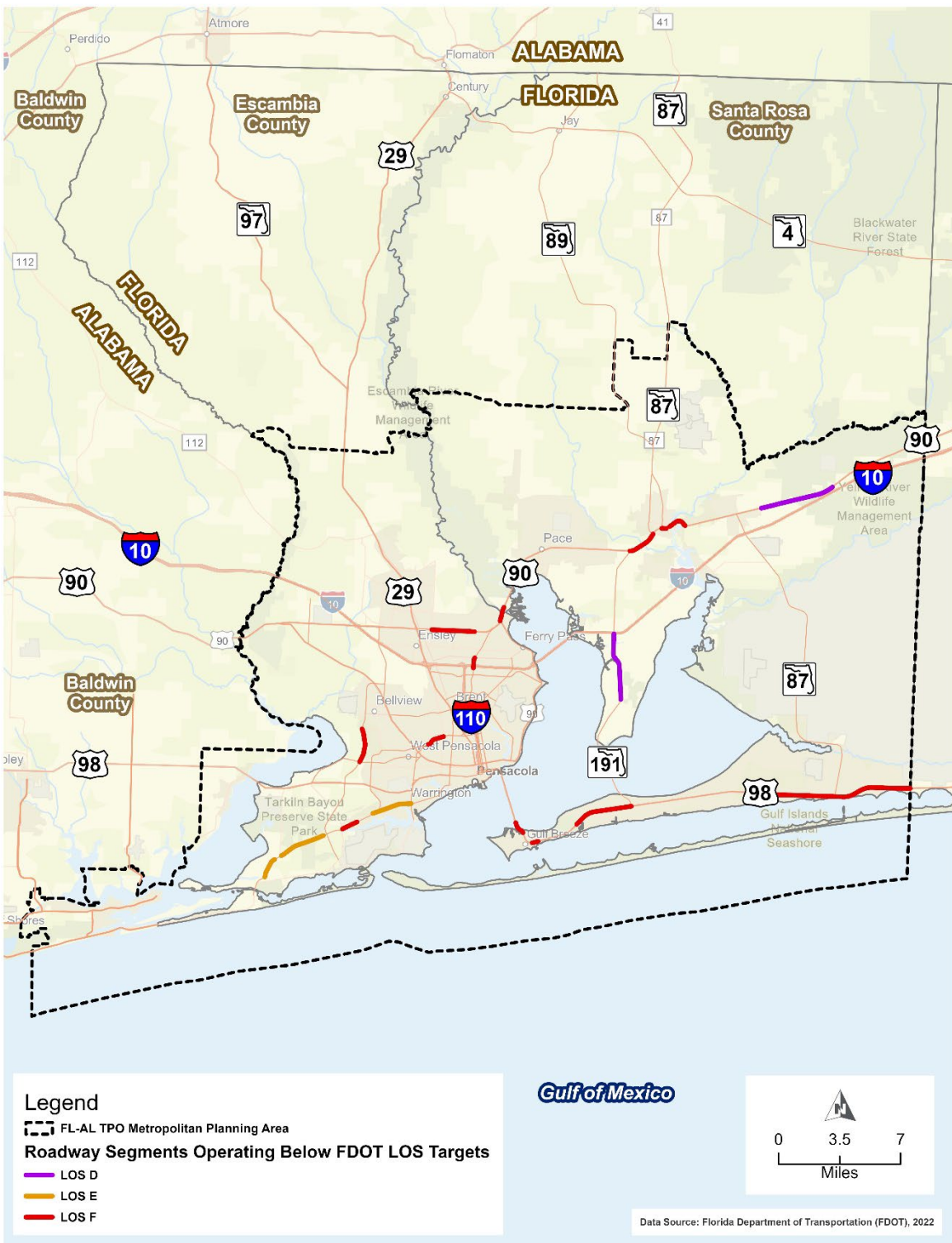


Figure 9 | 2022 Segments Operating Below FDOT LOS Targets

Table 5 | 2022 Segments Operating Below FDOT LOS Targets

Roadway	County	From MP	To MP
SR-295	Escambia	6.755	7.775
US-90A / SR-10	Escambia	11.323	13.777
US-90/90A / SR-10	Escambia	15.509	16.322
SR-292	Escambia	7.500	8.695
SR-292	Escambia	9.131	11.830
SR-292	Escambia	12.988	13.920
SR-292	Escambia	14.961	15.354
SR-292	Escambia	15.354	16.496
SR-292	Escambia	16.496	17.246
SR-291	Escambia	6.181	6.769
SR-173	Escambia	7.136	8.177
SR-173	Escambia	8.177	9.106
US-90 / SR-10	Santa Rosa	9.303	11.004
US-90 / SR-10/87	Santa Rosa	11.621	11.893
US-90 / SR-10/87	Santa Rosa	12.104	13.205
US-90 / SR-10	Santa Rosa	17.699	21.980
US-98 / SR-30	Santa Rosa	0.000	0.724
US-98 / SR-30	Santa Rosa	1.597	1.949
US-98 / SR-30	Santa Rosa	4.418	6.121
US-98 / SR-30	Santa Rosa	6.121	7.831
US-98 / SR-30	Santa Rosa	15.025	19.590
US-98 / SR-30	Santa Rosa	19.590	22.731
US-98 / SR-30	Santa Rosa	22.731	24.005
SR-281	Santa Rosa	7.090	10.956

5.2.2 Safety Analysis

The FDOT annually collects crash information using Signal Four Analytics (SFA) for average crash rate, reference, high crash, percent, and density reports. The crash report provides intersections and segments with high historical safety issues. The urban intersections and segments have a confidence of 0.9995 or higher and a total crash count of 8 or more. The rural intersections and segments have a confidence of 0.95 or higher and a total crash count of 8 or more. **Figure 10** and **Figure 11** show the high crash locations for intersections and segments from 2017 to 2021 on the CMP network. Prior to the 1995 amendment to 23 U.S.C. §409, ALDOT released crash data to members of the public upon request with payment of a \$100 fee. One purpose of the 1995 amendment was to protect raw data from discovery and admission into evidence. Thereafter, ALDOT ceased releasing crash data to the public. In *Ex parte* Alabama Dept. of Transp., 757 So. 2d 371 (Ala. 1999), the Alabama Supreme Court ruled that ALDOT's refusal to release crash data was proper and supported by 23 U.S.C. §409 and the crash data were also exempt from production in an "open records" request. ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests.

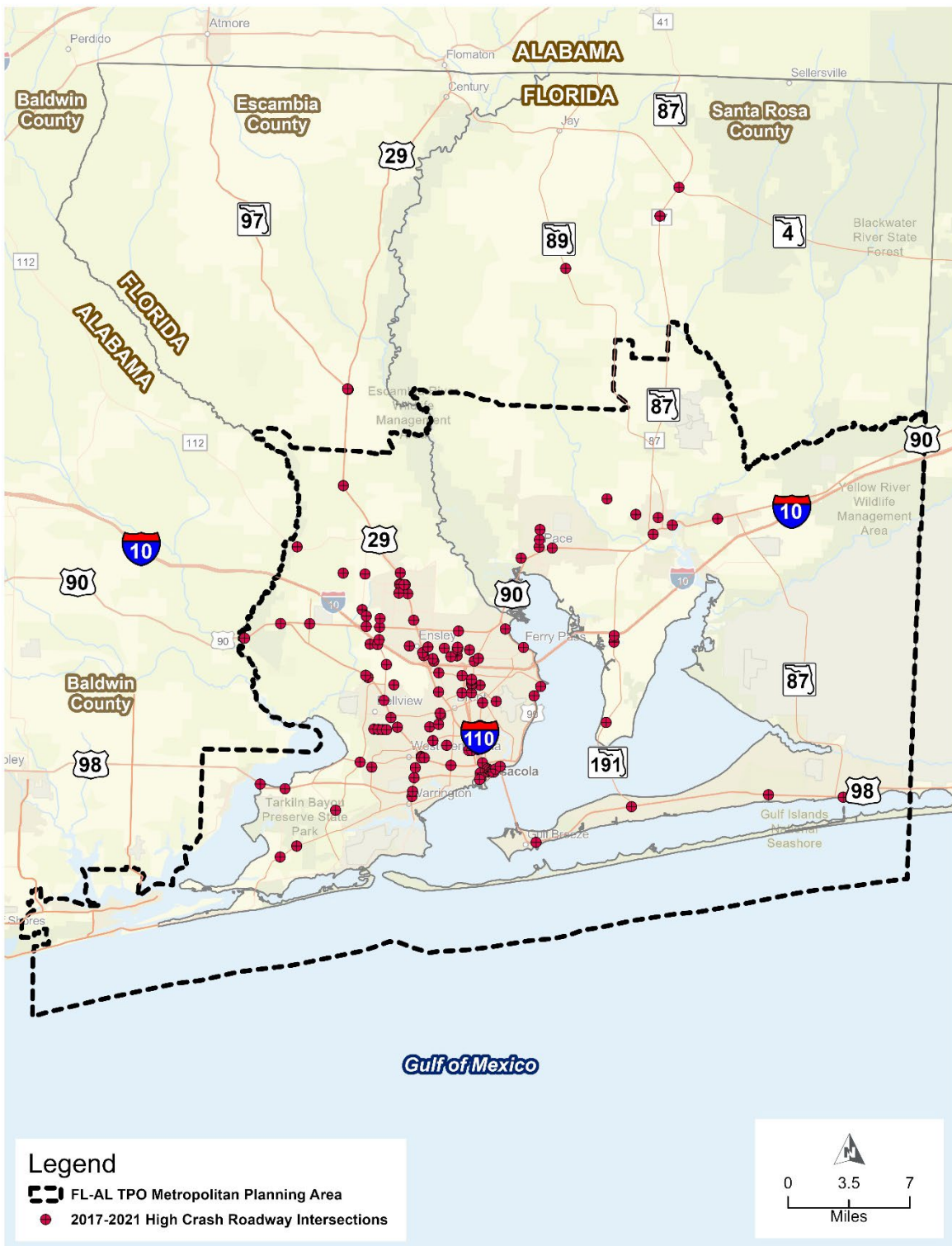


Figure 10 | 2017-2021 High Crash Intersections

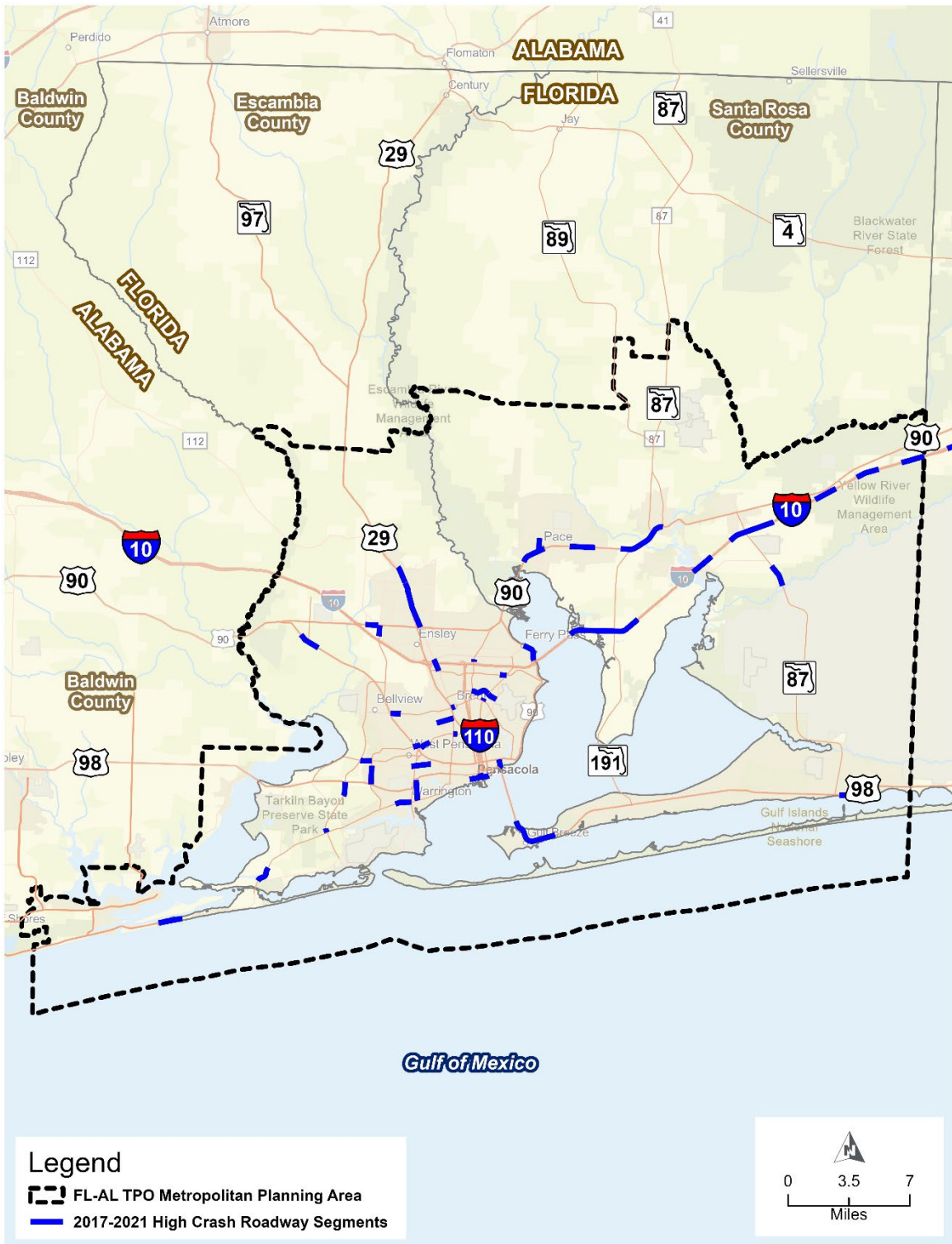


Figure 11 | 2017-2021 High Crash Segments

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA) on the Fatality Analysis Reporting System (FARS). Traffic fatalities by counties can be found in their reports. **Figure 12** below compares the traffic fatalities in Escambia, Santa Rosa, and Baldwin Counties from 2017 through 2021.

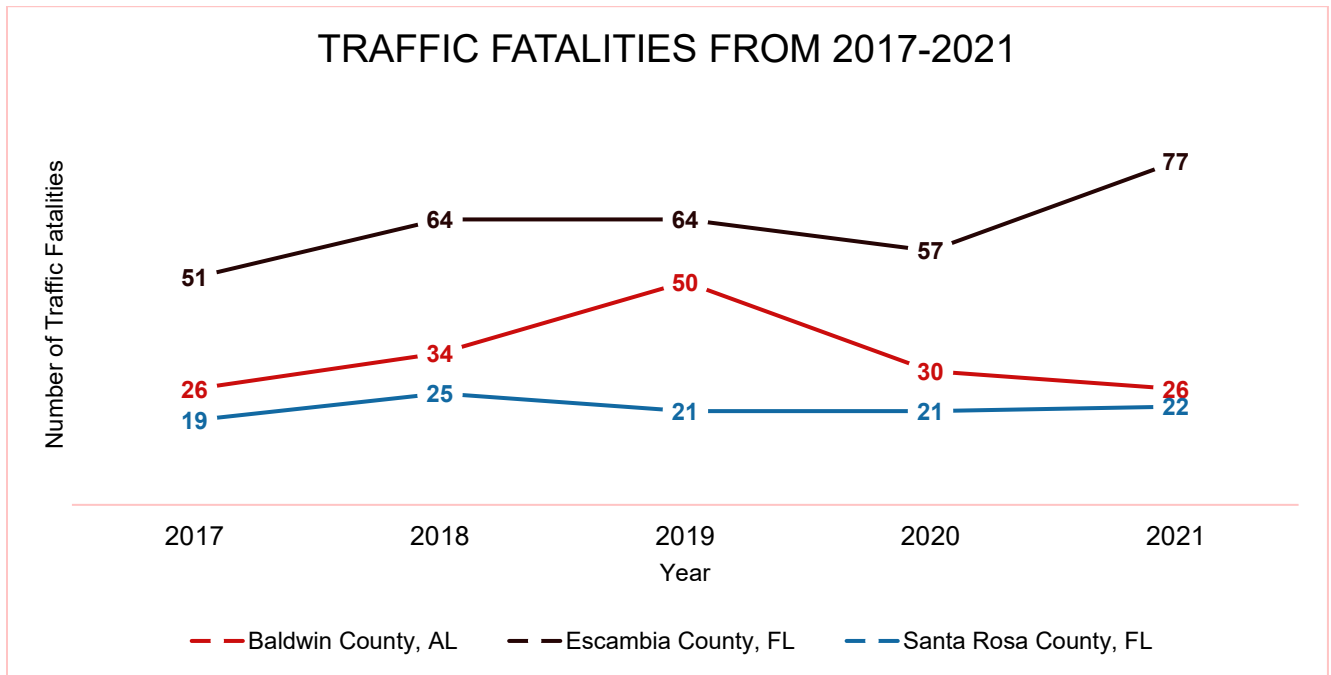


Figure 12 | Number of Traffic Fatalities in Escambia, Santa Rosa, and Baldwin County

5.2.3 Behavioral Analysis

Congestion is directly related to the people, vehicle miles traveled (VMT), and mode choices of the commuters. **Figure 13** shows population and commuter changes from 2016 to 2020 in the FL-AL TPO. The population and the number of commuters over the years from 2016 to 2020 remained steady.

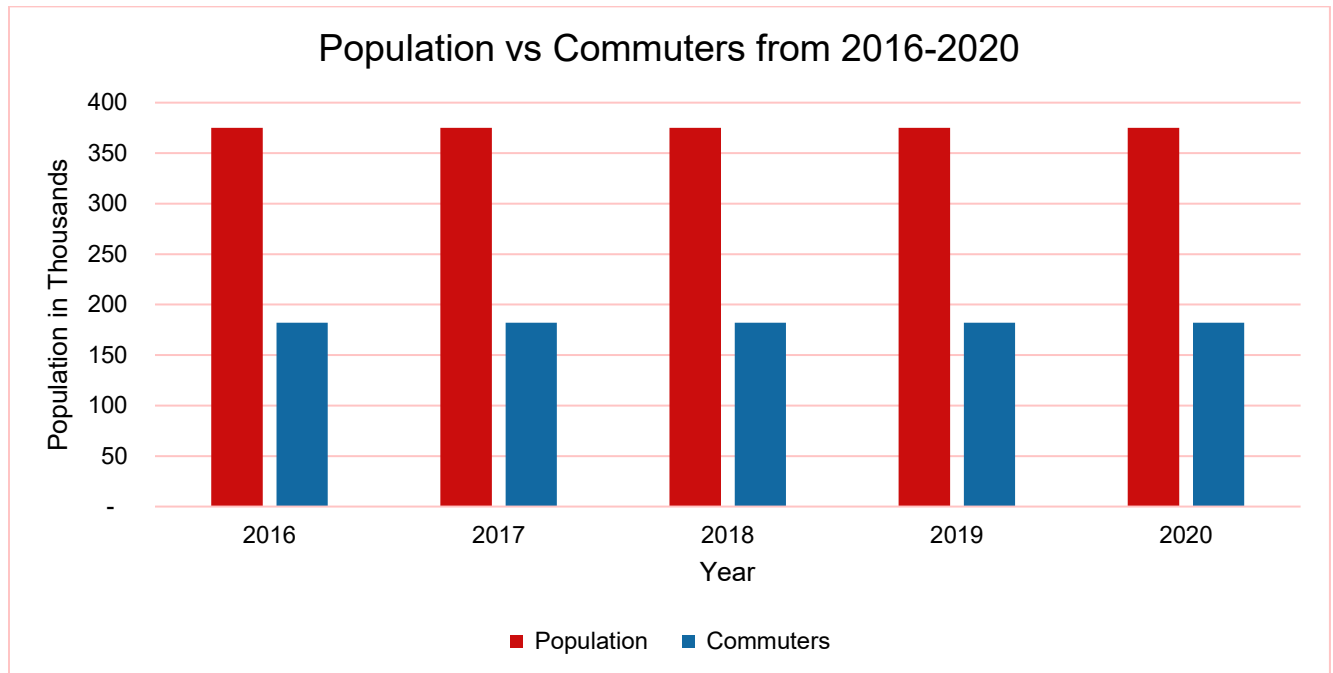


Figure 13 | Population and Commuters from 2016-2020 in the FL-AL TPO⁴

5.2.3.1 *Vehicle Miles Traveled*

Congestion can be evaluated by VMT and transit miles of travel. Congestion management goals aim to reduce the number of VMT. **Figure 14** compares the number of VMT on the SHS in the FL-AL TPO. There has been an increase in the Freeway Daily VMT from 2016 to 2019 and a slight decrease occurred in 2020 due to the Covid-19 pandemic. There has been a decrease in the Arterial Daily VMT from 2016 to 2020.

⁴ Microsoft Word - 2021 UMR - June 23_FINAL (tamu.edu)

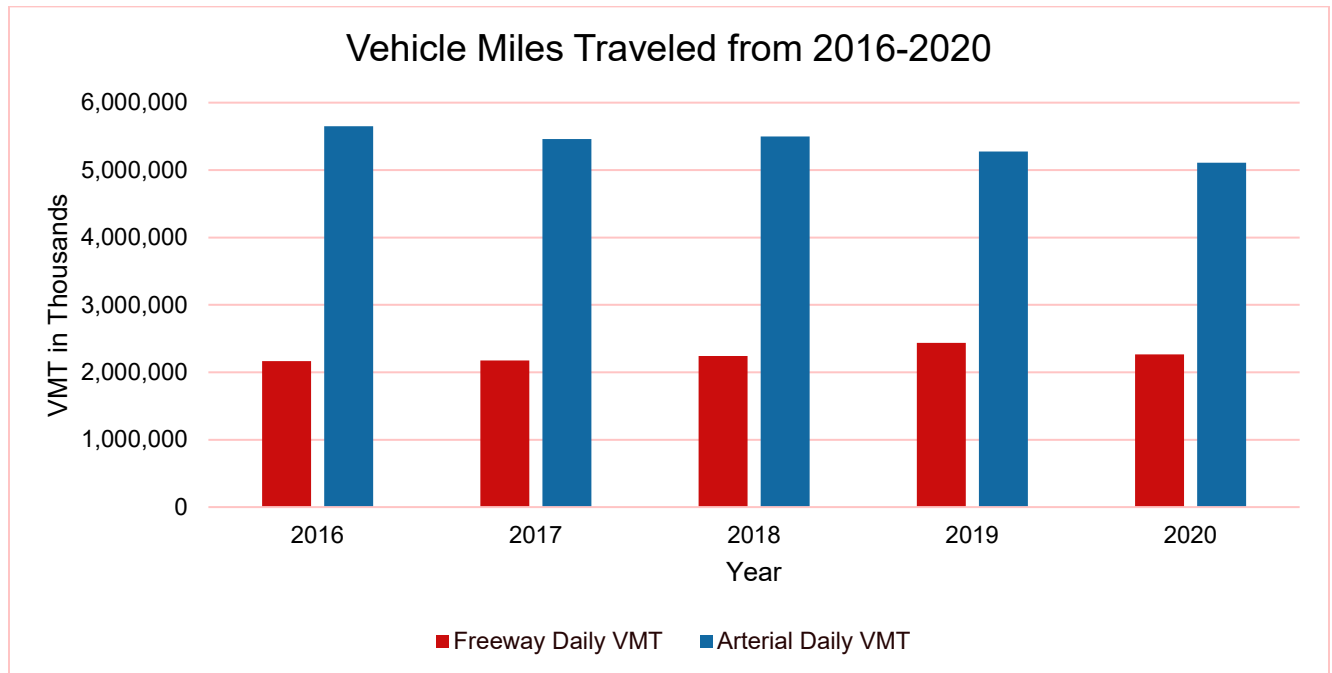


Figure 14 | Vehicles Miles Traveled from 2016-2020 for the FL-AL TPO⁵

5.2.3.2 Means of Transportation to Work

ACS reports the means of transportation used by workers 16 years and older to travel to work. The survey bifurcates the means of transportation into various modes such as automobile, walk, bicycle, public transportation, taxicab, motorcycle, or other means. The report also includes whether they worked from home, carpooled, or drove alone.

Table 6 through **Table 8** illustrates the outcome for the survey conducted in Escambia, Santa Rosa, and Baldwin Counties during the five-year period from 2018 to 2022 using the 5-Year Estimates. As mentioned by the ACS, the margin of error may be up to five percent of the measures.

⁵ <http://fdotsourcebook.com/performance-measures/auto/vehicle-miles-traveled#>

Table 6 | Means of Transportation to Work for Escambia County, 2018-2022

Means of Transportation to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Car, Truck, or Van-Drove Alone	76.1%	75.5%	73.6%	71.7%	71.2%	-2.9	-0.1
Car, Truck, or Van-Carpooled	10.2%	10.6%	10.2%	10.0%	9.3%	-0.5	-1.3
Public Transportation (Excluding Taxi)	0.6%	0.6%	0.9%	0.8%	0.8%	0.0	0.0
Walked	2.4%	2.8%	3.4%	4.5%	3.9%	1.6	-0.5
Other Means	1.9%	2.0%	2.2%	2.4%	2.3%	0.4	-0.1
Worked at Home	8.9%	8.4%	9.8%	10.6%	12.5%	3.6	1.8

Table 7 | Means of Transportation to Work for Santa Rosa County, 2018-2022

Means of Transportation to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Car, Truck, or Van-Drove Alone	83.0%	81.2%	80.4%	80.0%	79.0%	-3.9	-0.9
Car, Truck, or Van-Carpooled	9.5%	10.5%	9.9%	8.4%	7.1%	-2.5	-1.3
Public Transportation (Excluding Taxi)	0.1%	0.0%	0.0%	0.0%	0.0%	-0.1	0.0
Walked	0.7%	1.0%	0.9%	0.9%	1.0%	0.3	0.1
Other Means	1.4%	1.5%	1.9%	1.8%	2.1%	0.7	0.3
Worked at Home	5.3%	5.7%	6.8%	8.9%	10.8%	5.5	1.9

Table 8 | Means of Transportation to Work for Baldwin County, 2018-2022

Means of Transportation to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Car, Truck, or Van-Drove Alone	84.3%	83.8%	83.0%	81.4%	81.3%	-2.9	-0.1
Car, Truck, or Van-Carpooled	7.4%	7.8%	8.0%	8.2%	6.9%	-0.5	-1.3
Public Transportation (Excluding Taxi)	0.1%	0.0%	0.0%	0.1%	0.1%	0.0	0.0
Walked	0.7%	0.6%	1.2%	1.2%	1.2%	0.5	0.0
Other Means	1.4%	1.3%	1.4%	1.2%	1.3%	0.0	0.1
Worked at Home	6.1%	6.5%	6.4%	7.8%	9.1%	3.0	1.3

For all three counties, there has been a decrease in driving alone and carpooling from 2018 to 2022. Commuters using public transportation decreased by 0.1 percent points in Santa Rosa County from 2018 to 2022. An increase was observed in workers walking to work and working from home in all three counties from 2018 to 2022.

5.2.3.3 Travel Time to Work

Also reported by the ACS is travel time to work. **Table 9** through **Table 11** display the results for Escambia, Santa Rosa, and Baldwin counties from 2018 to 2022 using the 5-Year Estimates. It is important to note that the margin of error may be up to five percent for the ACS measures.

Table 9 | Travel Time to Work for Escambia County, 2018-2022

Travel Time to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Less than 10 minutes	10.4%	11.2%	12.0%	13.0%	13.4%	3.0	0.4
10 to 14 minutes	13.7%	14.2%	13.9%	14.3%	13.5%	-0.1	-0.8
15 to 19 minutes	24.2%	22.8%	21.7%	21.3%	20.9%	-3.4	-0.4
20 to 24 minutes	21.3%	19.9%	18.7%	17.8%	17.4%	-3.9	-0.3
25 to 29 minutes	7.5%	7.1%	6.5%	6.0%	6.0%	-1.5	0.0
30 to 34 minutes	11.4%	11.8%	12.7%	13.0%	13.1%	1.8	0.2
35 to 44 minutes	3.6%	4.0%	4.3%	4.3%	4.9%	1.3	0.6
45 to 59 minutes	4.0%	4.7%	5.2%	5.3%	5.3%	1.3	0.0
60 or more minutes	3.8%	4.2%	5.0%	5.1%	5.4%	1.5	0.2
Mean Travel Time to Work (minutes)	23.4	23.8	24.4	24.4	24.7	1.3	0.3

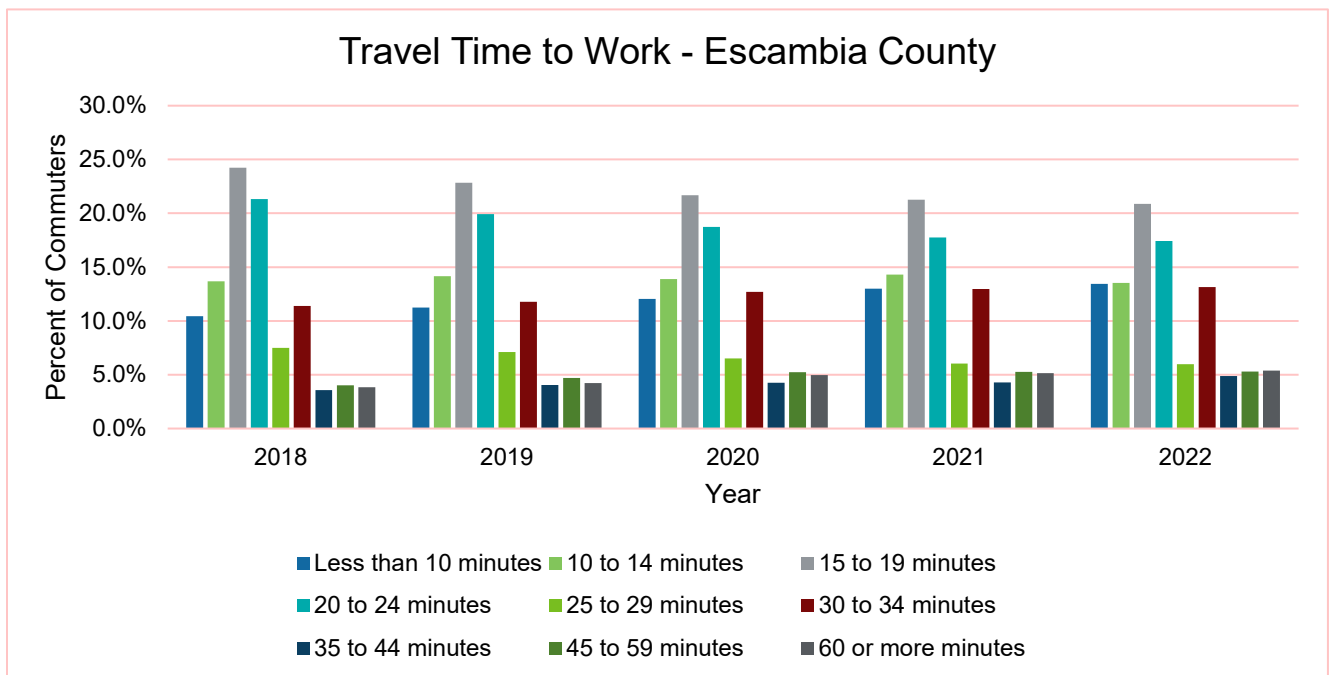


Figure 15 | Travel Time to Work for Escambia County, 2018-2022

Table 9 and **Figure 15** show that most travel time from 2018 to 2022 in Escambia County has changed less than 3 percent points. The exception is for those commuters that travel 15 to 19 minutes and 20 to 24 minutes, who saw a decrease of 3.4 and 3.9 percent points, respectively.

Table 10 | Travel Time to Work for Santa Rosa County, 2018-2022

Travel Time to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Less than 10 minutes	9.4%	9.4%	9.6%	9.6%	10.0%	0.6	0.3
10 to 14 minutes	9.9%	9.0%	8.5%	7.7%	7.8%	-2.1	0.1
15 to 19 minutes	13.1%	12.0%	12.9%	12.3%	12.1%	-1.0	-0.2
20 to 24 minutes	12.2%	13.0%	12.5%	12.2%	11.6%	-0.6	-0.6
25 to 29 minutes	8.4%	8.4%	8.2%	8.5%	8.1%	-0.3	-0.4
30 to 34 minutes	17.3%	17.5%	16.0%	17.7%	18.0%	0.7	0.2
35 to 44 minutes	9.4%	10.1%	10.8%	9.4%	10.0%	0.6	0.5
45 to 59 minutes	12.5%	13.1%	13.1%	13.5%	13.7%	1.2	0.2
60 or more minutes	7.9%	7.6%	8.3%	9.0%	8.8%	0.8	-0.2
Mean Travel Time to Work (minutes)	31.0	31.2	31.5	32.1	32.0	1.0	-0.1

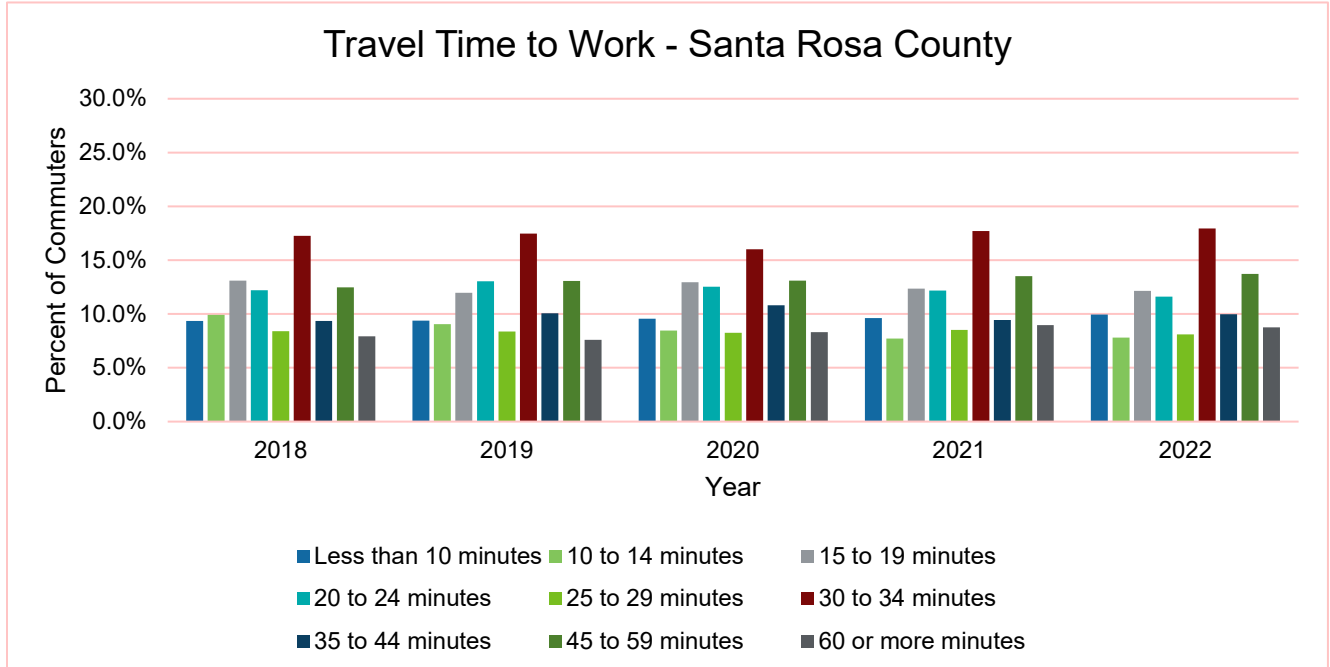


Figure 16 | Travel Time to Work for Santa Rosa County, 2018-2022

Table 10 and **Figure 16** show the travel time to work for Santa Rosa County from 2018 to 2022. The commuters that travel 10 to 14 minutes decreased 2.1 percent points from 2018 to 2022 but experienced an increase of 0.1 percent points from 2021 to 2022.

Table 11 | Travel Time to Work for Baldwin County, 2018-2022

Travel Time to Work	2018	2019	2020	2021	2022	2018-2022 Change	2021-2022 Change
Less than 10 minutes	10.6%	11.5%	13.3%	12.9%	12.5%	1.8	-0.5
10 to 14 minutes	13.2%	13.1%	12.9%	12.7%	12.4%	-0.8	-0.3
15 to 19 minutes	14.1%	14.8%	16.1%	16.1%	16.1%	1.9	0.0
20 to 24 minutes	13.4%	13.5%	12.5%	13.8%	14.0%	0.5	0.2
25 to 29 minutes	6.6%	6.5%	6.8%	5.7%	6.4%	-0.2	0.6
30 to 34 minutes	17.3%	15.9%	14.2%	14.0%	13.7%	-3.6	-0.3
35 to 44 minutes	7.0%	7.4%	7.4%	7.4%	7.3%	0.3	-0.1
45 to 59 minutes	9.9%	9.6%	9.4%	9.8%	9.8%	-0.1	0.1
60 or more minutes	7.9%	7.6%	7.5%	7.6%	8.0%	0.1	0.4
Mean Travel Time to Work (minutes)	29.0	28.6	27.9	28.1	28.4	-0.6	0.4

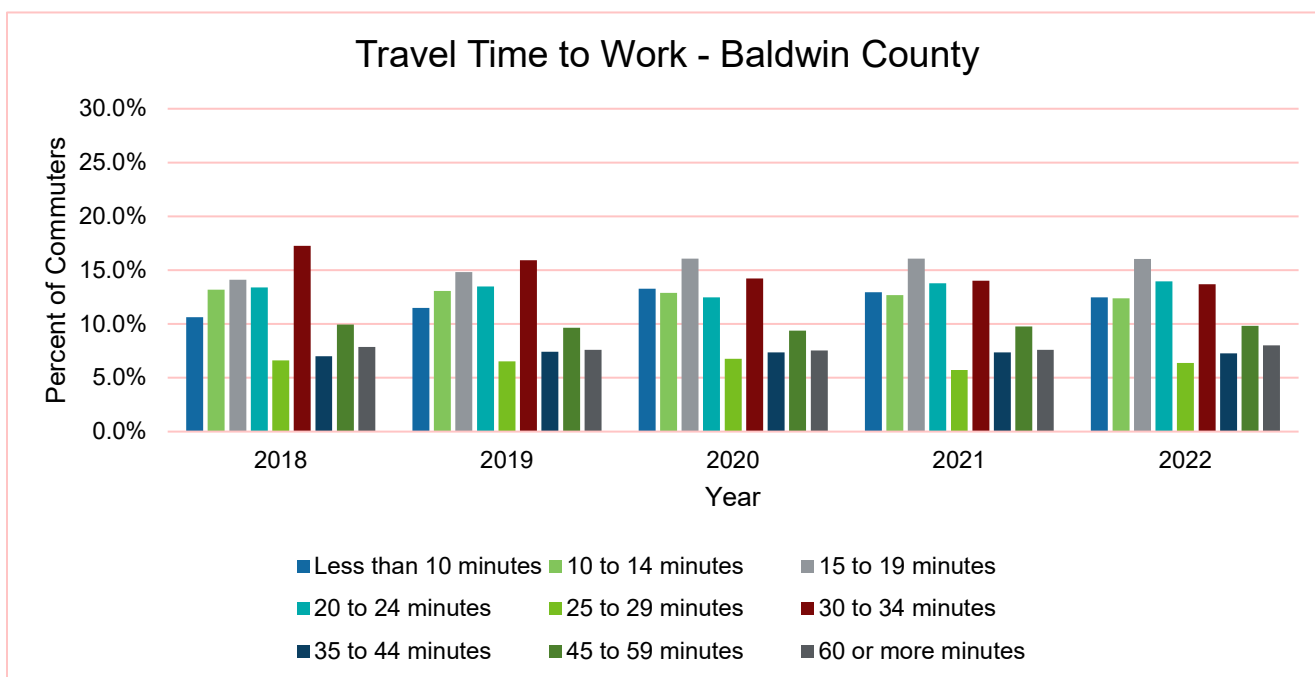


Figure 17 | Travel Time to Work for Baldwin County, 2018-2022

Table 11 and **Figure 17** display the travel time to work for Baldwin County. Baldwin County decreased in average travel time to work by 0.6 from 2018 to 2022.

5.2.4 Congestion Analysis

There are numerous measures taken into consideration for traffic congestion assessment to improve LOS and efficiencies of transportation systems, including:

- Peak Commuters
- Annual Delay per Commuter
- Total Delay
- Free-Flow Speeds
- Excess Fuel Consumed
- Congestion Cost
- Urban Area
- Number of Rush Hours.

In addition to understanding these performance measures values, it is also useful to compare the FL-AL TPO region's performance to others in the United States. The Texas A&M Transportation Institute's 2021 Urban Mobility Report gathers and compares traffic conditions for 101 urban areas from years 1982 to 2020, including:

- 15 areas categorized as very large urban areas with over 3 million people
- 32 large urban areas with a population between 1 million to 3 million
- 33 medium urban areas with a population between 0.5 million to 1 million
- 21 small urban areas with less than 500,000 population.

Different components of congestion are measured for each urban area and the Texas A&M Transportation Institute ranks them from 1 to 101.⁶ The ranking comparison is made as different congestion components are assigned ranks from low to high; a low rank generally signifies a worse condition. The Pensacola region, as categorized by the Texas A&M Transportation Institute, is a small urban area with a population of 500,000 or less and predictably the region would rank better in terms of congestion as compared to larger urban areas. For the purpose of this study, the Pensacola region's rankings were divided into three categories: high: 1-35; medium: 36-70; and low: 71- 101.

Table 12 shows the comparison of the FL-AL TPO and its rankings compared to the other areas in the study by the Texas A&M Transportation Institute. The FL-AL TPO area ranked in the "low" category for most of the congestion measurements and did not rank in the "high" category for any. The four measures that ranked medium include: annual hours of delay per auto commuter, travel time index, annual excess fuel consumed per auto commuter, and commuter stress index.

⁶ <https://static.tti.tamu.edu/tti.tamu.edu/documents/mobility-report-2021.pdf>

Table 12 | FL-AL TPO Area Congestion Ranking

Measures	Congestion in 2019	Ranking	Ranking Comparison
Annual Hours of Delay per Auto Commuter	48 person-hours	47	Medium
Travel Time Index	1.16	59	Medium
Annual Delay	10,537,000 person-hours	85	Low
Annual Excess Fuel Consumed per Auto Commuter	20 gallons	52	Medium
Annual Excess Fuel Consumed	4,539,000 gallons	84	Low
Annual Congestion Cost per Auto Commuter	\$784	74	Low
Annual Congestion Cost	\$227 million	85	Low
Annual Truck Delay	322,000 person-hours	93	Low
Annual Truck Congestion Cost	\$19 million	89	Low
Commuter Stress Index	1.18	60	Medium

6.0 Corridor Management Process Plan

Corridor management process is focused on certain goals and objectives. The CMP focuses mainly on congested spots and corridors unlike Transportation System Management and Operation (TSM&O) Strategies which looks at performance from a system perspective for the entire transportation system.

6.1 Corridor Management Planning for Constrained Facilities⁷

The corridors identified as possible problem areas or congested corridors were considered by the TPO for corridor management plans. These corridors were analyzed for the corridor management plans, then they were accessed to identify access management and operational enhancements to support multi-modal transportation. The following are completed corridor management plans:

- Berryhill Road
- Detroit Boulevard/Johnson Avenue
- East Cervantes (From North 9th Avenue to East Gonzalez Street)
- Main Street
- North Palafox Street
- Gulf Beach Highway/Sorrento Road
- SR 727/Fairfield Drive (From Lillian Highway to Mobile Highway)
- US 90 (From the Escambia River Bridge to SR 87 South)
- US 98
- SR 10A (US 90) West Cervantes Street/Mobile Highway (From North A Street to Dominguez Street)
- East Bay Boulevard.

⁷ Welcome to Emerald Coast Regional Council, FL (ecrc.org)

7.0 Monitoring Strategy Effectiveness

Monitoring strategy effectiveness is the final step of the CMP. This step helps in implementation of the CMP and evaluates whether the CMP objectives were attained or not. If the expected benefits fall short of the anticipated impact, then it helps to identify the congested corridors in the subsequent CMP update and improve the strategies.

7.1 Documentation of Effectiveness

Once the congestion management strategies are applied to a congested corridor, it is evaluated for its effectiveness. CMP strategies are evaluated based on potential benefits to congestion relief, but certain strategies may have benefits beyond reducing congestion.

7.2 Monitoring and Tracking

Along with every CMP update, the effectiveness of the congestion management strategies will be monitored and tracked. Identification of trends become simple as more data is compared and analyzed over time. The comparative study of previous plans for the CMP to the latest will show a clear picture of the impacts of these strategies. The LOS analysis from the past and presents reports helps in the comparative analysis to determine the effectiveness of the adopted strategies. This comparison and analysis of the effectiveness of the strategies is carried out by the LRTP steering committee by analyzing the Major Update every five years. There are strategies which indicate immediate results such as auxiliary lanes while on the other hand cases like Transportation Demand Management (TDM) take a long time to indicate visible impacts.

8.0 Implementation and Management

In order to coordinate with various activities in a timely manner and to provide a high-quality product, the CMP has to maintain an implementation and management plan. To provide quality information and to produce the desired results, different agencies should be in sync to ensure proper functionality of the CMP. Implementation and management help the CMP to update the latest data and to incorporate the latest technological trends into the document. As the CMP is an integral part of the TPO's LRTP, it goes through a Major Update every five years along with the LRTP. It is recommended that the congested spots and corridors be studied, monitored, updated, and calibrated as per the effectiveness of any new congestion related issues arising along the corridors.

8.1 Linkage between the CMP and NEPA

National Environmental Policy Act (NEPA) process is applicable to all highway and transit projects that utilize federal funds. NEPA related issues can be addressed as NEPA requirements are reflected in the FDOT's Project Development and Environment (PD&E) study. Several congestion management strategies are considered for roadway improvements in a PD&E study as part of the no-build alternative which is evaluated with one or more build alternatives. The effectiveness of these strategies in addressing the purpose and need of the project is evaluated at this point. Environmental Commitments made during the NEPA process are tracked by FDOT in the StateWide Environmental

Project Tracker (SWEPT) system and locally in FDOT District 3 Project Suite Enterprise Edition (PSEE) application.

8.2 Linkage between the Intelligent Transportation System Management Systems and the CMP

FDOT has established the Florida ITS Strategic Plan (August 2017)⁸ with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. In 2010, the FL-AL TPO adopted the Regional ITS Plan with two other TPO's in Northwest Florida. ITS uses technology to improve traffic flow, safety, air quality, and fuel efficiency when moving people and goods. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work.

8.3 Integration with the LRTP and the TIP

FL-AL TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the NWFRPM, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for Right-of-Way acquisition could be further analyzed for potential Corridor Management Plan Studies as an additional way to mitigate congestion. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions to reduce future Right-of-Way costs.

8.4 Integration with the Public Participation Plan

The TPO's public involvement team aims to achieve optimum engagement of the public when developing major planning documents and programs. This process is outlined in the TPO's Public Participation Plan (PPP), which can be found at www.ecrc.org. Before the planning process begins, quality public participation is solicited and continues throughout the process, helping to avoid, and mitigate project impacts, while providing the best solutions.⁹

The primary goals of the FL-AL TPO PPP are to:

1. **Inform the Public:** Inform the public and promote public participation with the help of available resources, provide information regarding opportunities and ways to participate in the transportation decision making process.
2. **Involve the Public:** Involve the public in the transportation decision making process so that everyone in the community feels a sense of ownership in the ideas and nobody feels left out of the process.
3. **Include the Public:** Reach out to everyone in the community to increase participation irrespective of the geography, organization, and demography of the community under the TPO study area.

⁸ 2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf (windows.net)

⁹ Welcome to Emerald Coast Regional Council, FL (ecrc.org)

Members of the public can also participate and comment on the CMP by attending the TPO and Advisory Committee Meetings and the LRTP Steering Committee Meetings when the CMP is an agenda item at these advertised meetings. Members of the public can also provide comments when the draft CMP is posted on the web site when the Transportation Planning Organization Coordinator e-mails the link to the TPO and Advisory Committees as well as interested parties.

8.5 Implementation Responsibilities

Depending upon the recommendations in the next Major Update to the plan for the CMP, funding responsibilities will be sent to the FL-AL TPO, FDOT and/or ALDOT, or local governments for potential implementation.

8.6 Involvement and Role of Decision Makers

There are several key decision makers in the planning process which include various transportation, land use and commuter service agencies. Representatives from these different agencies form a Technical Coordinating Committee (TCC). The TCC serves as a backdrop for these agencies to contribute their comments and opinions on the draft plan for the CMP. Upon its approval, the TCC and Citizens Advisory Committee (CAC) will formally make their recommendations to the TPO for actions regarding the CMP.

8.6.1 Agency Involvement

Representative of the following agencies constitute the TPO's TCC:

- Planning Department (Baldwin County)
- BRATS (Baldwin County Commission)
- City Manager's Office (City of Gulf Breeze)
- Planning and Development Department (City of Milton)
- Community Development Department (City of Orange Beach)
- City Public Works (City of Pensacola)
- City Traffic Engineering Office (City of Pensacola)
- Community Redevelopment Agency (City of Pensacola)
- Planning Department (City of Pensacola)
- Pensacola International Airport
- Port of Pensacola
- Planning Department (Eastern Shore MPO)
- Emerald Coast Utilities Authority
- Bureau of Development Services (Escambia County)
- Community and Environment Division (Escambia County)
- County School District (Escambia County)
- Emergency Management Office (Escambia County)
- Planning Department (Escambia County)
- Escambia County Area Transit
- Escambia County Community Redevelopment Agency
- Pensacola Naval Air Station.

8.6.2 Elected Official Involvement

The FL-AL TPO representatives include city and county elected officials within the urban area. There are eleven commissioners and eight city council members serving on the TPO's board. The breakdown can be seen in **Table 13**. The TPO is provided the opportunity to review and comment on drafted documents and final documents before approval. Since the plan for the CMP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 13 | FL-AL TPO Elected Officials Representation

Governing Locality	Number of Representatives
Escambia County Commission	5 Commissioners
Santa Rosa County Commission	5 Commissioners
Baldwin County Commission	1 Commissioner
City of Pensacola	5 Council Members
City of Milton	1 Council Member
City of Gulf Breeze	1 Council Member
City of Orange Beach	1 Council Member

9.0 Conclusion and Next Steps

The CMP is updated every five years and this update to the CMP plan is a Major Update to coincide with the LRTP's update. This major plan update evaluates the identified congested spots and corridors in between the LRTP development cycles. Each year a CMP Minor Update report is generated. The annual CMP Minor Update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures and updating the LOS Tables. Additional coordination is needed with Baldwin County regarding performance measures and targets. Updates should evaluate targets and discuss reasons why the targets are or are not being met.

Table 14 | Objectives, Congestion Mitigation Strategies, and Recommendations

CMP Objectives	Congestion Mitigation Strategies	Recommendations	Data Tracking Needs	Policy Recommendations
Options to Reduce Travel Demand	❖ Implement TDM Strategies ❖ Provide Mode Choices to the Commuters	- Increase Participation in TDM Programs - Increase Bike and Pedestrian (Ped) Connectivity through Additional Facilities and Improved Facilities - Increase Transit Usage - Expand Transit System - Decrease VMT - Reduce Average Travel Time to Work	▪ VMT ▪ Public Transportation Annual Passenger Miles of Travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn Participation ▪ Number of Bike/Ped Connections/Improvements Funded and Completed ▪ Transit System Improvement Metrics (Number of Routes, Average Headways, Average Commute Times, Number of Choice Riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting. ✓ Local governments can coordinate micromobility programs and define service.
Improve Safety	❖ Engage CTST with Community Awareness and Educations ❖ Prioritize Safety of Active Transportation Modes ❖ Seek Out Engineering Solutions for High-Crash “Hot Spots” ❖ Implement Access management Strategies to Reduce Conflict Points	- Reduce Crash Rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike, Ped) ▪ Annual Report of CTST Awareness Activities and Outcomes ▪ Location of High Crash Areas (“Hot Spots”) ▪ Signal4 data	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promotes the Use of Public Transportation and make the Transit Stops More Accessible ❖ Encourage Biking and Walking by Improving Bicycle and Pedestrian Infrastructure and Improving Connectivity	- Increase Number of Miles of Bike and Pedestrian Facility Projects that Create Connectivity between Existing Multi-Modal Facilities - Improve Transit Facilities to be ADA Complaint	▪ Percent of Annual Funding Dedicated to Active Transportation Facilities ▪ Percent of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide \$1.3 million of funding through the year 2045 for separated bicycle and pedestrian facilities. ✓ Local government adoption / updates of ADA Transition Plans.
Provide Reliable and Efficient Transportation Options	❖ Implementation of TSM&O Strategies ❖ Improve the Flow of Traffic ❖ Re-time Traffic Signals Annually ❖ Prioritize Capacity Improvements for Roadways with Demand that Exceeds Maximum Service Volumes	- Improve Traffic Flow - Improve Capacity of Roadways with Inadequate LOS - Increase ITS Capabilities	▪ Annual LOS Data (FDOT) ▪ ITS Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs. ✓ Commit to implementing ATMS. ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year. ✓ Prioritize projects with LOS F. ✓ Prioritize low-cost, operational improvements that will reduce congestion.
System Preservation	❖ Resurface Major and Minor Arterials on Recommended Cycle	- Improve Resurfacing Practices to Reach Recommended Resurfacing Guidelines	▪ Number of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

APPENDICES

Appendix A: Federal Laws and Regulation Requirements

Appendix B: LOS Tables

Appendix C: Performance Measures and Targets

Appendix D: Resolution of Approval

Appendix A: Federal Laws and Regulation Requirements

- List of Sections with the federal laws and regulation requirements for CMP.

Requirement		CMP Section
23 CFR § 450.322		
(a)	Address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.	5.2
(b)	Result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.	7
(c)	Consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, improve transportation system management and operations, and improve efficient service integration within and across modes, including highway, transit, passenger and freight rail operations, and non-motorized transport.	5.2
(d)	Developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities.	8
(1)	Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;	5,7 & 8
(2)	Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.	1
(3)	Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.	5.1
(4)	Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.	5.2

(i)	Demand management measures, including growth management, and congestion pricing.	5.2.3 & 5.2.4
(ii)	Traffic operational improvements.	5.2.1
(iii)	Public transportation improvements.	3.2
(iv)	ITS technologies as related to the regional ITS architecture.	5.1.3
(v)	Where necessary, additional system capacity.	5.2.1
(5)	Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.	8
(6)	Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.	8
(e)	In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.	Not applicable – FL-AL is in Attainment.
(f)	In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds.	Not applicable – FL-AL is in Attainment.
(g)	State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.	1
(h)	A MPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such MPO.	7 & 8

(1)(i)	Such plan shall: Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;	5.2.3
(ii)	Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and	3.2
(iii)	Identify proposed projects and programs to reduce congestion and increase job access opportunities.	6
(2)	Consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.	8
F.S. 339.175		
(6) (c) (1)	Prepare a congestion management system for the metropolitan area.	1-9

Appendix B: LOS Tables

- 2022 Daily Level of Service Analysis Tables for Escambia, Santa Rosa, and Baldwin Counties

Level of Service Analysis - Daily																				
Roadway ID	County	Roadway	Segment		Context Classification	Daily Maximum Service Volume			FDOT LOS Target	Growth Rate	Historical AADT					Future AADT		2022 LOS	2027 LOS	2032 LOS
			From	To		2022	2027	2032			2018	2019	2020	2021	2022	2027	2032			
48000002	Escambia	Barracks St (Strategic Growth Highway Connector)	0	0.145	C3C	18,228	18,228	18,228	D	26.09%	2,200	1,600	1,500	1,850	1,600	3,700	5,800	C	C	C
48000069	Escambia	S 9th Ave (Strategic Growth Highway Connector)	0	0.36	C3R	24,696	24,696	24,696	D	8.70%	5,800	6,200	6,000	6,000	6,400	9,200	12,000	C	C	C
48003000	Escambia	US-90 / SR-289	0	0.083	C3C	27,450	27,450	27,450	D	2.99%	12,800	11,800	11,400	10,800	12,200	14,000	16,000	C	C	C
48003000	Escambia	US-90 / SR-289	0.083	0.497	C4	34,295	34,295	34,295	D	2.10%	15,800	16,200	15,600	14,900	13,900	15,500	17,000	C	C	C
48003000	Escambia	SR-289	0.497	2.21	C4	34,295	34,295	34,295	D	2.14%	15,100	16,500	15,900	15,700	13,800	15,500	17,000	C	C	C
48003000	Escambia	SR-289	2.21	2.418	C4	34,295	34,295	34,295	D	2.31%	18,700	19,100	18,400	15,800	15,600	17,500	19,000	C	C	C
48003000	Escambia	SR-289	2.418	2.707	C3C	34,770	34,770	34,770	D	2.21%	18,700	19,100	18,400	15,800	15,600	17,500	19,000	C	C	C
48003000	Escambia	SR-289	2.707	3.002	C3C	35,509	35,509	35,509	D	1.67%	24,500	26,000	25,000	25,000	23,500	25,500	27,500	C	C	C
48003000	Escambia	SR-289	3.002	3.611	C3R	37,207	37,207	37,207	D	1.67%	24,500	26,000	25,000	25,000	23,500	25,500	27,500	C	C	C
48003000	Escambia	SR-289	3.611	4.025	C3C	35,509	35,509	35,509	D	1.67%	24,500	26,000	25,000	25,000	23,500	25,500	27,500	C	C	C
48003000	Escambia	SR-289	4.025	4.548	C3C	35,509	35,509	35,509	D	1.67%	24,500	26,000	25,000	25,000	23,500	25,500	27,500	C	C	C
48003000	Escambia	SR-289	4.548	5.374	C3C	38,430	38,430	38,430	D	1.86%	28,000	28,000	27,000	27,000	24,500	27,000	29,000	C	C	C
48003000	Escambia	SR-289	5.374	6.053	C3C	36,600	36,600	36,600	D	1.86%	30,000	32,500	31,500	30,500	28,500	31,000	34,000	C	D	D
48003000	Escambia	SR-289	6.053	7.291	C3C	38,430	38,430	38,430	D	2.47%	24,500	25,500	24,500	25,000	24,500	27,500	30,500	C	C	C
48004000	Escambia	SR-727	0	0.579	C3R	23,520	23,520	23,520	D	6.33%	7,000	6,800	6,800	6,800	6,800	9,000	11,000	C	C	C
48004000	Escambia	SR-727	0.579	0.826	C1	14,700	14,700	14,700	D	6.33%	7,000	6,800	6,800	6,800	6,800	9,000	11,000	C	D	D
48004000	Escambia	SR-727	0.826	1.638	C3C	22,785	22,785	22,785	D	6.33%	7,000	6,800	6,800	6,800	6,800	9,000	11,000	C	C	C
48004000	Escambia	SR-727	1.638	1.814	C3C	22,785	22,785	22,785	D	0.77%	13,800	13,800	13,800	14,700	14,200	14,500	15,500	C	C	C
48004000	Escambia	SR-727	1.814	2.754	C3R	23,520	23,520	23,520	D	0.77%	13,800	13,800	13,800	14,700	14,200	14,500	15,500	C	C	C
48004000	Escambia	SR-727	2.754	3.01	C3C	23,924	23,924	23,924	D	1.29%	14,500	15,000	14,500	15,000	14,500	15,500	16,500	C	C	C
48004000	Escambia	SR-727	3.01	3.169	C3C	23,924	23,924	23,924	D	1.09%	15,500	15,500	15,000	20,500	15,500	16,500	17,000	C	C	C
48004000	Escambia	SR-727	3.169	4.489	C3R	24,696	24,696	24,696	D	1.09%	15,500	15,500	15,000	20,500	15,500	16,500	17,000	C	C	C
48004000	Escambia	SR-727	4.489	4.742	C3R	23,520	23,520	23,520	D	1.09%	19,500	19,500	19,000	20,000	19,500	20,500	21,500	C	C	D
48004000	Escambia	SR-727	4.742	5.191	C3R	24,696	24,696	24,696	D	1.09%	23,500	23,500	24,000	20,500	23,500	25,000	26,000	D	F	F
48004000	Escambia	SR-727	5.191	5.95	C3C	23,924	23,924	23,924	D	1.09%	23,500	23,500	24,000	20,500	23,500	25,000	26,000	D	F	F
48004000	Escambia	SR-295/727	5.95	6.755	C3C	38,430	38,430	38,430	D	0.85%	22,500	22,500	22,000	22,000	23,500	24,500	25,500	C	C	C
48004000	Escambia	SR-295	6.755	7.775	C3C	38,430	38,430	38,430	D	0.79%	43,500	43,000	41,000	45,000	45,500	47,500	49,000	F	F	F
48004000	Escambia	SR-295	7.775	8.313	C4	37,905	37,905	37,905	D	1.71%	34,000	35,000	30,000	33,500	34,500	36,500	38,500	D	D	E
48004000	Escambia	SR-295	8.313	8.796	C3C	38,430	38,430	38,430	D	1.49%	34,000	36,000	35,000	33,500	36,000	38,000	39,500	D	C	C
48004000	Escambia	SR-295	8.796	9.008	C3C	36,600	36,600	36,600	D	1.85%	30,500	31,000	30,000	32,000	31,000	34,000	36,500	D	D	D
48004000	Escambia	SR-295	9.008	9.647	C3C	56,805	56,805	56,805	D	2.42%	37,000	37,000	36,000	39,500	36,500	41,000	45,500	C	C	C
48004000	Escambia	SR-295	9.647	9.858	C3C	38,430	38,430	38,430	D	1.35%	23,500	27,000	26,000	24,000	23,500	27,500	31,500	C	C	C
48004000	Escambia	SR-295	9.858	10.043	C3R	39,165	39,165	39,165	D	3.39%	23,500	27,000	26,000	24,000	23,500	27,500	31,500	C	C	C
48005000	Escambia	SR-752	0	0.294	C3C	36,600	36,600	36,600	D	11.14%	6,100	6,400	6,200	5,500	5,700	8,900	12,000	C	C	C
48005000	Escambia	SR-752	0.294	1.182	C3C	36,600	36,600	36,600	D	9.62%	9,500	10,200	8,800	9,700	10,300	15,500	20,000	C	C	C
48006000	Escambia	SR-196	0	0.159	C3C	38,430	38,430	38,430	D	1.18%	17,200	17,200	16,600	16,400	16,000	18,000	19,000	C	C	C
48006000	Escambia	SR-196	0.159	0.521	C3R	39,165	39,165	39,165	D	1.18%	17,200	17,200	16,600	16,400	16,000	18,000	19,000	C	C	C
48006000	Escambia	SR-196	0.521	0.75	C3R	37,300	37,300	37,300	D	2.36%	17,000	15,600	15,000	14,800	12,900	14,500	16,000	C	C	C
48006000	Escambia	SR-196	0.75	1.098	C3C	36,600	36,600	36,600	D	2.36%	17,000	15,600	15,000	14,800	12,900	14,500	16,000	C	C	C
48008000	Escambia	SR-750	0	0.582	C3C	38,430	38,430	38,430	D	2.39%	16,600	19,600	18,800	15,800	15,800	17,500	19,000	C	C	C
48010000	Escambia	US-90 / SR-10	0	2.09	C2	8,200	8,200	8,200	C	0.60%	5,389	5,496	5,576	6,171	6,694	6,800	7,000	C	C	C
48010000	Escambia	US-90 / SR-10	2.09	2.485	C3C	34,300	34,300	34,300	C	0.60%	5,389	5,496	5,576	6,171	6,694	6,800	7,000	C	C	C
48010000	Escambia	US-90A / SR-10	2.485	2.967	C3R	39,165	39,165	39,165	D	6.07%	4,700	5,200	5,300	5,500	6,300	8,200	10,000	C	C	C
48010000	Escambia	US-90A / SR-10	2.967	4.282	C3C	22,785	22,785	22,785	D	6.07%	4,700	5,200	5,300	5,500	6,300	8,200	10,000	C	C	C
48010000	Escambia	US-90A / SR-10	4.282	5.834	C3C	40,352	40,352	40,352	D	5.71%	15,000	15,000	14,500	18,700	20,500	26,500	32,000	C	C	C
48010000	Escambia	US-90A / SR-10	5.834	6.869	C3C	40,352	40,352	40,352	D	5.71%	24,500	24,500	23,500	25,000	26,500	34,000	41,500	C	C	C
48010000	Escambia	US-90A / SR-10	6.869	8.299	C3R	40,352	40,352	40,352	D	1.73%	14,500	14,500	14,000	15,300	17,100	18,000	19,500	C	C	C
48010000	Escambia	US-90A / SR-10	8.299	10.381	C3C	40,352	40,352	40,352	D	0.92%	26,500	27,500	26,500	26,500	28,500	30,000	31,000	C	C	C
48010000	Escambia	US-90A / SR-10	10.381	10.649	C3C	38,430	38,430	38,430	D	1.01%	31,000	31,000	30,000	32,000	31,500	33,000	34,500	C	D	D
48010000	Escambia	US-90A / SR-10	10.649	11.523	C3C	38,430	38,430	38,430	D	1.01%	31,000	31,000	30,000	34,500	34,500	37,500	39,500	C	D	D
48010000	Escambia	US-90A / SR-10	11.523	13.777	C3C	38,430	38,430	38,430	D	1.36%	38,000	41,500	40,500	39,500	39,500	42,000	45,000	F	F	F
48010000	Escambia	US-90A / SR-10	13.777	14.93	C3C	38,430	38,430	38,430	D	2.22%	15,500	15,700	15,100	16,400	13,800	15,500	17,000	C	C	C
48010000	Escambia	US-90A / SR-10	14.93	15.509	C3C	38,430	38,430	38,430	D	2.62%	31,500	34,500	33,500	34,500	33,500	35,000	37,000	D	D	F
48010000	Escambia	US-90A / SR-10	15.509	16.322	C3C	38,430	38,430	38,430</												

Roadway ID	County	Roadway	Segment	From	To	Context Classification	Daily Maximum Service Volume			FDOT LOS Target	Growth Rate	Historical AADT					Future AADT		2022 LOS	2027 LOS	2032 LOS
							2022	2027	2032			2018	2019	2020	2021	2022	2027	2032			
48020000	Escambia	US-90 / SR-10A	19.442	21.3	C3R		23,520	23,520	23,520	D	2.02%	12,600	12,600	12,500	10,800	11,000	12,000	13,000	C	C	C
48020000	Escambia	US-90 / SR-10A	21.3	22.218	C3R		24,696	24,696	24,696	D	1.92%	14,500	14,500	14,000	13,400	13,400	14,500	15,500	C	C	C
48020000	Escambia	US-90 / SR-10A	22.218	23.028	C3R		23,520	23,520	23,520	D	7.04%	17,200	18,000	17,400	20,000	16,800	22,500	26,500	C	D	F
48020000	Escambia	US-90 / SR-10A	23.028	23.496	C3C		22,785	22,785	22,785	D	7.04%	17,200	18,000	17,400	20,000	16,800	22,500	26,500	D	D	F
48020000	Escambia	US-90 / SR-10A	23.496	24.443	C3C		22,785	22,785	22,785	D	2.10%	16,300	18,000	17,400	16,900	15,700	17,500	19,000	C	D	F
48020000	Escambia	US-90 / SR-10A	24.443	24.69	C3R		23,520	23,520	23,520	D	2.10%	16,300	18,000	17,400	16,900	15,700	17,500	19,000	C	C	C
48020000	Escambia	US-90 / SR-10A	24.69	26.679	C3R		23,520	23,520	23,520	D	4.94%	17,400	18,700	18,000	16,700	16,100	20,000	24,000	C	C	F
48020001	Escambia	US-90 / SR-10A	0	0.045	C3R		23,520	23,520	23,520	D	4.94%	17,400	18,700	18,000	16,700	16,100	20,000	24,000	C	C	F
48040000	Escambia	US-29 / SR-95	1.227	1.227	C4		36,100	36,100	36,100	D	5.16%	7,000	7,000	7,400	7,400	7,500	9,400	11,500	C	C	F
48040000	Escambia	US-29 / SR-95	1.228	1.958	C3C		36,600	36,600	36,600	D	3.08%	13,200	13,400	12,900	12,500	11,700	13,500	15,500	C	C	C
48040000	Escambia	US-29 / SR-95	1.958	2.975	C3C		36,600	36,600	36,600	D	5.17%	13,000	13,200	11,000	10,900	12,100	15,000	18,000	C	C	C
48040000	Escambia	US-29 / SR-95	2.975	3.543	C3C		54,100	54,100	54,100	D	0.77%	24,500	25,500	22,500	25,000	22,500	24,500	26,000	C	C	C
48040000	Escambia	US-29 / SR-95	3.543	3.726	C3C		54,100	54,100	54,100	D	1.19%	26,500	27,500	26,500	24,000	27,000	26,500	30,000	C	C	C
48040000	Escambia	US-29 / SR-95	3.726	4.172	C3C		54,100	54,100	54,100	D	1.78%	23,500	24,500	23,500	21,400	21,800	23,500	25,000	C	C	C
48040000	Escambia	US-29 / SR-95	4.172	5.208	C3C		56,805	56,805	56,805	D	0.56%	20,500	19,200	17,700	19,800	21,000	21,500	22,000	C	C	C
48040000	Escambia	US-29 / SR-95	5.208	5.932	C3C		56,805	56,805	56,805	D	1.28%	30,000	30,000	38,000	38,000	38,000	40,500	42,500	C	C	C
48040000	Escambia	US-29 / SR-95	5.932	6.095	C3C		56,805	56,805	56,805	D	1.83%	36,000	39,000	38,000	38,000	38,000	41,500	45,000	C	C	C
48040000	Escambia	US-29 / SR-95	6.095	6.39	C3C		56,805	56,805	56,805	D	1.88%	45,000	46,000	44,500	44,000	44,000	48,500	53,000	C	C	D
48040000	Escambia	US-29 / SR-95	6.39	8.813	C3C		56,805	56,805	56,805	D	1.27%	45,000	46,000	44,500	44,000	44,500	47,500	50,000	C	C	C
48040000	Escambia	US-29 / SR-95	8.813	10.753	C3C		38,430	38,430	38,430	D	0.51%	29,300	27,600	25,710	30,000	31,000	31,000	31,000	C	C	C
48040000	Escambia	US-29 / SR-95	10.753	14.713	C3C		38,430	38,430	38,430	D	0.50%	29,500	29,500	28,500	31,000	35,000	36,000	36,000	D	D	D
48040000	Escambia	US-29 / SR-95	14.713	16.112	C3C		38,430	38,430	38,430	D	0.60%	20,500	21,000	19,800	22,500	25,000	26,000	27,500	C	C	C
48040000	Escambia	US-29 / SR-95	16.112	20.051	C2		58,485	58,485	58,485	D	0.90%	20,500	21,000	19,600	22,500	25,000	26,000	27,500	B	B	B
48040000	Escambia	US-29 / SR-95	20.051	23.561	C2		45,800	45,800	45,800	C	1.23%	15,100	15,700	15,500	16,500	15,500	16,500	17,500	B	B	B
48050000	Escambia	SR-292	6.2	6.844	C3R		24,696	24,696	24,696	D	0.50%	17,500	19,000	18,500	22,000	22,500	23,000	23,500	D	D	D
48050000	Escambia	SR-292	6.844	6.956	C3C		23,924	23,924	23,924	D	0.50%	17,500	19,000	18,500	22,000	22,500	23,000	23,500	D	D	D
48050000	Escambia	SR-292	6.956	7.5	C3C		22,785	22,785	22,785	D	0.62%	17,000	17,500	17,000	20,500	21,000	21,500	22,000	C	C	C
48050000	Escambia	SR-292	7.5	8.695	C2		14,700	14,700	14,700	D	0.62%	17,000	17,500	17,000	20,500	21,000	21,500	22,000	E	E	E
48050000	Escambia	SR-292	8.695	9.022	C3C		22,785	22,785	22,785	D	0.62%	17,000	17,500	17,000	20,500	21,000	21,500	22,000	D	D	D
48050000	Escambia	SR-292	9.022	9.311	C3C		22,785	22,785	22,785	D	2.08%	17,500	18,000	17,500	19,000	18,500	20,500	22,500	C	C	C
48050000	Escambia	SR-292	9.311	11.83	C2		14,700	14,700	14,700	D	2.09%	17,500	18,000	17,500	19,000	18,500	20,500	22,500	E	E	E
48050000	Escambia	SR-292	11.83	12.03	C3R		23,520	23,520	23,520	D	2.09%	17,500	18,000	17,500	19,000	18,500	20,500	22,500	C	C	D
48050000	Escambia	SR-292	12.03	12.888	C3R		24,696	24,696	24,696	D	0.52%	13,400	12,500	11,200	12,600	13,500	14,000	14,000	C	C	C
48050000	Escambia	SR-292	12.888	13.92	C3R		19,816	19,816	19,816	D	1.50%	18,000	19,500	18,000	20,000	20,000	21,500	23,000	D	F	F
48050000	Escambia	SR-292	13.92	14.961	C3R		23,520	23,520	23,520	D	2.05%	22,500	22,500	19,600	21,500	22,500	25,000	27,000	D	F	F
48050000	Escambia	SR-292	14.961	15.354	C4		18,480	18,480	18,480	D	2.05%	22,500	22,000	19,600	21,500	22,500	25,000	27,000	E	E	F
48050000	Escambia	SR-292	15.354	16.496	C4		19,404	19,404	19,404	D	1.07%	25,000	26,000	24,000	24,000	25,500	27,500	30,000	F	F	F
48050000	Escambia	SR-292	16.496	17.246	C4		18,480	18,480	18,480	D	1.20%	21,000	20,500	19,100	19,600	20,500	20,500	21,000	E	E	F
48050000	Escambia	SR-292	17.246	17.589	C4		36,100	36,100	36,100	D	1.20%	25,500	27,000	26,000	26,000	26,500	28,000	29,500	D	D	D
48050000	Escambia	SR-292	17.589	18.808	C4		36,100	36,100	36,100	D	1.19%	24,500	26,500	25,500	24,500	26,000	27,500	29,000	D	D	D
48050000	Escambia	SR-292	18.808	20.152	C4		39,800	39,800	39,800	D	7.03%	7,800	9,800	8,700	8,700	8,100	11,000	14,000	C	C	C
48050000	Escambia	SR-292	20.152	20.421	C4		36,100	36,100	36,100	D	1.12%	9,800	12,000	11,600	10,700	10,800	11,500	12,000	C	C	C
48050000	Escambia	US-98 / SR-292	20.421	20.686	C4		36,100	36,100	36,100	D	1.81%	15,200	16,900	16,300	14,700	14,900	16,000	17,500	C	C	C
48050000	Escambia	US-98 / SR-292	20.686	21.03	C4		36,100	36,100	36,100	D	1.86%	16,800	18,000	16,100	17,000	16,400	18,000	19,500	C	C	C
48050000	Escambia	SR-292	21.03	22.722	C4		36,100	36,100	36,100	D	1.04%	19,400	19,500	18,700	18,500	19,700	20,500	21,200	C	C	C
48050000	Escambia	SR-292	22.722	22.978	C4		37,905	37,905	37,905	D	3.94%	14,800	14,800	14,200	13,600	13,800	16,500	19,500	C	C	C
48050000	Escambia	SR-292	22.978	23.676	C3C		38,430	38,430	38,430	D	3.94%	14,800	14,800	14,200	13,600	13,800	16,500	19,500	C	C	C
48060001	Escambia	SR-292	23.676	24.000	C3C		50,640	50,640	50,640	D	1.38%	29,500	30,500	29,500	27,000	27,500	30,000	32,000	C	C	C
48060000	Escambia	US-29 / SR-95	0	17.204	C2		45,800	45,800	45,800	C	2.80%	7,711	7,719	7,047	7,850	8,152	9,300	10,500	B	B	B
48060000	Escambia	US-29 / SR-95	17.204	17.917	C2T		21,800	21,800	21,800	C	2.80%	7,711	7,719	7,047	7,850	8,152	9,300	10,500	C	C	C
48060000	Escambia	US-29 / SR-95	17.917	20.075	C2T		21,800	21,800	21,800	C	1.24%	11,100	11,400	11,800	12,200	13,000	14,000	15,000	C	C	C
48070000	Escambia	SR-291	0	0.123	C3C		30,600	30,600	30,600	D	0.96%	3,000	3,000	3,000	3,000	3,000	3,000	3,000	C	C	C
48070000	Escambia	SR-291	0.123	0.315	C4		21,660	21,660	21,660	D	3.86%	2,900	2,900	2,800	2,500	2,700	3,200	3,600	C	C	C
48070000	Escambia	SR-291	0.315	0.445	C4		21,660	21,660	21,660	D	5.98%	3,000	3,100	3,000	2,900	2,400	3,100	3,600	C	C	C
48070000	Escambia	SR-291	0.445	1.31	C4		21,660	21,660	21,660	D	3.20%	2,100	2,100	2,100	1,800	1,800	2,100	2,400	C	C	C
48070000	Escambia	SR-291	1.31	1.377	C4		21,660	21,660	21,660	D	1.01%	3,200	3,300	3,200	3,100	3,000	3,200	3,300	C	C	C
48070000	Escambia	SR-291	1.377	2.167	C4		21,660	21,660	21,660	D	0.93%	2,900	3,000	2,900	2,900	2,800	2,900	3,100	C	C	C
48070000	Escambia	SR-291	2.167	2.488	C3C		21,960	21,96													

Roadway ID	County	Roadway	Segment	Context Classification	Daily Maximum Service Volume			FDOT LOS Target	Growth Rate	Historical AADT					Future AADT		2022	2027	2032		
					From	To	2022	2027	2032	2018	2019	2020	2021	2022	2027	2032	2022	2027	2032		
4810000	Escambia	SR-208	4.37	4.4	C3C		13,020	13,020	13,020	D	0.48%	250	240	240	240	90	90	C	C	C	
4810001	Escambia	US-98/ SR-30	0	0.16	C1		34,080	34,080	34,080	D	5.92%	8,800	8,100	7,800	7,700	7,100	9,200	11,000	C	C	C
4810001	Escambia	US-98/ SR-30	0.16	0.474	C3C		32,460	32,460	32,460	D	5.45%	8,600	8,100	7,800	7,700	7,100	9,000	11,000	C	C	C
4810001	Escambia	US-98/ SR-30	0.474	0.622	C3C		32,460	32,460	32,460	D	5.82%	8,600	8,100	7,800	7,700	7,100	9,200	11,000	C	C	C
4810001	Escambia	US-98/ SR-30	0.622	0.982	C3C		32,460	32,460	32,460	D	0.51%	15,500	16,500	16,000	17,000	18,000	19,500	19,000	C	C	C
4810001	Escambia	US-98/ SR-30	0.982	1.296	C3C		36,600	36,600	36,600	D	1.37%	33,900	33,900	32,600	34,000	30,400	32,500	34,500	C	D	D
4810003	Escambia	US-98/ SR-30	0	0.131	C3C		32,460	32,460	32,460	D	0.49%	17,000	18,000	17,500	16,000	18,000	19,000	19,500	C	C	C
4810003	Escambia	US-98/ SR-30	0.131	0.334	C3C		32,460	32,460	32,460	D	0.49%	17,000	18,000	17,500	16,000	18,000	19,000	19,500	C	C	C
4810003	Escambia	SR-30	0.334	0.505	C3C		32,460	32,460	32,460	D	0.94%	17,000	18,000	17,500	16,000	18,000	19,500	20,000	C	C	C
4810003	Escambia	SR-30	0.505	0.636	C3C		17,490	17,490	17,490	D	3.23%	4,250	3,400	3,250	3,250	3,500	4,100	4,600	C	C	C
4811000	Escambia	US-98/ SR-30/298	0.388	2.355	C3R		22,400	22,400	22,400	D	1.01%	13,684	13,580	12,948	14,215	14,515	15,500	16,000	C	C	C
4811000	Escambia	US-98/ SR-30/298	2.355	3.971	C3R		24,696	24,696	24,696	D	1.78%	21,000	20,000	19,600	21,500	21,000	23,000	24,500	C	D	D
4811000	Escambia	SR-298	3.971	7.305	C3R		18,816	18,816	18,816	D	2.32%	11,400	11,700	11,500	13,000	13,000	14,500	14,500	C	C	C
4811000	Escambia	SR-298	7.305	7.989	C3C		23,924	23,924	23,924	D	1.65%	15,200	15,200	14,600	15,200	14,200	15,500	16,500	C	C	C
4811000	Escambia	SR-298	7.989	9.313	C3C		22,785	22,785	22,785	D	1.21%	8,000	8,100	7,800	8,300	7,900	8,400	8,900	C	C	C
4811000	Escambia	SR-298	9.313	9.875	C3C		21,700	21,700	21,700	D	1.48%	8,600	8,900	8,700	8,800	8,500	9,100	9,800	C	C	C
4811000	Escambia	SR-298	9.875	10.808	C3C		22,785	22,785	22,785	D	3.48%	10,500	11,000	10,500	11,500	10,000	11,500	13,500	C	C	C
4811600	Escambia	SR-750	0	0.669	C3C		38,430	38,430	38,430	D	1.16%	32,500	34,500	33,500	33,000	34,000	36,000	38,000	D	D	D
4811600	Escambia	SR-750	0.669	1.085	C3C		38,430	38,430	38,430	D	0.94%	29,000	28,000	27,000	25,000	29,500	31,000	32,500	C	D	D
4811700	Escambia	SR-750	0	0.187	C3C		36,600	36,600	36,600	D	0.46%	15,200	16,000	16,000	16,600	16,700	17,000	17,500	C	C	C
4811700	Escambia	SR-750	0.187	0.491	C3R		39,165	39,165	39,165	D	1.28%	17,000	17,200	16,600	16,600	16,600	17,500	18,500	C	C	C
4811700	Escambia	SR-750	0.491	1.183	C3R		39,165	39,165	39,165	D	1.29%	19,100	19,300	18,600	18,400	18,600	20,000	21,000	C	C	C
4811700	Escambia	SR-750	1.183	1.606	C3C		39,430	39,430	39,430	D	0.49%	29,500	27,500	28,500	27,000	29,000	29,500	30,500	C	C	C
4813000	Escambia	SR-97	0.81	13.509	C2		8,200	8,200	8,200	C	0.98%	6,100	6,100	6,200	6,200	6,200	6,500	6,800	C	C	C
4813000	Escambia	SR-97	13.509	17.143	C2		8,200	8,200	8,200	C	1.02%	4,500	4,400	4,400	4,200	4,700	4,900	5,200	C	C	C
4813000	Escambia	SR-97	17.143	20.05	C2		8,200	8,200	8,200	C	2.24%	5,400	5,600	5,400	5,300	5,200	5,800	6,400	C	C	C
4813000	Escambia	SR-97	20.05	22.507	C2		8,200	8,200	8,200	C	1.08%	5,846	5,806	5,324	6,012	5,852	6,200	6,500	C	D	D
4814000	Escambia	SR-4	0	1.2	C2		8,200	8,200	8,200	C	2.66%	4,600	4,800	5,100	5,500	4,900	5,600	6,200	C	C	C
4814001	Escambia	SR-4	0	1.44	C1		8,200	8,200	8,200	C	2.66%	4,600	4,800	5,100	5,500	4,900	5,600	6,200	C	C	C
4819000	Escambia	SR-297	0	0.921	C3C		38,430	38,430	38,430	D	2.32%	18,700	20,300	19,400	18,600	19,000	20,000	22,000	C	D	D
4819000	Escambia	SR-297	0.921	3.259	C3C		38,430	38,430	38,430	D	1.34%	32,000	33,500	32,500	35,500	32,500	34,500	37,000	D	D	D
4819000	Escambia	SR-297	3.259	3.395	C3C		32,138	32,138	32,138	D	1.19%	26,000	27,500	23,500	27,000	27,000	28,500	30,000	D	D	D
4819000	Escambia	SR-297	3.395	4.294	C3C		32,138	32,138	32,138	D	1.50%	26,000	27,500	23,500	27,000	27,000	29,000	31,000	D	D	D
4820500	Escambia	SR-173	0.826	1.232	C1		9,800	9,800	9,800	D	1.88%	9,800	10,300	10,100	9,400	9,800	10,300	10,800	B	B	B
4820500	Escambia	SR-173	1.232	2.34	C3C		38,430	38,430	38,430	D	1.88%	9,800	10,300	10,100	9,400	9,000	9,800	10,500	C	C	C
4820500	Escambia	SR-173	2.34	3.902	C3C		23,924	23,924	23,924	D	1.50%	17,500	20,000	19,500	20,500	20,000	21,500	23,000	D	D	D
4820500	Escambia	SR-173	3.902	5.572	C3C		22,785	22,785	22,785	D	1.23%	17,000	19,000	18,000	19,000	19,500	20,500	22,000	D	D	D
4820500	Escambia	SR-173	5.572	7.136	C3C		22,785	22,785	22,785	D	1.26%	15,000	15,000	16,500	18,000	16,500	17,500	18,500	D	D	D
4820500	Escambia	SR-173	7.136	8.177	C3C		23,924	23,924	23,924	D	1.94%	24,000	24,500	24,000	27,000	25,500	28,000	30,500	F	F	F
4820500	Escambia	SR-173	8.177	9.106	C3R		24,696	24,696	24,696	D	1.94%	24,000	24,500	24,000	27,000	25,500	28,000	30,500	F	F	F
4820500	Escambia	SR-173	9.106	9.654	C3R		24,696	24,696	24,696	D	1.52%	21,000	22,000	21,000	22,000	22,000	23,500	25,500	D	D	D
4820500	Escambia	SR-173	9.654	10.008	C3C		23,924	23,924	23,924	D	1.52%	21,000	22,000	21,000	22,000	22,000	23,500	25,500	D	D	D
4820500	Escambia	SR-173	10.008	11.014	C3R		24,696	24,696	24,696	D	1.54%	18,200	19,800	21,000	21,000	19,800	21,500	23,000	C	C	D
4820500	Escambia	SR-173	11.014	11.853	C3R		24,696	24,696	24,696	D	1.82%	15,000	15,000	16,500	18,000	16,500	17,500	19,000	C	C	D
4820500	Escambia	SR-173	11.853	12.063	C3C		23,924	23,924	23,924	D	1.62%	15,000	15,000	16,500	18,000	16,500	17,500	19,000	C	D	D
4820500	Escambia	SR-173	12.063	12.189	C3C		23,924	23,924	23,924	D	1.56%	15,800	16,800	16,200	16,000	16,700	18,000	19,500	C	D	D
4820500	Escambia	SR-173	12.189	12.654	C3R		24,696	24,696	24,696	D	1.56%	15,800	16,800	16,200	16,000	16,700	18,000	19,500	C	D	D
4826000	Escambia	L-10/ SR-8	0	5.527	LA		104,900	104,900	104,900	D	1.52%	60,400	62,253	54,376	47,000	62,451	82,500	103,000	B	B	B
4826000	Escambia	L-10/ SR-8	5.527	7.182	LA		104,900	104,900	104,200	D	3.31%	47,671	49,997	43,028	51,311	52,988	62,000	70,500	B	B	B
4826000	Escambia	L-10/ SR-8	7.182	10.402	LA		104,900	104,900	104,200	D	6.49%	60,400	62,253	54,376	47,000	62,451	82,500	103,000	B	B	B
4826000	Escambia	L-10/ SR-8	10.402	12.733	LA		144,200	144,200	144,200	D	3.83%	79,000	88,500	85,500	74,500	81,500	97,000	113,000	B	B	C
4826000	Escambia	L-10/ SR-8	12.733	13.118	LA		144,200	144,200	144,200	D	1.76%	48,000	43,000	41,000	38,000	42,000	46,000	50,000	B	B	B
4826000	Escambia	L-10/ SR-8	13.118	16.549	LA		144,200	144,200	144,200	D	1.30%	53,000	57,500	55,500	62,500	68,000	72,500	77,000	B	B	B
4826023	Escambia	L-10/ SR-8	0	2.617	LA		144,200	144,200	144,200	D	2.44%	58,000	67,000	64,000	66,000	68,000	76,500	84,500	B	B	B
4827000	Escambia	L-110/ SR-8A	0	0.846	LA		104,900	104,900	104,900	D	1.90%	42,500	46,000	44,000	43,000	41,000	45,000	51,000	B	B	B
4827000	Escambia	L-110/ SR-8A	0.846	1.627	LA		104,900	104,900	104,900	D	1.90%	59,500	63,000	60,500	59,500	54,000	59,000	64,500	B	B	B
4827000	Escambia	L-110/ SR-8A	1.627	2.478	LA		144,200	144,200	144,200	D	1.90%	61,000	62,500	59,500	58,500	60,000	65,500	71,500	B	B	B
4827000	Escambia	L-110/ SR-8A	2.478	5.213	LA		144,200	144,200	144,200	D	1.90%	71,025	72,446	60,445	66,728	70,673	77,500	84,000	B	B	B
4827000	Escambia	L-110/ SR-8A	5.213	6.341	LA		144,200	144,200	144,200	D	1.90%	80,500	89,500	85,500	83,500						

Roadway ID	County	Roadway	Segment	Context Classification	Daily Maximum Service Volume			FDOT LOS Target	Growth Rate	Historical AADT					Future AADT		2022 LOS	2027 LOS	2032 LOS		
					From	To	2022			2027	2032	2018	2019	2020	2021	2022				2027	2032
58030000	Santa Rosa	US-86 / SR-30	11.884	15.025	C3C		66,200	66,200	66,200	D	2.11%	31,500	32,500	31,500	28,000	31,500	35,000	38,000	B	B	C
58030000	Santa Rosa	US-86 / SR-30	15.025	18.156	C3C		38,430	38,430	38,430	D	1.00%	38,500	40,500	38,000	37,500	41,500	45,500	F	F	F	
58030000	Santa Rosa	US-86 / SR-30	19.59	22.731	C3C		38,430	38,430	38,430	D	1.03%	44,500	46,500	46,000	45,000	47,000	49,500	52,000	F	F	F
58030000	Santa Rosa	US-86 / SR-30	22.731	24.005	C3C		38,430	38,430	38,430	D	1.00%	43,000	44,000	43,000	41,000	47,500	50,000	52,000	F	F	F
58040000	Santa Rosa	SR-87	0.219	1.212	C3C		38,430	38,430	38,430	D	1.01%	21,500	23,000	22,000	23,000	24,500	25,500	27,000	C	C	C
58040000	Santa Rosa	SR-87	1.212	2.182	C3R		39,165	39,165	39,165	D	1.01%	21,500	23,000	22,000	23,000	24,500	25,500	27,000	C	C	C
58040000	Santa Rosa	SR-87	2.182	6.692	C3R		39,165	39,165	39,165	D	1.01%	12,600	14,500	15,300	17,300	19,400	20,500	21,500	C	C	C
58040000	Santa Rosa	SR-87	6.692	14.709	C1		45,800	45,800	45,800	C	1.01%	9,500	11,400	11,600	13,300	15,100	16,000	16,500	B	B	B
58040000	Santa Rosa	SR-87	14.709	18.442	C2		45,800	45,800	45,800	C	1.01%	9,500	11,400	11,600	13,300	15,100	16,000	16,500	B	B	B
58040000	Santa Rosa	SR-87	18.442	18.349	C2		48,090	48,090	48,090	C	1.01%	13,000	15,400	13,400	13,800	15,000	16,000	16,500	B	B	B
58040000	Santa Rosa	SR-87	18.349	18.519	C3C		32,235	32,235	32,235	C	1.01%	13,000	15,400	13,400	13,800	15,000	16,000	16,500	C	C	C
58040000	Santa Rosa	SR-87	18.519	19.789	C3C		38,430	38,430	38,430	D	1.01%	12,300	13,500	12,800	13,200	15,000	16,500	16,500	C	C	C
58041000	Santa Rosa	SR-87	0	0.177	C3C		38,430	38,430	38,430	D	0.99%	21,500	23,000	22,000	23,000	24,500	25,500	27,000	C	C	C
58050000	Santa Rosa	SR-87	0	0.252	C2T		32,970	32,970	32,970	D	0.93%	16,300	16,800	17,000	17,600	17,300	18,000	19,000	C	C	C
58050000	Santa Rosa	SR-87	0.252	0.787	C3C		38,430	38,430	38,430	D	0.93%	16,300	16,800	17,000	17,600	17,300	18,000	19,000	C	C	C
58050000	Santa Rosa	SR-87	0.787	1.633	C3C		36,600	36,600	36,600	D	0.90%	15,900	16,400	16,600	16,400	17,400	18,000	19,000	C	C	C
58050000	Santa Rosa	SR-87/89	1.633	3.375	C3C		36,600	36,600	36,600	D	1.55%	11,000	11,100	10,600	11,000	11,200	12,000	13,000	C	C	C
58050000	Santa Rosa	SR-87/89	3.375	4.85	C3R		39,165	39,165	39,165	D	0.49%	14,279	14,631	14,153	15,493	15,725	16,000	16,500	C	C	C
58050000	Santa Rosa	SR-87	4.85	6.024	C3R		39,165	39,165	39,165	D	0.51%	10,900	11,300	12,200	11,300	12,900	13,500	14,000	C	C	C
58050000	Santa Rosa	SR-87	6.024	7.957	C2		14,000	14,000	14,000	D	1.81%	4,700	4,800	4,800	5,800	5,800	6,300	C	C	C	
58050000	Santa Rosa	SR-87	7.957	9.924	C2		8,200	8,200	8,200	C	1.61%	4,700	4,800	4,800	5,800	5,400	5,800	6,300	C	C	C
58050000	Santa Rosa	SR-87	9.924	20.174	C2		8,200	8,200	8,200	C	1.30%	2,600	3,000	3,000	3,000	3,200	3,400	3,400	B	B	B
58050000	Santa Rosa	SR-87	20.174	27.365	C2		8,200	8,200	8,200	C	0.87%	2,500	2,800	2,800	2,800	3,000	3,100	3,200	B	B	B
58060000	Santa Rosa	SR-89	0	1.756	C2		14,000	14,000	14,000	D	0.51%	2,900	3,100	3,100	3,200	3,400	3,500	3,600	B	B	B
58060000	Santa Rosa	SR-89	1.756	7.259	C2		8,200	8,200	8,200	C	0.51%	2,900	3,100	3,100	3,200	3,400	3,500	3,600	B	B	B
58060000	Santa Rosa	SR-89	7.259	13.325	C2		8,200	8,200	8,200	C	0.50%	2,300	2,100	2,100	2,700	2,600	2,700	2,700	B	B	B
58060000	Santa Rosa	SR-89	13.325	18.921	C2		8,200	8,200	8,200	C	0.51%	1,677	1,703	1,681	1,786	1,835	1,900	1,900	B	B	B
58060000	Santa Rosa	SR-4/89	18.921	21.41	C2		8,200	8,200	8,200	C	0.50%	3,000	3,000	3,000	3,100	2,700	2,800	2,800	B	B	B
58060000	Santa Rosa	SR-4/89	21.41	21.79	C2T		13,800	13,800	13,800	C	0.50%	3,000	3,000	3,000	3,100	2,700	2,800	2,800	C	C	C
58060000	Santa Rosa	SR-89	21.877	24.422	C2		8,200	8,200	8,200	C	0.99%	2,100	2,300	2,300	2,200	2,200	2,300	2,300	B	B	B
58060000	Santa Rosa	SR-89	24.422	26.002	C2		8,200	8,200	8,200	C	0.99%	1,100	1,250	1,250	1,300	1,100	1,200	1,200	B	B	B
58080000	Santa Rosa	SR-4	0.746	4.633	C2		8,200	8,200	8,200	C	0.53%	4,600	4,800	5,100	5,500	4,900	5,000	5,200	C	C	C
58080000	Santa Rosa	SR-4	4.633	5.136	C3C		15,300	15,300	15,300	C	0.53%	4,600	4,800	5,100	5,500	4,900	5,000	5,200	C	C	C
58080000	Santa Rosa	SR-4	5.136	5.446	C2T		13,800	13,800	13,800	C	0.53%	4,600	4,800	5,100	5,500	4,900	5,000	5,200	C	C	C
58080000	Santa Rosa	SR-4/89	5.446	5.633	C2T		13,800	13,800	13,800	C	0.89%	4,300	4,600	4,500	4,400	4,400	4,600	4,800	C	C	C
58080000	Santa Rosa	SR-4	5.633	5.884	C2T		13,800	13,800	13,800	C	0.50%	2,700	2,800	2,900	3,000	2,800	2,900	2,900	C	C	C
58080000	Santa Rosa	SR-4	5.884	7.135	C2		8,200	8,200	8,200	C	0.50%	2,700	2,800	2,900	3,000	2,800	2,900	2,900	B	B	B
58080000	Santa Rosa	SR-4	7.135	9.591	C2		8,200	8,200	8,200	C	0.84%	2,200	2,500	2,500	2,400	2,600	2,700	2,800	B	B	B
58080000	Santa Rosa	SR-4	9.591	13.74	C2		8,200	8,200	8,200	C	1.24%	1,300	1,550	1,550	1,500	1,400	1,500	1,600	B	B	B
58080000	Santa Rosa	SR-4	13.74	17.303	C2		8,200	8,200	8,200	C	1.39%	1,505	1,564	1,485	1,706	1,688	1,800	1,900	B	B	B
58080000	Santa Rosa	SR-4	17.303	24.087	C1		8,200	8,200	8,200	C	1.39%	1,505	1,564	1,485	1,706	1,688	1,800	1,900	B	B	B
58080000	Santa Rosa	SR-4	24.087	29.102	C1		8,200	8,200	8,200	C	11.67%	1,500	1,800	1,800	2,000	1,900	3,000	4,100	B	C	B
58140000	Santa Rosa	SR-399	0.291	0.445	C3C		38,430	38,430	38,430	D	0.66%	26,000	25,500	28,000	30,000	27,500	28,500	29,500	C	C	C
58140000	Santa Rosa	SR-399	0.445	0.61	C3C		21,980	21,980	21,980	D	9.30%	10,000	9,300	11,000	9,500	11,500	17,000	22,000	C	C	B
58170000	Santa Rosa	SR-281 / Avalon Blvd	0	5.528	LA		27,000	27,000	27,000	C	0.52%	6,200	6,500	6,300	6,000	5,800	6,000	6,100	B	B	B
58170000	Santa Rosa	SR-281 / Avalon Blvd	5.528	7.09	C2		8,200	8,200	8,200	C	0.52%	6,200	6,500	6,300	6,000	5,800	6,000	6,100	C	C	C
58170000	Santa Rosa	SR-281	7.09	10.956	C2		8,200	8,200	8,200	C	0.52%	7,400	8,200	7,200	8,300	8,400	8,600	8,800	D	D	D
AL0182	Baldwin	SR-182	12.886	17.046	C3C		34,770	34,770	34,770	D	0.50%	29,075	29,657	31,227	31,725	29,520	30,500	31,000	D	D	D
AL0182	Baldwin	SR-182	11.566	12.886	C3C		36,509	36,509	36,509	D	8.16%	23,826	29,889	31,273	30,968	43,500	56,500	56,500	D	F	F
AL0182	Baldwin	SR-182	9.806	11.566	C3C		34,770	34,770	34,770	D	0.50%	17,306	17,133	15,298	17,683	17,156	17,500	18,000	C	C	C
AL0161	Baldwin	SR-161	0	1.716	C3C		36,509	36,509	36,509	D	1.68%	26,123	26,645	27,534	29,854	27,880	30,000	32,000	C	C	C
AL0180	Baldwin	SR-180	25.395	28.359	C3C		36,509	36,509	36,509	D	8.64%	19,630	19,236	24,705	26,236	25,069	36,000	46,500	C	D	F
AL0180	Baldwin	SR-180	23.935	25.395	C3C		18,668	18,668	18,668	C	0.72%	12,183	12,581	12,694	13,873	12,535	13,000	13,500	C	C	C
-	Baldwin	Foley Beach Expressway	0	0.2	C3C		23,924	23,924	23,924	D	0.66%	10,094	11,516	11,248	11,943	14,399	22,000	30,000	D	D	F
-	Baldwin	Foley Beach Expressway	0.2	0.7	LA		27,000	27,000	27,000	C	9.84%	11,566	11,797	16,984	17,456	16,117	24,000	34,000	B	C	F
-	Baldwin	Foley Beach Expressway	0.7	1.47	LA		50,400	50,400	50,400	C	4.26%	18,217	18,581	20,324	21,784	21,324	26,000	30,500	B	B	B

Appendix C: Performance Measures and Targets

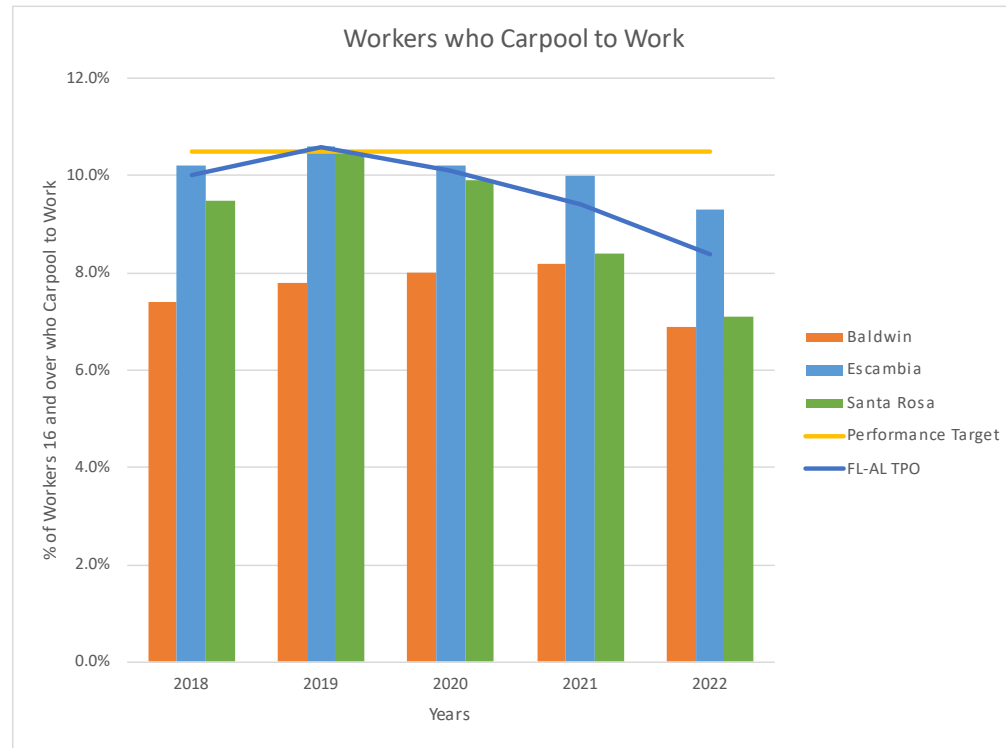
- FL-AL TPO CMP Major Update Data Summary Tables for the TPO Area, Escambia, Santa Rosa, and Baldwin Counties

CMP Objective	Performance Measure	Performance Target	Data Source	Performance Target	2018				Performance Target	2019				Performance Target	2020				Performance Target	2021				Performance Target	2022				Performance Target	2023			
					FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa
Provide Options to Reduce Travel Demand	% of Workers 16 and over who Carpool to Work	≥10.5%	American Community Survey (ACS) 5-Year Estimates* (Table B08301)	10.5%	10.0%	7.4%	10.2%	9.5%	10.5%	10.6%	7.8%	10.6%	10.5%	10.5%	10.1%	8.0%	10.2%	9.9%	10.5%	9.4%	8.2%	10.0%	8.4%	10.5%	8.4%	6.9%	9.3%	7.1%	10.5%	-	-	-	-
	% Pedestrian Facility SHS Coverage	≥46.0%	FDOT	46.0%	33.9%	-	32.5%	17.9%	46.0%	34.5%	-	33.4%	18.0%	46.0%	34.6%	-	33.4%	18.1%	46.0%	34.6%	-	33.4%	18.1%	46.0%	34.7%	-	33.6%	18.1%	46.0%	-	-	-	-
	% Bicycle Facility SHS Coverage	≥50.0%	FDOT	50.0%	42.2%	-	26.6%	38.1%	50.0%	43.3%	-	28.0%	38.1%	50.0%	43.3%	-	28.0%	38.1%	50.0%	44.2%	-	28.0%	39.6%	50.0%	45.1%	-	29.2%	39.6%	50.0%	-	-	-	-
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	1.27	FTA National Transit Database (NTD)	1.27	-	0.44	0.91	-	1.27	-	0.30	0.86	-	1.27	-	0.18	0.76	-	1.27	-	0.10	0.55	-	1.27	-	0.11	0.61	-	1.27	-	-	-	-
	Vehicle Miles Traveled (in millions)	88.0	FDOT Source Book	8.0	8.2	-	5.5	3.1	8.0	7.5	-	5.7	3.3	8.0	7.2	-	5.4	3.2	8.0	8.3	-	5.6	3.3	8.0	7.7	-	5.7	3.4	8.0				
Improve Safety	Serious Injury Rates per Annual 100 MVT	0.000	FDOT Source Book	0.000	-	-	6.878	5.481	0.000	-	-	6.057	3.512	0.000	-	-	6.053	2.693	0.000	-	-	5.311	4.974	0.000	-	-	6.853	4.030	0.000	-	-	-	-
	Fatality Rates per Annual 100 MVT	0.000	FDOT Source Book	0.000	-	-	1.775	1.123	0.000	-	-	1.723	0.911	0.000	-	-	1.620	0.943	0.000	-	-	2.13	0.960	0.000	-	-	1.532	0.882	0.000	-	-	-	-
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	≥93.0%	FDOT; ACS 5-Year Estimates	93.0%	86.8%	-	83.3%	86.9%	93.0%	90.1%	-	88.1%	86.7%	93.0%	88.7%	-	87.0%	85.4%	93.0%	88.4%	-	86.8%	84.6%	93.0%	92.1%	-	92.2%	84.4%	93.0%	-	-	-	-
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	≤35%	FDOT LOS Tables	35%	18%	0%	18%	19%	35%	22%	11%	23%	19%	35%	19%	11%	19%	18%	35%	20%	22%	21%	18%	35%	20%	22%	19%	23%	35%	-	-	-	-
System Preservation	# of Resurfacing Projects in TIP / Total Projects in TIP	≥11.0%	FDOT Transportation Improvement Program (TIP)	11.0%	8.0%	-	-	-	11.0%	6.7%	-	-	-	11.0%	10.3%	-	-	-	11.0%	10.4%	-	-	-	11.0%	16.1%	-	-	-	11.0%	16.4%	-	-	-

Performance Target Methodology:
% of Worker 16 and over who Carpool to Work - Average of the FL-AL TPO percentage plus 0.5%
% Pedestrian Facility SHS Coverage - Existing + Planned Pedestrian Facilities that will cover the SHS
% Bicycle Facility SHS Coverage - Existing + Planned Bicycle Facilities that will cover the SHS
Passengers per Revenue Mile - Peer Group Mean of Passengers per Revenue Mile in ECAT's TDP (Table 31)
Vehicks Miles Traveled (in millions) - Average of the FL-AL TPO percentage
Serious Injury Rates per Annual 100 MVT - Supports FDOT's "Vision Zero"
Fatality Rates per Annual 100 MVT - Supports FDOT's "Vision Zero"
% Population within 1 mile of Bicycle Facilities - Population within 1 mile of Existing + Planned Bicycle Facilities
Percent of Facilities with LOS D, E, F - Percent of 2045 facilities with LOS D, E, or F minus 5%
% Interstate Person-Miles Traveled that are Reliable - ECRC established target
% Non-Interstate NHS Person-Miles Traveled that are Reliable - ECRC established target
of Resurfacing Projects in TIP/Total Projects in TIP - Sum of resurfacing project mileage/FL-AL TPO Roadway Network Mileage

CMP Metrics

CMP Objective	Performance Measure	Performance Target
Provide Options to Reduce Travel Demand	% of Workers 16 and over who Carpool to Work	≥10.5%
	% Pedestrian Facility SHS Coverage	≥46.0%
	% Bicycle Facility SHS Coverage	≥50.0%
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	1.27
	Vehicle Miles Traveled (in millions)	≥8.0
Improve Safety	Serious Injury Rates per Annual 100 MVT	0.000
	Fatality Rates per Annual 100 MVT	0.000
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	≥93.0%
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	≤35%
System Preservation	# of Resurfacing Projects in TIP / Total Projects in TIP	≥11.0%



% of Worker 16 and over who Carpool to Work - Average of the FL-AL TPO percentage plus 0.5%

CMP Metrics

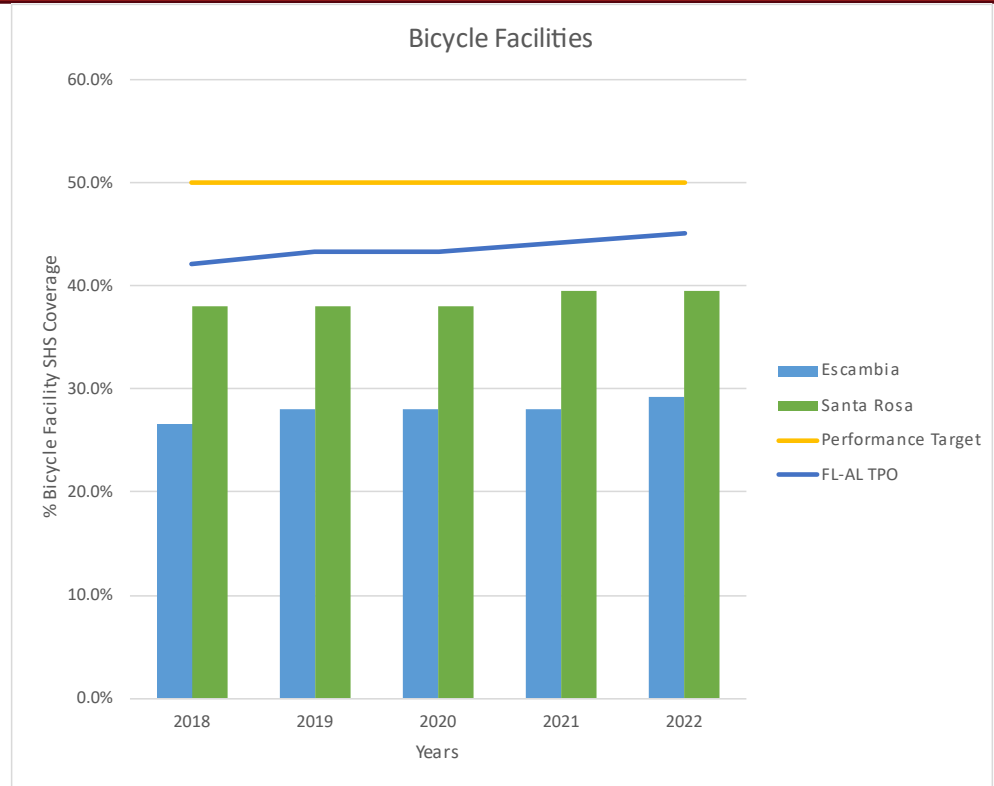
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CMP Metrics

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CMP Metrics

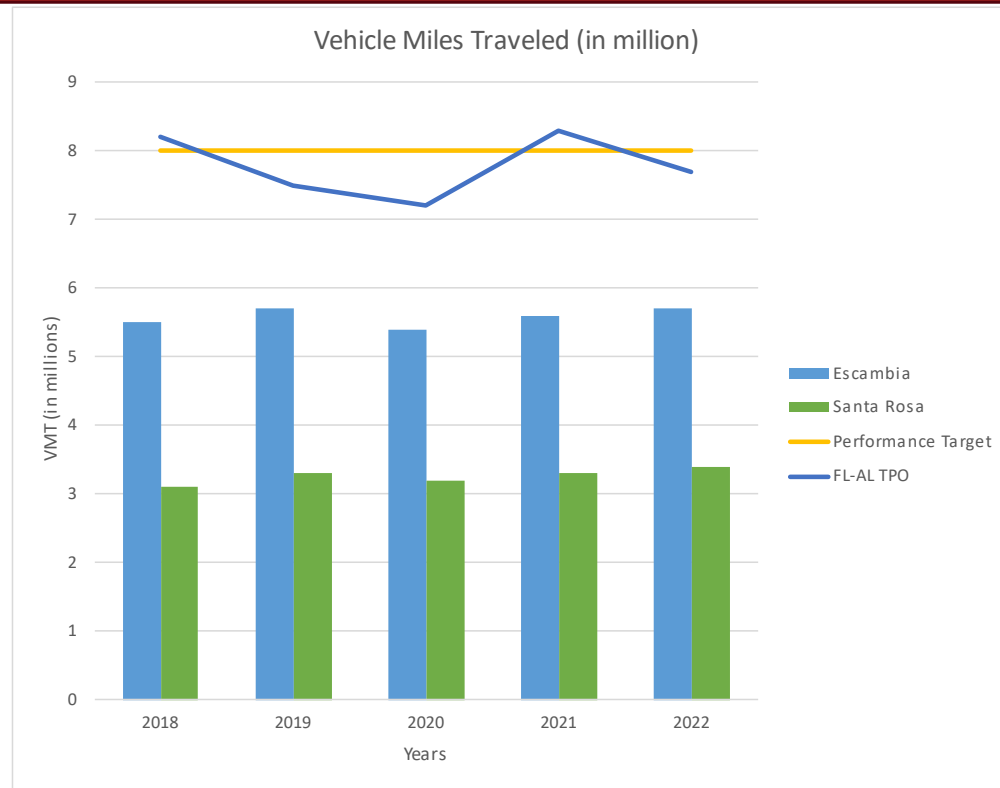
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CMP Metrics

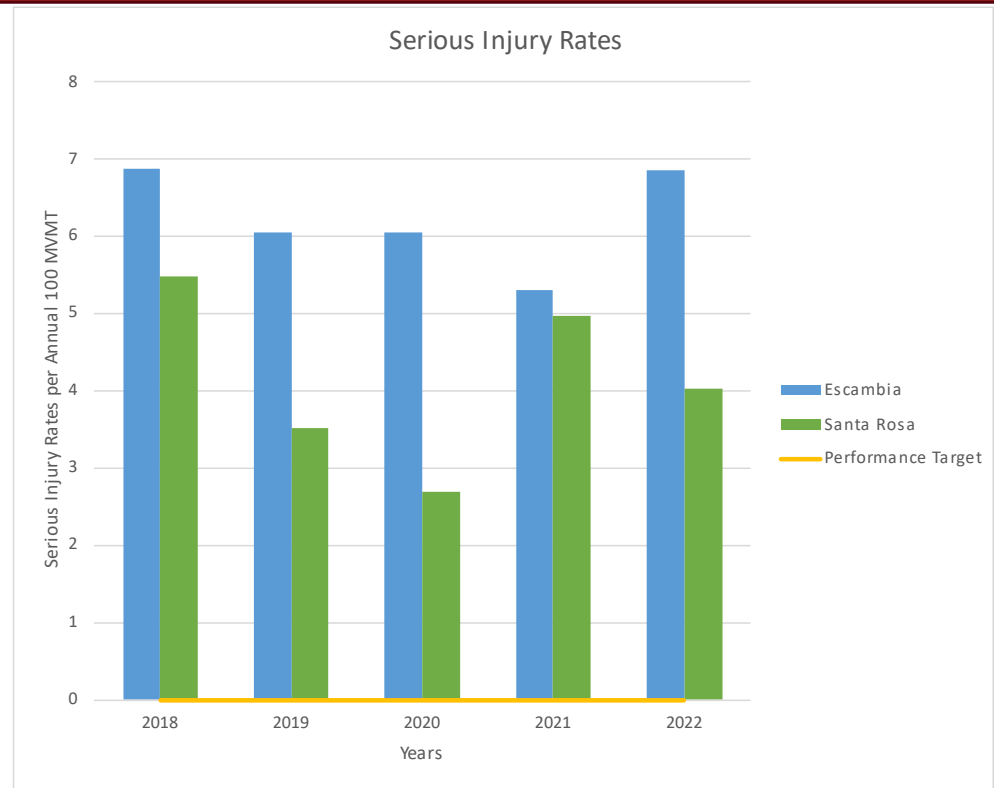
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Vehicle Miles Traveled (in millions) - Average of the FL-AL TPO percentage

CMP Metrics

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Serious Injury Rates per Annual 100 MVMt - Supports FDOT's "Vision Zero"

CMP Metrics

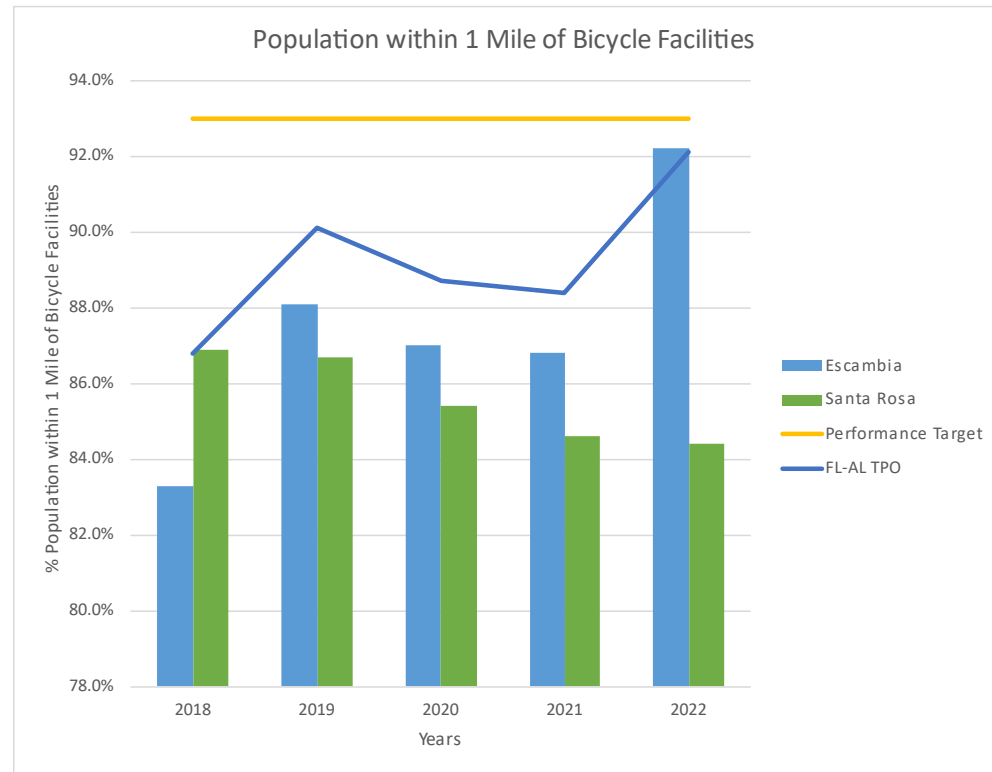
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Fatality Rates per Annual 100 MVMt - Supports FDOT's "Vision Zero"

CMP Metrics

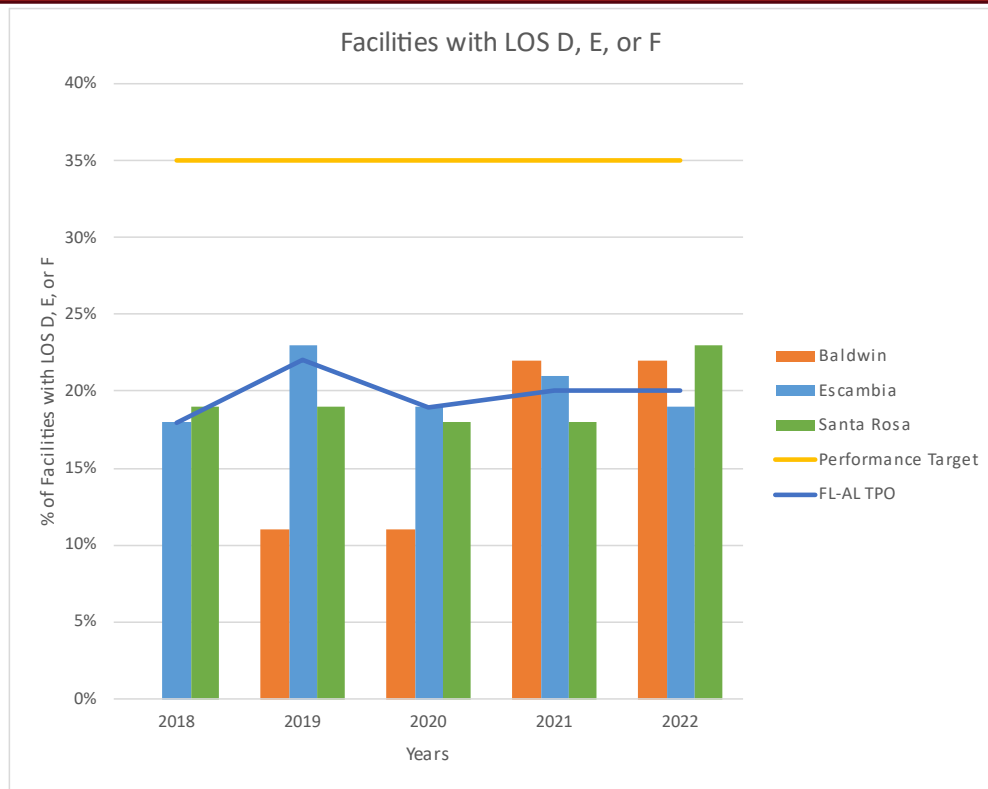
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% Population within 1 mile of Bicycle Facilities - Population within 1 mile of Existing + Planned Bicycle Facilities

CMP Metrics

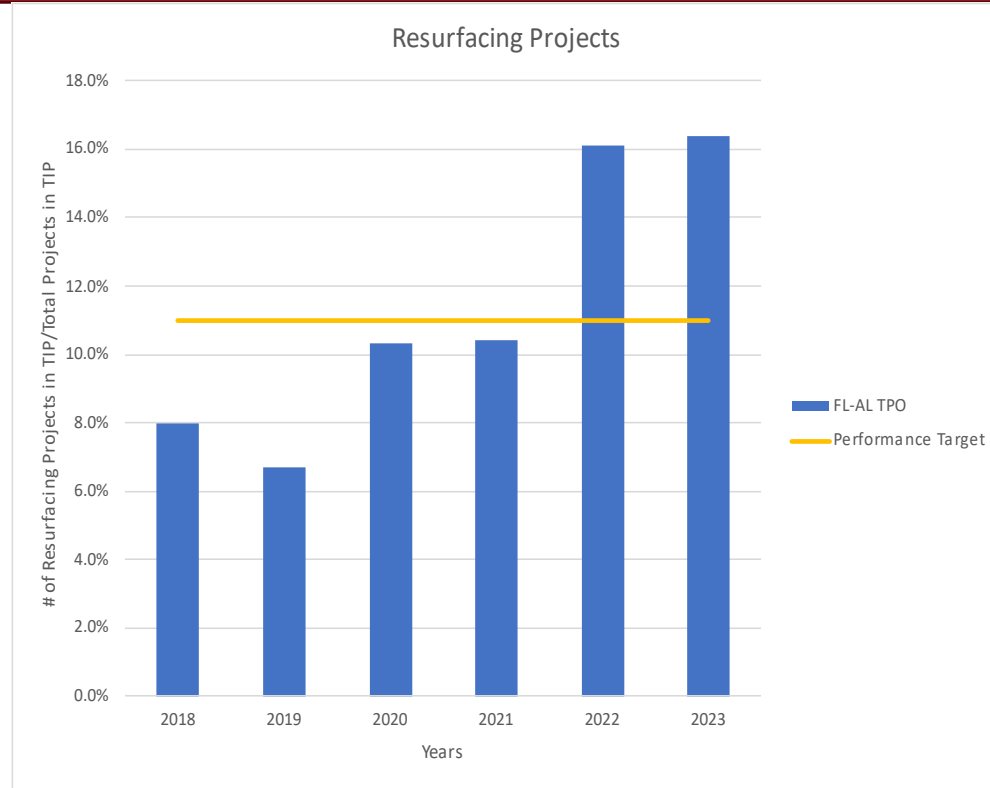
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of Resurfacing Projects in TIP/Total Projects in TIP - Sum of resurfacing project mileage/FL-AL TPO Roadway Network Mileage

Appendix D: Resolution of Approval

RESOLUTION FL-AL 24-25

**A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION APPROVING THE
2050 LONG RANGE TRANSPORTATION PLAN UPDATE
CONGESTION MANAGEMENT PROCESS MAJOR UPDATE**

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the FL-AL TPO is designated Transportation Management Area (TMA) with a population of 200,000 or more; and

WHEREAS, the FL-AL TPO approved the 2050 LRTP Scope of Services on November 8, 2023 which includes a CMP Major Update; and

WHEREAS, the CMP purpose is to rate the performance of transportation facilities and suggest short-term strategies to alleviate congestion; and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on May 14, 2024 and June 24, 2024 to review the 2050 LRTP CMP;

**NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION THAT:**

The Florida-Alabama TPO approves the Congestion Management Process for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 11th day of December 2024.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Steven Barry, Chair

ATTEST: 



HDR Engineering

General Planning Consultant to
Emerald Coast Regional Council and FL-AL TPO
25 West Cedar Street, Suite 200
Pensacola, FL 32502

