

**Board of County Commissioners
Leon County, Florida**

**Joint County/City Workshop
on the Tallahassee-Leon County
Comprehensive Plan
and the Alternative Mobility
Funding System Study**

**Tuesday,
October 15, 2019
12:00 p.m.**

**Leon County Board of County Commissioners
Leon County Courthouse, 5th Floor**

**Board of County Commissioners
Leon County, Florida**

**Joint County/City Workshop on the
Tallahassee-Leon County Comprehensive Plan
and the Alternative Mobility Funding System Study**

October 15, 2019

12:00 p.m.

Item Number	Workshop Item Title
1	Phase I Report on the Alternative Mobility Funding System Study and Authorization to Initiate Phase II of the Alternative Mobility Funding System Study
2	Informational Workshop on the Tallahassee-Leon County Comprehensive Plan

**Leon County
Board of County Commissioners**

**Notes for Workshop
Agenda Item #1**

Joint County-City Workshop

Workshop Item #1

October 15, 2019

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Phase I Report on the Alternative Mobility Funding System Study and Authorization to Initiate Phase II of the Alternative Mobility Funding System Study

Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	Alan Rosenzweig, Deputy County Administrator Ken Morris, Assistant County Administrator Benjamin H. Pingree, Director, Planning, Land Management, and Community Enhancement (PLACE) Cherie Bryant, Director, Planning Department
Lead Staff/ Project Team:	Artie White, Administrator, Comprehensive Planning Julie Conn Christesen, Principal Planner

Statement of Issue:

In 2016, the Board and City Commission directed staff to procure a consultant to evaluate options for replacing the existing transportation concurrency fees. This item seeks Board and City Commission consideration of the first phase of the consultant study which evaluates the existing concurrency system and recommends consideration of a Tiered Mobility Fee funding strategy. Should the Board and Commission direct staff to proceed with the next phase of the study (Phase IIA), the consultant will develop a Mobility Infrastructure Plan which identifies the transportation infrastructure funding needs specific to Tallahassee-Leon County and preliminary Tiered Mobility Fees through 2040.

Fiscal Impact:

This item has a fiscal impact. The first phase of the study cost \$100,000 shared evenly between the County and City. The next phase of the study would be \$225,000 to be split by the County and the City. Adequate funds are currently available in the respective budgets for this expense. Should the Board and City Commission decide to implement a new transportation funding system at the conclusion of the study, the fee revenue would be dedicated for long-term mobility infrastructure investments in Tallahassee-Leon County.

Staff Recommendation:

See next page.

Title: Phase I Report on the Alternative Mobility Funding System Study and Authorization to
Initiate Phase II of the Alternative Mobility Funding System Study

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Staff Recommendation:

Option #1: Accept the Phase I Report on the Alternative Mobility Funding System Study (Attachment #1) and direct staff to initiate Phase IIA to develop a Mobility Infrastructure Plan identifying the transportation infrastructure funding needs and preliminary Tiered Mobility Fees through 2040, to be brought back to the County and City Commissions for consideration.

Report and Discussion

Background:

Phase I and Phase II of the Alternative Mobility Funding System Study (AMFSS) advance the following FY2017-FY2021 Strategic Initiative:

- *Complete an evaluation of transportation fee alternatives to replace the existing concurrency management system of mobility fees. (2016-18).*

This particular Strategic Initiative aligns with the Board's Environment Strategic Priority:

- *(EN3) Promote orderly growth and sustainable practices.*

This item seeks Board and City Commission consideration of the first phase of the consultant study which evaluates the existing concurrency fee model and recommends a Tiered Mobility Fee funding strategy. Should the Board and Commission direct staff to proceed with the next phase of the study, the consultant would develop a Mobility Infrastructure Plan specific to Tallahassee-Leon County including the identification of transportation infrastructure funding needs and anticipated Tiered Mobility Fee costs through 2040.

Prior Commission Action

The City of Tallahassee and Leon County currently utilize a transportation concurrency fee model. Concurrency fees are allocated from development projects to help pay for constructing or expanding public transportation infrastructure. Under the concurrency fee model, only those development projects which exceed or 'trip' roadway capacity are assessed a fee to mitigate for the development's 'impact.' Across the state and locally, concurrency had resulted in the unintended consequence of driving development away from urban areas, where capacity is unavailable or cost prohibitive, to suburban and rural areas where capacity is available or less costly. This is because when there is capacity on the road, the development pays no concurrency fees. However, once the capacity is used, later developments often must pay significant concurrency fees. The fees, however, are often not enough to make up for the backlog of congestion. This system results in expanding sprawl followed by more congestion.

In 2016, the Board and City Commission directed staff to procure a consultant to evaluate options for replacing the existing transportation concurrency program, to split the Alternative Mobility Funding System Study (AMFSS) into phases, and set aside the necessary funds for the study in the 2017 budget. The phased approach was requested by the Greater Tallahassee Chamber of Commerce so that various options for transportation mitigation funding could be evaluated prior to committing to a single methodology or detailed analysis. This approach was jointly approved by the Board and City Commission.

On February 7, 2017, the Board directed staff to move forward with selecting a consultant for Phase I of the study. Likewise, on April 13, 2016 the City Commission voted to include \$162,500 in the FY 2017 preliminary budget for a joint fee study to be evenly matched with Leon County. The City Commission adopted this level of funding as part of their final 2017 budget. On February

22, 2017, the City Commission directed staff to move forward with selecting a consultant for Phase I of the study.

Phase I of the AMFSS evaluated the existing concurrency systems and identifies alternative mobility funding strategies for implementation in Tallahassee and Leon County (Attachment #2). This phase involved significant outreach to industry stakeholders to determine desirable characteristics of a revised fee structure. Phase I culminates in a recommended methodology that will be discussed at this Joint County/City workshop. At this Workshop, the consultant will present the findings of Phase I and staff will seek direction on beginning Phase II.

Analysis:

The goal of the Alternative Mobility Funding System Study is to evaluate alternatives to the current model of transportation system funding (concurrency) to a new model.

In Florida there are two primary means of funding transportation systems: concurrency and mobility fees. Concurrency was mandated by the State Legislature from 1985 until 2011, when the Legislature eliminated the requirement. In 2013, the Legislature encouraged adoption of mobility fees but did not mandate it. Leon County and the City of Tallahassee currently use concurrency to fund the County and City transportation system.

Phase I reviews the current local concurrency model as well as models around the state and suggests the most appropriate mobility funding system for Leon County and the City of Tallahassee is a Tiered Mobility Fee (Attachment #3). Details of the proposed tiered mobility fee system are included in the attached study and in the analysis below.

If initiated, Phase IIA would focus on developing a Mobility Infrastructure Plan that identifies unfunded needs within the transportation system and the anticipated fees associated with future development. The analysis from Phase IIA will include generalized estimates of the Tiered Mobility Fee costs to new development. The report generated from Phase IIA will include A) the development of a Mobility Infrastructure Plan specific to Tallahassee-Leon County, B) the Plan will include the identification of transportation infrastructure funding needs and C) anticipated Tiered Mobility Fee costs through 2040. All of this information will be brought before the Board and City Commission at the conclusion of Phase IIA. If accepted and directed by the Board and City Commission at that time, Phase IIB would then be initiated finalize fee estimates to apply the new system in our community and to fund the Mobility Infrastructure Plan. Upon approval of Phase IIB by the City and County, implementing ordinances and actions could be directed by both the Board and City Commission.

Action taken at the Workshop does not commit the City and County to changing the transportation funding system but would, however, direct staff to work with a consultant to prepare technical materials and place the City and County in a posture to adopt a Tiered Mobility Fee in Phase IIB should they choose to do so. In summary, at the conclusion of Phase IIA, the findings will be presented to the Board and City Commission for consideration and direction on whether or not to proceed to Phase IIB.

Current Funding System: Concurrency

Concurrency Background:

In 1985, the Florida Growth Management Act mandated adequate public facilities be provided “concurrent” with the impacts of new development. The new laws focused on accommodating new development primarily by adding roadway capacity via new and wider roadways. Concurrency was mandated by the state Legislature from 1985 – 2011, when the Legislature eliminated the requirement due to unintended consequences, explained below. In 2013, the Legislature encouraged adoption of alternative mobility funding systems.

Lessons Learned and Unintended Consequences:

Across the state and locally, concurrency has resulted in the unintended consequence of driving development away from urban areas, where capacity is unavailable or cost prohibitive, to suburban and rural areas where capacity is available or less costly. This is because when there is capacity on the road, the development often pays nothing. However, once the capacity is used, later developments often must pay significant mitigation fees. The fees, however, are often not enough to make up for the backlog of congestion. This system results in expanding sprawl followed by more congestion.

A local example would be the construction of two large apartment complexes. One was constructed several years ago on a roadway that had available capacity. It was farther away from places where people work and activity centers they may frequent, which creates more vehicle trips and maintenance costs for the roadway. However, this development was not required to pay concurrency mitigation. A comparable project will be constructed approximately a mile and a half closer to activity and job centers, near the same area as the first, but now there are a few failing segments, requiring the second complex to pay over \$400,000 in concurrency fees.

Concurrency vs. Mobility Fee:

Concurrency can help fund some projects, but other facilities are left unimproved due to funding gaps. Because concurrency only collects the development’s proportionate share of the cost building new capacity and not the full amount needed, roadways often remain congested and the City, County, and/or State become responsible for resolving deficiencies. It is also important to note that a purely roadway congestion focused approach may also result in impacts to businesses and neighborhoods as land is purchased to widen roads. Therefore, an alternative to concurrency should also provide holistic solutions to the community’s transportation needs, considering land use, roads, transit, trails, and bicycles in the overall system.

Some communities throughout Florida have already adopted alternative mobility funding systems to help address the inequities in transportation concurrency and to shift the focus of their transportation system from moving cars to providing personal mobility and viable transportation options. These alternative mobility funding systems emphasize safe, convenient, and interconnected multimodal improvements, while also including road capacity and intersection improvements that are designed in a context sensitive manner and incorporate Complete Streets elements.

Public Outreach for Phase I:

Leon County and City of Tallahassee leadership made public involvement an integral part of the AMFSS as multiple community stakeholders, development interest groups, consultants, and governmental entities have great interest in the effort to develop a mobility infrastructure plan and an alternative funding strategy. As such, it was critical that all involved in the process have a clear understanding of the AMFSS's Goals, Objectives and Strategies. A public Involvement Plan (PIP) was created by the consultant that covered goals, objectives, and strategies for the Plan.

A two-part public engagement charrette was held on November 2, 2017 at the Myers Park Community Center. A stakeholder and a community survey was created and distributed on October 14, 2017 at the Tallahassee Downtown Marketplace; at the November 2, 2017 design charrette; at the November 28, 2017 presentation at Network of Entrepreneurs and Business Advocates (NEBA); and at each of the meetings with nearly 60 stakeholders. These surveys consisted of questions ranging from opinions on existing conditions to recommendations on future funding solutions, mobility utilization, and funding choices.

Once the Phase I report was complete, the project team presented the findings to a group representing the development community in coordination with the Tallahassee Chamber of Commerce on September 24, 2019. The group expressed the need for additional information on the costs before taking a position and supported the two-step process recommended for Phase II to replace the existing transportation concurrency system. With more detail from Phase IIA, the consultant and staff will initiate a broader outreach effort seeking feedback on the

Potential Funding System Options:

The Report identifies four options to replace the current system. Three of the four options were not recommended. The final option is the recommended option and more detail is provided in this agenda item. These options are not mutually exclusive and are explained in greater detail in Section 7 of the Phase I report and will be discussed by the consultant during the Workshop.

Seven existing alternative mobility funding systems throughout Florida were examined and a detailed review can be found in Section 6 of the Phase I Report (Attachment #1). The following three options were identified as possibilities, but ultimately were not recommended.

- Road Impact Fee
- Mobility Plan Fee
- Per Person or Vehicle Trip Fee

Additional information on these options can be found in Section Seven of the Phase I Report. A fourth option, the Tiered Mobility Fee (TMF) is the recommended system and is discussed in more detail throughout this agenda item.

More Details About the Tiered Mobility Fee (TMF)

Based on public outreach efforts, a comprehensive review of existing conditions, current plans, future projections, and a thorough analysis of communities with alternative mobility funding systems, the consultant has recommended the most appropriate Alternative Mobility Funding System for Leon County and the City of Tallahassee would be a Tiered Mobility Fee (TMF) to accomplish the following:

- Replace the existing transportation concurrency system
- Meet the legal requirements (dual rational nexus and rough proportionality tests required by Florida Statutes)
- Provide funding for roadway widenings and intersection improvements as well as for additional options, such as ride hailing services, transit services, scooters/micro-mobility, and car and bike share programs.

Unlike transportation concurrency, which is assessed only on development where a road is over capacity (or is projected to be over capacity due to project traffic), the TMF would:

- Provide a more equitable and transparent system
- Be consistent, predictable, and repeatable
- Share transportation costs across all new development, not just those that do not meet transportation concurrency
- Allow the fee amount to be calculated during either the development review or building permit process and paid at either the time of building permit issuance or prior to the issuance of a certificate of occupancy
- Direct fee payments to projects identified in an adopted mobility infrastructure plan

A Tiered Mobility Fee could be created specifically for Leon County and Tallahassee, with the fees collected from development in the three tiers:

- The MMTD
- The area between the MMTD and either Capital Circle or the Urban Services Area
- The area between Capital Circle or the Urban Services Area and the County line

Fees paid by development in each tier would go to specific projects located in the same tier, ensuring fees are invested in the area where that development is most impacted. The rate schedule would likely charge the lowest rates for new development within the MMTD as the mobility infrastructure plan for this tier would focus on lower cost multimodal projects due to the fact that fewer roadways in the MMTD can feasibly be widened.

Rates for new development in areas inside of Capital Circle (or inside the Urban Service Area) would likely be higher than in the MMTD because more roadway and intersection improvements, along with some multimodal improvements, are likely to be included in a mobility infrastructure plan for that tier. These roadway and intersection improvements are generally more expensive, resulting in higher mitigation costs.

Rates for new development outside Capital Circle (or outside the Urban Service Area) would generally be higher due to dependence on collector and arterial roadways to access jobs and services. This tiered approach is intended and designed to stimulate redevelopment within the community's urban core and discourage sprawl.

Proximity to designated Mobility Hubs in each tier could lead to lower fees for new development regardless of the Tier. These hubs are designated areas that are located throughout the County or City and are designed to be vibrant, promote convenience, reduce travel distance and conserve energy. An example of a Mobility Hub is the Woodville community. Development within Mobility Hubs shall be designed to maximize access to multiple modes of transportation and to encourage walking, biking and transit ridership. Multiple land uses shall be fully integrated so that housing, shops, work places, schools, usable open space and civic facilities essential to the daily life of the residents and employees are located conveniently to one another and can be accessed by multiple modes of travel.

Any new Tiered Mobility Fees would be based upon a Mobility Infrastructure Plan, developed in Phase IIA. This Plan will examine infrastructure funding needs and gaps. The supporting analysis of the new Plan will also provide an estimate of infrastructure costs by tier. Phase IIA will also include estimates of the anticipated Tiered Mobility Fee costs for new developments in each area of the city and county. The report from Phase IIA, including these details, would be brought to the Board and City Commission for consideration and action (i.e. policy development) prior to moving onto Phase IIB. Phase IIB would then provide more detailed information on establishing the fees and creating the implementing ordinances (i.e. policy implementation).

The following are the unique features that could be incorporated in each tier to proactively plan for roadway and multimodal improvements, versus reactively regulating development under the current transportation concurrency system:

Within the Multimodal Transportation District (MMTD)

- Construct roadway improvements that enhance the grid network
- Construct intersection improvements with enhanced pedestrian and bicycle facilities
- Enhance landscape, streetscape, and lighting
- Emphasize visible and safe crosswalks
- Explore new mobility technology (e.g. autonomous vehicles and intelligent transportation systems)
- Establish multimodal quality of service standards
- Expand trail and bicycle facilities and promote development around these facilities

Inside Capital Circle or Inside the Urban Service Area

- Include collector and minor arterial road projects
- Include intersection improvements
- Establish areawide roadway Level of Service (LOS) standards

- Emphasize pedestrian and bicycle improvements and technology
- Establish multimodal quality of service standards
- Plan for Trail Oriented Developments and mixed-use areas
- Support infill and redevelopment

Outside Capital Circle or Outside the Urban Service Area

- Include collector and arterial road projects
- Provide for intersection improvements
- Establish areawide roadway LOS standards
- Support connectivity and mixed-use
- Provide pedestrian and bicycle improvements
- Consider multimodal Quality of Service (QOS) and Level of Service (LOS) standards
- Plan for greater use of golf carts for mobility

The mobility infrastructure plan would look at currently funded projects in local, state, and Blueprint plans and identify any infrastructure gaps based on projected population and job growth. The TMF would provide a revenue source to fund the identified infrastructure gaps, such as road and intersection improvements, trails, bike lanes, and new mobility technologies. Unlike concurrency, the TMF would apply to all new development, with the amount varying based on the degree of impact. Development of mobility plans also provides an opportunity for public/private partnerships to construct needed infrastructure as part of private land development.

While it is premature to generate draft Tiered Mobility Fee estimates at the conclusion of Phase I, the consultant has provided an analysis regarding comparable Florida communities that have adopted Mobility Fees including tiered fees. As detailed further in Attachment #4, Sarasota County, in particular, provides a good comparable example of how this new structure was utilized to accommodate growth patterns and stimulate urban infill. The attachment demonstrates the variance in fees developers are required to pay across different mobility tiers.

Summary and Next Steps:

To summarize, the Tiered Mobility Fee was recommended by the consultant as the most appropriate Alternative Mobility Funding System for Leon County and the City of Tallahassee based on public outreach efforts, a comprehensive review of existing conditions, current plans, future projections, and a thorough analysis of communities with alternative mobility funding systems. Phase I provides an initial analysis regarding general fee rate information by tier:

- The lowest rates for new development would likely be within the MMTD, as this tier would focus on lower cost multimodal projects due to the fact that fewer roadways in the MMTD can feasibly be widened. The lower fees within the MMTD would support infill strategies while also generating funds for transit, pedestrian, and bicycle projects.

- Rates for new development in areas inside of Capital Circle (or inside the Urban Service Area) would likely be higher than in the MMTD because more roadway and intersection improvements, along with some multimodal improvements, are likely to be included in a mobility infrastructure plan for that tier. These roadway and intersection improvements are generally more expensive, resulting in higher mitigation costs.
- Rates for new development outside Capital Circle (or outside the Urban Service Area) could be higher due to dependence on collector and arterial roadways to access jobs and services.

Since the cost of the mobility infrastructure plan is yet to be determined, staff recommends having a consultant develop the mobility infrastructure plan and estimate potential costs (Phase IIA). At that point, the Board and City Commission will have more detailed information to determine whether or not to implement the Tiered Mobility Fee. If the decision is to continue, the consultant will then develop appropriate fee ordinances (Phase IIB) to replace the existing concurrency system. As stated in the fiscal impact section, consultant funding is already in the City and County budgets for both components of Phase II.

Phase IIA could take approximately 12 months, and Phase IIB approximately six more for a total of 18 months. Specifics of each include:

- Phase IIA - would include the development of a mobility infrastructure plan that identifies unmet mobility needs in the community. The development of the mobility infrastructure plan would consider both Blueprint projects and the projects identified in the Capital Region Transportation Planning Agency's (CRTPA) Cost-Feasible Plan section of the Regional Mobility Plan. The mobility infrastructure plan would then identify any remaining gaps in the roadway, pedestrian, bicycle, and transit systems that remain unfunded, including estimated costs. The analysis will consider projects identified in other plans, such as the Greenways Master Plan and the CRTPA Bicycle and Pedestrian Master Plan. The Mobility Infrastructure Plan will include estimated costs for new development, and projected Tiered Mobility Fees for each Tier. It will be vetted through stakeholder groups and other members of the public and then brought back to both Commissions for consideration and direction on whether or not to move on to Phase IIB.
- Phase IIB - If the Mobility Infrastructure Plan is approved by both the City Commission and the Board, Phase IIB will be the development of mobility fee ordinances and implementation policies to fill the identified funding gap and replace the present concurrency system. This phase will also be vetted through stakeholder groups and the public, and be brought to both Commissions for final approval before any ordinances and fee schedules are finalized.

Phase IIA and IIB would include extensive public outreach and opportunities for input to obtain broad representation from all parts of Leon County and Tallahassee. These stakeholder groups could include:

- Local developers
- Neighborhood Associations

- Local professional consultants (Planners, Engineers, Architects)
- Non-City/County regulatory agencies, such as the Florida Department of Transportation (FDOT) and the Capital Region Transportation Planning Agency
- Business advocacy groups
- Affected City and County departments
- Citizens

The consultant will provide a presentation at the workshop on the findings for the Phase I Alternative Mobility Funding System Study and will be available to answer any questions about the study phases or mobility fees in general.

Options:

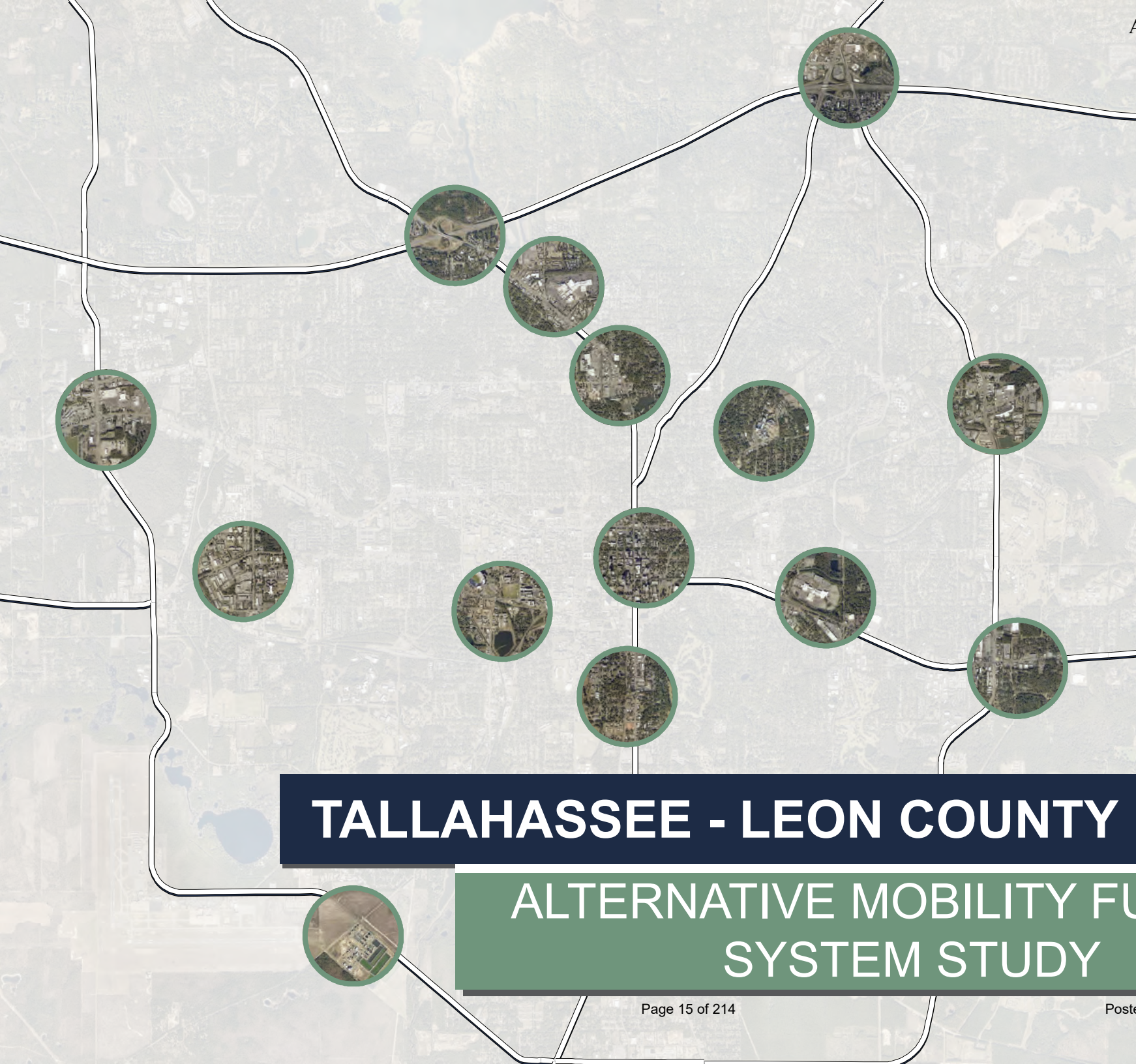
1. Accept the Phase I Report on the Alternative Mobility Funding System Study (Attachment #1) and direct staff to initiate Phase IIA to develop a Mobility Infrastructure Plan identifying the transportation infrastructure funding needs and preliminary Tiered Mobility Fees through 2040, to be brought back to the County and City Commissions for consideration.
2. Accept the Phase I Report on the Alternative Mobility Funding System Study (Attachment #1) but do not direct staff to initiate Phase IIA.
3. Board direction.

Recommendation:

Option #1

Attachments:

1. Phase I Alternative Mobility Funding System Study
2. AMFSS Overview
3. Mobility Plan and Mobility Fee Overview
4. Mobility Fee examples



TALLAHASSEE - LEON COUNTY

ALTERNATIVE MOBILITY FUNDING SYSTEM STUDY

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EXECUTIVE SUMMARY



In Florida there are two primary means of funding transportation systems: concurrency and mobility fees. Concurrency was mandated by the state Legislature from 1985 until 2011, when the Legislature eliminated the requirement. In 2013, the Legislature encouraged adoption of alternative mobility funding systems.

Leon County and the City of Tallahassee currently use concurrency to fund the County and City transportation system. This study evaluates the pros and cons of potentially transitioning from a concurrency model to a mobility fee model to fund this system.

The State of Florida passed the Growth Management Act of 1985 requiring all local governments in the state to adopt Comprehensive Plans to guide future development. The Act mandated adequate public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was adopted to ensure the health, safety, and general welfare of the public. The introduction of transportation concurrency focused on accommodating the impact of new development primarily by adding roadway capacity via new and wider roadways. This resulted in an unintended consequence of driving development away from urban areas, where capacity was unavailable or cost prohibitive, to suburban and rural areas where capacity was available or less costly to construct.

Another unintended consequence of transportation concurrency is “the last one in foots the bill” in funding transportation infrastructure. Under traditional transportation concurrency, developments that impacted a road that was either over capacity, or was projected to be over capacity due to traffic from the development, were required to mitigate their impact through either a mitigation payment, phasing of development until capacity became available, or construction of a capacity improvement. The traditional transportation concurrency system resulted in some developments paying for their impact to roads, while other developments that were located on roads with capacity were not required to mitigate their impact.

To address the unintended consequences of transportation concurrency, the Florida Legislature began to amend Florida Statute 163.3180 in the late 1990's to address urban areas. From 2005 until 2013, the Legislature made a number of changes to transportation concurrency, including:

- ◇ Required proportionate share in concurrency systems in 2005
- ◇ Introduced Mobility Plans and Fees in 2007
- ◇ Created Dense Urban Land Areas (DULAs) in 2009
- ◇ Eliminated state mandated transportation concurrency in 2011
- ◇ Encouraged adoption of alternative mobility funding systems in 2013

The Florida Legislature and the Courts have held that any alternative mobility funding systems, whether a fee, assessment, or mitigation system, must meet the "dual rational nexus" test. The test requires an identified "need" for improvements to meet demands from new growth and that the new growth receive a "benefit" from any payment made for improvements. The Courts have also held that any mitigation requirement must be "roughly proportional" to the impact created by the new growth.

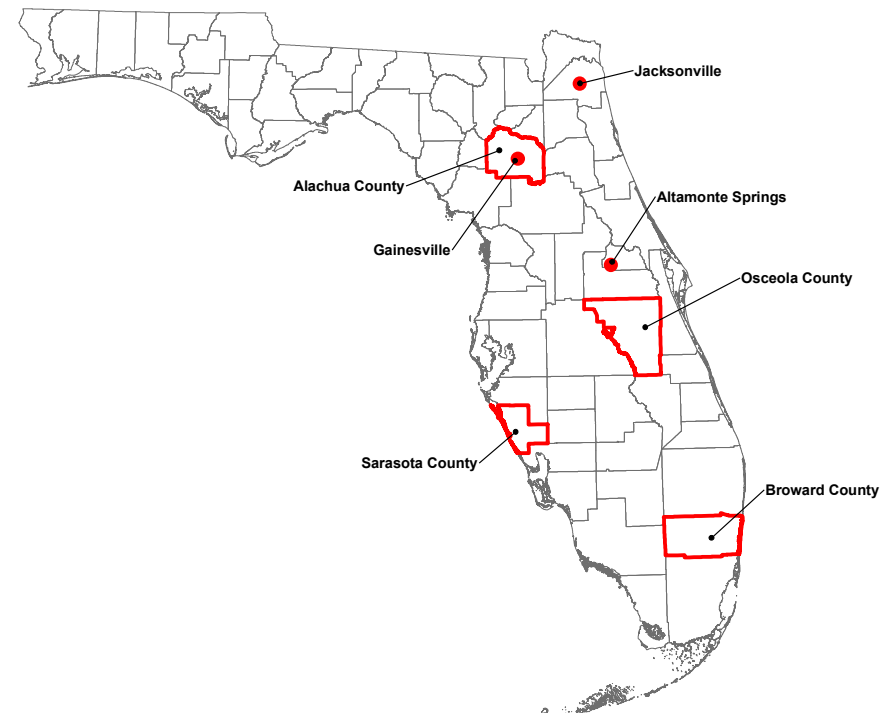
Communities throughout Florida have already adopted alternative mobility funding systems, based upon an adopted mobility plan, to help address the inequities in transportation concurrency and to shift the focus of their transportation system from moving cars to providing personal mobility and viable transportation options. These alternative mobility funding systems emphasize safe, convenient, and interconnected multimodal improvements, while also including road capacity and intersection improvements that are designed in a context sensitive manner and incorporate Complete Streets elements.

The mobility plans upon which these alternative mobility funding systems are based are integrated with land use plans to emphasize and recognize the role streets play in placemaking, redevelopment, and revitalization. Strategic parking management and the Vision Zero project, a national movement that aims to achieve a highway system with no fatalities or serious injuries involving road traffic, are also increasingly being integrated into mobility plans.

Alternative mobility funding systems have replaced transportation concurrency, proportionate share, and road impact fees in the communities in which they have been adopted.

In 2017, the City of Tallahassee and Leon County jointly funded an Alternative Mobility Funding Systems Study (AMFSS) to review and recommend alternative mobility funding systems to replace the current transportation concurrency system.

Other Florida Communities Evaluated



An evaluation of the above seven Florida communities and their alternative mobility funding systems was undertaken in the course of this study: Alachua County; Altamonte Springs; Broward County; City of Jacksonville; Gainesville; Osceola County; and Sarasota County.

The AMFSS builds on the various placemaking and community planning initiatives that the City and County have already developed. The recent changes to Gaines Street to enhance mobility and encourage economic development, along with the protected bike lanes on Pensacola Street, St. Augustine Street, and Madison Street are examples of a shift in focus from moving cars to providing personal mobility. The AMFSS consists of a comprehensive review and analysis of:

- ◆ The current transportation concurrency system
- ◆ An assessment of existing conditions
- ◆ A review of land use and development patterns
- ◆ The availability of funding sources
- ◆ Projected growth and future travel demand

The AMFSS also engaged the community to solicit feedback on current conditions, challenges, and opportunities. The primary feedback received was as follows:

- ◆ Traffic is largely an AM and PM Peak Hour issue
- ◆ An expanded trail network is a top priority
- ◆ Expansion of transit is not a priority
- ◆ Intersections are the primary location where improvements are needed
- ◆ There was a willingness to try Autonomous Transit Vehicles (ATVs)
- ◆ Ride-hailing services (e.g. Uber and Lyft) will likely continue to grow in use
- ◆ There is a desire for more restaurants, cafes, and shops near neighborhoods

The first part of the AMFSS has identified six options for further consideration. The first two options are straightforward: (1) eliminate transportation concurrency, or (2) keep the current system in place. Should the City and the County decide that neither of these options are desirable, there are four additional options available to establish an alternative mobility funding system. These options are not exclusive. The City and County have the flexibility, if desired, to adopt different options within different parts of the community, based upon needed improvements.

These additional options are:

- ◆ Road Impact Fees
- ◆ Per Person Trip or Per Vehicle Trip Fees
- ◆ Mobility Fees
- ◆ Tiered Mobility Fees or Tiered Mobility Mitigation

Outreach efforts with the development community and the public revealed a desire to expand mixed-use developments that cater to retail, dining, and personal services near existing neighborhoods. There was also a strong desire for expansion of the trail network that would connect neighborhoods with mixed-use areas, employment centers, and higher education. The community also recognized that trails could further encourage economic development. Communities throughout the country are embracing mixed-use developments located along trails in a new development form known as Trail Oriented Development (TrOD). Unlike Transit-Oriented Developments (TODs) that are designed around access to a centrally located transit station, Trail-Oriented Developments (TrODs) are designed along trails. It is recommended that mobility plans incorporate:

- ◆ Developments of policies for Trail-Oriented Developments (TrODs)
- ◆ Extend existing trails to connect neighborhoods with TrODs
- ◆ Integrate Mobility Hubs with TrODs

Based on public outreach efforts, a comprehensive review of existing conditions, current plans, future projections, and a thorough analysis of communities with alternative mobility funding systems, it is recommended that the most appropriate Alternative Mobility Funding System for Leon County and the City of Tallahassee would be a Tiered Mobility Fee (TMF) to accomplish the following:

- ◆ Provide personal mobility
- ◆ Meet the dual rational nexus and rough proportionality tests
- ◆ Replace the existing transportation concurrency system

A Tiered Mobility Fee (TMF) will be based upon one or more mobility plans. The mobility plans will establish requirements for evaluating quality of service (QOS) and level of service (LOS) standards to plan for improvements needed to accommodate new growth.

Unlike transportation concurrency, which is assessed only on development where a road is over capacity or is projected to be over capacity due to project traffic, the TMF is a more equitable and transparent system, as the fee would be assessed on all new development, not just those that do not meet transportation concurrency. The fee amount could be determined during either the development review or building permit process and paid at either the time of building permit issuance or prior the issuance of a certificate of occupancy. The TMF would go into effect a minimum of 90 days after adoption of the Tiered Mobility Fee Ordinance.

The TMF system could consist of the following three tiers: (1) the Multimodal Transportation District (MMTD), (2) inside Capital Circle or inside the Urban Service Area, and (3) either outside Capital Circle or outside the Urban Service Area. The tiers would be further refined during the next phase of the AMFSS. The following are the unique features that could be incorporated in each of the three tiers to proactively plan for multimodal improvements, versus reactively regulating development under the current transportation concurrency system:

MMTD

- ◇ Roadway improvements that enhance the grid network
- ◇ Intersection improvements with enhanced pedestrian and bicycle facilities
- ◇ Enhance landscape, streetscape, and lighting
- ◇ Emphasize visible and safe crosswalks
- ◇ Explore new mobility technology
- ◇ Establish a multimodal quality QOS standard
- ◇ No roadway LOS standard
- ◇ Expand trail and bicycle facilities and promote development around these facilities

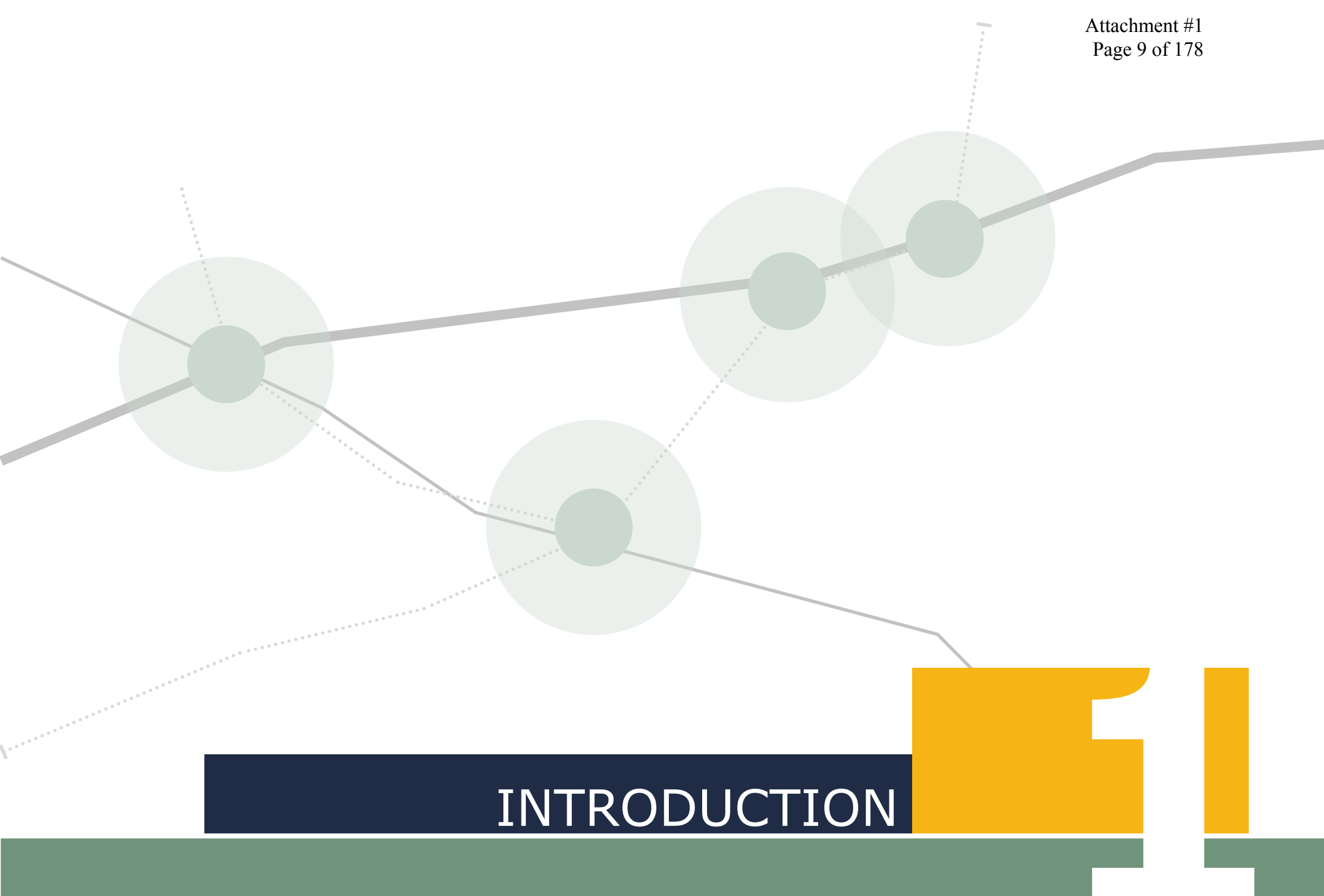
Inside Capital Circle or Inside the Urban Service Area

- ◇ Include collector and minor arterial road projects
- ◇ Include intersection improvements
- ◇ Establish areawide roadway level LOS standards
- ◇ Emphasize pedestrian and bicycle improvements, and technology
- ◇ Establish multimodal QOS standards
- ◇ Plan for TrODs and mixed use areas
- ◇ Support infill and redevelopment

Outside Capital Circle or Outside the Urban Service Area

- ◇ Include collector and arterial road projects
- ◇ Provide for intersection improvements
- ◇ Establish areawide roadway LOS standards
- ◇ Support connectivity and mixed-use
- ◇ Provide pedestrian and bicycle improvements as part of Complete Streets
- ◇ Consider multimodal QOS standards
- ◇ Plan for greater use of golf carts for mobility

The net impact of the TMF may result in lower fees within the MMTD, higher fees within Capital Circle or the Urban Service Area outside the MMTD, and the highest fee for areas outside Capital Circle or the Urban Service Area where there is a greater need for new and wider collector and arterial roads. The TMF would provide a revenue source to fund the improvements identified in mobility plans such as trails, bike lanes, new mobility technologies, intersection, and road improvements. It is also recommended that a greater emphasis be placed on public/private partnerships to engage the private sector in construction of multimodal improvements and building mixed-use developments with the density and intensity needed to support multimodal transportation.



When a business is looking to expand or a family is looking to relocate, rarely do they search for the “most drivable community” or the “most automobile-friendly environment.” Instead they are seeking out communities that have a high quality of life - good schools, restaurants, arts and entertainment, and increasingly they are looking for neighborhoods that are walkable and bicycle friendly.

To attract new residents, encourage economic development and promote tourism, the City of Tallahassee and Leon County have been taking steps to improve mobility through improvements in walking, bicycling, transit, and trail facilities for residents, businesses, and visitors. Part of that process has been the re-examination of the current transportation funding system.

In 2017, the City of Tallahassee and Leon County jointly funded an AMFSS to review and recommend options for a multimodal funding system that could provide for the following:

- ◆ An efficient transportation network;
- ◆ Expanded mobility options;
- ◆ Support planning for growth, development, and redevelopment; and
- ◆ Revenue that affords a variety of transportation options.

A significant component of the AMFSS is public outreach and participation. To that end, the AMFSS included a Public Involvement Plan (PIP) that guided the public participation process and included 56 stakeholder interviews, a two-part public design charrette, three presentations before City and County staff, outreach at the Downtown Market, and a presentation to the Network of Entrepreneurs and Business Advocates (NEBA) at their monthly meeting. Recommendations from public outreach efforts will be presented in this document.

ALTERNATIVE MOBILITY FUNDING SYSTEMS STUDY

The Tallahassee-Leon County AMFSS is a comprehensive review and analysis of the City and County’s transportation concurrency system, land use and development patterns, projected growth, future travel demand, and the availability of funding sources for multimodal facilities. The AMFSS is divided into the following sections:

- ◆ Population & Travel Demand;
- ◆ Stakeholder & Public Outreach;
- ◆ Applicable Plans & Studies;
- ◆ Funding Review;
- ◆ Systems Evaluated;
- ◆ AMFSS Options;
- ◆ Recommendations; and
- ◆ Definitions.

Additionally, Appendix A of the AMFSS is a policy and legislative review that provides comparison of the Tallahassee-Leon County Comprehensive Plan policies to the Florida Statutes as they relate to concurrency and mobility. Vehicle miles traveled and major road capacity data for Leon County is detailed in Appendix B. Appendix C is the “On the Map” Inflow/Outflow Report of the United States Census. The outreach strategies listed within the PIP can be found in Appendix D, and lastly, the summary of resources is listed in Appendix E.

CONCURRENCY OVERVIEW

As Tallahassee-Leon County population growth began steadily increasing in the 1980s, the evolving land use patterns were exhibiting sprawl-like characteristics. Single family development and commercial shopping centers moved outside the central core where land was plentiful and less costly to develop. In response, City and County leaders adopted the 1990 Tallahassee-Leon County Comprehensive Plan to establish policies aimed at promoting compact growth and development, including the establishment and maintenance of an Urban Service Area (USA). The intent of the USA was to shift Tallahassee and Leon County toward responsible growth, efficient infrastructure, and protection of the surrounding forest and agricultural lands from unwarranted and premature conversion to urban land use.

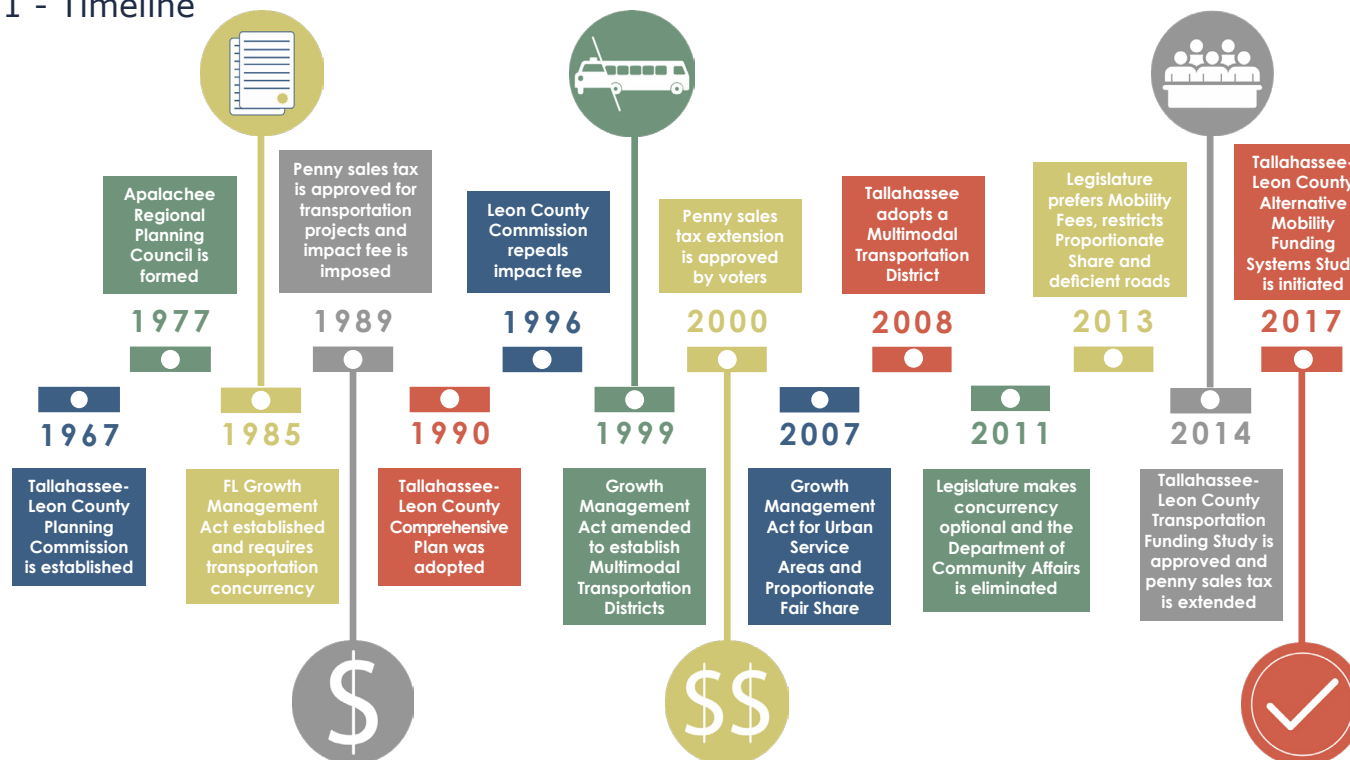
The timeline displayed in Figure 1 illustrates key milestones leading up to the adoption of the Tallahassee-Leon County Comprehensive Plan in 1990 and the efforts to fund a multimodal transportation system in 2017.

Growth management in the City and County began in 1967, with the establishment of the Tallahassee-Leon County Planning Commission. In 1985, the State of Florida enacted the Growth Management Act to plan for and manage a growing population and its related needs. This Act required the use of transportation concurrency to ensure that adequate public facilities were in place concurrent with travel demand from new development. However, transportation concurrency began to constrain development in urban areas, pushing growth into suburban and rural areas, where road capacity was both available and less expensive to build.

In 1989, the City of Tallahassee and Leon County collaborated to establish alternative funding sources for transportation infrastructure through a transportation impact fee and a one-cent sales tax approved by voters. In 1996, the County repealed the impact fee, and in 2000 approved an extension of the sales tax.

In 1998, the Legislature adopted a series of amendments to the Growth Management Act related to transportation concurrency. The result was the development of three special concurrency exemption programs for transportation facilities. These included the Transportation Concurrency Management Area (TCMA) and Transportation Concurrency Exception Area (TCEA), legislation intended to correct the unintended consequence that transportation concurrency had on discouraging urban infill development and redevelopment in highly urban areas. The third exception program was the MMTD, which went a step further in relating land use with transportation. The MMTD provided a planning tool that Florida communities could use to reinforce community design elements that support walking, bicycling, and transit use. It also enabled communities to advance a local policy requirement that transportation facilities be available concurrent with the impacts of development through the establishment of a high quality multimodal environment, rather than the typical approach involving road widening for automobile capacity.

Figure 1 - Timeline



In 2007, the Growth Management Act was amended to incorporate USAs and provide for proportionate fair-share. In 2008, the City of Tallahassee, Leon County, and the State of Florida Department of Transportation (FDOT) entered into a Memorandum of Agreement (MOA) related to concurrency and proportionate fair share funds. The MOA divided Leon County into five zones referred to as Significant Benefit Zones (SBZs), displayed in Figure 2, one of which is a MMTD, in which specific transportation infrastructure and development requirements were adopted. The Agreement stipulated how proportionate share funds paid by development are to be expended within each SBZ.

In 2009, the Community Renewal Act was adopted as part of Senate Bill 360. This Act recognized that the current state-mandated transportation concurrency process is complex, inequitable, and results in unsustainable land use patterns and transportation systems. This Act also reaffirmed local government's ability to require a development to mitigate its transportation impact and encouraged local governments to develop innovative programs within urban areas that promote mobility.

In 2011, the Legislature made concurrency optional, implemented impact fee credits, and eliminated the Department of Community Affairs (DCA), putting in its place the Department of Economic Opportunity (DEO). In 2013, the Florida Legislature amended the Growth Management Act to encourage local government to adopt alternative mobility funding systems based on an adopted plan, restrict proportionate share, and exclude deficient roads in their Capital Improvement Plans (CIP).

While the City of Tallahassee and Leon County have maintained transportation concurrency, local policy has followed statutory changes and developed programs that promote mobility (Appendix A). The City and County's focus on multimodal transportation has increased through such programs as the "Moving Tallahassee: Car Optional" initiative, the "Placemaking Initiative," the inclusion of MMTDs, and policy language supportive of mobility within the Tallahassee-Leon County Comprehensive Plan. The promotion of walkable districts such as College Town, the All Saints District, the Market District, and the Gaines Street District has shifted focus to multimodal transportation.

In 2014, voters supported the extension of the penny sales tax to fund infrastructure and roadway projects. In 2017, the City and County further promoted their multimodal efforts through the initiation of the subject AMFSS, understanding that the examination of alternative funding sources is crucial to planning for future growth in Tallahassee and Leon County.

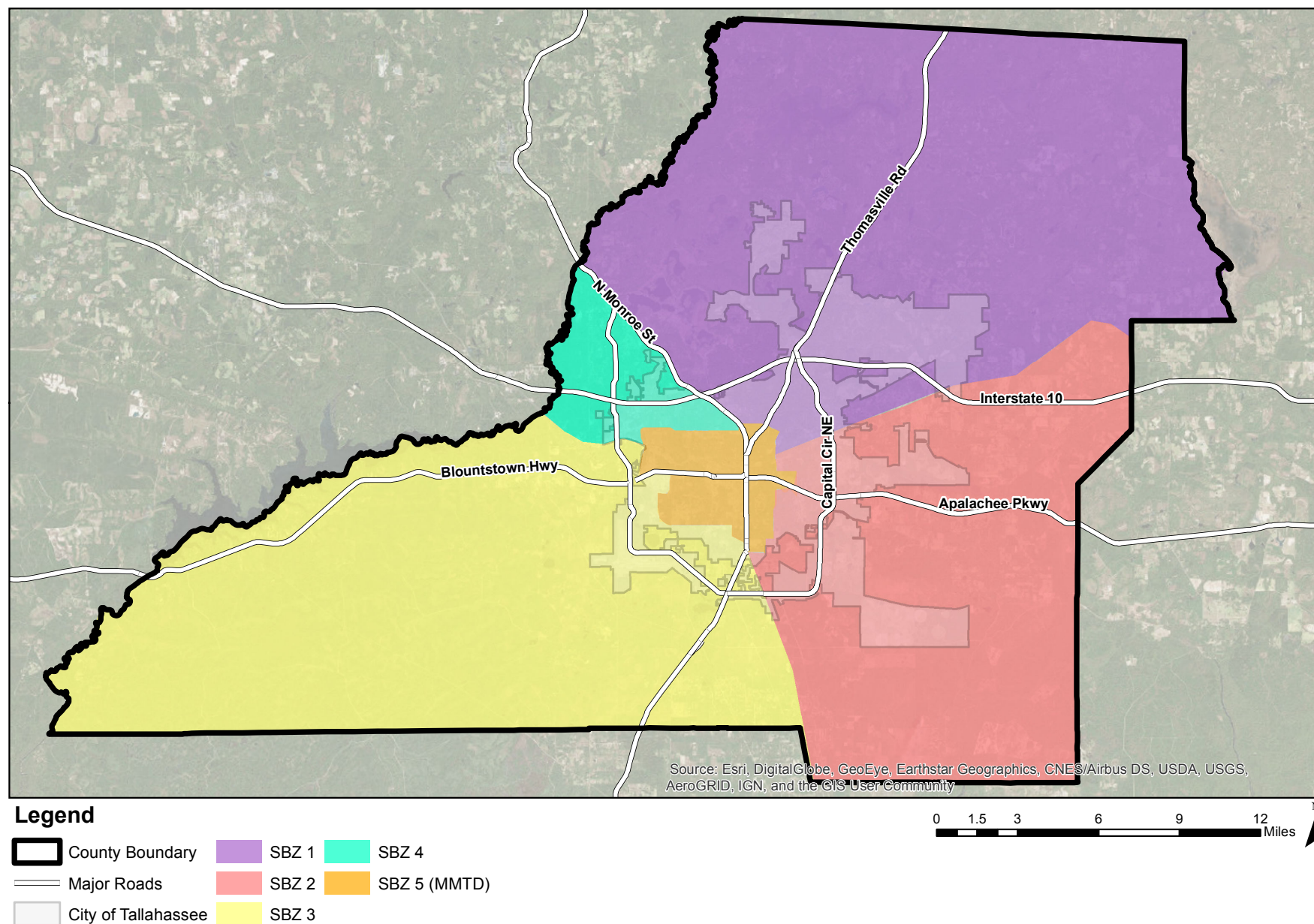
CURRENT CONCURRENCY SYSTEM

The current transportation concurrency system is based upon the availability of road capacity within the study network where a new development is deemed significant. If roads within a development study area have capacity based on existing traffic, reserved trips from approved development and the traffic from the new development, then the development is deemed concurrent and is not required to make any transportation concurrency improvements or make any proportionate share payments to the City or the County.

Under the current transportation concurrency system, when new development is located on a road classified as overcapacity or when new development adds traffic that results in it becoming overcapacity (deficient), developers are required to make a proportionate share payment. In comparison, new development that does not create a deficiency is not required to make a proportionate share payment. Per Florida Statute 163.3180 (h) 1.C.(I), new development is only responsible to pay or construct their proportionate share of required improvements. Often, however, the result of the current transportation concurrency system is considered by some to be an unfair or inequitable process as the "last development in" is required to "pay its share" to add capacity while development that does not trigger a road becoming deficient is free to utilize available capacity without the requirement to pay their share.

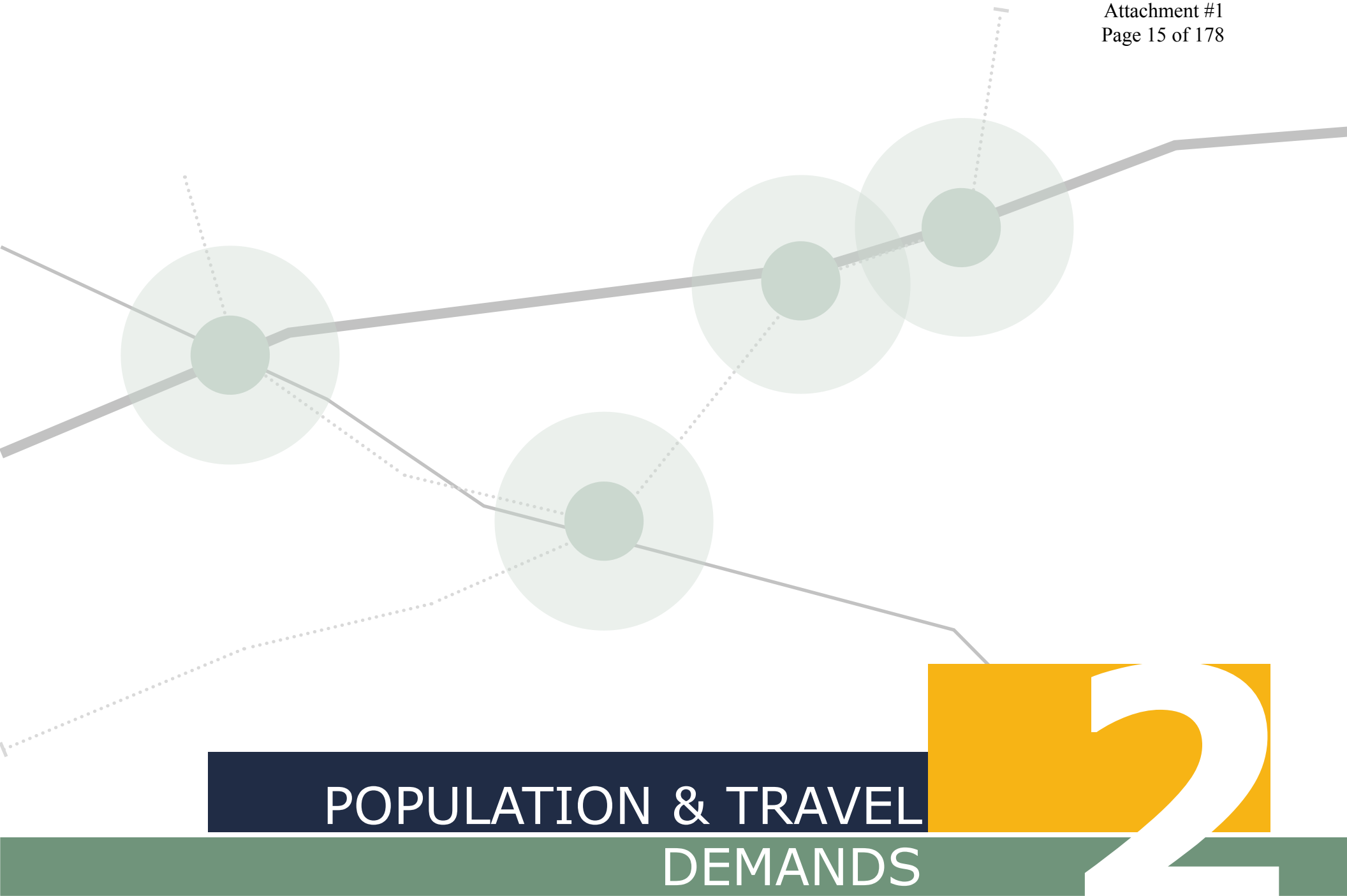
The cost of road improvements is determined based upon cost estimates agreed to by the City or County. The development's proportionate share is based upon the trip generation of the development divided by the increase in capacity from the road improvement multiplied by the cost of the improvement. The development is allowed to either make a proportionate share payment to the City or County or allowed to construct an equivalent cost improvement.

Figure 2 - Significant Benefit Zones (SBZs) in Leon County



For some developments, the current transportation concurrency is beneficial as existing capacity can be utilized without paying for improvements. For development that is required to pay proportionate share, there is a competitive disadvantage financially compared to those projects that do not have to pay. As such, the financial impacts upon development under transportation concurrency are not predictable; some pay, some do not. In addition, developers do not know if they will or will not meet concurrency until they are in the development planning process and a detailed traffic analysis is required, causing further uncertainty. Furthermore, transportation concurrency continues to perpetuate urban sprawl as developers will seek locations that are located in less developed rural areas where road capacity is available. This results in road capacity being consumed outside the study network in urban areas towards which the developer does not contribute funds.

Within the MMTD, new development frequently is not required to make proportionate share payments as roadway level of service (LOS) standards and roadway capacity per the Comprehensive Plan are set at LOS "E" + 50%. This does potentially place development within the MMTD at a competitive advantage compared to development in suburban areas, which may be required to pay proportionate share due to the need to achieve a higher LOS standard. One issue to consider is that new development will create a demand for multimodal improvements within the MMTD and the City is left without a revenue source to pay for those improvements. While the need for new road capacity in the MMTD is limited, there is a need for improvements for people who walk, bike, or ride transit that is currently not funded or built by new development. This may eventually have a negative impact within the MMTD as new development continues to get approved and generate demand for people to walk, bike, ride transit, and drive. Yet, there are limited funds to provide the improvements needed to accommodate new multimodal travel demand.



EXISTING TRAVEL CHARACTERISTICS

The development of a fee or mitigation system requires an evaluation of the travel characteristics on the major road system in Leon County. Major roads are those functionally classified as collector, arterial, and interstate. Travel on Interstate 10 would be excluded from fee or mitigation calculations due to the regional nature of the facility and the fact that gas tax funding from the federal government is used to primarily fund maintenance and improvements. The Traffic Data Report, based on information obtained by the County, includes the length of the roads, the functional classification, PM Peak Hour traffic, number of lanes, and the PM Peak Hour capacity for each road on the major road system (Appendix B). The PM Peak Hour capacity for each road was established by the County and City. The PM Peak Hour traffic count data represents the most recent data available. The calculation of vehicle miles of travel (VMT) for the major road system is accomplished through multiplying the length of a road segment by the PM Peak Hour on the roadway. Table 1 illustrates the VMT on the major road system in the County.

Table 1 - Existing Travel on Major Road System			
Roadway Category	Miles	% Share	PM Peak Hour Vehicle Miles of Travel (VMT)
Minor Collector	203	32%	73,980
Major Collector	133	20%	78,981
Minor Arterial	165	26%	112,401
Principal Arterial	121	19%	246,839
Interstate	20	3%	90,098
Total	642	100%	602,299

Source: Functional classification, total miles & VMT based on Traffic Data Report in Appendix B.

CAPACITY EVALUATION

The current City and County transportation concurrency system focuses on the PM Peak Hour analysis period and evaluates road capacity on a segment by segment basis, with and without reserved trips from approved developments. Also provided in the Traffic Data Report (Appendix B) is an analysis of existing conditions for the major road systems on a segment by segment basis. The existing conditions analysis is a directional PM Peak Hour evaluation, as that is the current system maintained by the City and County. The analysis includes an evaluation of existing traffic plus the traffic from reserved trips from approved development. It should be noted that the analysis is a snapshot based on available data. Traffic counts are periodically updated and reserved trips are continuously added as new developments are approved.

Florida Statute 163.3180(5)(f)2 encourages local governments that develop an alternative to transportation concurrency to establish areawide LOS standards and to evaluate road capacity at an areawide or system wide level versus segment by segment. Evaluating road capacity at an areawide or system wide level accounts for the capacity available over multiple roads and recognizes the benefit of a gridded road network in urban areas and parallel, interconnected roads in suburban areas.

A system-wide capacity evaluation for the PM Peak Hour has been undertaken to establish baseline conditions and to develop AMFSS recommendations. The PM Peak Hour analysis was conducted by dividing the systemwide capacity (VMC) by the systemwide PM Peak Hour demand (VMT). A total of three scenarios were evaluated for the PM Peak Hour: (1) two-way with existing traffic; (2) peak-direction only with existing traffic; and (3) peak-direction only with existing traffic and reserved trips. As shown in Table 2, the major road system currently provides adequate system-wide capacity (VMC) to meet current travel demand (VMT) for all three scenarios. A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies. Based on the analysis illustrated in Table 2, none of the three scenarios resulted in system-wide VMT/VMC ratio greater than 1.00.

Table 2 - Existing Major Road PM Peak Capacity Evaluation

Two-way Analysis			Peak Directional Analysis						
Existing PM Peak Hour			Existing Traffic			Existing Traffic & Reserved Trips			
Functional Classification	VMt	VMc	Ratio	VMt	VMc	Ratio	VMt	VMc	Ratio
Minor Collector	73,980	226,228	0.33	37,322	107,827	0.35	48,271	107,827	0.45
Major Collector	78,981	179,127	0.44	47,909	94,500	0.51	60,970	94,500	0.65
Minor Arterial	112,401	265,934	0.42	73,639	150,906	0.49	89,891	150,906	0.60
Principal Arterial	246,839	450,674	0.55	154,686	242,632	0.64	189,291	242,632	0.78
Interstate	90,098	183,144	0.49	45,322	75,689	0.60	51,157	75,689	0.68
Total System	602,299	1,305,107	0.46	358,878	671,553	0.53	439,580	671,553	0.65

Note: VMt = Vehicle Miles of Travel; VMc = Vehicle Miles of Capacity; Ratio = VMt/VMc Ratio

Source: Data based on Traffic Data Report in Appendix B. VMc derived by multiplying road capacity by length of road. VMt derived by multiplying PM Peak Hour Volume by length of road. Decimal numbers rounded to the nearest 100th.

GROWTH IN LEON COUNTY

The first prong of the dual rational nexus for any fee, mitigation, or assessment upon new development to mitigate its impact to the transportation system is to demonstrate that there is a need for future transportation improvements to accommodate the travel demand from future growth. The latest population data for Leon County was obtained from the U.S. Census Bureau American Community Survey estimates for 2016. The latest employment data for Leon County was taken from the U.S. Census Bureau Center for Economic Studies for the year 2015. An evaluation of the projected population and employment for Leon County is based upon the data used in the travel demand model developed for the Connections 2040 Regional Mobility Plan prepared by the Capital Region Transportation Planning Agency (CRTPA). The data demonstrates that the overall population is projected to increase by roughly 20% between 2016 and 2040. Employment is projected to increase by 45% between 2015 and 2040 (Table 3).

Table 3 - Projected Growth

Year	Population	Employment
2015 / 2016	284,788	148,423
2040	341,600	215,008
Increase	56,812	66,585

Source: 2016 population is the latest estimate from the U.S. Census Bureau American Community Survey for Leon County. 2015 employment data was obtained from the U.S. Census Bureau. The 2040 projected data was obtained from the Connections 2040 Regional Mobility Plan, the Capital Region Transportation Planning Agency.

URBAN SERVICE AREA

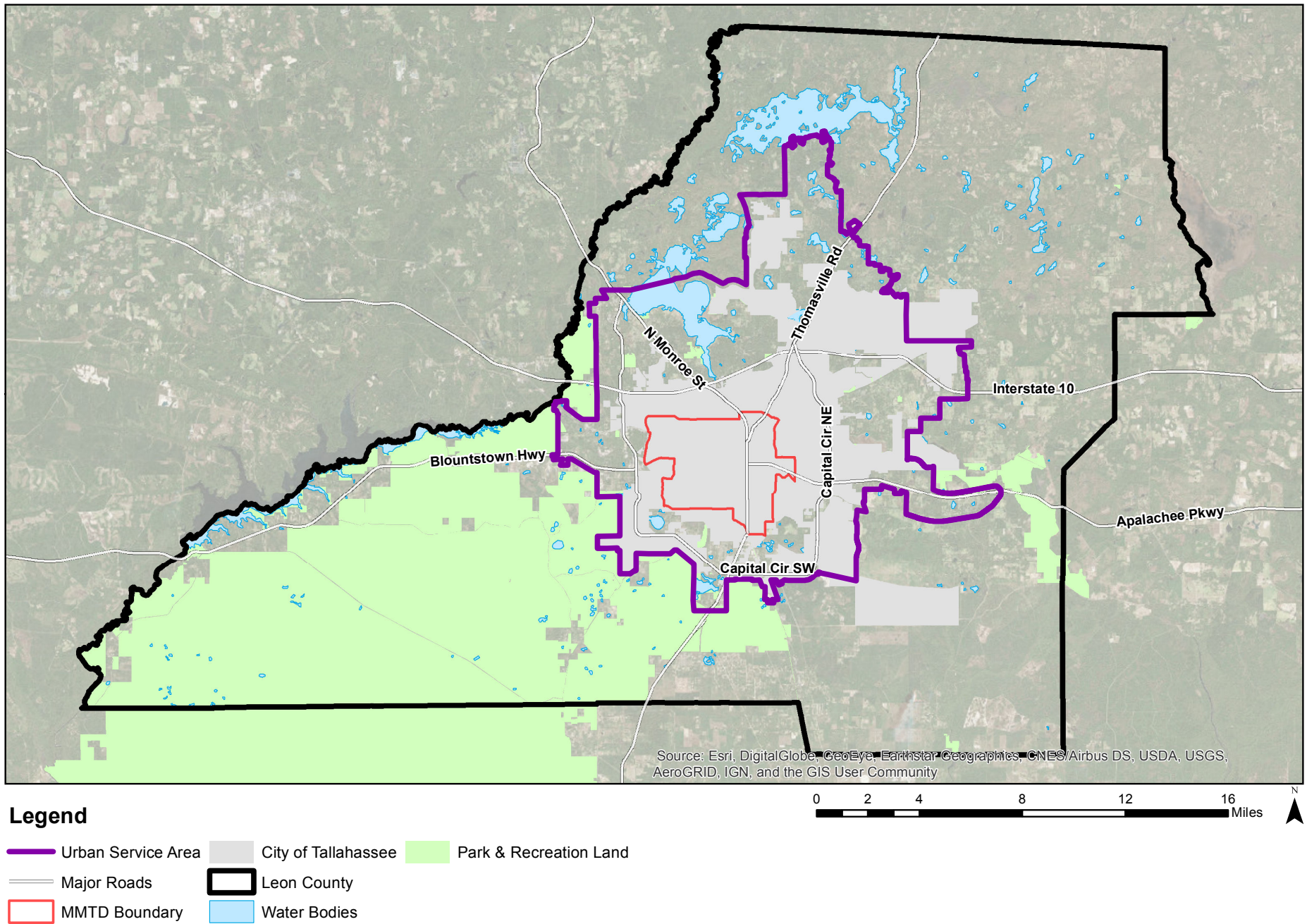
In 1990, the City of Tallahassee and Leon County established an Urban Service Area (USA) to provide a growth management tool for development to occur in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land use. The USA values the relationship between land use and infrastructure and the concept is based on the principle that development should pay for itself. Specifically, Leon County describes the USA as aiming to promote efficient and compact urban growth, protect rural areas outside the USA, assure urban services are financially feasible, and ensure that areas designated for urban development are not “underutilized.”

The USA, which encompasses portions of the City and County, shown in Figure 3, operates to serve the projected population and is meant to provide urban infrastructure and services, including roads, mass transit, stormwater facilities, sanitary sewer, solid waste, and parks. According to the Land Use Element of the Tallahassee-Leon County Comprehensive Plan, capital infrastructure designed to support urban density outside the USA is prohibited with few exceptions. Capital improvement projects or expenditures designed to support urban density outside of the USA cannot occur outside the designated USA unless a demonstrated hardship can be shown to occur for existing development or residents as of February 1, 1990.

MULTIMODAL TRANSPORTATION DISTRICT

The City of Tallahassee designated a Multimodal Transportation District (MMTD) in 2008, also shown on Figure 3. This was supported by a Multimodal Transportation District Plan, created by the Tallahassee-Leon County Planning Department. The MMTD encompasses the center portion of the City, and includes key places such as Florida State University (FSU), Florida Agricultural and Mechanical University (FAMU), Tallahassee Community College (TCC), Innovation Park, Frenchtown, Midtown, and Governor’s Square. The plan identifies a vision for a vibrant urban core with multimodal infrastructure that supports numerous forms of transportation and activity. This is enforced by design standards and requirements that are meant to provide development that supports multiple modes of transportation. Further, in assigning Significant Benefit Zones in Leon County for funding transportation infrastructure, the MMTD was designated as Significant Benefit Zone 5.

Figure 3 - Urban Service Area and Multimodal Transportation District (MMTD)



PLACEMAKING INITIATIVES

In 2012, the Leon County Board of County Commissioners adopted a Strategic Plan to establish priorities and guide project implementation for specific “placemaking” projects that capitalize on a local community’s assets, inspiration, and potential. The Tallahassee-Leon County Planning Department created placemaking plans for four areas within Leon County. These include:

Huntington: The Lake Jackson at Huntington Sense of Place Initiative was undertaken to redevelop the (former) Huntington Oaks Plaza to house the expanded Lake Jackson Branch Library and new Community Center. The Huntington has all the necessary pieces – strong neighborhoods, community schools, a popular gathering spot at the library, and ample retail along North Monroe Street.

The Market District: This area consists of established local shops and restaurants, a regular farmers market, an elementary school, two grocery stores, a large state and local park nearby, and several neighborhoods within walking distance. Additionally, the local fitness center is a park-and-ride site for the StarMetro express route into downtown and connected to the State office complex.

Midtown: Situated within a few blocks of the downtown and its surrounding historic neighborhoods, Midtown is the City’s first shopping center at Capital Plaza, and Lake Ella, which has been a well-known destination. Recently, local investment has turned the area into a dining and entertainment destination.

Monroe-Adams: This corridor is home to numerous local businesses and residential enclaves, many with a rich history. The corridor serves as a gateway to FAMU and to downtown Tallahassee. The small, interconnected blocks are ideal for a thriving, walkable, urban neighborhood, and there are many opportunities to knit together the surrounding neighborhoods, university campus, and local business core.¹

¹ <http://www.talgov.com/place/pln-placemaking.aspx>

MAJOR ONGOING & PROPOSED DEVELOPMENT

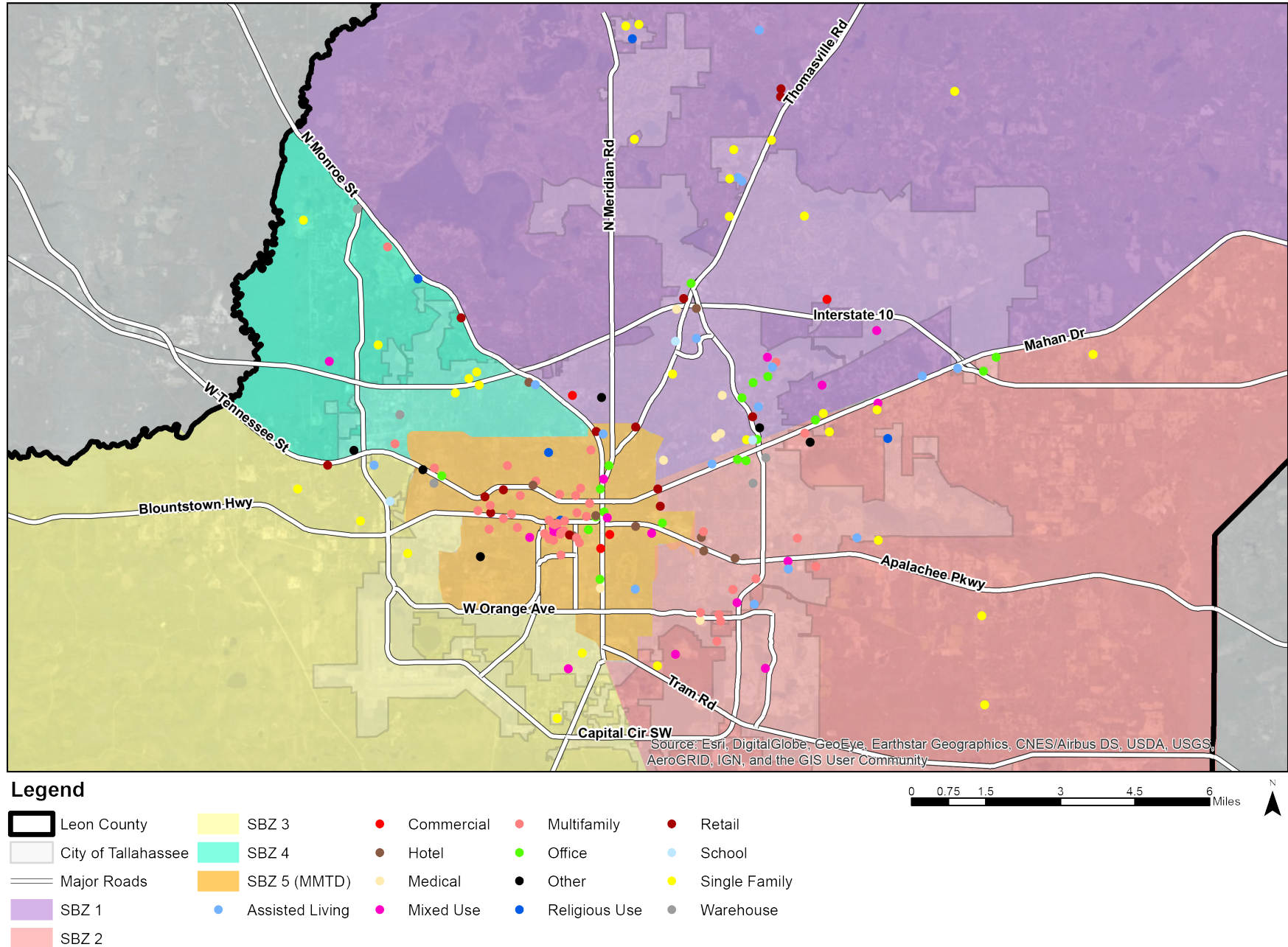
Figure 4 displays the major ongoing and proposed development in Leon County. Currently, there are 180 developments proposed or under construction. The projects total almost 10,000 acres of development and over seven million square feet of building as shown in Table 4. The largest square footage of new development consists of mixed-use development, followed by commercial and medical.

Development is not limited to one specific area in the County. As demonstrated, there are concentrations around the urban center, northeast, and southeast portions of the City. Of the 180 projects identified by the Office of Economic Vitality, 146 are within the City of Tallahassee.

Development Type	Acres	Units	Square Feet
Assisted Living	133.35	1,535	411,420
Commercial	111.58	328	1,326,976
Hotel	26.908	704	644,580
Medical	64.48	0	727,744
Mixed Use	4,466.36	3,692	1,995,773
Multifamily	381.29	5,310	229,963
Office	45.89	0	589,450
Other	62.7	0	382,642
Religious Use	106.68	0	144,641
Retail	96.92	0	382,567
School	29.95	0	58,508
Single Family	4,360.41	3,384	0
Warehouse	17.43	0	173,778
Total	9,903.95	14,953	7,068,042

Source: Office of Economic Vitality and TLCGIS (March 14, 2018)

Figure 4 - Major Ongoing & Proposed Development by Significant Benefit Zone



COMMUTER PATTERNS IN LEON COUNTY

The majority of people who work in Leon County also live in Leon County. According to the U.S. Census Bureau, there were a total of 148,423 people employed within Leon County as of 2015. Of those employed within the County, 97,128, or 65%, also live within Leon County. An analysis was conducted for people employed and living within Leon County to evaluate their commute patterns using the “On the Map” application developed by the U.S. Census Bureau (Appendix C). The analysis showed that roughly 35% (51,295) of the workforce commutes into Leon County from surrounding counties. There are a total of 119,493 people that live in Leon County who were employed in 2015. Of those, only 22,365 (19%) worked outside Leon County, the remaining 97,128 (81%) both live and work within the County (Table 5).

Table 5 - Workers Total and Flows	Total	% Share
Employed in Leon County	148,423	
Employed in Leon County but Living Outside	51,295	34.6%
Employed and Living in Leon County	97,128	65.4%
Living in Leon County	119,493	
Living in Leon County but Employed Outside	22,365	18.7%
Living and Employed in Leon County	97,128	81.3%

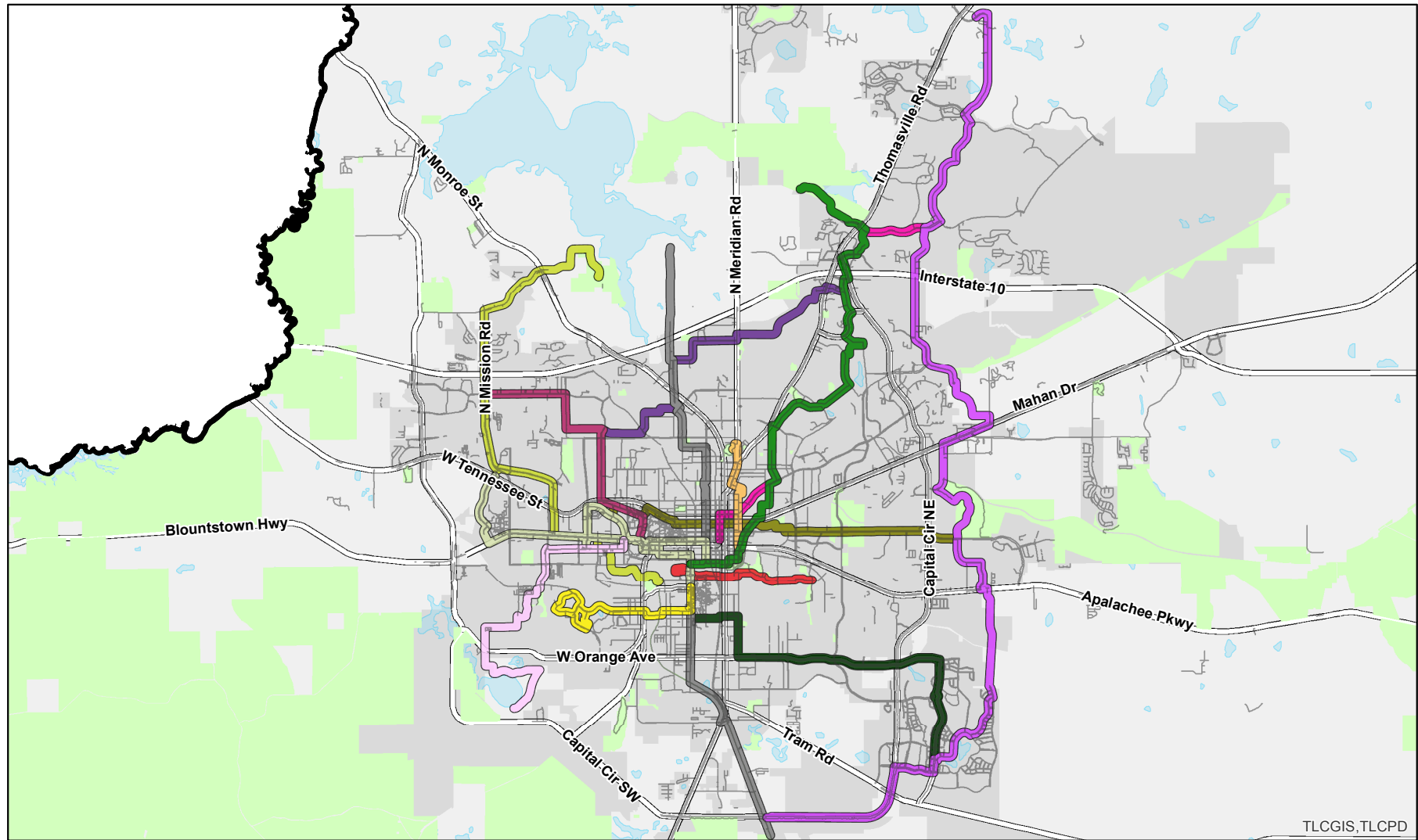
Source: Commute flow data obtained from the US Census Bureau, Center for Economic Studies for 2015 and the On the Map Application. The full Census data is provided in Appendix C.

BICYCLE, PEDESTRIAN, TRAILS, AND TRANSIT FACILITIES

There are 14 recognized bicycle routes (Figure 5) and 754 miles of sidewalks in the City. However, in many areas, including downtown Tallahassee, sidewalk links are missing or are in need of repair. Through field observation, a common form of bicycle facility is a sharrow, in which bicyclists share the road with automobiles. Outreach efforts have suggested residents prefer on-street bike lanes or trails, versus roads with sharrows. The trail network is shown in Figure 6. Worth noting, the City of Tallahassee recently installed a bicycle share program. Powered by Zagster, there are approximately 300 bicycles available to rent for just one dollar per every half hour. Pedestrian and bicycle infrastructure is not as prevalent outside of the City in unincorporated Leon County.

The City of Tallahassee has a bus system that is operated by StarMetro. Figure 7 shows the existing StarMetro bus routes. Star Metro currently has one “station”—the C.K. Steele Plaza, located in downtown Tallahassee, but the feasibility of creating “SuperStops” in each quadrant of the City is currently under review.

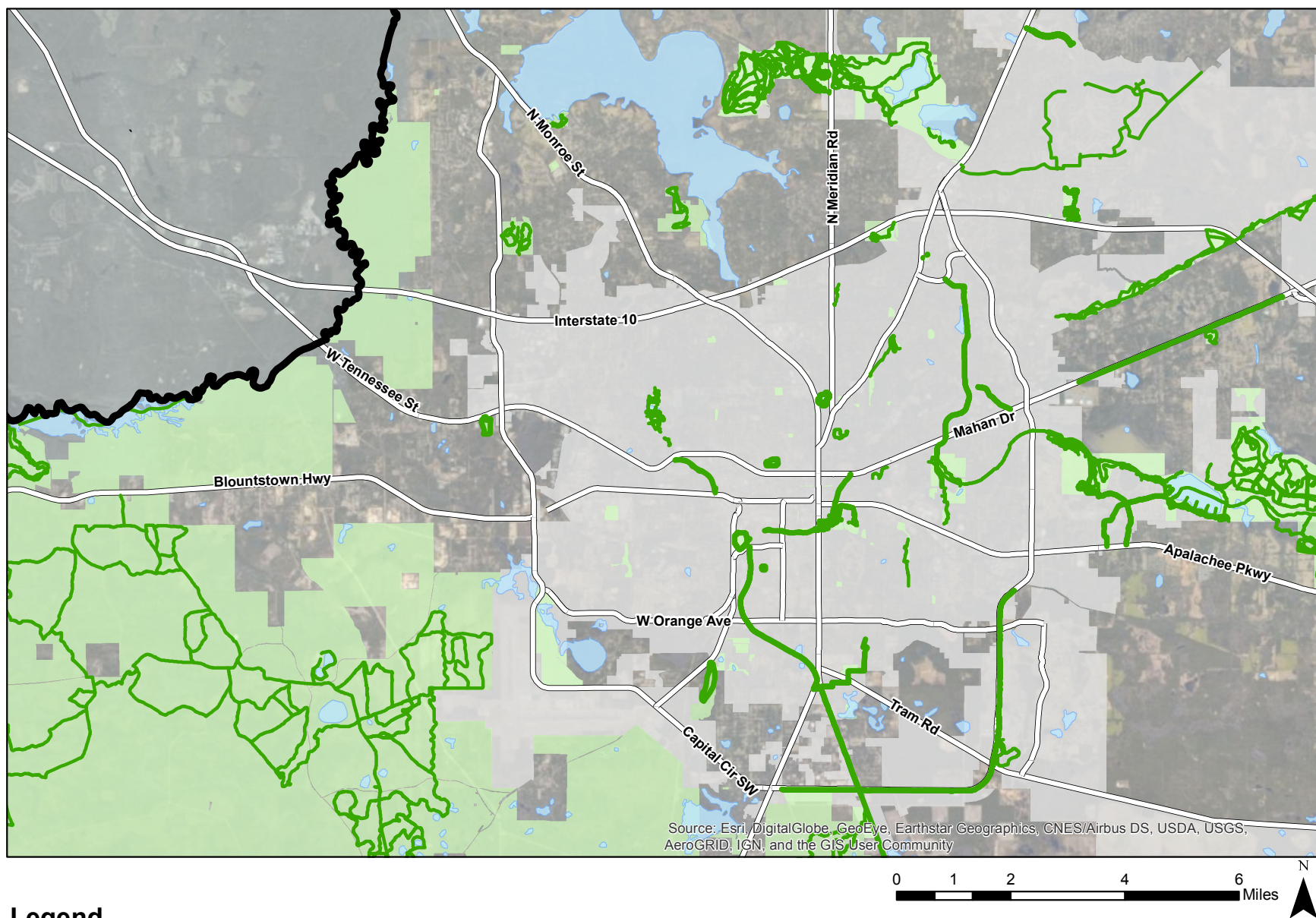
Figure 5 - Tallahassee Bicycle Routes and Sidewalks



Legend

- | | | | | |
|---------------------|------------------------------|------------------------------|-------------------------------|------------------------|
| Leon County | All Saints to Maclay Gardens | Collegiate Tour | Indianhead to Railroad Square | Southwood to Downtown |
| City of Tallahassee | Campus to the Rez | East Town | Killearn to Downtown | Tom Brown City |
| Sidewalks | Cascade to Lake Ella | High Road to FSU | Huntington to Lake Elberta | Park & Recreation Land |
| Major Roads | FAMU to Innovation Park | Lake Jackson to Munson Hills | Northside | Water Bodies |

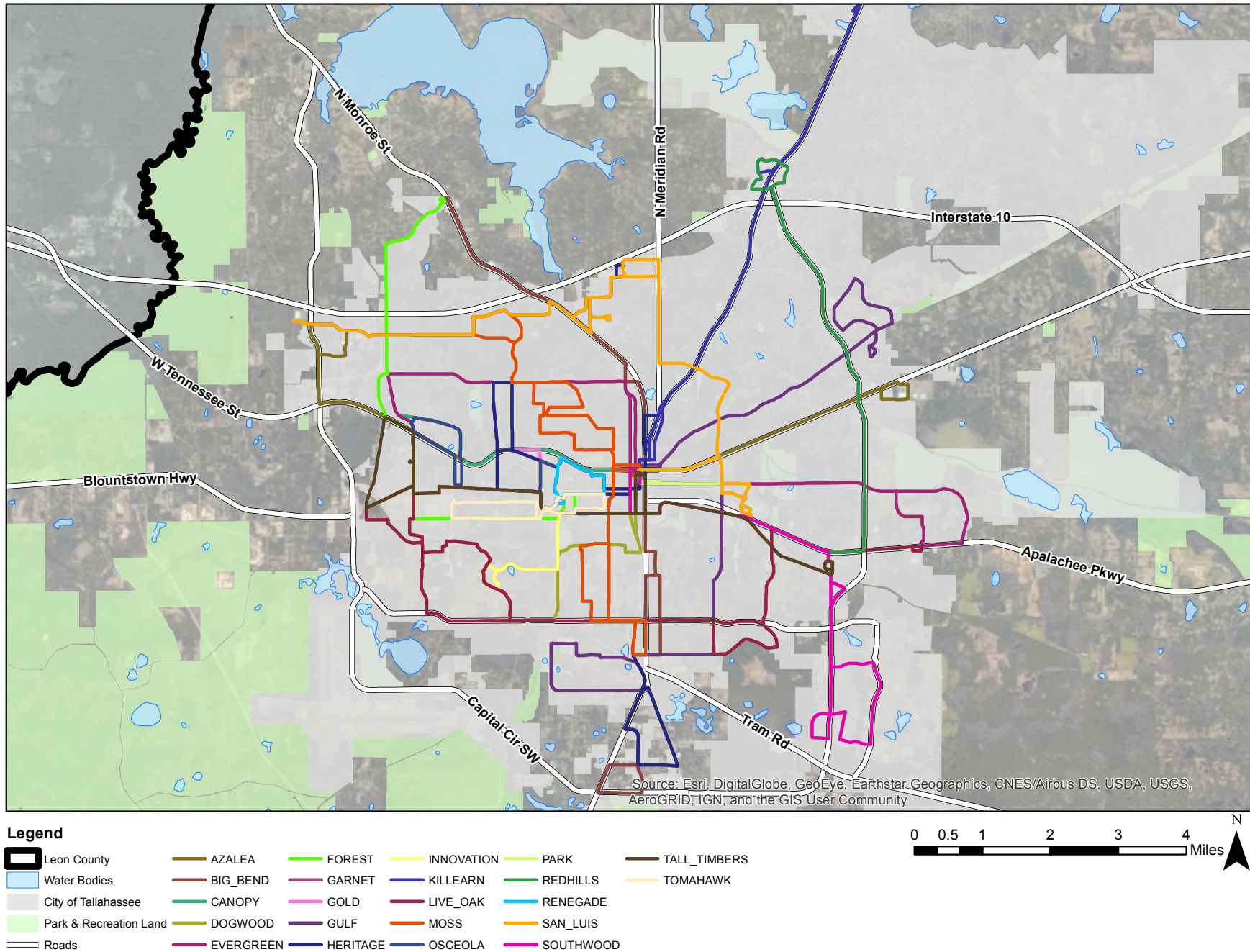
Figure 6 - Existing Trail Network



Legend

- | | | |
|---------------------|-----------------|------------------------|
| Leon County | Major Roads | Water Bodies |
| City of Tallahassee | Existing Trails | Park & Recreation Land |

Figure 7 - StarMetro Bus Routes



FUTURE TRAVEL DEMAND

The evaluation of future travel demand, along with the evaluation of population and employment growth, is a necessary step to demonstrate the need for future mobility improvements as required by the dual rational nexus test. The travel demand model developed for the CRTPA Connections 2040 Regional Mobility Plan was used to evaluate future travel demand through projecting daily future VMT within Leon County. The CRTPA model was used to calculate both the current year 2017 VMT and the future year 2040 VMT for the major road system.

The results of the VMT analysis resulted in an increase of 2,309,277 daily VMT between the base year of 2017 and the future year of 2040 (Table 6). The VMT data is shown for the City of Tallahassee; unincorporated Leon County, which is the portion of the County outside the City; and the total VMT for Leon County including both the City and unincorporated Leon County. It should be noted that the CRTPA model data uses daily VMT.

The evaluation of existing conditions provided in Table 2 is for the PM Peak Hour. A portion of the increase, 243,325 VMT, occurred on Interstate 10. Travel on Interstate 10 will ultimately be excluded from the calculation of any fees or mitigation due to the fact that maintenance and improvements of the Interstate System are funded through gas taxes and other funds allocated to the Florida Department of Transportation (FDOT) by the Federal Highway Administration (FHWA) specifically for the Interstate System.

Travel on any future toll roads would also be excluded from any fees or mitigation as those facilities are funded with toll revenues. The net increase in VMT, excluding Interstate 10, is 2,065,952. Based upon both projected increase in population and employment, and projected increases in VMT, there is a clear need for mobility improvements within Leon County.

To account for travel via by walking, biking, riding transit, and vehicle occupancy in a multimodal travel environment, VMT is converted into Person Miles of Travel (PMT) based upon data derived from the U.S. Department of Transportation (USDOT) National Household Travel Study (NHTS). The current available data from the NHTS is from 2009. The USDOT just completed an update of the NHTS in 2017, with new data available in 2018. The development of a factor to calculate PMT will need to be based on the data from the 2017 NHTS for use in any multimodal fee or mitigation calculations to ensure the most recent data is used as required by Florida Statute.

Table 6 - Future Travel Demand

Location	Daily Vehicle Miles of Travel (VMT)		
	2017	2040	Percentage of Growth
Major Road System VMT			
City of Tallahassee	5,632,110	7,339,630	30%
Unincorporated Leon County	2,138,057	2,739,814	28%
Total VMT for Leon County	7,770,167	10,079,444	30%
Interstate 10 VMT			
Interstate 10 within City of Tallahassee	799,787	1,028,496	29%
Interstate 10 within Unincorporated Leon County	282,855	297,471	5%
Total Interstate 10	1,082,642	1,325,967	22%
Major Road System VMT - Excluding Interstate 10			
Non - Interstate VMT for Tallahassee	4,832,322	6,311,134	31%
Non - Interstate VMT for Unincorporated Leon County	1,855,202	2,442,343	32%
Non - Interstate VMT for Leon County	6,687,525	8,753,477	31%

Source: Capital Region Transportation Planning Agency 2040 travel demand model. 2017 vehicle miles of travel extrapolated based on growth in VMT from the 2010 Base Year Model to the 2040 Model Year Horizon.

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STAKEHOLDER &
PUBLIC OUTREACH

PUBLIC INVOLVEMENT PLAN

Public participation is a crucial component in the development of an acceptable funding mechanism to support alternative mobility infrastructure. The public often holds a diverse array of views and concerns on issues pertaining to their community. Downtown residents are likely to have different insights into issues on transportation than their suburban counterparts. Involving the community in the planning and decision-making process gives citizens a voice in the future of their community and helps to grow a sense of ownership and community pride. Their input can bring issues to the forefront and lead to measures that would otherwise not be pursued, positively shaping the final recommendations of the AMFSS.

The City of Tallahassee and Leon County leadership made public involvement an integral part of the AMFSS as multiple community stakeholders, development interest groups, consultants, and governmental entities have great interest in the effort to develop a mobility plan and an alternative funding strategy. As such, it was critical that all involved in the process have a clear understanding of the AMFSS's Goals, Objectives and Strategies.



The Public Involvement Plan (PIP) created for the AMFSS consists of goals, objectives, and strategies gathered at the WGI public involvement kick-off meeting held at the Renaissance Center in Tallahassee on July 18, 2017, and attended by the consultant's public involvement representatives, along with City and County staff. Subsequent amendments were made following the review of the proposed goals, objectives, and strategies by team members. The PIP consists of five attainable goals: Inform, Consult, Involve, Coordinate, and Assess. The goals were achieved through meeting the objectives and implemented through the identified strategies in the PIP, which is provided in Appendix D of the AMFSS.



SURVEY QUESTIONS AND RESULTS

Survey Questions

- ◇ Which type of pedestrian facility would you prefer to walk/jog/rollerblade on?
- ◇ Which type of facility would you prefer to ride a bike on?
- ◇ Which type of transit facility would you prefer to ride on?
- ◇ Which of the following personal e-mobility devices would you use?
- ◇ How often do you use a ride share (Uber or Lyft) service?
- ◇ Would you use any of the following services?
- ◇ Which types of road improvements should be prioritized?
- ◇ Should any of these mobility models serve as a guide to develop a Leon County/Tallahassee specific alternative transportation mitigation system?
- ◇ Which types of transportation mitigation systems do you prefer?



A stakeholder and a community survey were created and distributed at the October 19, 2017 marketplace event, November 2, 2017 design charrette, and the November 28, 2017 presentation at Network of Entrepreneurs and Business Advocates (NEBA), and at each of the stakeholder meetings. These surveys consisted of questions ranging from opinions on existing conditions to recommendations on future funding solutions, mobility utilization, and funding choices. The following is the list of the survey questions.

Stakeholder Survey Questions

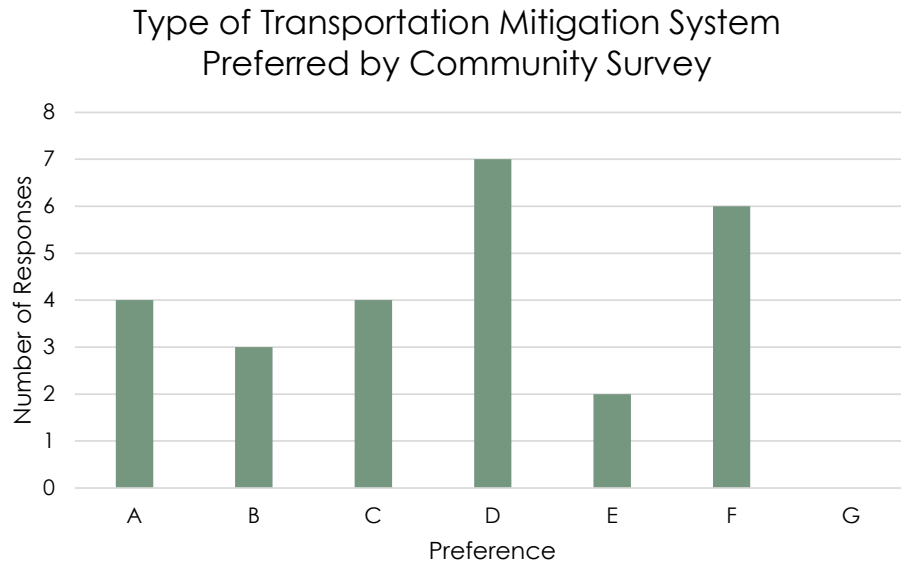
- ◇ Do you think that the current concurrency system is an effective tool for evaluating the traffic impact of new development and redevelopment and establishing required mitigation?
- ◇ What would you describe as one strength and one weakness of the current system?
- ◇ How do you feel about the current availability of mobility options in the City and/or County?
- ◇ What new or improved mobility options would you like to see in the City and/or County?
- ◇ Describe the most important outcome, issue, or desire related to mobility? For example, safety.
- ◇ How do you feel about the current traffic conditions in the City and/or County?
- ◇ Do you ride a bicycle? If so, how do you feel about the current bicycle conditions?
- ◇ Do you ride the bus in Tallahassee? Would you ride in an autonomous transit vehicle?
- ◇ Do you walk, jog, or run? If so, how do you feel about the current conditions?
- ◇ Are there specific areas in the City and/or County that could serve as “mobility hubs,” or areas where there is currently or there is potential for people to use multiple modes of transportation?
- ◇ Do you think the current Multimodal Transportation District in the City is achieving its purpose?
- ◇ How would you rate the integration of technology in Tallahassee’s transportation system?
- ◇ How would you provide mobility for the expected population growth in the City and County?
- ◇ What would be the top roadway or intersection improvement that should be included in a mobility plan for Tallahassee/ Leon County?
- ◇ What would be the top pedestrian, bicycle, and transit improvement that should be included in a mobility plan for Tallahassee/ Leon County?
- ◇ What methods would you like to see explored to pay for transportation infrastructure and services?
- ◇ Are there any additional comments that you feel are relevant to this study?
- ◇ Would you like to be involved in a steering committee for this project?

SURVEY RESULTS

Figures 8 and 9 illustrate the responses elicited by stakeholders and community members when asked about transportation funding solutions. Both groups preferred mobility fees. Details on all feedback received from outreach efforts can be found in Appendix D. While answers varied throughout the interviews, some questions elicited relatively equivalent responses. The results suggest that Tallahassee and Leon County do not have a significant traffic problem, though there are trouble corridors and intersections. A key issue that came up was the treatment of canopy roads, as the limited right-of-way often prohibits the ability to provide sidewalks, bicycle lanes, and additional road lanes.

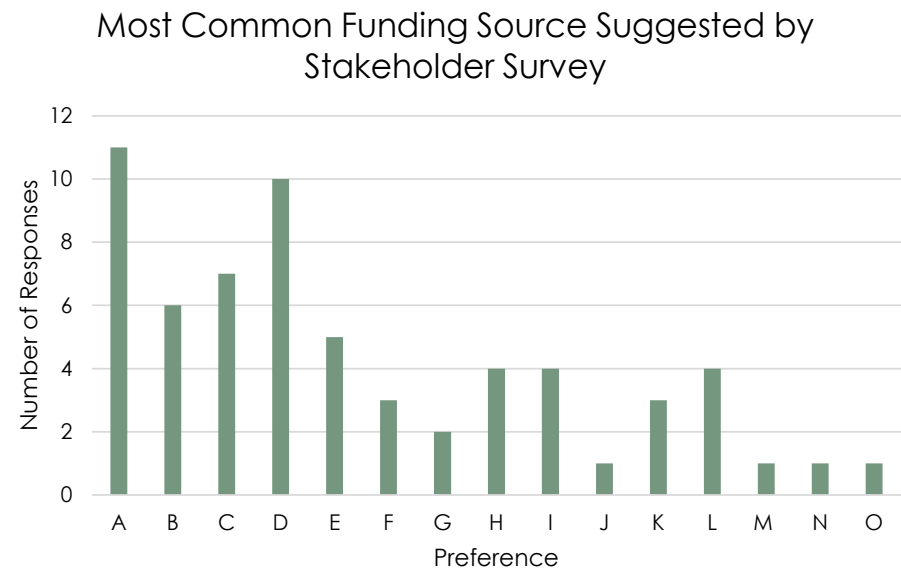
The existing concurrency system was described as unfair, complex, and inefficient. However, the range of future funding solutions and the types of improvements residents would like to see range widely based on interviewees' work, place of residence, and values. Overall, a form of mitigation system that is unique to Tallahassee is preferred and improvements are meant to be highly contextual. Context should be considered through focusing on multimodal improvements in the downtown, near campuses, in Midtown, and around student housing. Interviewees generally highlighted a desire for a list of improvements that would be easily attainable and more directly related to the development that is paying fees.

Figure 8 - Most Common Funding Sources Suggested by Community Survey



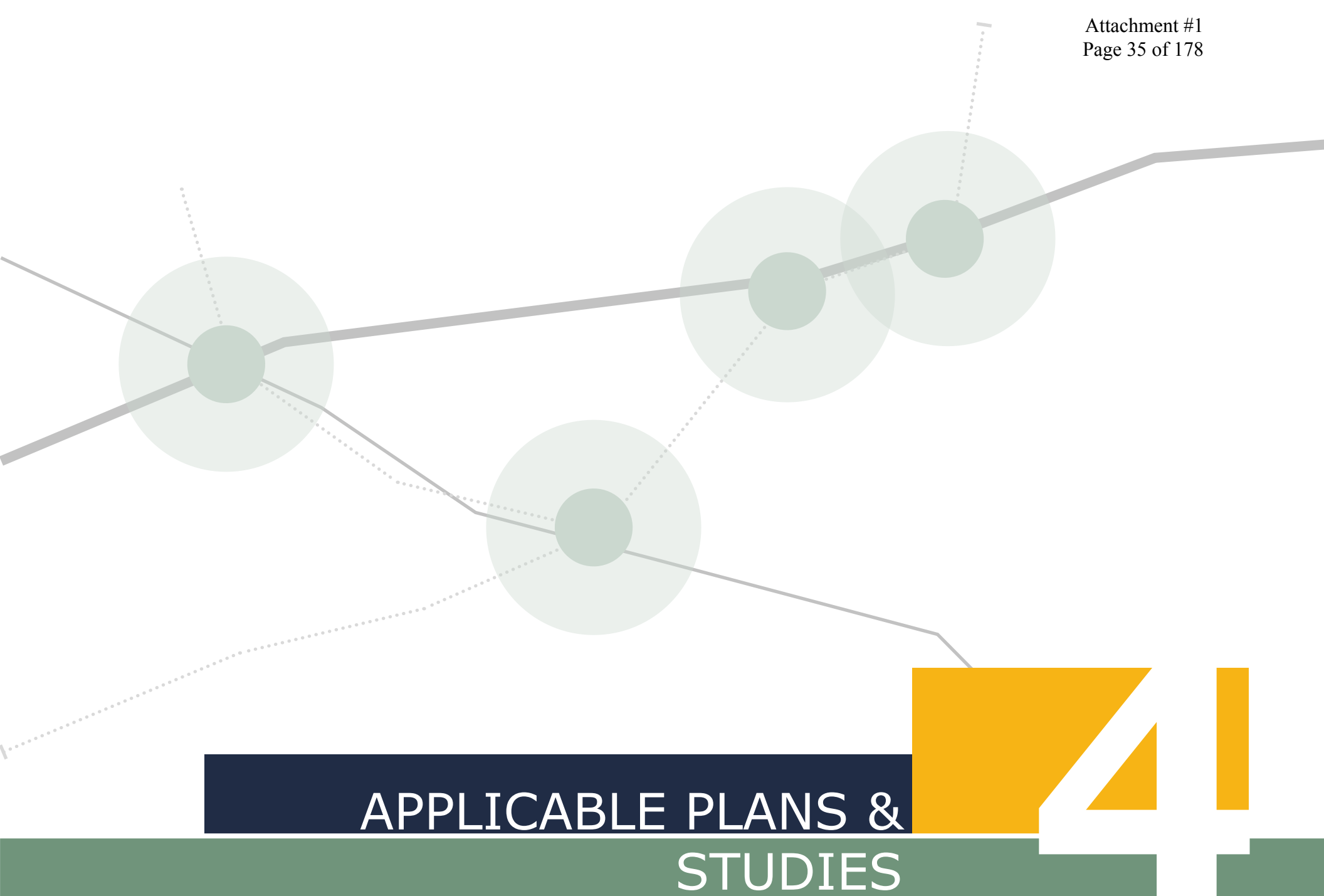
- A - The existing system
- B - None, eliminate concurrency
- C - Per trip system based on location/zone
- D - Mobility fee system
- E - Intersection and multimodal system
- F - Hybrid of systems
- G - Other

Figure 9 - Most Common Funding Sources Suggested by Stakeholder Survey



- A - Mobility Fee
- B - Impact Fee
- C - Gas Tax
- D - Sales Tax
- E - Vehicle Drivers/Utility Fee
- F - Public Private Partnerships
- G - DOT
- H - Blueprint
- I - Concurrency
- J - Toll Road
- K - Developers
- L - Creative Tax
- M - Property Tax
- N - Remove Exemptions
- O - Permitting Fees

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Numerous studies and plans have been created to analyze transportation funding in Tallahassee and Leon County. A review was conducted as part of the AMFSS and a summary of the applicable studies and plans are provided below. The plans and studies are resources to use collectively when formulating an alternative mobility funding system. The studies and the year they were published can be found below and in Appendix E.

- ◇ 2018-2022 CRTPA Priority Project List, 2017;
- ◇ 6th Avenue Pedestrian Enhancements, CRTPA, 2013;
- ◇ Airport Gateway: Springhill Road and Lake Bradford Road, Blueprint, 2017;
- ◇ Annual Federally Obligated Project List, FDOT, 2016;
- ◇ Bicycle and Pedestrian Master Plan, Renaissance Planning Group, 2004;
- ◇ Bike Route System, Blueprint, 2017;
- ◇ Capital Cascade Sector Plan, Tallahassee-Leon County Planning Department, 2005;
- ◇ Capital Circle Southwest, Blueprint, 2017;
- ◇ College Avenue Placemaking, Blueprint, 2017;
- ◇ CRA Downtown Reconnaissance & Strategic Assessment, 2013;
- ◇ CRTPA Connections 2040 Regional Mobility Plan, Kimley Horn, 2016;
- ◇ CRTPA Moving Tallahassee Cars Optional Plan, 2012;
- ◇ CRTPA Regional Transit Study, HDR, 2010;
- ◇ CRTPA Trails Master Plan, 2011;
- ◇ CRTPA Transit Development Plan, Nelson\Nygaard Consulting Associates, Inc., 2015;
- ◇ CRTPA Unified Work Plan, 2017;
- ◇ FDOT Tennessee Street Traffic Mobility and Alternatives Study, 2014;
- ◇ Florida A&M Entry Points, Blueprint, 2017;
- ◇ Greenways Master Plan, Tallahassee-Leon County Planning Department, 2015;
- ◇ Lake Bradford Sector Plan, Tallahassee-Leon County Planning Department, 2000;
- ◇ Lake Lafayette and St. Marks Regional Linear Park, Blueprint, 2017;
- ◇ Leon County Annual Report, 2016;
- ◇ Leon County Charter, 2010;
- ◇ Leon County Concurrency Management Policies and Procedures Manual, 2006;
- ◇ Leon County Strategic Plan, 2017-2021;
- ◇ Multimodal Transportation District (MMTD) Plan, Tallahassee-Leon County Planning Department, 2008;
- ◇ Monroe-Adams Corridor Action Plan, Tallahassee-Leon County Planning Department, 2011;
- ◇ Northeast Connector Corridor, Blueprint, 2017;
- ◇ Northeast Gateway: Welaunee Critical Plan Regional Infrastructure, Blueprint, 2017;
- ◇ North Monroe Gateway, Blueprint, 2017;
- ◇ Northwest Connector Corridor, Blueprint, 2017;
- ◇ Orange Avenue/Meridian Road Placemaking, Blueprint, 2017;
- ◇ Orange Avenue Widening, Blueprint, 2017;
- ◇ Penny Sales Tax List of Projects, Blueprint, 2017;
- ◇ South Monroe Sector Plan, Tallahassee-Leon County Planning Department, 2003;
- ◇ Southside Area Comprehensive Report Tallahassee-Leon County Planning Department, 2016;
- ◇ Southside Gateway Enrichment, Blueprint, 2017;
- ◇ StarMetro Enhancements, Blueprint, 2017;
- ◇ StarMetro Transit Development Plan, 2015;
- ◇ Wayfinding Signage System, Tallahassee-Leon County Planning Department, 2014;
- ◇ West Pensacola Sector Plan, Tallahassee-Leon County Planning,
- ◇ Westside Student Corridor Gateway, Blueprint, 2017; and
- ◇ Woodville Highway Corridor Master Plan, Kimley Horn and Atkins, 2011.

2018-2022 CRTPA Priority Project List - This list identifies transportation infrastructure projects throughout Leon County that are priorities for 2018 through 2022.

6th Avenue Pedestrian Enhancements - This plan suggests new sidewalks and connections, raised intersections, road realignment, a maintenance agreement with the City, colored concrete in sidewalks to simulate a meandering sidewalk effect, turn lane removal to allow more space for sidewalks, and replacement of the guardrail with a barrier wall. These suggestions are based on goals of connectivity, safety for alternative modes of transportation, and accessibility.

Airport Gateway: Springhill Road And Lake Bradford Road - The Airport Gateway is intended to serve as a gateway entrance feature into Downtown, FSU, and FAMU. It will complement Gaines Street and include sidewalks, bicycle lanes, and roundabouts at key intersections.

Annual Federally Obligated Project List - The Annual Federally Obligated Project List identifies those projects that already have designated funding.

Bicycle And Pedestrian Master Plan - The Bike and Pedestrian Master Plan adds 54 miles of new sidewalks, 30 miles of designated bicycle facilities and routes, 23 miles of paved shared-use paths, projects on roads served by StarMetro bus routes, improved sidewalk accessibility to public schools, retrofit treatments to accessibility at 76 intersections, and enhanced bike walk network to deliver safety education and encouragement programs. Nearly 70 miles of bicycle and pedestrian improvements already have committed funding from the City, County, and State.

Bike Route System Plan - This project was developed in coordination with local novice and advanced cyclists alike. It utilizes both on and off-road routes to provide safe cycling connections between homes, businesses, and schools. It is also closely integrated with the Greenways Master Plan to provide connectivity between the various greenways and parks. The system will be supported by online mapping applications to make planning a bicycle trip even easier.

Capital Cascade Sector Plan - Five priority areas identified in this plan are infrastructure, land use/urban design, neighborhood aesthetics/quality of life, community safety, and education. Proposals include trail linkages, roadway design, traffic calming, mass transit stop improvements, redevelopment, improvement of street lighting, and coordination of planning initiatives.

Capital Circle Southwest - This plan widens Capital Circle Southwest from Orange Avenue to Crawfordville Highway, creates multi-use paths, and expands access to the Airport, Innovation Park, Tallahassee Museum, and other properties.

College Avenue Placemaking - College Avenue Placemaking enhances pedestrian safety, visual appeal, connectivity, and intersection improvements while creating a vibrant urban space.

CRA Downtown Reconnaissance And Strategic Assessment - This plan identifies Tallahassee as well positioned to be a hub and center of activity for urban living, community gathering, commerce, and tourism. Actions proposed by this plan include framing Downtown's Redevelopment, focusing on downtown activation through retail and events, advancing major redevelopment opportunities, expanding and diversifying the downtown employment base, investing in streetscape infrastructure and multimodal transit, supporting increased town integration, increasing downtown housing opportunities, and developing key anchor institutions and attractions.

CRTPA Connections 2040 Regional Mobility Plan - This plan reviews the existing transportation system in Tallahassee and Leon County, analyzes the future projected growth and modes of transportation, and proposes corresponding solutions.

CRTPA Moving Tallahassee Cars Optional Plan - The Moving Tallahassee Plan examines corridor planning, the bicycle route network, the West Tennessee Transit Pilot, and the StarMetro Alternatives Analysis to provide alternative modes of transportation for Tallahassee. StarMetro analyzed the implementation of a Bus Rapid Transit (BRT) System, a streetcar, or a fixed rail system. There was also the discussion of a Transit-Oriented Development (TOD) in this area. The West Tennessee Corridor Study predicts that there will be little change in congestion, regardless of the number of travel lanes.

CRTPA Regional Transit Study - This study identifies transit improvements and suggests local option gas tax and dedicated sales tax as funding sources. Current funding is not sufficient for expansion and there is a need for dedicated funding to the regional transit agency. Significant suggestions include a regional BRT and regional streetcar system.

CRTPA Trails Master Plan - This plan provides the maps of existing and proposed trails with a table of proposed cost estimates.

CRTPA Transit Development Plan - This plan discusses the demographics and history of Leon County and then analyzes the transit needs, potential future market, future growth projections, and potential funding sources.

CRTPA Unified Work Plan - This plan outlines goals, priorities, and the delegation of funding for the CRTPA. It includes details on an agreement between the CRTPA and the FDOT and outlines the parameters to administer federal Public Lands funds.

FDOT Tennessee Street Traffic Mobility and Alternatives Study - Every two years, the City collects traffic flow information along this roadway segment. This study analyzes mobility in Leon County and makes corresponding recommendations. The study recommends removing sharrows along Tennessee Street and installing bike boxes at key intersections including: Ocala, High, Stadium, and Dewey.

Florida A&M Entry Points - This plan identifies intersection enhancements that improve access to FAMU, incorporates signage to emphasize the entrances to the University, and incorporates new pedestrian facilities.

Greenways Master Plan - The Greenways Master Plan connects parks to neighborhoods, schools, and shopping areas and adds approximately 139 miles of new and expanded trails. This plan is integrated with the proposed Bicycle Route System.

Lake Bradford Sector Plan - The Lake Bradford Sector Plan calls for infrastructure improvements, investment, new development, and transportation enhancements.

Lake Lafayette and St. Marks Regional Linear Park - The Lake Lafayette and St. Marks Regional Linear Park links 7,200 acres of public recreation lands and provides numerous trail improvements east of Capital Circle southeast.

Leon County Annual Report 2016 - The Leon County Annual Report identifies countywide visions and highlights how those visions were improved upon. Improvements to transportation infrastructure, quality of life, and planning processes were key topics in the 2016 report.

Leon County Charter - The Leon County Charter outlines the organization of the government and the delegation of power throughout.

Leon County Concurrency Management Policies and Procedures Manual - Concurrency policies and procedures are laid out in this manual, including the purpose of concurrency, level of service standards, and a roads inventory. Concurrency specifies levels of service for specific types of roadways within and outside of the urban service area. It also denotes how development orders are to be carried out in the County.

Leon County Strategic Plan 2017-2021 - Targets identified in this plan that relate to the study include: planting 15,000 trees (1,000 of which are to be included along canopy roads); ensuring that 100% of new county construction, renovation, and repair utilize sustainable design; construct 30 miles of sidewalks, greenways, and trails; open 1,000 new acres of parkland to the public; and reduce the time it takes to receive single-family building permits by 30%.

Multimodal Transportation District (MMTD) Plan – In 2008, the City and County Commissions adopted an amendment to the Tallahassee-Leon County Comprehensive Plan to establish a designated area in the City of Tallahassee where urban design and investments are focused on creating a comfortable, safe, attractive environment for walking, cycling, and using transit. The MMTD plan proposes long-term, local and regional dedicated transit lanes that would eliminate the necessity of many trips on Tennessee Street.

Monroe-Adams Corridor Action Plan - This action plan focuses on building and promoting place along the corridor, as well as making places within it. It incorporates these overarching principles through a series of goals and action steps. Many of these action steps focus on connectivity, alternative mobility, and improving safety. The plan aims to create a walkable, mixed-use district that is safe, comfortable for all users, and encourages urban infill.

Northeast Connector Corridor - This plan is a holistic approach to transportation capacity improvements, regional mobility, connectivity, and water quality enhancement of the Bradfordville area.

Northeast Gateway - The Northeast Gateway proposes a gateway for northeast Leon County that would support a new I-10 interchange and extend and expand existing roadways.

North Monroe Gateway – This plan creates a gateway into Tallahassee that complements the Midtown Sense of Place Project, improves aesthetics to promote reinvestment, and improves safety for bicycles and pedestrians.

Northwest Connector Corridor - This project proposes widening Tharpe Street to four lanes from Ocala to Capital Circle Northwest, adds almost nine miles of trail and sidewalk connectivity, and greatly improves access to parks.

Orange Avenue/ Meridian Road Placemaking - Orange Avenue, near Meridian Road, is a high ridership area. This plan highlights the construction of a StarMetro Superstop where several routes intersect.

Orange Avenue Widening - This project suggests widening Orange Avenue to four lanes from Adams Street to Springhill Road while increasing pedestrian and bicycle access with sidewalks and a multi-use path.

Penny Sales Tax List of Projects - Numerous projects have secured funding through the penny sales tax. These include the Capital Cascades Crossing Trail and Bridge, Capital Cascades Trail, Capital Circle Northwest and Southwest, FAMU Way, Franklin Boulevard, Magnolia Drive Multi Use Trail, Martha Wellman Park, The Fairgrounds, College Avenue, De Soto Winter Encampment, Market District, Midtown, Monroe-Adams Corridor, Orange Avenue-Meridian Road, The Bike Route System, FAMU Entry Points, Greenways Master Plan, Sidewalks, StarMetro Enhancements, Airport Gateway, Northeast Gateway, North Monroe Gateway, Southside Gateway, Westside Student Corridor, Alternative Sewer Solutions, Economic Development, Lake Lafayette and St. Marks Regional Trail, LIFE Projects, Northeast Park, Tallahassee-Leon County Animal Shelter, Water Quality and Stormwater Improvements, Northeast Connector Corridor, and Orange Avenue Widening.

South Monroe Sector Plan - The South Monroe Sector Plan aims to be sustainable through economic prosperity, equity, health, and the environment. These initiatives work toward a walkable community with a well-designed streetscape and parallel uses.

Southside Area Comprehensive Report - The Southside Area Comprehensive Report displays an overview of the history and development patterns within the southside area of Tallahassee. Strategies and policies include housing development, community redevelopment and infrastructure, and economic development.

Southside Gateway Enrichment - The Southside Gateway will create a gateway feature at the intersection of Woodville and Crawfordville Highways; widen Woodville Highway; construct sidewalks, bike lanes, and widened medians for landscaping; provide greenspace for water infiltration and stormwater ponds; and build bike connections along adjacent roadways.

StarMetro Enhancements - StarMetro enhancements encourage increased ridership, provide amenities at every bus stop, and retrofit bus stops to ensure ADA compliance.

StarMetro Transit Development Plan - This plan analyzes StarMetro high ridership stops, current services and demands, technology, bus stop upgrades, and proposed planning projects. While there are improvements being addressed, this plan does not address the most up-to-date technological and planning improvements.

Wayfinding Signage System - The purpose of the wayfinding signage system is to implement and maintain a user-friendly and uniform system of destination and directional signage. The plan highlights the importance of the system, the process involved in creating it, and a breakdown of each district.

West Pensacola Sector Plan - The West Pensacola Sector Plan highlights the need for affordable housing, the distinction between different neighborhoods in the sector, results of a land use analysis, and recommendations.

Westside Student Corridor Gateway - The Westside Student Corridor Gateway creates a gateway feature through a decorative bridge that will allow water flow, widens Pensacola Street, establishes connectivity, and provides bike lanes and sidewalks. Recommendations include directing density toward corridors, protecting Jackson Bluff Road as a two-lane walkable road, redeveloping Appleyard Drive, and encouraging FSU to increase on-campus housing.

Woodville Highway Corridor Master Plan - Recommendations from this plan include an emphasis on enhancing sidewalks, connectivity, parks/recreation, multiuse trails, and funding. The Plan also highlights pedestrian overpasses that function as gateways, require little if any extra right-of-way, and can apply for safety-related funding.



FUNDING REVIEW

AVAILABILITY OF FUNDING SOURCES

In order to analyze the potential alternative funding systems for transportation infrastructure in Tallahassee and Leon County, an analysis of the existing funding system and gaps was conducted. Presently, the Comprehensive Plan outlines potential funding sources for transportation infrastructure that include concurrency mitigation funding, gas taxes, sales taxes, property tax revenues, impact fees, federal and state funding, grants, and bonding. The following section summarizes each of the sources utilized and their respective impacts.

Capital Improvement Schedule and CRTPA Priority Project List - The Capital Improvements Schedule defines the anticipated funding sources for capital improvements in the City of Tallahassee and Leon County through 2020. This designates funding of transportation infrastructure coming from the adjusted budget totaling \$80,598,175.

The CRTPA Priority Project List identifies which projects should receive priority funding in the next five years (2018 and 2022). This list is comprised of 14 projects in Leon County and four projects from surrounding Gadsden, Jefferson, and Wakulla counties.

Concurrency Mitigation Funding - During research for the AMFSS, Tallahassee-Leon County staff indicated Leon County has collected \$860,120.40 in concurrency mitigation since October 1, 2007. For the City of Tallahassee, between 2010 and 2017, \$23,025,013 was collected from proportionate share. In comparison, the estimated project costs of the Significant Benefit Zones Project Priority List, range from an estimated \$15 million to \$53 million. While two projects in the original Memorandum of Agreement did not project their costs, the remaining eight projects totaled \$254,500,000. Thus, without the additional funding sources, concurrency fees have accounted for 9.39% of the total SBZ project cost.

Federal Funding - Leon County's fiscal year 2017 budget projects federal shared funding in the amount of \$300,000. The City of Tallahassee's budget does not reflect this information.

Gas Taxes - The State obligates a two cent gas tax to local governments to use toward acquisition, construction, and maintenance of roadways. The City of Tallahassee fiscal year 2017 budget identifies \$1,231,067 in revenue from gas taxes and Leon County's fiscal year 2017 budget projects \$7,933,165 revenue from gas taxes.

Grants - The City of Tallahassee received \$574,076 in grant money from the federal and state government in 2017. Leon County's budget did not document grant funding.

Impact Fees - Leon County imposed a transportation impact fee in 1989. This impact fee was applied to new development as well as improvements to existing buildings, which inhibited some businesses from expanding. Many local business owners complained that the fee had tremendous negative financial impact. As a result, the County repealed the impact fee in 1996. During its six year term, the impact fee collected approximately \$13 million.

Obligation Bonds - The City of Tallahassee's fiscal year 2017 bond proceeds are projected to be \$44,794,827. Leon County's budget did not document bond proceeds.

Property Tax Revenues - The City of Tallahassee's fiscal year 2017 budget declares revenue of \$39,640,670 in property taxes. Leon County's fiscal year 2017 budget projects general property taxes to generate revenue of \$124,918,266, accounting for over half of the County's total projected revenue.

Sales Taxes - The City of Tallahassee and Leon County have a one cent sales tax that is controlled through the Blueprint Intergovernmental Agency. Of the taxes collected, 68% are designated toward Blueprint 2020 Infrastructure Projects, 10% are for the County to use at their discretion on infrastructure projects, and 10% are for the City to use at their discretion on infrastructure projects. The Blueprint Intergovernmental Agency estimated the net sales tax funds received between 2012 and 2020 to total \$49,294,767. However, the Blueprint 2020 Priority Project List includes a compilation of projects totaling \$682,976,378. Thus, the Blueprint committee recommends supplementing the sales tax with matching grants, conservation easements, and state and federal resources. They also understand that not all of these projects will be supported by the sales tax revenue. The City of Tallahassee did not document sales tax revenue in fiscal year 2017. Leon County's fiscal year 2017 budget projects sales tax revenue at \$4,376,650.

State Funding - The City of Tallahassee's fiscal year 2017 budget shows \$4,780,000 in state funds and Leon County's fiscal year 2017 budget projects state shared funding in the amount of \$24,177,582.

GAPS IN FUNDING

The City of Tallahassee and Leon County have taken initiatives during the past decade to address gaps in funding for transportation infrastructure. Funding from gas taxes, sales taxes, and property taxes will all increase as the community continues to be economically successful. However, the fees collected are not sufficient to repair all of the roadways identified for improvement. The budget has seen an increase in funding for public transportation and street and sidewalk maintenance. Yet, there are additional unfunded improvements that are necessary to meet the needs of the future population.

FUNDED MULTIMODAL IMPROVEMENTS

The CRTPA's 2040 Regional Mobility Plan includes a Cost Feasible Plan that provides a framework for project selection. The projects identified in the Cost Feasible Plan have been vetted through project evaluation and prioritization by the CRTPA and considerations were made in terms of planning level cost estimates, constructibility, environmental and social characteristics/mitigation, and proposed improvement type.

THE CRTPA's 2040 REGIONAL MOBILITY PLAN COST FEASIBILITY PLAN IS DIVIDED INTO TIERS:

- **Tier 1** - Existing Plus Committed Projects (2016-2020)
- **Tier 2** - Short Range Projects (2021-2025)
- **Tier 3** - Interim Year Projects (2026-2030)
- **Tier 4** - Plan Horizon Projects (2031-2040)

Tables 7, 8, and 9 highlight the CRTPA's Cost Feasible Plan, as identified in the 2040 Regional Mobility Plan. Projects are highlighted by funding source and tier. Those projects with asterisks are Blueprint projects.

Table 7 - 2040 Long Range Cost Feasible Plan							
ID	Project Name	Strategy	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
75	Thomasville Rd, Meridian Rd, and 7th Ave. Intersection	Intersection		BP	BP		\$22,347,900
138	Mahan Dr and Capital Circle Northeast Flyover	Intersection		CRTPA	CRTPA		\$46,558,125
397	Lake Bradford Rd to Madison St Connection	New Road			CRTPA		\$24,964,940
407	DeSoto Park Dr Extension	New Road			CRTPA		\$2,102,100
369	Welaunee Blvd Extension*	New Road		BP	BP		\$73,607,361
1571	Welaunee Blvd Extension*	New Road		BP	BP		\$29,442,669
137	Welaunee Blvd/I-10 Interchange	New Interchange		CRTPA	CRTPA		\$46,558,125
1527	Woodville Hwy/Natural Bridge Rd Roundabout	Roundabout		CRTPA			\$828,900
179	Bannerman Rd*	Widen Road		BP	BP		\$42,171,150
181	Tharpe St*	Widen Road		BP	BP		\$51,391,893
1026	Woodville Hwy*	Widen Road	CRTPA	CRTPA	CRTPA		\$42,171,150
1142	Orange Avenue	Widen Road				CRTPA	\$96,276,383
1365	West Side Student Corridor Gateway (Pensacola St)*	Widen Road		BP		BP	\$29,680,572
1554	Orange Avenue*	Widen Road		CRTPA	CRTPA		\$29,366,796
382	Capital Circle Southwest*	Widen Road	CRTPA	CRTPA	CRTPA		\$64,074,515
1513	Capital Circle Southwest*	Widen Road		CRTPA		CRTPA	\$90,012,108
383	Lake Bradford Rd/Springhill Rd*	Widen Road		BP	BP		\$81,546,384
Total (17)							\$773,101,071

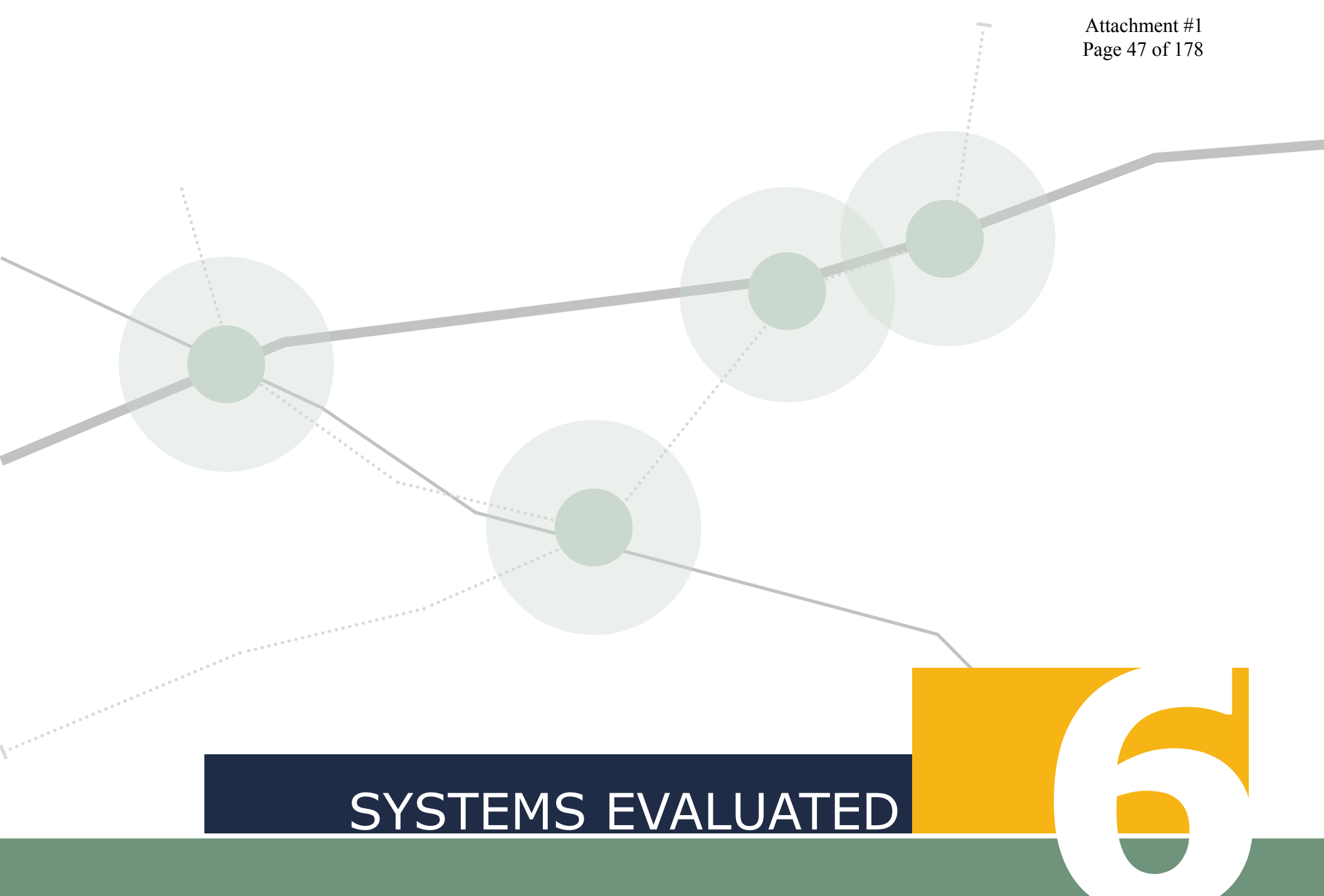
Source: CRTPA 2040 Regional Mobility Plan

Table 8 - 2040 Cost Feasible Bike/Pedestrian							
ID	Project Name	Strategy	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
136	St. Marks Trail Connection to Orange Avenue	Bike Intersection		CRTPA			\$165,780
422	Glenview Drive	Sidewalk	CRTPA	CRTPA			\$534,340
1556	Magnolia Drive	Sidewalk		CRTPA	CRTPA		\$811,053
444	Lake Jackson Mounds State Park Trail	Shared Use Path				CRTPA	\$3,178,430
447	Capital Cascades Trail*	Shared Use Path		BP			\$978,716
454	Goose Pond Trail*	Shared Use Path		BP			\$954,156
456	Capital Cascades Trail*	Shared Use Path		BP			\$2,447,404
527	Thomasville Rd Trail*	Shared Use Path		BP			\$5,142,864
462	Buck Lake Trail	Shared Use Path			BP		\$3,018,730
514	Segment 5a Trail (Killearn Greenway)*	Shared Use Path			BP		\$1,255,540
525	Timberlane Trail*	Shared Use Path			BP		\$1,174,030
180	Bannerman Road Trail*	Shared Use Path			BP		\$2,541,110
465	Dr. Charles Billings Greenway*	Shared Use Path			BP		\$1,860,430
473	Segment 5a Trail (Killearn Greenway)*	Shared Use Path			BP		\$1,335,620
470	Centerville Rd Trail*	Shared Use Path				BP	\$4,160,192
474	Southwest Sector Greenway*	Shared Use Path				BP	\$3,923,403
476	Segment 5b Trail (I-10 Greenway)*	Shared Use Path				BP	\$3,566,399
516	Pine Flats Trail*	Shared Use Path				BP	\$7,792,163
518	Oak Ridge Trail*	Shared Use Path				BP	\$6,161,965
1374	Lake Jackson Connection*	Shared Use Path				BP	\$1,382,481
1440	Gaines Street	Shared Use Path				CRTPA	\$1,488,125
Total (21)							\$57,760,255

Source: CRTPA 2040 Regional Mobility Plan

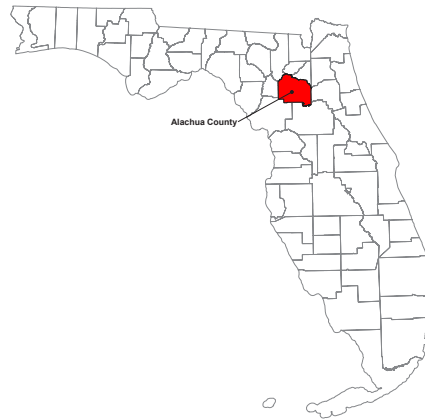
Table 9 - 2040 Cost Feasible Transit						
ID	Project Name	Tier 1	Tier 2	Tier 3	Tier 4	Total Cost
3026	Bus Stop Upgrades	StarMetro	StarMetro	StarMetro		\$5,503,397
3027	Connection Centers	StarMetro	StarMetro	StarMetro		\$3,637,301
3028	Real-Time Bus Location Software	StarMetro				\$80,000
3029	Mobile Trip Planner	StarMetro				\$27,000
3030	Variable Message Signs	StarMetro				\$38,000
3031	Automatic Passenger Counters	StarMetro				\$194,000
3032	Stop Annunciation	StarMetro				\$349,000
3051	CNG Facility	StarMetro				\$4,244,000
3033	Transit Signal Prioritization	StarMetro				\$859,000
3034	Fixed-Route Buses	StarMetro	StarMetro	StarMetro		\$39,156,351
3035	Demand Response Vans	StarMetro	StarMetro	StarMetro		\$3,682,731
3036	Operation and Maintenance Facility		StarMetro	StarMetro		\$13,456,456
3037	BRT Infrastructure (Including TVMs)				StarMetro	\$23,063,200
3038	Park-and-Ride Lots				StarMetro	\$8,007,094
3039	Articulated Vehicles				StarMetro	\$6,956,118
3040	C.K. Steele Plaza Renovations		StarMetro	StarMetro		\$44,441,939
3041	Fareboxes		StarMetro	StarMetro		\$2,480,990
3042	Fare Payment Application	StarMetro				\$212,000
3047	Expansion Fixed-Route Vehicles			StarMetro		\$21,670,280
3048	Spare Fixed-Route Expansion Vehicles				StarMetro	\$5,313,170
3049	Expansion Cutaway Vehicles				StarMetro	\$3,187,538
3050	Spare Cutaway Expansion Vehicles				StarMetro	\$868,832
Total (22)						\$189,228,397

Source: C RTPA 2040 Regional Mobility Plan



EXISTING ALTERNATIVE MOBILITY FUNDING SYSTEMS

Local governments throughout Florida have adopted alternative funding systems as replacements for transportation concurrency. Several alternative funding systems were initially evaluated. All alternative funding systems referenced in this system are one-time mitigation payment systems; none of the alternative funding systems monitor any individual travel or require reoccurring payments like a gas tax. Following are the seven alternative funding systems where a more detailed evaluation was undertaken.



Alachua County System

The Alachua County System, referred to as the Multimodal Transportation Mitigation (MMTM) Program, was developed as a replacement for transportation concurrency and the County's road impact fee. The MMTM Program has been in effect since 2010 and was designed to be transparent, streamlined, and simplified.

The MMTM Program is based on a 2035 Mobility Plan that includes specific multimodal improvements for pedestrians, bicycles, transit, and roads, with a specific focus on development of a network of dedicated transit lanes. The Mobility Plan also adopted land use policies to allow for Traditional Neighborhood Developments (TND) and Transit-Oriented Development (TOD) anywhere within the Urban Service Area. The Mobility Plan placed a strong emphasis on

Public / Private Partnerships to build infrastructure identified in the Mobility Plan. Development in the Urban Service Area is exempt from Development of Regional Impact (DRI) requirements. The MMTM Program is the first alternative system in Florida based on an adopted Mobility Plan

Basis for System: 2035 Mobility Plan based on areawide roadway level of service (LOS) standard and multimodal LOS standards for pedestrian, bike, and transit

Assessment: Rate per Vehicle Miles of Travel (VMT)

Mitigation: The MMTM Program has a pre-determined mitigation rate schedule based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.) and is divided into three assessment tiers: (1) Non-TND/TOD, (2) TND, (3) TOD. Land Uses in a TOD pay the lowest rate, with a higher rate for TNDs and the highest rate for land uses not located in a TND or TOD. Traffic analysis is only required for site access

Applicability: Alachua County Urban Service Area. Cities are not included. Residential development in rural areas outside the Urban Service Area pay a road impact fee

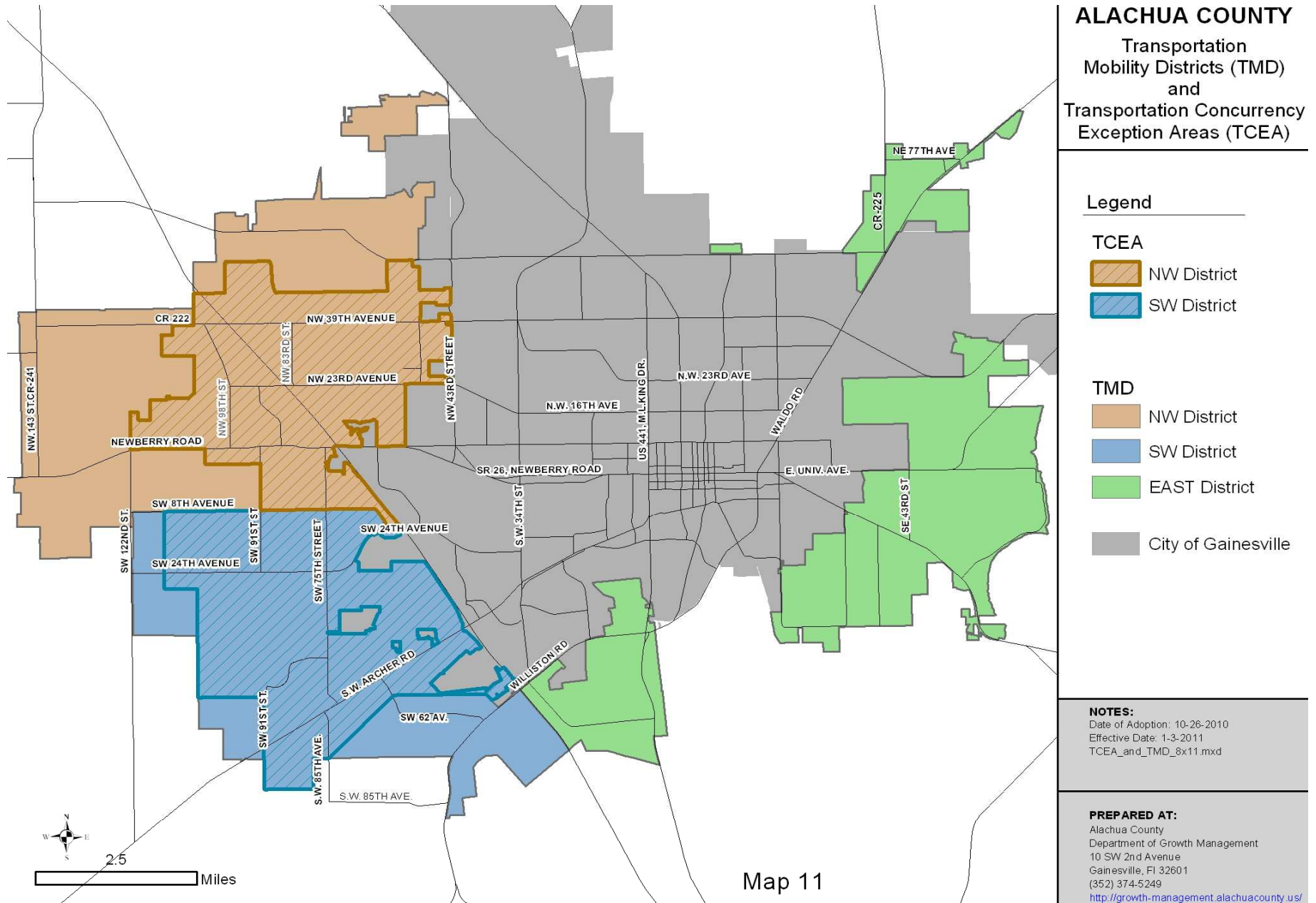
Contract: The County requires that any development that obtains a Development Plan approval must enter into either a Developer Agreement or an MMTM Agreement. Both agreements are subject to approval by the Board of County Commissioners

Time of Payment: The MMTM payment is due prior to a Certificate of Occupancy. There is a 7.5% reduction if paid at building permit and 15% reduction if paid at plan approval

Benefit Districts: Three districts, divided into east, south and north; unincorporated County, no municipalities are in the County System (Figure 10)

Vesting: Any development with valid final plan approvals and transportation concurrency were vested from paying the MMTM. Vested developments are still required to pay the Road Impact Fee

Figure 10 - Alachua County Multimodal Transportation Mitigation Program



<https://growth-management.alachuacounty.us/Planning/MobilityPlan>



Altamonte Springs System

The City of Altamonte Springs adopted a mobility fee as a replacement for transportation concurrency and the City and County's Road Impact Fee. The mobility fee is based on a 2030 Mobility Plan that includes specific multimodal improvements for pedestrians, bicycles, transit, and roads. The Comprehensive Plan had adopted land uses for Transit-Oriented Development (TOD) around the SunRail Station and Activity Centers. The system has been in place since 2016. The process is streamlined and simplified.

Basis for System: 2030 Mobility Plan based on the establishment of road (LOS) standards and multimodal quality of service (QOS) standards for pedestrian, bike and transit (Figure 11)

Assessment: Rate per Person Miles of Travel (PMT)

Mitigation: The mobility fee has a pre-determined rate schedule based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.) and is divided into three assessment tiers: (1) Non-Activity Center/TOD, (2) Activity Center, (3) TOD. Land uses in a TOD pay the lowest rate, with a higher rate for TNDs and the highest rate for land uses not located in a TND or TOD. A mobility impact analysis is required for site access and multimodal connectivity

Applicability: Citywide

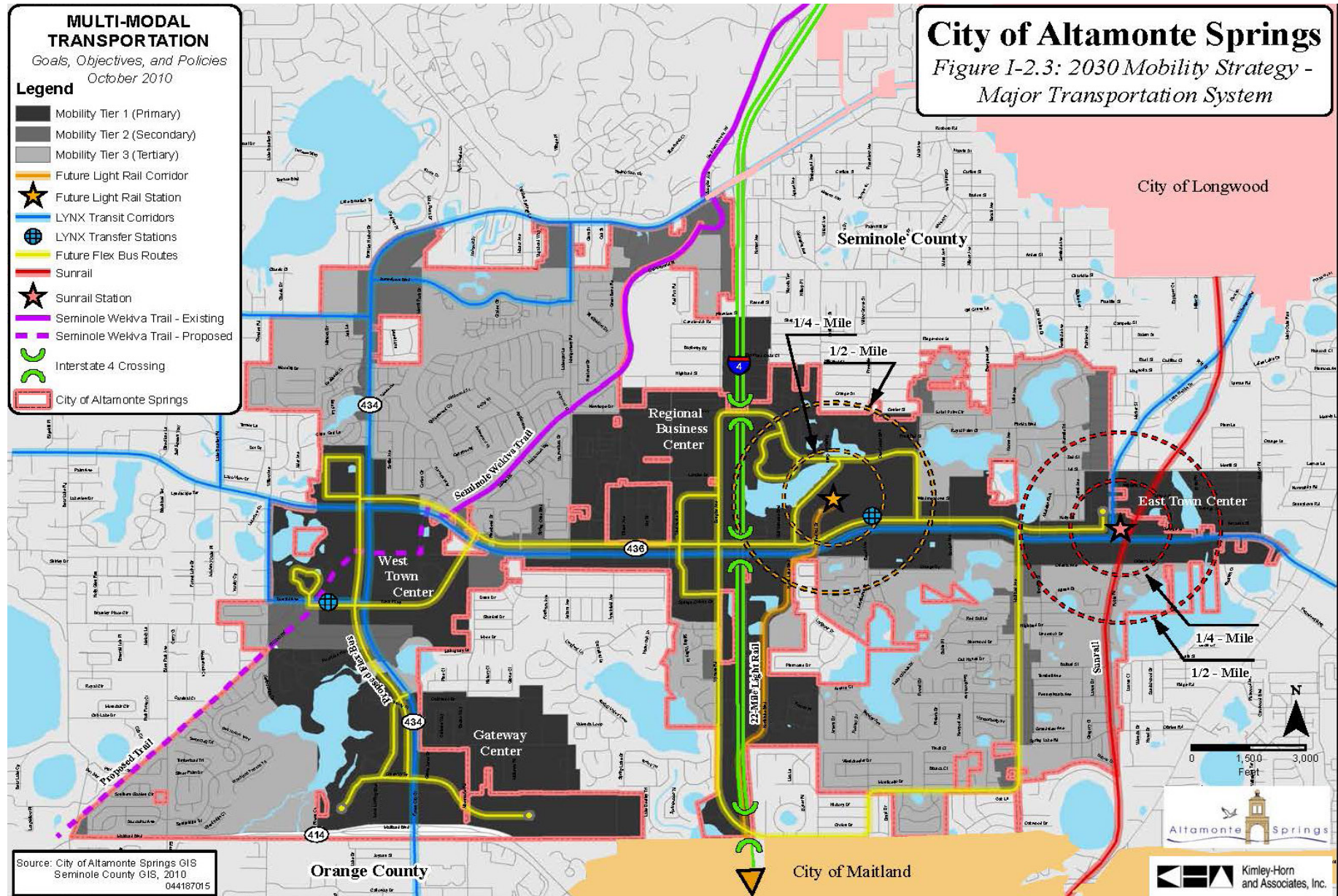
Contract: None required

Time of Payment: Mobility fee is due prior to issuance of a building permit

Benefit Districts: One district – Citywide

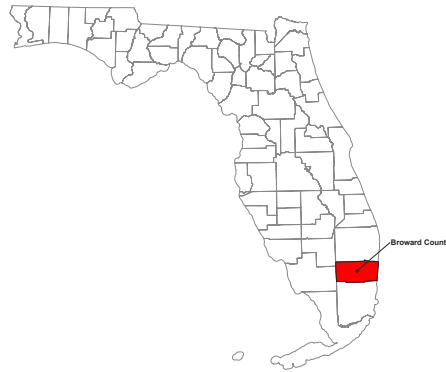
Vesting: Any development with an approved building permit before the effective date of the mobility fee paid the Road Impact Fee. Once the mobility fee went into effect, all development paid the Fee at building permit. Any development that paid concurrency reservation fees at final development plan received a credit for funds paid and was responsible for any difference paid

Figure 11 - Altamonte Springs 2030 Mobility Plan



https://library.municode.com/FL/Altamonte_Springs/codes/code_of_ordinances?nodeId=COOR_CH25IMFEMOFF

3



Broward County System

The Broward County System is the oldest alternative concurrency system in Florida. It was the first County to transition away from a roadway LOS-based concurrency system, except for two districts at the very northwest and southwest portions of the County that are still subject to roadway concurrency per Florida Statute. The System is based upon the five-year transit development plan. The County used to vary its mitigation rate per net peak hour trip by district, but converted to a uniform countywide trip mitigation rate. The County offers several reductions to gross trips based on land use criteria that is transit supportive. While this adds to overall complexity, it does provide a strong correlation per land use. The system is more complex than a predefined mitigation rate schedule.

Basis for System: Five-Year Transit Development Plan based on targeted transit headways per district and roadway LOS service standards for two districts (Figure 12)

Assessment: Rate per net peak hour trip

Mitigation: Unique individual determination by land use based on peak-hour trip generation multiplied by trip length. County establishes trip rates and trip lengths per land use. The net trips are reduced for a number of factors such as proximity to transit, density, type of use, reduced parking, transit passes, bicycle parking and building, and parking design and orientation. Auto-oriented uses such as gas stations are not allowed reductions. Land uses in two districts pay proportionate share based on roadway LOS

Applicability: Countywide, including all cities within the County, with the exception of the two districts in the northwest and southwest portions of the County

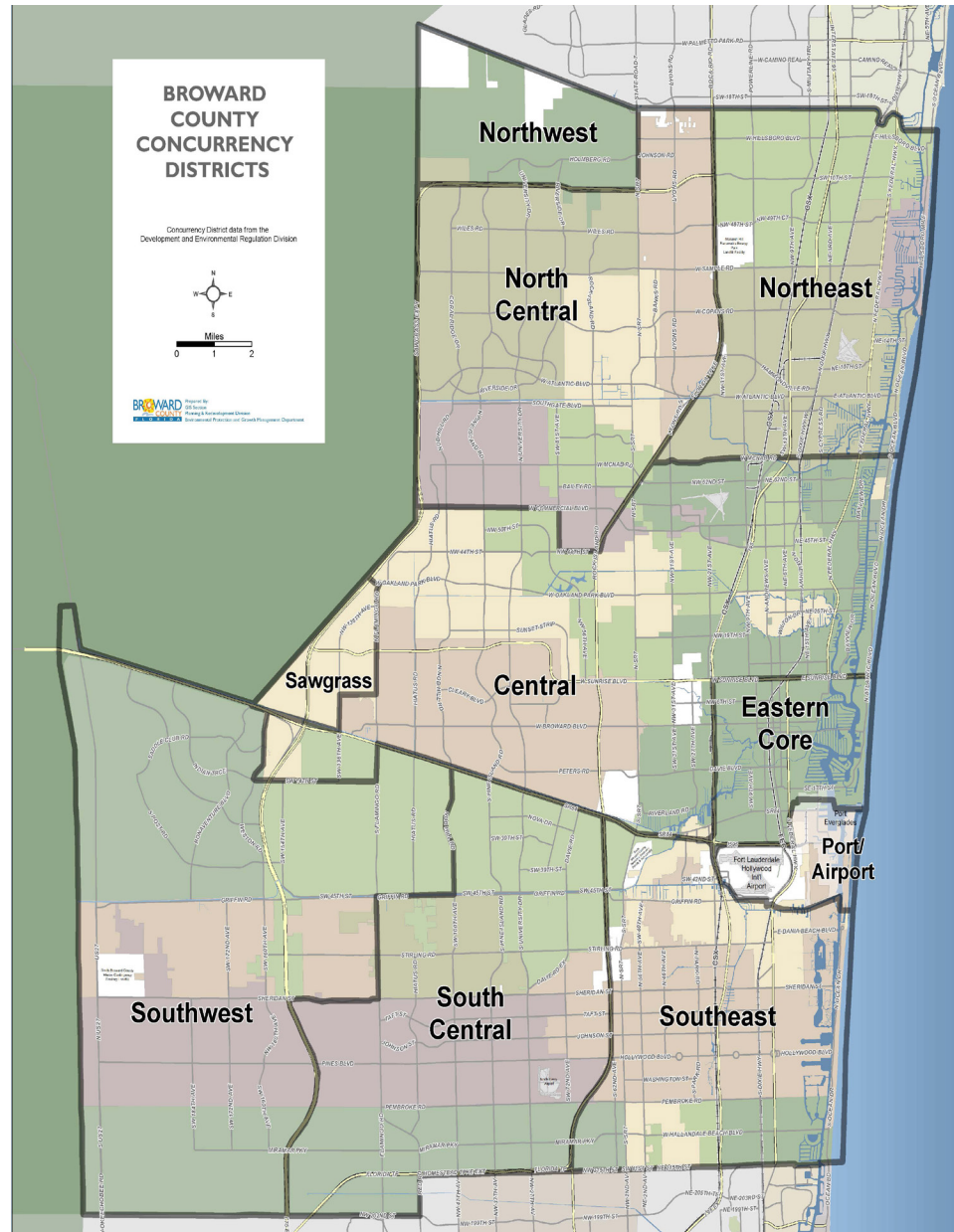
Contract: The County requires a Transportation Concurrency Satisfaction Certificate issued by the County to demonstrate concurrency fees have been paid, prior to issuance of a building permit

Benefit Districts: Ten districts – Countywide

Time of Payment: Prior to development plan approval and building permit, payment is required to secure a Transportation Concurrency Satisfaction Certificate

Vesting: The system has been in place for over 15 years. There are no vesting provisions

Figure 12 - Broward County Concurrency Districts



<http://www.broward.org/Planning/Development/FAQs/Pages/Impact-and-Concurrency-Fees.aspx>

4



Jacksonville System

The 2030 Mobility Plan replaced the transportation concurrency system with a holistic mobility approach that applies a fee system based upon the link between land development and transportation. The City established ten mobility zones with varying trip lengths and development patterns. The mobility fee is reduced for development located in areas that are multimodal supportive or if the development builds in a multimodal-oriented development pattern. One goal of the mobility fee system is to encourage shorter trips and the reduction of vehicle miles traveled (VMT) through mobility fee adjustments to provide a financial incentive, thereby promoting a compact and interconnected land development form. The process is complex as it relates to the determination of VMT per land use, the mobility fee calculation, and the requirement to enter a contract. The City prepared a mobility fee handbook to assist with the mobility system. Traffic analysis is only required for site access.

Basis for System: 2030 Mobility Plan based on multimodal quality of service standards by mobility zone and a citywide mobility score (Figure 13)

Assessment: Rate per Vehicle Miles of Travel

Mitigation: Unique individual determination by land use based on daily trips, applicable trip lengths, and trip reduction factors. City applies the trip generation rate per the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Trip reductions are available based on density, mix of uses, existence of local serving retail, transit service, pedestrian/bicycle friendliness, pass-by capture trips, and trip credits based on daily vehicle trips generated by the existing use on the property

Applicability: Citywide, excluding Atlantic, Jacksonville, and Neptune Beaches

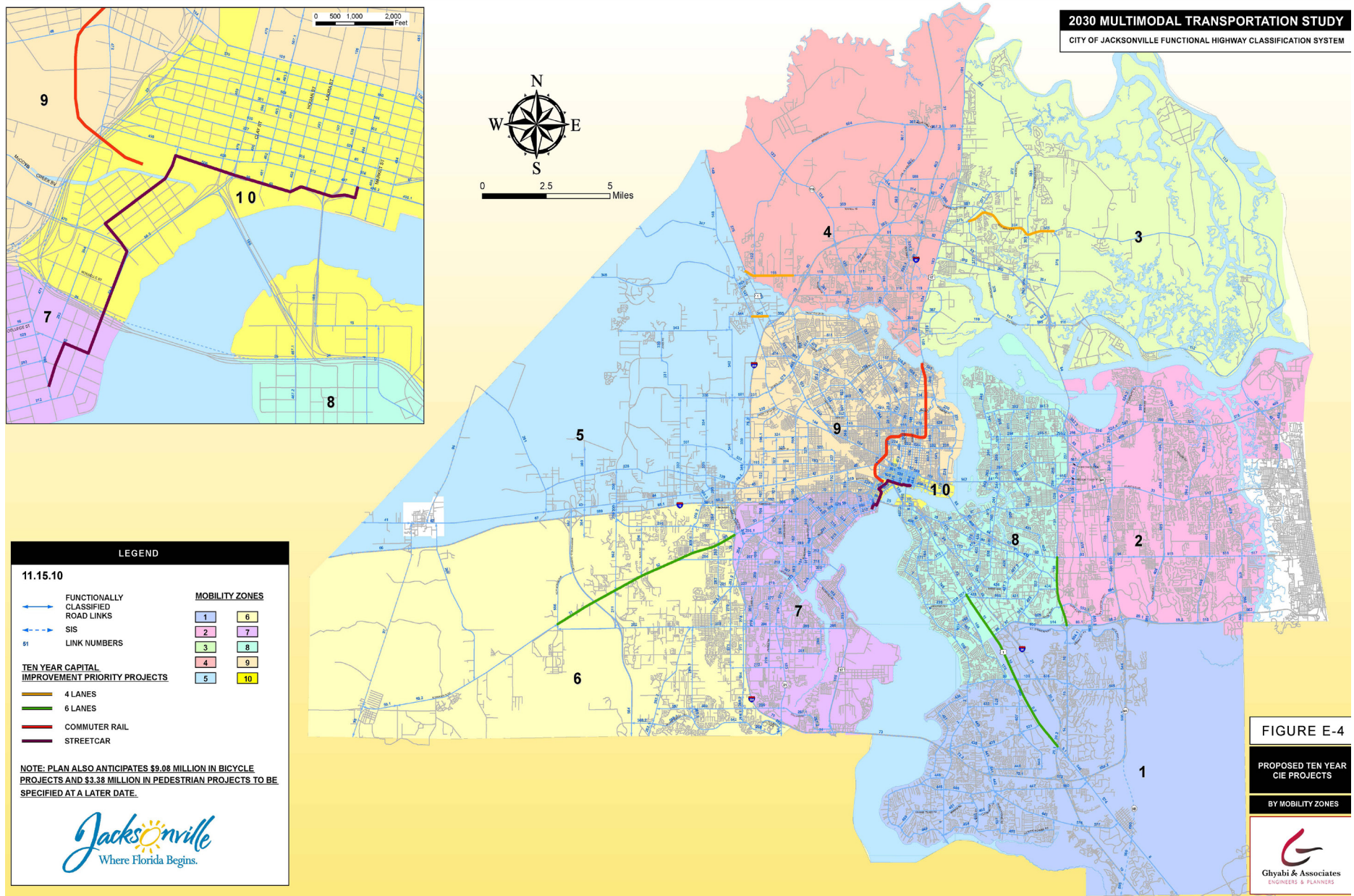
Contract: Must apply for a Mobility Fee Calculation Certificate and enter into a Mobility Fee Contract or Developer Agreement

Benefit Districts: Ten Mobility Zones – Countywide

Time of Payment: Prior to development plan approval for all developments, except single family residences, which pay prior to issuance of a building permit

Vesting: Development orders issued prior to 1991 where development commenced, DRIs or Florida Quality Developments not subject to concurrency, developments that have commenced construction with valid concurrency approvals and made a fair share payment, developments with concurrency reservations, and approvals that have paid their fair-share assessments and de minimis developments

Figure 13 - Jacksonville Mobility Fee System



<http://www.coj.net/departments/planning-and-development/docs/development-services-division/concurrency/handbook-2016-2016-07-15.aspx>

5



Gainesville System

The Gainesville System, originally based on a TCEA, evolved into a Transportation Mobility Planning Area (TMPA). The TMPA established multimodal LOS criteria and multimodal improvements based on the 2035 Gainesville Alachua MTPO Long Range Transportation Plan (LRTP). The City works closely with the MTPO to prepare annual multimodal LOS reports and coordinates Capital and Transportation Improvement Programs. The System is based on meeting mobility strategies that are tiered based on number of net daily trips. Redevelopment in the TMPA Zone closest to the University of Florida is based on improving walking conditions and is only required to meet a limited number of mobility strategies required for all TMPA Zones, but has higher urban design criteria, mixed-use and density requirements and more restrictive parking allowances. The multimodal improvements and mitigation rates vary by zone. The process for determining net daily trips is relatively straight forward; meeting mobility strategies are based on individual determinations and negotiations so the process is not as streamlined or predictable. The System itself has been in place for almost seven years and has generally been perceived as a fair process where mitigation requirements end up being proportional to the impact of development.

Basis for System: 2035 LRTP, roadway LOS standards and multimodal quality of service criteria to encourage walking, biking and transit

Assessment: Rate per net daily trip

Mitigation: Unique individual determination based on net daily trips determined through a traditional traffic impact analysis based upon a City approved methodology. The City permits varying reduction credits based upon access to transit, type of development, mixed-use and redevelopment. The City varies mobility strategies and multimodal improvements by TMPA zone, resulting in varying mitigation based on net daily trips. Traffic analysis includes site access

Applicability: Citywide

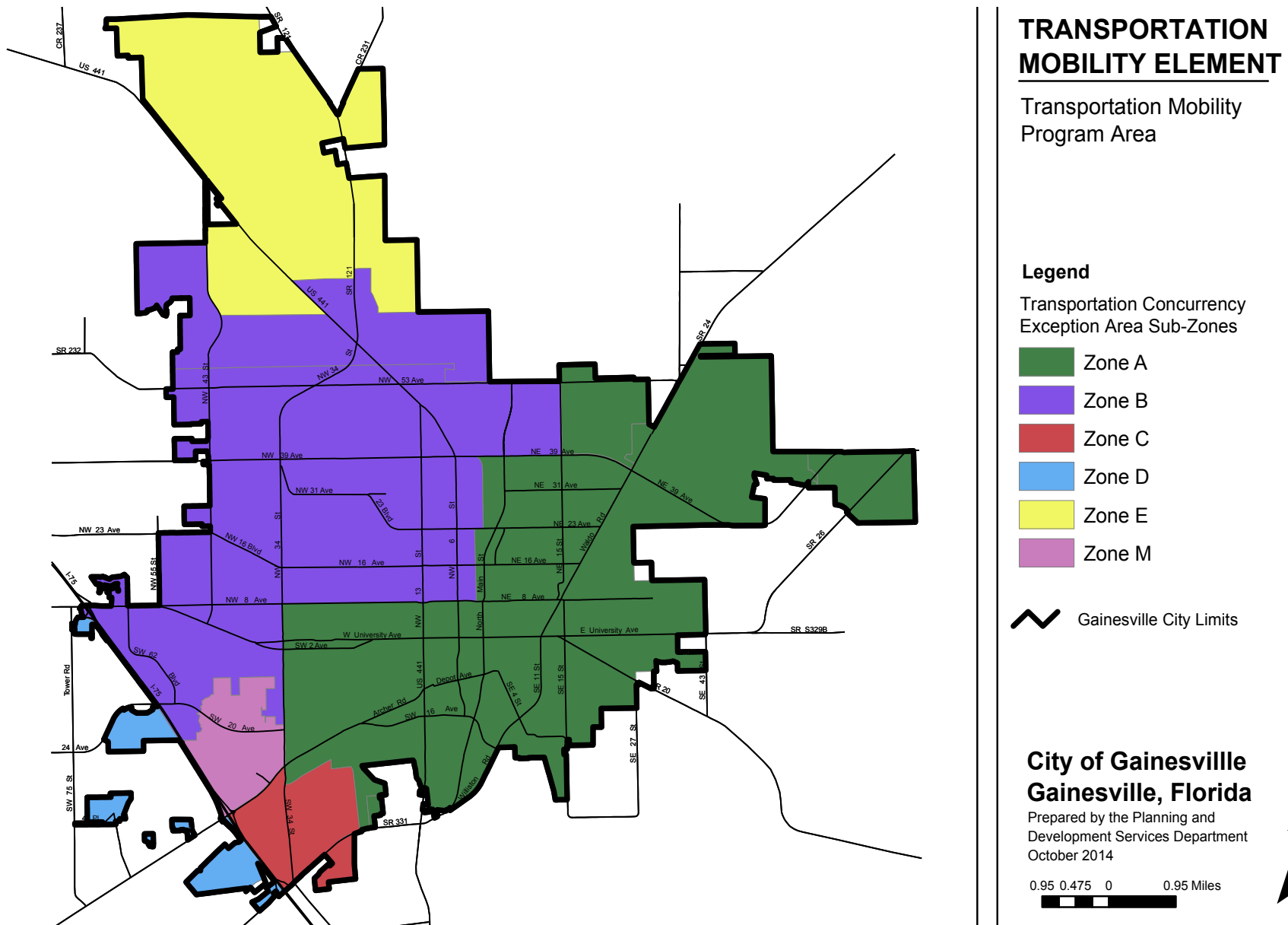
Contract: Not required, tied to final development plan approval

Benefit Districts: Six TMPA Zones – Citywide (Figure 14)

Time of Payment: Prior to development plan approval for all developments, except single-family residences, which pay prior to issuance of a building permit

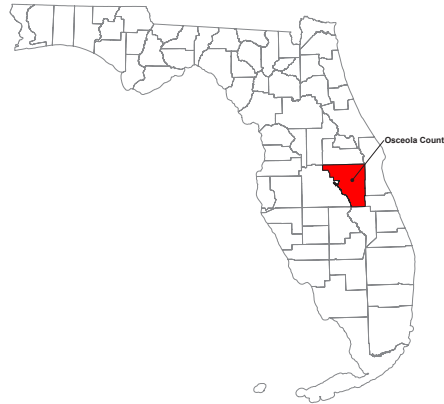
Vesting: The City had a TCEA in place prior to the TMPA adoption in 2011. There are no specific vesting provisions

Figure 14 - Gainesville Transportation Mobility Program Area



https://www.cityofgainesville.org/Portals/0/plan/2014%20Web%20Update/TRANSPORTATION%20MOBILITY_2Printable.pdf

6



Osceola County System

Osceola County eliminated transportation concurrency in 2011 and suspended its road impact fee at the same time due to the Great Recession. The adopted mobility fee replaced the suspended road impact fee. The mobility fee is based on a 2040 Mobility Plan that took a unique approach and established three types of corridors Countywide: Avenues (two-lane complete streets), Boulevards (two and four lane divided complete streets), and Multimodal Corridors (dedicated transit facilities, road improvements and complete streets). The County also took a unique approach to its Future Land Use by either designating large-scale developments by their name (e.g. Celebration), mixed-use, TOD, single-family, and agricultural. The County adopted an Urban Growth Boundary that allows only one unit per ten acres and no retail or office uses other than those associated with agricultural uses. The Mobility Plan placed a strong emphasis on Public / Private Partnerships to build future Avenues and Boulevards. Multimodal Corridors would be built by FDOT or the County. The mobility fee was adopted in early 2015 and has recently been updated with new cost estimates.

Basis for System: 2040 Mobility Plan (Figure 15)

Assessment: Rate per Person Miles of Travel (PMT)

Mitigation: The mobility fee has a pre-determined rate schedule based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.) and is divided into three assessment tiers: (1) TOD, (2) mixed-use, (3) all other areas. Land uses in a TOD pay the lowest rate, with a higher rate for mixed-use and the highest rate for land uses not located in a Mixed-Use or TOD. Traffic analysis are only required for site access

Applicability: Unincorporated County only, cities not included

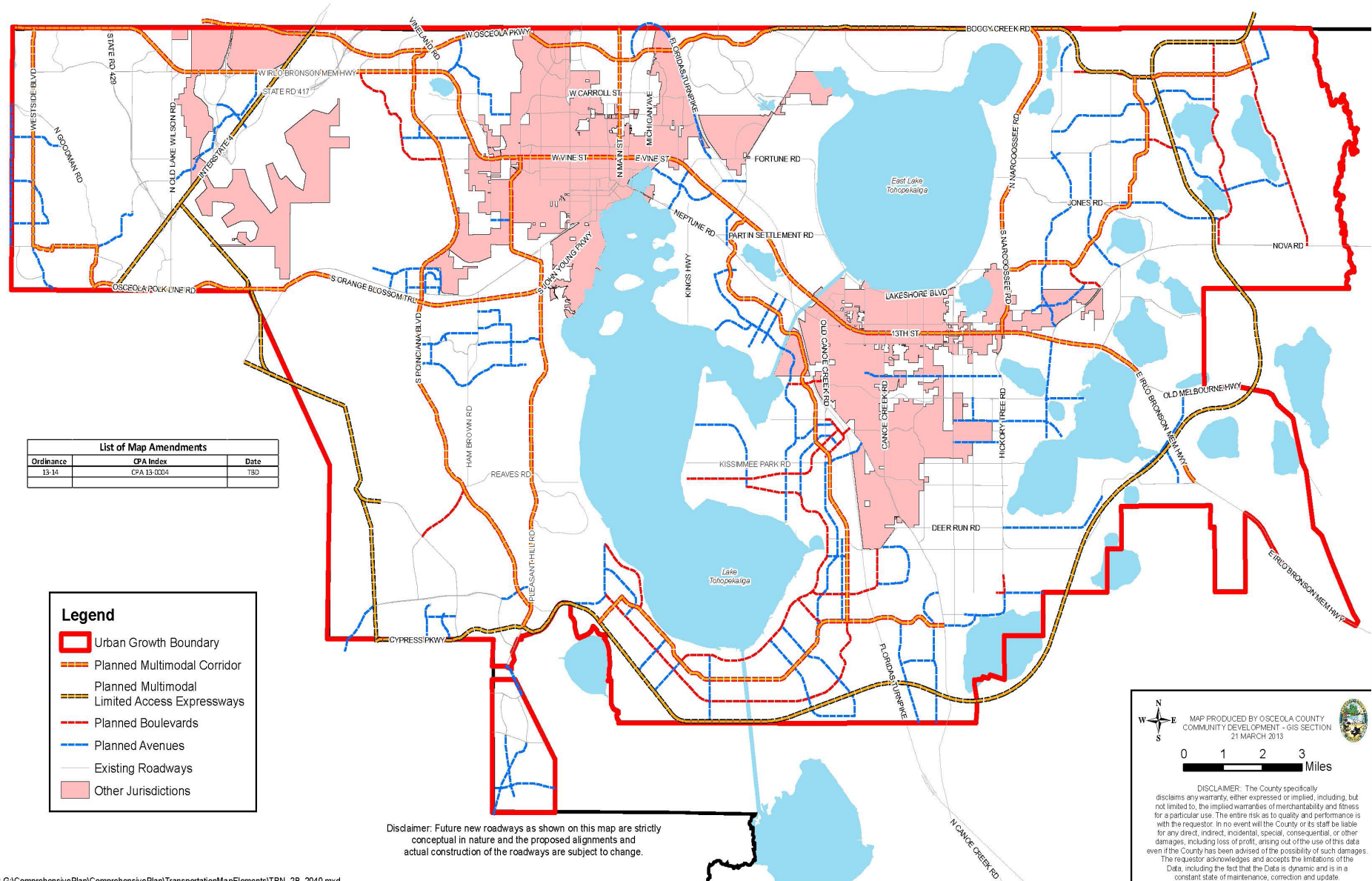
Contract: Not required

Benefit Districts: Two, east and west of the Florida Turnpike – Unincorporated County

Time of Payment: Fee determined at building permit issuance and paid prior to issuance of a certificate of occupancy

Vesting: The County had eliminated both transportation concurrency and road impact fees. The County did honor any agreements where developers would receive impact fee credit or its functional equivalent

Figure 15 - Osceola County Mobility Fee System



Basis for System: 2035 Mobility Plan based on areawide Roadway LOS standard and multimodal quality of service standards (Figure 16)

Assessment: Rate per Person Miles of Travel (PMT)

Mitigation: The mobility fee has a pre-determined rate schedule based on land use specific to the land development pattern in Sarasota County and the Mobility Fee Schedule assessment areas include both a designated area “Urban Infill” and well as a specific development type “Mixed-Use”. Land Uses in the Urban Infill area pay the lowest rate, with a higher rate for mixed-use and the highest rate for land uses not located in a mixed-use development and outside the Urban Infill Area. Traffic analysis s only required for site access

Applicability: Unincorporated County, Town of Long Boat Key, and City of Venice. City of North Port has not yet opted in and the City of Sarasota adopted their own program

Contract: Not required

Benefit Districts: Three districts, north, central and south, plus Town of Longboat Key and City of Venice have their own districts

Time of Payment: Development had been required to pay impact fees at the time of building permit. The mobility fee amended the time of payment from building permit to certificate of occupancy and provided additional timing for shell buildings to pay the mobility fee

Vesting: The County had entered into a number of public / private partnerships that provided credit for impact fees, future mobility fee or their functional equivalent. Any development that applied for a building permit prior to the effective date of the mobility fee had the option to elect to pay an impact fee

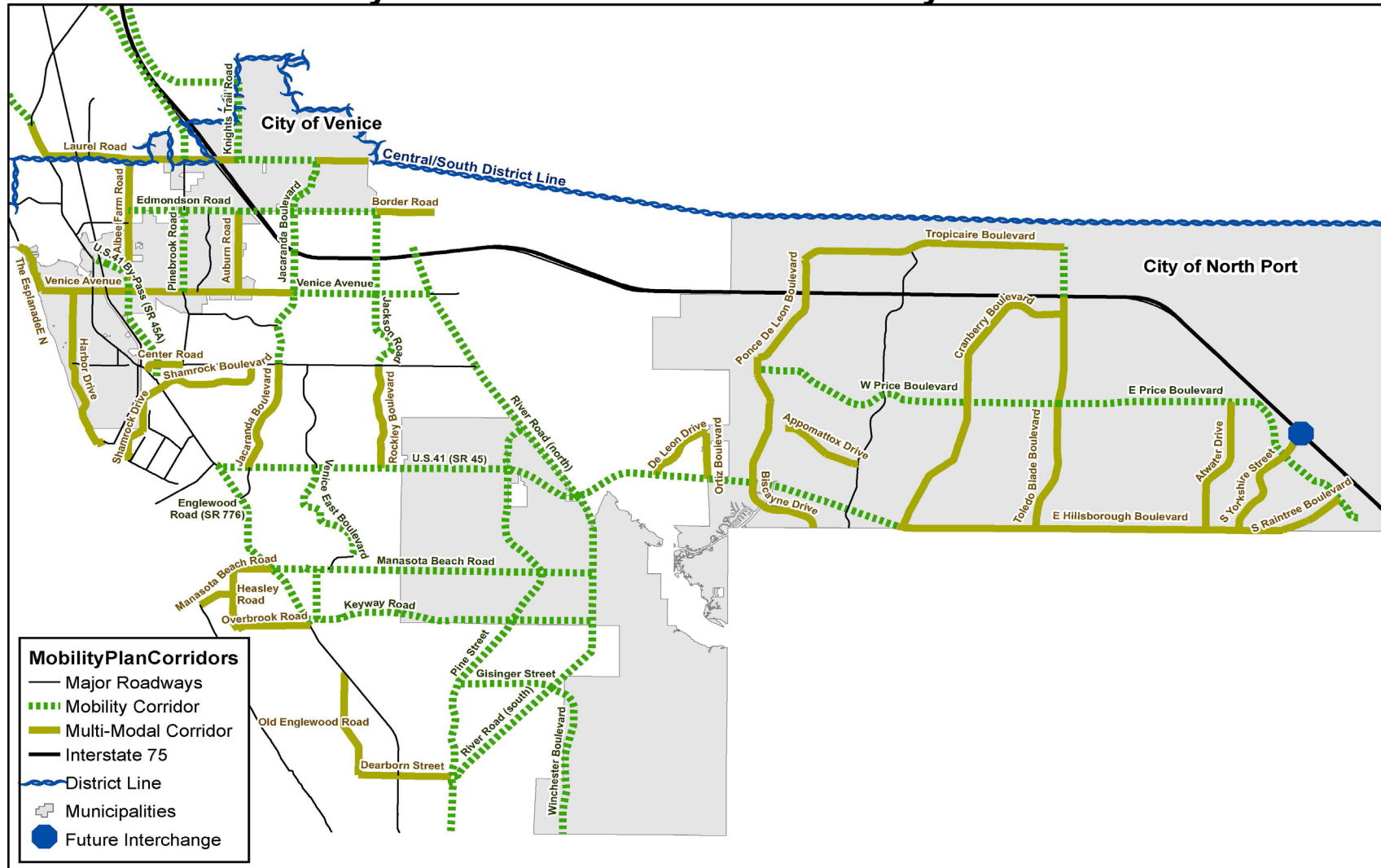


Sarasota County System

Sarasota County is in the process of formally eliminating transportation concurrency. Since the mobility fee was adopted in 2015 and effective January 1, 2016, developments have been meeting concurrency by paying the mobility fee. The mobility fee replaced the County’s Road Impact Fee. The mobility fee is based on a 2035 Mobility Plan that took a hybrid approach and established two types of corridors Countywide: mobility corridors (new roads and the widening of existing roads, both designed as complete streets) and multimodal Corridors (multimodal improvements and intersections only, no widening of roads or new roads). The County also established an Urban Infill Area as part of the Mobility Plan that encouraged redevelopment near the City of Sarasota and along the entire US 41 corridor. The County adopted mixed-use Village criteria and a Countryside Line, which is an Urban Growth Boundary as part of its 2050 Plan. The County has recently amended its mobility fee to add land uses for Tiny Homes, Micro-Apartment Units and Affordable / Workforce housing, all resulting in a 40% to 50% reduction in fees based on technical analysis.

Figure 16 - Sarasota County Mobility Plan

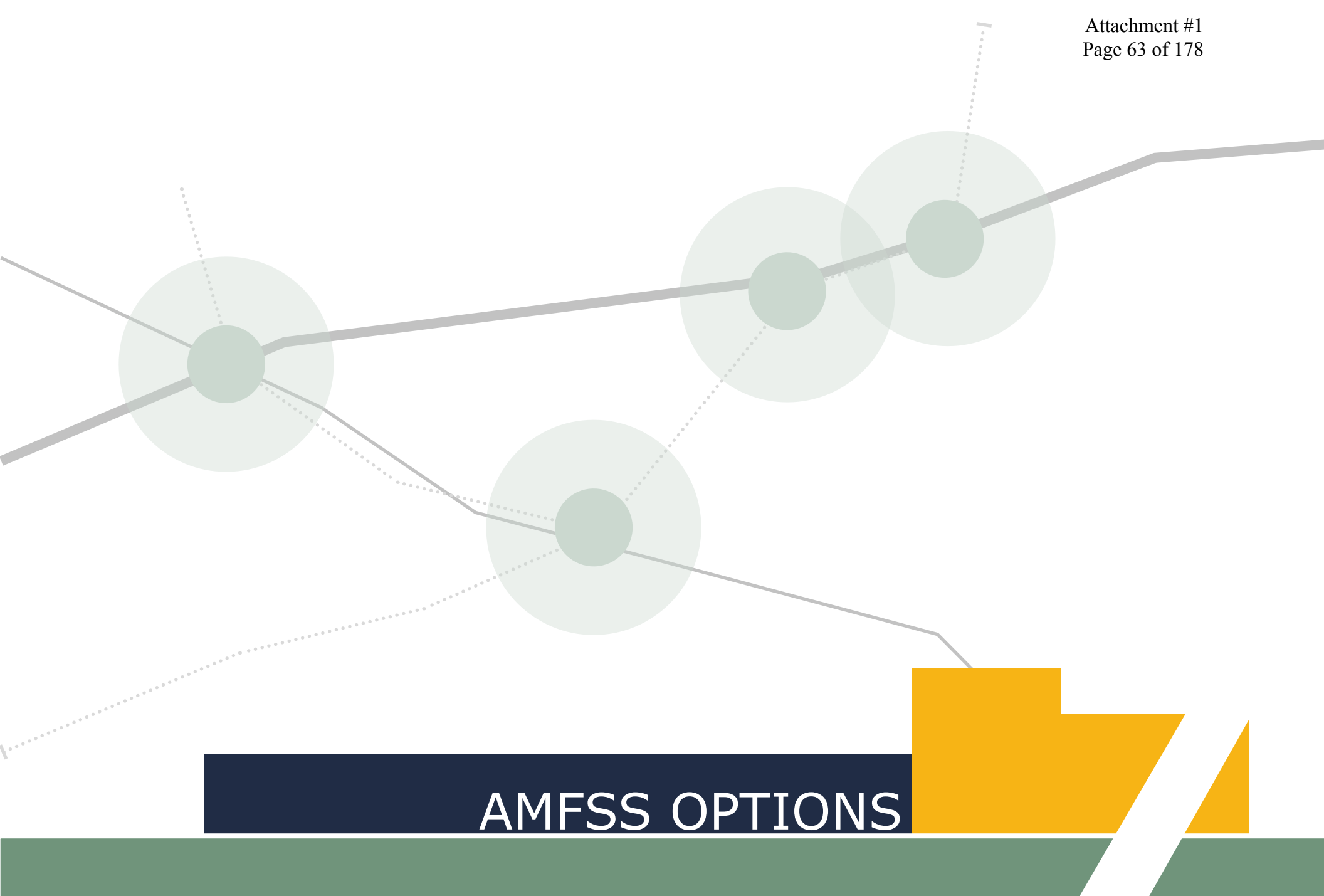
Mobility Plan Corridors - South Mobility Fee District



Map published using ArcGIS 10.x by sbjohnst on Thursday, August 13, 2015



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AMFSS OPTIONS

ALTERNATIVE MOBILITY FUNDING SYSTEM OPTIONS

The Legislature has provided local governments with flexibility to develop a transportation funding and mitigation system that meets the mobility needs of each community. The overview of mitigation systems from other Florida communities demonstrates that the City of Tallahassee and Leon County have multiple options to best develop a system tailored to meet the individual mobility needs of their respective communities.

All the options are one-time mitigation payment systems; none of these monitor individuals travel or require reoccurring payments.

The Legislature has established the following requirements in Florida Statute 163.3180(5)(i) for local governments that implement an alternative to transportation concurrency:

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. A mobility fee-based funding system must comply with the dual rational nexus test applicable to impact fees. An alternative system that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

DUAL RATIONAL NEXUS

The Legislature has deferred to legal case precedent to guide the development of fees and alternative funding mitigation systems fees established by local government. Courts have held that any entity charging a development to offset (mitigate) the impact of the development is required to meet the dual rational nexus test. This means that all of the options will be required to meet the two prongs of the dual rational test which are:

Needs Prong: That a rational nexus exists between an increase in demand from new development and the need for improvements; and

Benefits Prong: That a rational nexus exists between the payment of fees by new development and the benefit that new development receives from the expenditure of those fees by the local government.

The needs prong is generally demonstrated by an increase in future travel demand from a travel demand model and / or a demonstration that there will be a projected growth in population and employment. The regional travel demand model shows a significant increase in travel demand by 2040. The 2040 Long-Range Transportation Plan (LRTP) also demonstrates an increase in population and employment. The growth in travel demand, population, and employment has resulted in a need for new road capacity and multimodal improvements as identified in the 2040 LRTP. As urban areas within Florida have built out their road capacity, there is an increasing need for new capacity and mobility to accommodate people walking, bicycling, and riding transit, as opposed to widening roads to accommodate people driving.

The benefits prong is generally demonstrated by establishing benefit districts or zones that ensure mitigation payments made by new development are expended on capacity and improvements within the district or zone to accommodate (benefit) the travel demand from the new development. The Florida Court System has also held that those mitigation payments be accounted for in separate funding accounts to track payments and expenditures. Keeping the current Significant Benefit Zones to collect and expend payments would allow the City and County to meet the benefits prong test.

ROUGH PROPORTIONALITY

In addition to the dual rational nexus test, the U.S. Supreme Court in *Dolan v. Tigard* also established a rough proportionality test to address the relationship between the amount of a fee or mitigation imposed on a new development and the impact of the new development. The rough proportionality test requires that there be a reasonable relationship between the fee or mitigation cost, and the impact of new development based upon the applicable unit of measure for residential and non-residential uses, and that the variables used to calculate a fee or mitigation are reasonably assignable and attributable to the impact of each new development. The various alternative mobility systems evaluated used a variety of measures, such as trip generation, person trips, trip length, pass-by, location, and mixed-use to establish impacts per land use.

While there were some comments made during the public outreach process indicating that sales taxes should be enough to fund transportation needs, the 2040 LRTP indicated that sales tax, gas tax, and state and federal funding would not be sufficient to fund needed projects.

The 2040 LRTP identified multimodal transportation needs to meet future travel demand in the City and County that cost more than is available through sales tax, gas tax, and state and federal funding. Tallahassee and Leon County are not alone, as communities throughout Florida have needs that outweigh funds available. In addition, there are local governments throughout Florida that collect a sales tax and implement a transportation fee or mitigation system. Table 10 lists jurisdictions with both a sales tax and an additional transportation funding source.

Table 10 - Jurisdictions & Transportation Funding Sources		
Sales Tax and Impact Fee	Sales Tax, Impact Fee, and Concurrency	Sales Tax and Mobility Fee
Manatee County	Lake County	Duval County
Miami Dade County	Marion County	Pasco County
Pasco County	Palm Beach County	Sarasota County
Seminole County	Pinellas County	

Some public outreach participants criticized the current roadway LOS analysis as applied to individual segments, pointing to the need for a systemic assessment of the moving parts of a transportation network rather than an isolated evaluation of road segments. The current transportation concurrency system utilizes a segment by segment roadway LOS standard. Most of the alternative systems evaluated by other local governments utilized varying LOS and QOS standards and criteria for identifying future needs. QOS standards are a measurement based on the quality of user comfort on multimodal facilities, rather than quantitative LOS standards. As part of an alternative transportation system, the City and County could establish area-wide roadway LOS and area-wide multimodal QOS standards.

There are two types of fee and mitigation systems. One is a consumption-based fee and mitigation system (consumption-based) and the other is the plan-based fee and mitigation system (plan-based). The consumption-based approach estimates transportation facility capacity and improvement costs to determine how much capacity is consumed by development. Consumption-based systems do not vary by need or zone and are not tied to any specific improvement. Feedback received from the public regarding the former roadway impact fee, a consumption fee implemented by the City of Tallahassee in 1989 and repealed in 1996, was that there was no way to determine which improvements were made with the fees collected and that the system lacked transparency.

The second type of fee and mitigation system is a plan-based system. Each of the alternative mobility funding systems evaluated in the AMFSS have a plan-based component incorporated into their Comprehensive Plans. Support for this type of system is provided for in Florida Statute 163.3180(5)(i), which states that alternative funding systems be plan-based.

Without consideration of alternative funding options, the City and County have two options available:

- 1 Eliminate the current transportation concurrency system and allow development to continue anywhere in the City or County without the need to pay a fee, mitigation, or meet concurrency. This option would leave the City and County with unfunded transportation needs.

2 Keep the current transportation concurrency system. The current system results in some development paying for improvements, while others do not. Development that is not required to pay proportionate share is able to consume available capacity to the point that a deficiency may be triggered by new development, which would be required to pay a proportionate share of the cost to mitigate its impact. Some view the current transportation concurrency system as unpredictable and inequitable.

Should the City and the County decide that neither of these options are desirable, there are four options available to establish an alternative funding system. These options are not exclusive. The use of flexibility will allow for application of different fee options in different areas. These options are: 1) Road Impact Fee; 2) Per Person or Vehicle Trip Mobility Fee; 3) Mobility Plan Fee; and 4) Tiered Mobility Fee/ Mitigation. Each option has the following common characteristics:

- ◆ These options are intended to be replacements of the current transportation concurrency system
- ◆ These options would keep the current SBZ format, with the possibility of slight modifications to ensure that common boundaries follow a roadway, railroad, or environmental feature that clearly delineates boundaries
- ◆ These options are plan-based
- ◆ Developments would have the ability to receive credit for constructing improvements identified in the plan. The City or County may also enter into an agreement whereby a development could construct an improvement in the plan and be reimbursed from fees or mitigation paid by other development
- ◆ Developments may be required to conduct traffic impact analysis, based upon trip thresholds, to determine the need for site-related improvements, such as turn lanes and traffic control devices, internal circulation, operational and safety improvements, and multimodal (including vehicle) connectivity between internal uses and external developments

OPTIONS FOR SYSTEMS

Road Impact Fee

With the acknowledgment that the City and County established and subsequently repealed a consumption road impact fee, the road impact fee suggested would be a plan-based fee established by an adopted plan of roadway and intersection improvements to provide an additional funding source for adding new capacity. The plan would be based on establishing an area-wide roadway LOS standard. The standard could be applied countywide or per SBZ, with the possibility of a lower LOS standard in the MMTD. The plan would identify countywide roadway and intersection improvements needed to accommodate the demand of new development. There is the potential that road impact fees could vary by SBZ depending on the total number and type of projects and cost. An alternative funding system could be adopted for the MMTD that is not a road impact fee. Under a road impact fee system, multimodal improvements could only be added in conjunction with adding roadway capacity; they could not be added as standalone improvements. A pre-determined road impact fee schedule would be developed for specific land uses to allow for simple determination of fees.

Basis for System: 2040 Road and Intersection Improvement Plan based on area-wide roadway LOS standard

Assessment: Rate per Vehicle Miles of Travel (VMT)

Mitigation: The Road Impact Fee would have a pre-determined rate schedule based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.). The Road Impact Fee could include a separate assessment area for mixed-use development that accounts for internal capture

Applicability: Countywide

Contract: Not required

Benefit Districts: Five Zones (SBZs), unless the MMTD (SBZ-5) is excluded

Time of Payment: Fee determined at building permit issuance and paid prior to issuance of a certificate of occupancy

Vesting: The Impact Fee Act requires a minimum of a 90-day period between adoption of an impact fee and an effective date. Any building permit submitted before the effective date of the impact fee would not be required to pay an impact fee. Any development that has paid a proportionate share payment would receive dollar for dollar credit. Any existing developer agreement that addressed impact fees would remain in effect.

Long-term Funding: Road impact fee revenue is subject to new development and the market. Unlike transportation concurrency, where only development that impacts an over capacity roadway pay proportionate share, road impact fees are paid by all new development issued a building permit after the effective date of the road impact fee.

Per Daily Vehicle or Person Trip Mitigation

A daily trip mitigation system is based upon a traffic/mobility impact analysis. Plans are either road and intersection-focused or multimodal-focused. For roadway and intersection plans, trips are based on vehicular trips. For multimodal plans, which include road and intersections, bicycle, pedestrian, and transit improvements, as well as transportation demand management and new technologies, trips are based on person trips. The road and intersection plan are based on establishing an area-wide roadway LOS standard. The multimodal intersection plan is based on an area-wide roadway LOS standard and multimodal QOS standards or criteria and/ or on Mode Share goals. The standards could be applied countywide or could vary per SBZ. There is the potential that the mitigation could vary by SBZ, depending upon the type of plan developed. The final mitigation would be based upon either net vehicle or person trips. The trip mitigation calculation can include trip length by mode, where applicable. Additional criteria can be established to allow reductions to trips including mode share, internal capture, pass-by, location, mixed-use, parking, building design and orientation, availability of transit, proximity to trails, transportation demand programs, and new technology.

If a road and intersection plan is chosen, standalone multimodal improvements cannot be funded with the mitigation.

Basis for System: 2040 Plan based on area wide roadway LOS standard or 2040 Multimodal Plan based on area-wide roadway LOS standard, multimodal QOS standards or criteria, and/or mode share

Assessment: Rate per net vehicle or person trip based upon a traffic/mobility impact analysis

Mitigation: The mitigation would be based upon net vehicle or person trips based upon a traffic/mobility impact analysis. Trip lengths by mode can be added to the calculation. Trip adjustments can be provided for a variety of elements such as mixed-use, parking, and building orientation. The City and County could offer a streamlined mitigation rate for developments that do not want to conduct a separate traffic/mobility impact analysis

Applicability: Countywide

Contract: An approved methodology agreement and mitigation reservation certificate will be required to document how net impact is calculated, how long the analysis is valid, and for what level of development the analysis is based upon

Benefit Districts: Five Zones (SBZs)

Time of Payment: Traffic/Mobility Impact Analysis is required to be submitted and is subject to approval prior to the final development plan approval. A mitigation reservation certificate must be obtained prior to building permit issuances and mitigation paid prior to issuance of a certificate of occupancy

Vesting: Any development that has obtained a final plan development plan and has a valid concurrency approval. Any phase of a development that has already commenced construction. Any development with an approved developer agreement. Any development that has already paid a proportionate share payment

Long-term Funding: Mitigation revenue is subject to new development and the market. Under this type of mitigation system, more existing development would be vested from paying mitigation based on previously obtained development plan approval. This mitigation strategy may generate more revenue overall than a road impact fee as it is based upon specific trip and person trip generation. However, due to vesting, it will likely be longer before mitigation payments would be made

Mobility Fee

A mobility fee, based upon an adopted mobility plan, would provide an additional funding source for funding multimodal improvements, including roads and intersections. The plan would be based on establishing an area-wide roadway LOS standard and multimodal QOS standards. The standard could be applied countywide or per SBZ, with the possibility of just establishing a multimodal QOS standard in the MMTD. The plan would identify countywide multimodal improvements needed to accommodate the demand of new development. There is the potential that mobility fees could vary by SBZ depending on the total number and type of improvements and cost. The mobility fee could be used to fund all multimodal improvements identified in the mobility plan, including standalone pedestrian, bicycle, and transit improvements. A pre-determined mobility fee schedule would be developed per applicable land use to allow new development to confirm their corresponding mobility fee.

Basis for System: 2040 Mobility Plan(s) based on area-wide roadway LOS standards and multimodal QOS standards

Assessment: Rate per Person Miles of Travel (PMT); rates could vary by SBZ based on multimodal improvements identified in plan

Mitigation: The Mobility Fee would have a pre-determined rate schedule based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.). The mobility fee could include a separate assessment area for mixed-use development that accounts for internal capture

Applicability: Countywide

Contract: Not required

Benefit Districts: Five Zones (SBZs)

Time of Payment: Fee determined at building permit issuances and paid prior to issuance of a certificate of occupancy

Vesting: While the mobility fee is not currently subject to the Impact Fee Act, it would be recommended that a minimum of a 90-day period exists between adoption of a mobility fee and an effective date. Building permits submitted before the effective date of the mobility fee would not include a mobility fee. Any development that paid a proportionate share payment would receive dollar for dollar credit. Any existing developer agreement that addressed mobility fees would remain in effect

Long-term Funding: Mobility fee revenue is subject to new development and the market. Unlike transportation concurrency where only development that impacts an over capacity roadway pay proportionate share, mobility fees are paid by all new development issued a building permit after the effective date of the mobility fee.

Tiered Mobility Fee (TMF) or Mitigation

A TMF or mitigation system would use Person Miles of Travel (PMT). Under a fee system, the PMT would be pre-determined. Under a mitigation system, the PMT would be based on a mobility impact analysis. The TMF would keep the current SBZs, including the MMTD. Each SBZ would be separated into two assessment areas. Area-wide roadway LOS standards and multimodal QOS standards would be established. Mobility Plans would be developed based upon the established LOS and QOS standards. The TMF or Mitigation would be used to fund the multimodal improvements identified in mobility plans.

Basis for System: 2040 Multimodal Plan(s) based on tiered area-wide roadway LOS standards and multimodal QOS standards

Assessment: Rate per Person Mile of Travel

Mitigation: Under a fee system, a rate schedule would be based on land use and a specific unit of measure (e.g. square footage, number of hotel rooms, etc.). The fee rate schedule will be separated into assessment areas for inside and outside the SBZs. Under a mitigation system, the mitigation would be based upon net PMT based upon a mobility impact analysis. PMT can be adjusted by a variety of elements such as mixed-use, parking, and building orientation. The City and County could offer a streamlined mitigation rate for developments that do not want to conduct a separate mobility impact analysis.

Applicability: Countywide

Contract: Under a fee system, no contract is required. Under a mitigation system, an approved methodology agreement and mitigation reservation certificate will be required to document how net impact is calculated, how long the analysis is valid, and for what level of development the analysis is based upon

Benefit Districts: Five Zones (SBZs).

Time of Payment: Under a fee system, the fee would be determined at building permit issuance and paid prior to issuance of a certificate of occupancy. With the mitigation system, the mobility impact analysis is subject to approval prior to the final development plan approval. A mitigation reservation certificate must be obtained prior to building permit issuances and mitigation paid prior to issuance of a certificate of occupancy.

Vesting: Under a fee system, there would be a 90-day period between adoption of a fee and an effective date. Any building permit submitted before the effective date of the fee would be exempt from the fee. Any development that has paid a proportionate share payment would receive dollar for dollar credit. Any existing developer agreement that addressed fees would remain in effect. Under a mitigation system, any development that has obtained final plan development plan and has a valid concurrency approval, any phase of a development that has already commenced construction, any development with an approved developer agreement, and any development that has already paid a proportionate share payment.

Long-term Funding: Under a fee system, revenue is subject to new development and the market. Unlike transportation concurrency where only development that impacts an over capacity roadway pay proportionate share, fees are paid by all new development issued a building permit after the effective date of the fee. Under a mitigation system, revenue is subject to new development and the market. Under this type of mitigation system, existing development would be vested from paying mitigation as it has already obtained development plan approval. This mitigation strategy may generate more revenue overall than a fee as it will be based upon specific trip and person trip generation. However, due to vesting, it will likely be longer before mitigation payments are made.

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TIERED MOBILITY FEE SYSTEM

Public outreach revealed several consistent themes related to roadway conditions and alternative means of travel. Regarding roadway conditions, there was a general view that traffic congestion is primarily an AM and PM peak hour issue. Overall, there was little support for transit nor a desire to expand the existing transit system. However, there was a willingness to explore the use of autonomous transit circulators to access mixed-use retail centers from adjacent neighborhoods. A common theme throughout public outreach was the desire to significantly expand the network of trails throughout the community.

Based on the extensive public outreach, a comprehensive review of existing land use and transportation planning documents and community planning initiatives, and an in-depth evaluation of alternative mobility funding systems developed by local governments throughout Florida, it is recommended that the Alternative Mobility Funding System for Leon County and the City of Tallahassee be a Tiered Mobility Fee (TMF).

The TMF should be based upon one or more mobility plans focused on providing personal mobility through multimodal improvements and serve as a replacement of the existing transportation concurrency system. The TMF would be assessed on all new development, unlike transportation concurrency, which is assessed only on development located on an overcapacity roadway. The TMF, which is a more equitable and transparent system, would be assessed at building permit issuance and paid prior to issuance of a certificate of occupancy. The TMF could also be designed to encourage mixed-use development and specific development patterns such as Traditional Neighborhood Development (TND) that use traditional town planning principles to create compact, mixed-use, non-automobile dependent neighborhoods and communities. The mobility fee would go into effect a minimum of 90 days after adoption of implementing a Tiered Mobility Fee Ordinance as required by Florida Statute.

The TMF would keep the current SBZ and the MMTD structure, with the potential for some boundary adjustments. The TMF system, displayed on Figure 17, would consist of the following three tiers: (1) the MMTD, (2) inside Capital Circle, and (3) outside Capital Circle. The TMF system tiers could also be based upon the following: (1) the MMTD, (2) inside the Urban Service Area, and (3) outside the

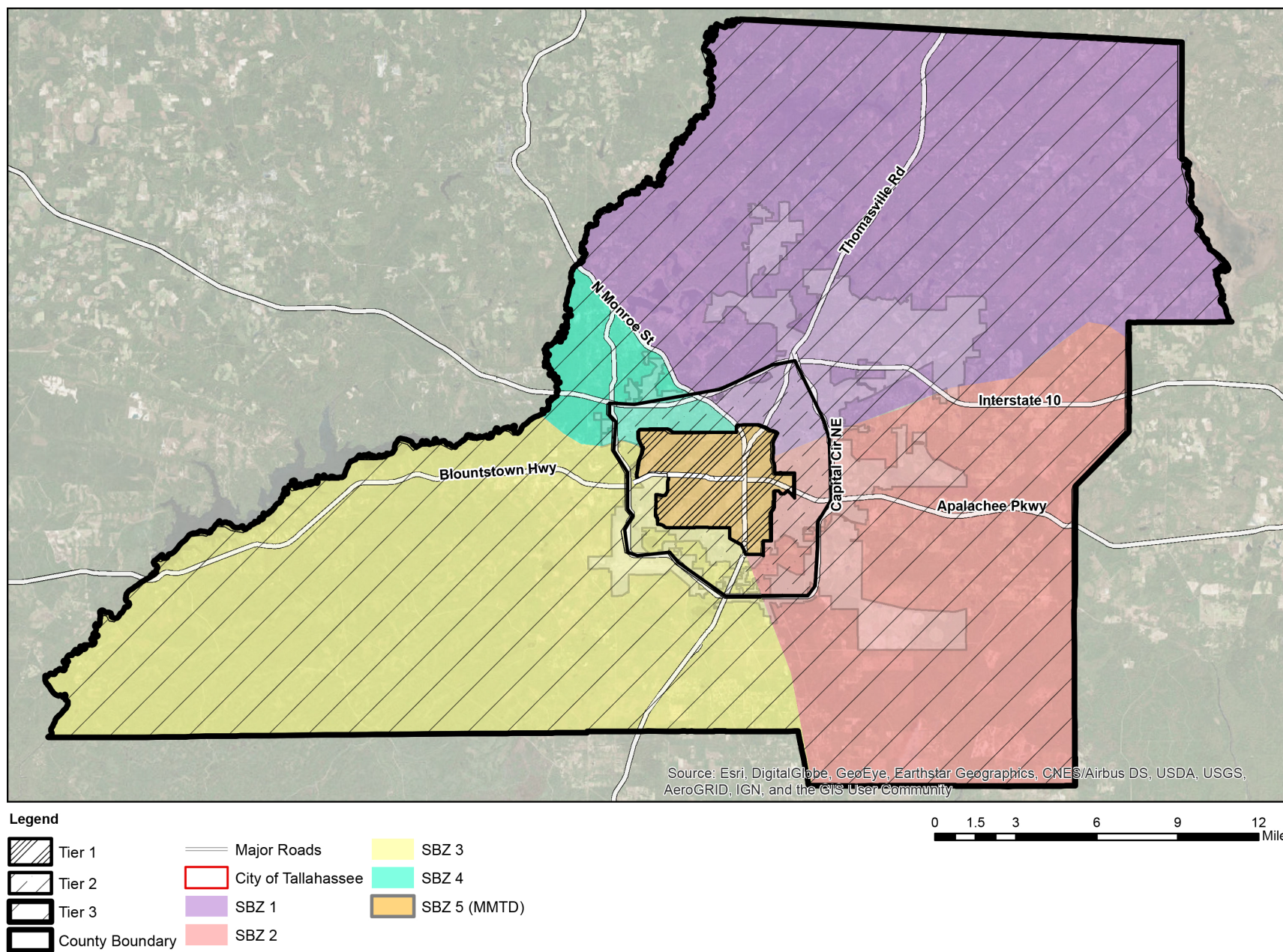
Urban Service Area. The final tiers would be more fully developed in the next phase of the AMFSS.

The MMTD tier will encourage multimodal supportive densities and intensities, multimodal improvements, and repurposing current rights-of-way to improve person mobility, with the recognition that adding roadway capacity through new or wider roads is limited. The mobility tier inside Capital Circle (or inside the Urban Service Area) is intended to promote infill and redevelopment, multimodal and intersection improvements, and the targeted addition of roadway capacity through new or wider roads to improve connectivity and relieve congestion hotspots. The third tier, outside Capital Circle (or outside the Urban Service Area), acknowledges that there is still a need to add capacity through new or wider collector and arterial roads. It is recommended that all new or wider roadways be designed as Complete Streets.

It is also recommended that the TMF incorporate Complete Streets multimodal performance measures to evaluate area-wide multimodal quality of service (QOS) standards and area-wide roadway level of service (LOS) standards. QOS standards are a measurement based on the quality of user comfort on multimodal facilities whereas, LOS standards are a measurement of the capacity of a roadway.

The Complete Street elements are intended to encourage walking and biking, primarily along trails, paths, protected bike lanes (cycle tracks), and buffered bike lanes, which are the safest and most desired type of multimodal improvements. Canopy trees, understory trees, landscape, streetscape elements, such as benches, bike racks, shade structures, wayfinding signage, and pavers at crosswalks are all elements that impact the QOS of a roadway. The intent of area-wide multimodal QOS and area-wide roadway LOS standards is for **planning improvements** to be included in mobility plans, **not for regulating development** to determine proportionate share under the current transportation concurrency system. Figure 18 illustrates one example of potential Complete Streets performance measures.

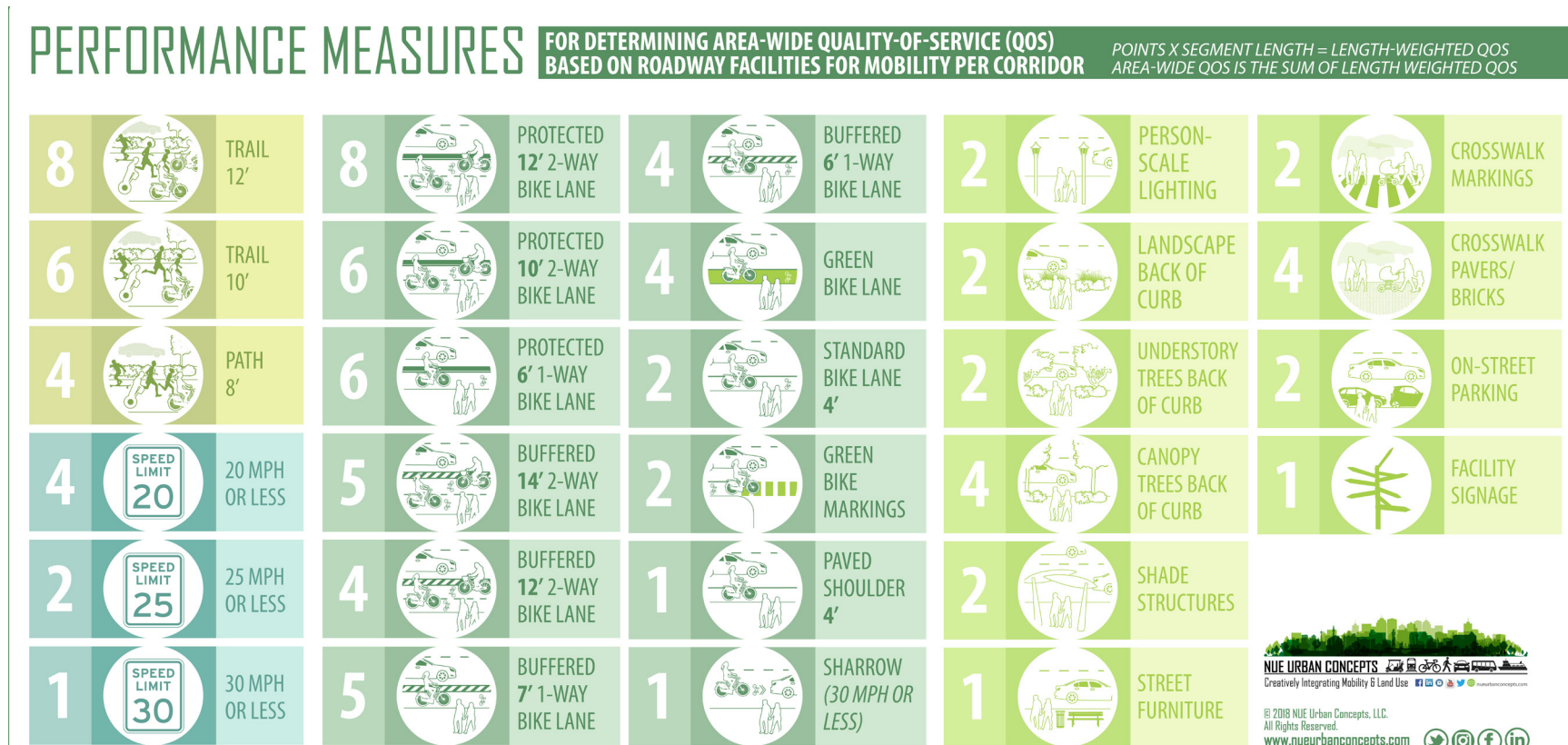
Figure 17 - Proposed Mobility Fee Tier System



There is a direct correlation between a Mobility Fee-based system and the types and cost of the improvements identified in a mobility plan. Mobility plans with a greater number of roadways, versus trails, will result in a higher mobility fee than areas with less of a need for road improvements. The need and desire to develop different mobility plans is something that should be evaluated in further detail during the next phase of the AMFSS. It is recommended that a single mobility plan be developed for the MMTD. Further evaluation is needed to determine whether to develop a single mobility plan for all SBZs or individual mobility plans for each of the four SBZs. It is also recommended that area-wide roadway LOS be evaluated on a daily travel basis as opposed to the current system that is focused on the peak direction of PM Peak Hour. The transition will also focus on planning for multimodal improvements in a TMF system versus regulating

development and tracking trips that are integral to the current transportation concurrency system. The transition to daily traffic will allow for greater emphasis on multimodal mobility throughout the day versus emphasizing the peak direction of the PM Peak Hour. It is recommended that a TMF rate schedule be based on the type of land use the new development is proposing and a specific unit of measure (e.g. square footage, number of hotel rooms, etc). The TMF rate schedule would likely charge the lowest rates for new development within the MMTD as the plan would be primarily focused on multimodal improvements. Rates for new development in assessment areas inside of Capital Circle (or inside the Urban Service Area) would be higher as more roadway and intersection improvements, along with multimodal improvements, are likely to be included in a mobility plan.

Figure 18 - Performance Measure



The highest rates would be for new development in assessment areas outside Capital Circle (or outside the Urban Service Area), as the mobility fee would likely be based on intersections, multimodal improvements, and a greater need for new and widened collector and arterial roads. The type and number of mobility fee schedules will ultimately depend upon the type and number of mobility plans developed.

The MMTD Tier

Within the MMTD, an area-wide multimodal QOS standard of “A” or “B” would be established. The improvements in the MMTD tier would include the following:

- ◇ Roadway improvements that enhance the grid network
- ◇ Intersection improvements with enhanced pedestrian and bicycle facilities
- ◇ Expansion of the trails and protected bike lane network
- ◇ Bicycle and pedestrian improvements
- ◇ Enhanced streetscape, landscape, and lighting
- ◇ Increased safety via high visibility crosswalks and protected intersections
- ◇ Potential transit improvements
- ◇ Bike and car share programs
- ◇ Multimodal supportive infill and redevelopment
- ◇ Transit circulators and/or autonomous vehicles

The MMTD tier would emphasize repurposing road travel lanes to incorporate multimodal facilities and Complete Street elements (road diets). There may be targeted roadway and intersection improvements within the MMTD. All improvements would be designed for people walking, bicycling, and using other non-motor vehicle forms of mobility. It is recommended that travel lanes be narrowed, speeds lowered, crossing distances reduced, landscape and streetscape added, and utilities be conformed to an urban environment. The Tallahassee-Leon County Comprehensive Plan’s land use policies would continue to emphasize multimodal supportive development with the need for a new streamlined process to provide flexibility for developments that demonstrate how an appropriate urban form that is bicycle and pedestrian friendly will be achieved.

Inside Capital Circle Tier (or inside the Urban Service Area)

Within this tier, a multimodal QOS standard of “B” or “C” and an area-wide roadway LOS standard of “D” or “E” could be established. The improvements in this tier would include the following:

- ◇ Intersection improvements
- ◇ Expansion of trail and protected bike lane network
- ◇ Bicycle and Pedestrian improvements
- ◇ Bike and car share programs
- ◇ Transit circulators and/or autonomous vehicles
- ◇ Encourage infill and redevelopment

The tier inside Capital Circle (or the Urban Service Area) may include new roads or wider roads. The focus, from a land use perspective, would be on infill and redevelopment and creating a land use and transportation environment that provides people with mobility choices.

Outside Capital Circle Tier (or outside the Urban Service Area)

Within this tier, a multimodal QOS standard of “C” or “D” and an area-wide roadway LOS standard of “C” or “D” would be established for each SBZ. The improvements in this tier would include the following:

- ◇ Intersection improvements
- ◇ New collector and arterial roads
- ◇ Widening of collector and arterial roads
- ◇ Upgrade of local roads to collector roads
- ◇ Expansion of trail network
- ◇ Encourage use of golf carts versus cars
- ◇ Design trail network and on-street bike network to allow golf carts
- ◇ Mixed-use
- ◇ Complete streets

ADDITIONAL CONSIDERATIONS

As Tallahassee is a regional employment, entertainment, retail, and educational destination that serves a multicounty region, most of the commuting in Leon County and the City of Tallahassee occurs along Interstate 10 and principal arterial roads that are predominately state roads. As such, the funding for construction of new principal arterial roads, the widening of principal arterial roads, improvements at the intersection of two arterials, and interchange improvements will require multiple funding sources, beyond just those paid by new development, to address regional travel demand.

Requiring private development to mitigate for regional travel demand will result in fees that are disproportionately higher than the impact of the development and would act as an incentive for new development to locate outside Leon County. Providing multiple funding sources will impart more realistic fees and will more closely align with the types of real world improvements that could be funded by mobility fees.

Additionally, front ending provisions should be established in the Ordinance to encourage development to construct multimodal improvements identified in mobility plans and establish provisions that would allow developments to be reimbursed from mobility fees paid by adjacent developments in instances where a larger development front ends the multimodal improvements.

Outreach efforts with the development community and the public revealed a desire to expand mixed-use developments that cater to retail, dining, and personal services near existing neighborhoods and within existing retail, employment, and education centers. While there was some awareness of the City and County's various Placemaking Initiatives, there was very limited knowledge that the City and County had identified Activity Centers. During outreach efforts, several scenarios for mixed-use development were presented. The Mixed-Use Areas, shown on Figure 19, identifies locations within the community where a greater mixture of land uses, designed at a scale that is walkable and bikeable, were desired. Representatives of the development community advanced the viewpoint that the City's design criteria for walkable communities are not sufficiently flexible to accommodate real-world constraints. There was a request from the development community to look at opportunities to introduce more

flexibility within the MMTD, to provide a more transparent variance system, and to better coordinate between planning, public works, and utilities. Some local governments have developed an alternative compliance process that streamlines the variance process and addresses conflicts by allowing flexibility for developments to still provide a walkable, urban scale, and appropriately designed development, while also addressing real world obstacles.

Many outreach participants expressed a desire to access existing or future mixed-use areas from their neighborhoods through an expansion of the existing trail network. Figure 20 identifies the existing and planned trail network. Amongst business and government representatives, there was an expressed interest in the expansion of the trails system to foster economic development. There is a strong push throughout Florida to develop a statewide network of off-road trails and protected two-way bike lanes (aka cycle tracks). The Florida Legislature, through FDOT, has established the Shared-Use Nonmotorized (SUN) Trail Program to expand the statewide trail network and has earmarked \$25 million a year to fund the expansion.

Communities throughout the country are embracing mixed-use developments located along trails in a new development form known as Trail Oriented Development (TrOD). Unlike Transit Oriented Developments (TODs) that are designed around access to a centrally located transit station, Trail Oriented Developments (TrODs) are designed along trails. It is recommended that mobility plan(s) incorporate mixed-use TrODs and a significant expansion of the trail network as the orienting principal for the plan. Trails and protected two-way bicycle lanes function like arterials for cars and provide mobility between origins and destinations. On-street bicycle lanes, preferably those that are buffered and/or feature bicycle markings, and pedestrian paths (eight feet in width) can function like collectors providing access to the trail network. Sidewalks and bicycle boulevards on low speed roads (25 mph or slower) can function like local roads and connect homes to on-street bicycle lanes and pedestrian paths that then access a community-wide trail network. Figure 21, shown on Page 75, illustrates potential locations for TrODs and an expanded trails network for incorporation into a mobility plan.

Figure 19 - Mixed Use Areas

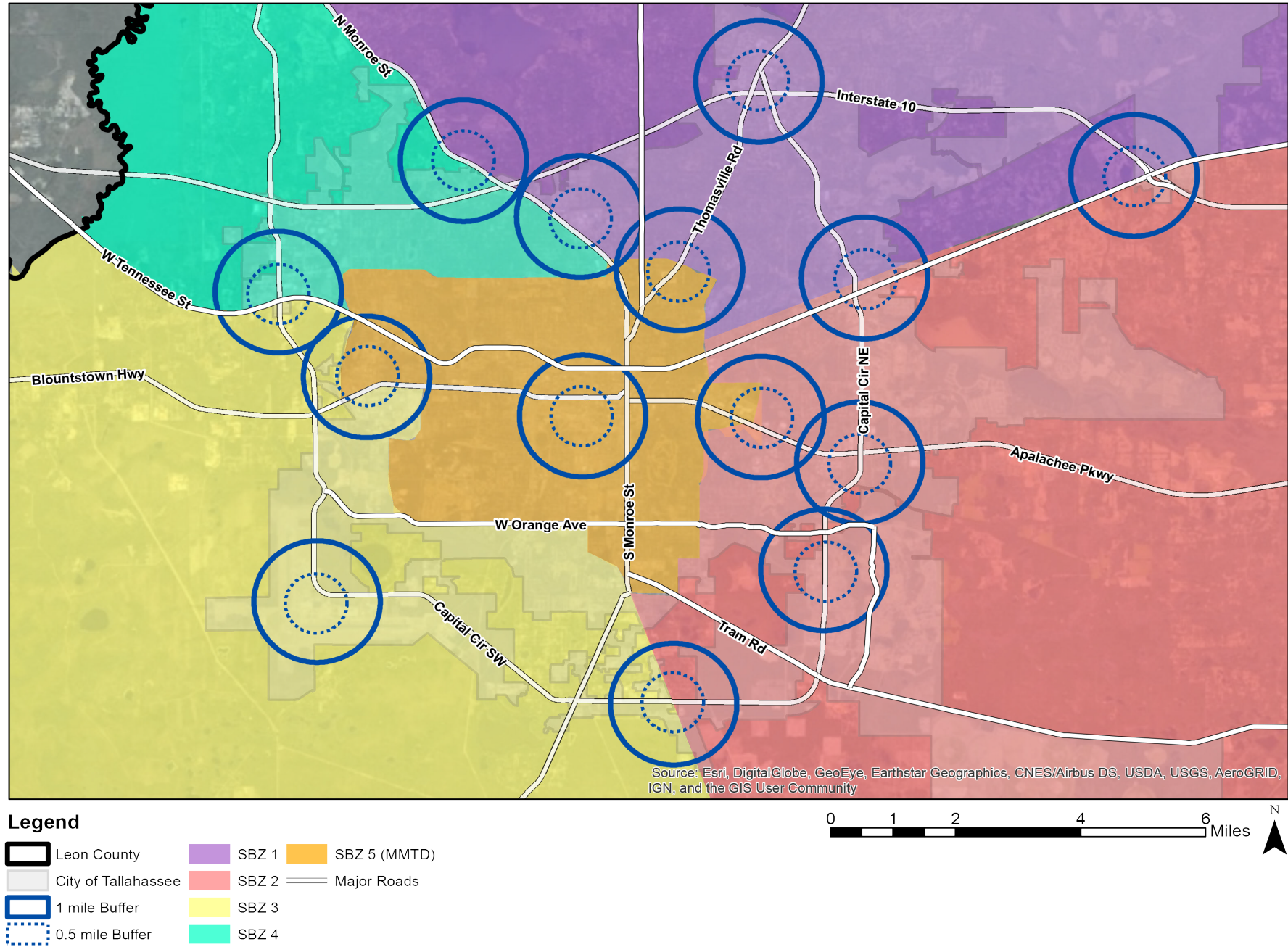
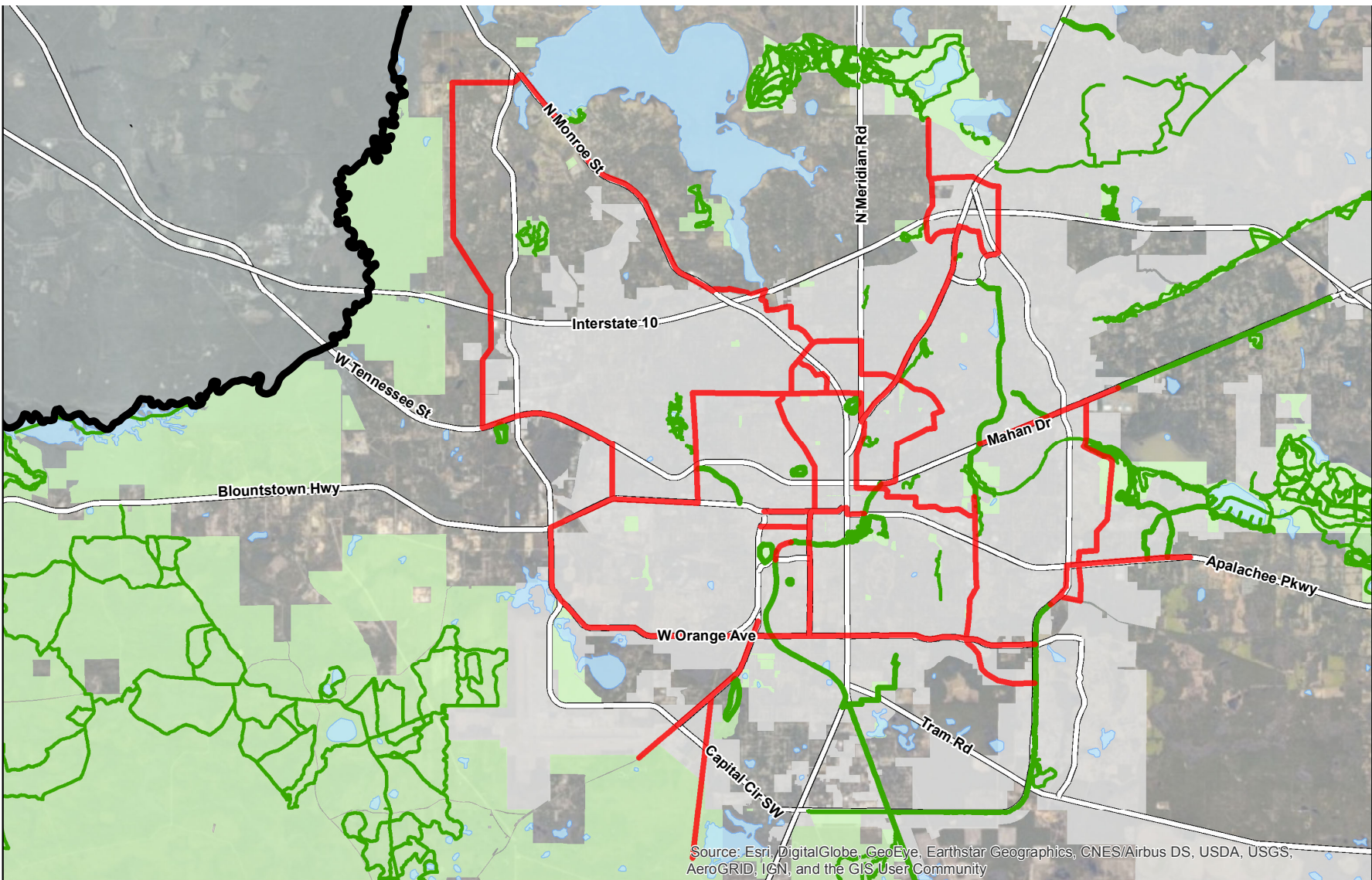


Figure 20 - Existing + Planned Trail Network



Legend

- Leon County
- Major Roads
- Water Bodies
- City of Tallahassee
- Potential Trails
- Park & Recreation Land
- Existing Trails

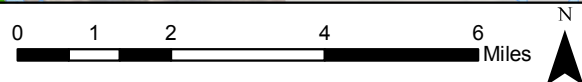
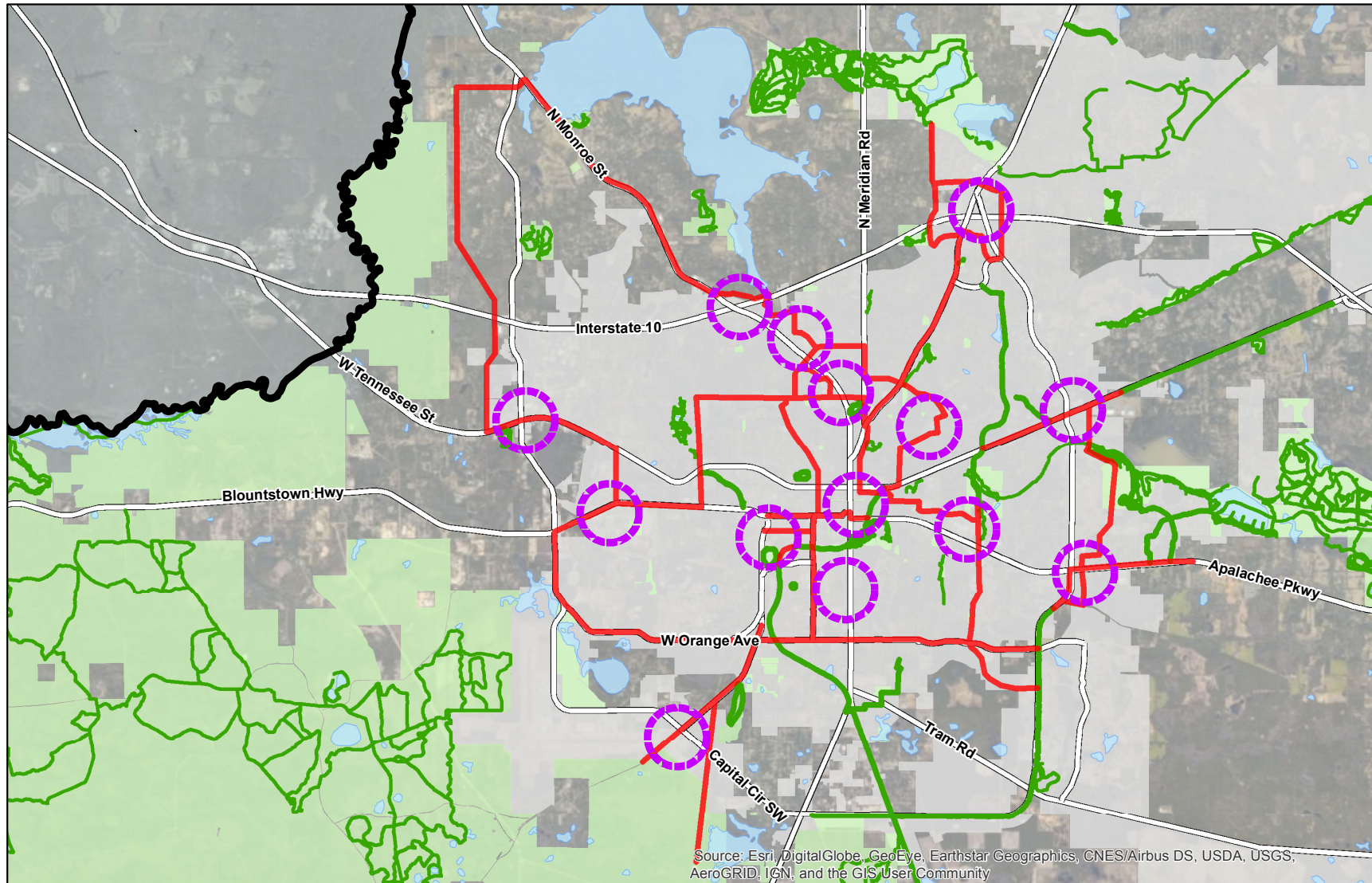
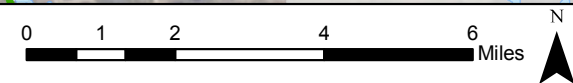


Figure 21 - Trails and TrODs



Legend

- | | | |
|---------------------|------------------|------------------------|
| Leon County | Major Roads | Water Bodies |
| City of Tallahassee | Potential Trails | Park & Recreation Land |
| TrOD | Existing Trails | |



It is also recommended that mixed-use areas and TrODs should feature a Mobility Hub connected to the trail network to serve as a focal point that brings multiple modes of personal mobility together. Elements of Mobility Hubs would include covered drop-off areas for ride-hailing services (e.g., Uber and Lyft), transit circulators, bike and car share programs, electric vehicle charging stations, bike racks, lockers and maintenance stations, package delivery lockers (e.g. Amazon, UPS, and FedEx). Mobility Hubs would also be part of a larger overall parking management strategy to both reduce the need for parking and be located next to potential shared parking structures that create a “park once” environment. Figure 22 illustrates the elements and modes that should be integrated into Mobility Hubs.

It is recommended that policies be developed in mobility plans for mixed-use areas, TrODs, and Mobility Hubs located within existing retail developments, employment centers, mixed-use developments, and areas of higher education. These policies may be expanded upon in the City and County Land Development Regulations. The policies should also incorporate allowances for multimodal supportive densities and intensities. Parking maximums and the decoupling of parking from development should also be evaluated. Incentives can be incorporated into policies to encourage land uses that support people walking, bicycling, and making shorter vehicular trips. The potential of trails to provide mobility and promote economic development should be a focal point of mobility plans.

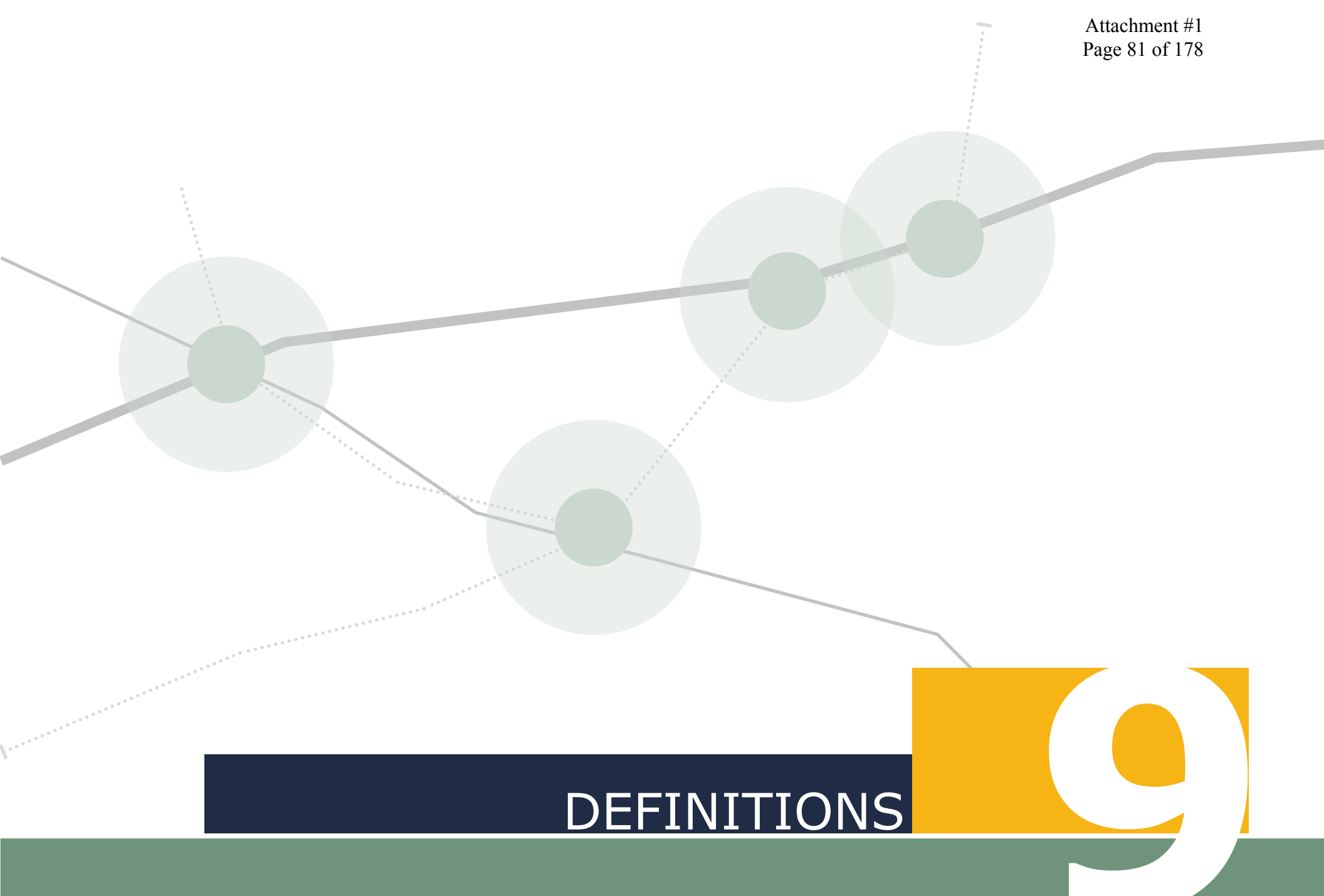
CONCLUSION

The development of a multimodal network will require the focus of traffic engineers and transportation professionals to shift from moving cars as quickly and efficiently as possible to providing safe, convenient, and interconnected multimodal facilities that provide people the option to walk, bike, use new technology, or use some form of mobility other than a motor vehicle. The design of improvements should emphasize safety and visibility at intersections and mid-block crossings.

For an Alternative Mobility Fee structure to be successful, continuous public engagement from both the residential and development community is a necessity. The recommended TMF system for Leon County and the City of Tallahassee is an innovative and equitable fee structure that will begin the transition from a transportation system focused on moving cars and funding new road capacity towards a multimodal system that provides people with the choice to walk, bike, ride transit, drive, or use innovative mobility technology. The recommended TMF, based on one or more mobility plans, has the ability to align limited resources towards funding a multimodal system for all users.

Figure 22 - Mobility Hubs





AMFSS: The Alternative Mobility Funding Systems Study was initiated by the City of Tallahassee and Leon County to review and recommend mobility funding systems to provide an effective transportation network, expand mobility options, promote growth and development consistent with the Tallahassee-Leon County Comprehensive Plan and to ensure revenues cover the costs of transportation improvements to support future growth and travel demands.

Complete Streets: Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Consumption Based Fee: The consumption-based model charges new development the cost of replacing the capacity it consumes on the major roadway system. That is, for every vehicle-mile of travel (VMT) generated by a development, the road impact fee charges the net cost to construct an additional vehicle-mile of capacity (VMC).

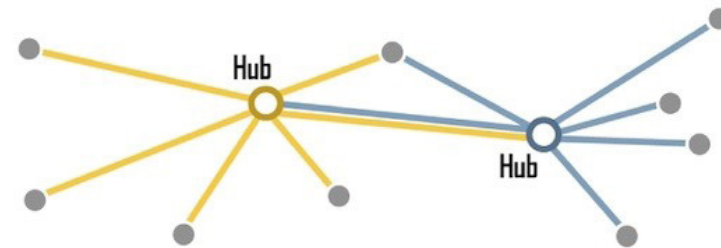
De Minimis Development: New construction that is not projected to have a substantive impact on the County Transportation System because it is projected to generate new net trips amounting to less than one percent of the daily maximum service volume on adjacent roadways.

Demonstrated hardship: Refers to allowing development outside the USA only if it is a necessary for the following reasons:

- ◊ Replacement of existing facilities due to deterioration or destruction from natural disaster.
- ◊ A public health and/or safety problem if no improvements are made.
- ◊ Potential of severe environmental degradation if no improvements are made.

Exaction: A condition for development that is imposed on a parcel of land that requires the developer to mitigate anticipated negative impacts of the development.

Hub and Spoke Model: A network that involves a series of nodes (hubs) connected by arcs (spokes) that represent viable transportation options between two nodes.



Impact Fee: A fee imposed by a local government on a development project to pay for all or a portion of the costs of providing public services to the new development.

Level of Service Standard (LOS): A service volume is the maximum number of vehicles, passengers, or the like, which can be accommodated by a given facility or system under given conditions at a given level of service. Level of service standards range from A-F.

Mobility Fee: A transportation system charge to recoup the proportionate cost of transportation demand generated by new development. It is used to fund planned transportation facilities and services. It is based on a Mobility Plan, a predetermined fee schedule, and person miles of travel. The fee could vary based on type or location of development.

Mobility Hub: Designated areas that are located and designed to create vibrant area, promote convenience, reduce travel distance and conserve energy. Development within Mobility Hubs shall be designed to maximize access to multiple modes of transportation and to encourage walking, biking and transit ridership. Multiple land uses shall be fully integrated so that housing, shops, work places, schools, usable open space and civic facilities essential to the daily life of the residents and employees are located conveniently to one another and can be accessed by multiple modes of travel.

Multimodal Transportation District (MMTD): An area where primary priority is placed on assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit. Common elements include the presence of mixed-use activity centers, connectivity of streets and land uses, transit-friendly design features, and accessibility to alternative modes of transportation. The Tallahassee/Leon County MMTD is effective for the central part of the City.

Per Trip Mitigation: A system based on a Mobility Plan and a per trip rate that could vary by zone/ area. Mitigation is based on net trips from Traffic Impact Analysis.

Placemaking: Rooted in community-based participation, placemaking is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being

Plan Based Fee: The costs of planned future roadway facilities are allocated to future development anticipated to benefit from those facilities.

Quality of Service Standard: A quality-of-service standard is based on qualitative criteria regarding transportation users' perceptions of the non-automotive characteristics, chiefly safety and comfort, rather than numbers of people using a type of mode. The basic premise is that if a mode of transportation is of high enough quality, links destinations and origins effectively, and is convenient, people will be more likely to choose that mode over a single-passenger automobile.

Rational Nexus: The imposition of a fee must be rationally linked (the "rational nexus") to an impact created by a particular development and the demonstrated need for related capital improvements pursuant to a capital improvement plan and program.

Road Impact Fee: A plan-based fee to address where collected money goes. Conventional calculation used by local governments and governed by case law.

Rough Proportionality: As stated by the Supreme Court, the "rough proportionality" test requires a municipality to "make some sort of individualized determination that the [exaction] is related both in nature and extent to the impact of the proposed development."

Significant Benefit Zones (SBZ): Established through a Significant Benefit Memorandum of Agreement between the County, the City, and the Florida Department of Transportation to streamline how new development pays proportionate share of transportation impacts. Rather than waiting for matching public funding to correct deficiencies, developers can pipeline the sum of their proportionate share mitigation for several smaller projects toward one top-ranked roadway project in four districts. In the four districts, 20% of revenue will be directed toward bicycle, pedestrian, and transit projects. Within the Multimodal District around downtown Tallahassee, 100% of revenue will be directed toward bicycle, pedestrian, and transit projects.

Tiered Mobility Fee: A mobility fee structure proposed for all new development for the City of Tallahassee and Leon County that is based on Person Miles of Travel (PMT). This fee structure proposes three tiers of assessment that include: (1) the MMTD, (2) the area inside Capital Circle and (3) the area outside Capital Circle.

Tiered Mobility Mitigation: A hybrid system that would establish two, possibly three assessment areas, that provides a proportionate share funding system for multimodal improvements, intersections and collectors. The sales tax and Long Range Transportation Plan would fund arterials, interchanges and major intersections. This system could utilize a Mobility Fee or Per Trip Mitigation.

Trail: For the purposes of the AMFSS, trails are shared-use paths for pedestrians and bicyclists.

TrOD: Trail-Oriented Development is located along trails and provides amenities that support active ways of getting around the community, including: bike storage; extra-wide hallways and bike elevators; a bike repair room; bike cleaning stations; a bike valet; shower and/or locker room facilities; bike parts or a mechanic on site; on-site bike rentals or a bike-share system; a bike park-and-ride system; and direct access to trails.

Urban Service Area (USA): The area which includes all of the city and a portion of the county which is to be developed at urban levels of density or intensity either immediately or over the course of the planning period (1990-2010).

Urban Transect: A cross-section of the environment showing a range of different habitats. The rural-urban transect of the human environment used in the SmartCode is divided into six transect zones, four of which are implemented by the City of Tallahassee-Leon County Development Code. These zones describe the physical form and character of a place, according to the density, intensity, land use, and level of urbanism.

Vested Development: Development activity on exempt property or development activity on vested property that is allowed by the provisions of its vesting certificate received pursuant to chapter 2, article IV, pertaining to vested rights review.

Vision Zero: A multi-national road traffic safety project that aims to achieve a highway system with no fatalities or serious injuries involving road traffic. It started in Sweden and was approved by their parliament in October 1997.

APPENDICES

APPENDIX A - POLICY AND LEGISLATIVE REVIEW

The Tallahassee-Leon County Comprehensive Plan governs the land uses and development patterns for properties located within the City and County. Through the use of Goals, Objectives, and Policies. The Comprehensive Plan establishes intent for multimodal supportive land uses, transportation concurrency, level of service standards, complete streets design, and funding mechanisms. The following review of the Tallahassee-Leon County Comprehensive Plan divides the plan into five key areas:

- (1) multimodal supportive land uses;
- (2) transportation concurrency;
- (3) level of service;
- (4) complete streets; and
- (5) funding;

Multimodal Supportive Land Uses

Land Use Element Goals, Objectives, and Policies:

Goal 2 -Provide for a high quality of life by planning for population growth, public and private development and redevelopment, and the proper distribution, location and extended of land uses by type, density and intensity consistent with adequate level of services and efficient use of facilities.

Objective 2.2 -Promote appropriate location of land uses and regulation of development density and intensity based on (1) conservation and preservation features, (2) compatibility with adjacent existing and future land uses, (3) access to transportation facilities, and (4) availability of infrastructure.

Policy 2.2.8 -The Central Urban Zone allows for residences, commercial activities, infill, and redevelopment land use intensity is high.

Policy 2.2.9 -The High Intensity Urban Activity Center allows commercial activities near housing and employment centers and transportation efficiency.

Policy 2.2.10 -The Central Core of Tallahassee is to become a vibrant 18 hour urban activity center with quality development, and shift from cars to multimodal transportation.

Policy 2.2.17 -The University Transition provides for higher density residences, and residential and collegiate services with easy access.

Policy 2.2.22 -The Mahan Gateway Nodes allow for creation of a diverse gateway into Tallahassee, encourage commercial and retail development, efficient infrastructure, facilitate transit development, and promote pedestrian activities.

Policy 2.2.23 -The Urban Residential land use encourages medium-density housing, infill, efficient infrastructure, and allow residential amenities.

Policy 2.2.24 -The Urban Residential Two category encourages various densities, infill, and efficient infrastructure.

Goal 3 -Continue to grow with an emphasis on selected growth that pays for itself.

Objective 3.1 -Provide convenient and aesthetic commercial opportunities that are easily accessible through integration with the transportation network.

Objective 3.3 -Bradfordville Future Land Use Category developments promote transit, bicycling, walking, and preservation of roadway capacity.

Policy 3.3.2 -The Land Development Regulations provide for safe internal vehicular and pedestrian circulation.

Policy 3.3.3 -The Bradfordville Mixed Use and Suburban Future Land Use provides for access provisions for transit and safe pedestrian movement both internal to the site and to adjacent properties.

Policy 3.3.4 -The Woodville Rural Community Future Land Use Category will promote compatibility with adjacent land uses and facilitate safe access for both vehicular and pedestrian traffic.

These five topics are essential for understanding how the City and County prioritize transportation planning and funding mechanisms. They also provide provisions that mandate how alternative funding systems can be developed within Tallahassee and Leon County.

After breaking the Comprehensive Plan into these five topics, applicable Florida Statutes are laid out. The State of Florida is a home rule state, where police powers are broadly delegated to local governments. Though the City and County have the power to regulate transportation funding, they are required to conduct systems that meet Florida Statutes, such as the dual rational nexus and proportionate share mandates. The following section will compare these two regulatory documents.

- Objective 3.4** -The Woodville Rural Community Future Land Use Category will promote compatibility with adjacent land uses, safety, and efficient access for both vehicular and pedestrian traffic.
- Goal 6** -The City and County will identify parcels within the Urban Service Area that are expected to undergo development to promote integrated uses and emphasize pedestrian mobility and transportation alternatives.
- Objective 6.1** -The Planned Development Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods.
- Policy 6.1.2** -Addresses capacity maintenance, promote mass transit, pedestrian accessibility, interrelationships of uses, provides alternative modes of transportation, and determines how development will reduce transportation demand by allowing internal trip capture of at least 20% at project build-out.
- Objective 9.1** -Promote revitalization, reinvestment, and redevelopment of pedestrian oriented mixed-use site design.
- Policy 9.1.3** -The City shall establish design standards which encourage urban development, pedestrian-oriented design, reduce parking requirements, and increase sidewalk, and streetscape requirements.
- Objective 10.1** -This plan shall contain design standards that promote compact commercial development, encourage walking, include higher density housing in proximity to offices, commercial uses and employment centers and give equal attention to alternate modes of transportation.
- Policy 10.1.2** -Traditional Neighborhood Districts and Village Centers will be located together to promote an area that is pedestrian and bicycle friendly.
- Policy 10.1.3** -Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips.
- Goal 13** -Integrates self-supporting land use developments, transportation alternatives, and employment near major roadways.
- Objective 13.1** -By 2020, the Welaunee Critical Planning Area may develop into predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, and a transportation system which accommodates both vehicular and non-vehicular transportation.
- Policy 13.1.3** -The Toe & Heel shall contain an integrated mixture of uses that allows a broad range of uses with varying densities and intensities.
- Policy 13.1.4** - The Toe & Heel shall create communities and supporting transportation systems that encourage walk ability and pedestrian accessibility, provide a road network with connectivity on-site to surrounding areas, and encourage transit and other modes of transportation.

Mobility Element Goals, Objectives, and Policies:

- Overall Goal** -Establish a safe, energy efficient multimodal transportation system for pedestrians, bicyclists, transit, vehicle users, rail, and aviation facilities.
- Goal 1** -Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle, and pedestrian transportation system.
- Objective 1.1** -Coordinate transportation and land uses that foster vibrant communities with compact urban forms to minimize travel distances, reduce vehicle miles traveled, and enhance multimodal transit.
- Policy 1.1.2** -Designate energy efficiency districts in greater intensity areas to support transit service for a safe environment for pedestrians and cyclists.
- Policy 1.1.8** -Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.
- Policy 1.1.9** -The City and County hereby establish a multimodal transportation district for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile.
- Policy 1.1.11** -The City and County shall modify the and land development regulations within the MMTD to provide densities, intensities, and a mixture of land uses to support multimodal transportation.
- Policy 1.1.12** -The MMTD and Energy Efficient District Urban Design and Land Development Regulations shall ensure new construction and infill or redevelopment will contribute positively to the character and livability of the MMTD and energy efficient districts.
- Policy 1.1.13** -The MMTD and energy Efficiency Districts shall be well-connected via transit to major trip generators and attractors, transit stops and waiting areas shall be safe and comfortable.
- Objective 1.4** -Reduce vehicle trip demand and increase access and safety for cyclists and pedestrians.
- Policy 1.4.1** -Require vehicular, pedestrian, and bicycle connections between adjacent, compatible development.

Policy 1.4.3 -Within the Urban Service Area, require private developers to include bicycle lanes and pathways or sidewalks.

Policy 1.4.4 -Development plans shall contribute to a unified street circulation system allowing multimodal access to proposed developments.

Policy 1.4.6 -Multimodal networks in energy efficiency districts shall be recognized as activity nodes and interconnect with surrounding areas.

Policy 1.4.7 -Energy efficiency districts shall have an interconnected network of local and collector streets, sidewalks, bicycle lanes, and shared-use paths.

Objective 1.6 -Identify right-of-way needs for planned transportation improvements and to preserve the corridor for transportation use.

Goal 2 -Capture a five to ten percent mode share through the development and improvement of the mass transit system.

Objective 2.1 -Expand the integration of mass transit planning into the transportation delivery system through the coordination of numerous plans.

Policy 2.1.3 -Coordinate the location and design of office parks to foster ride sharing and transit use.

Policy 2.1.5 -Encourage elimination of public employee parking subsidies to promote ride sharing and transit use.

Policy 2.1.11 -Future transit planning will provide efficient service based on trip generations and density of land uses, safe and convenient transit facilities.

Capital Improvement Element Goals, Objectives, and Policies:

Goal 1 - Use sound fiscal policies to provide adequate public facilities concurrent with, or prior to development.

Objective 1.2 - Provide needed public facilities that are within the ability of the local government to fund.

Policy 1.2.11 -MMTDs shall only be approved in conjunction with the approval of financially feasible plans for bicycle, pedestrian and transit systems that reduce reliance on automobiles for access and internal circulation.

Transportation Concurrency

Land Use Element Goals, Objectives, and Policies:

Objective 9.3 -Encourage functional mixed use development, revitalization, and redevelopment through the designation of Regional Activity Centers.

Policy 9.3.1 -Development approvals will require developers to provide necessary transportation system to support the RAC densities and intensities.

Goal 11 -Encourage quality development and redevelopment in the southern part of Tallahassee urban area.

Objective 11.3 -Direct development into the Southern Strategy Area.

Policy 11.3.8 -Areas within the Southern Strategy Area that are designated as type B areas will only be permitted to take advantage of concurrency flexibility reflected in policies.

Goal 13 -Guide planned development within the Welaunee Critical Planning Area that is predominantly self-supporting rather than dependent upon public funding.

Objective 13.1 -By 2020, the Welaunee Critical Planning Area may develop into predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 13.1.4 - A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at build-out.

Mobility Element Goals, Objectives, and Policies:

- Goal 1** -Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle, and pedestrian transportation system.
- Objective 1.1** -Coordinate transportation and land uses that foster vibrant communities with compact urban forms to minimize travel distances, reduce vehicle miles traveled, and enhance multimodal transit.
- Objective 1.5** -Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.
- Policy 1.5.1** -The peak hour roadway level of service for Tallahassee and Leon County is established.
- Policy 1.5.2** -The LOS on all roadway facilities operating at the state recommended adopted minimum LOS standard or better shall be maintained at such, based on revised peak hour data compiled after Plan adoption.
- Policy 1.5.3** -The Roadway LOS Standards established may be waived if a mobility fee program is adopted into the local concurrency management manuals.
- Policy 1.5.4** -The City of Tallahassee and Leon County Concurrency Management systems will accumulate all development impacts to determine cumulative impact of individual development orders.
- Policy 1.5.5** -In order to create community design that supports mobility, LOS standards and performance targets are established for the MMTD.
- Policy 1.5.6** -Development permits may be issued in reliance upon all planned community design capital improvements that are financially feasible. The purpose of a MMTD is to promote higher density infill and to create a safe, desirable environment for pedestrians and bicyclists.
- Policy 1.5.7** -Changes to roadway segment capacity that result from the reduction of automobile laneage in order to implement multimodal goals will not require transportation concurrency mitigation.
- Objective 1.6** -Identify ROW needed for planned future transportation improvements and protect it from building encroachment as development occurs to preserve the corridor for transportation use, to maintain transportation level of service for concurrency.

Capital Improvement Element Goals, Objectives, and Policies:

- Goal 1** -Use sound fiscal policies to provide adequate public facilities concurrent with, or prior to development in order to achieve and maintain adopted standards for levels of service, and to exceed the adopted standards, when possible.
- Objective 1.1** -Establish standards for LOS for each type of public facility and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.
- Policy 1.1.3** -Standards are hereby established as the minimum LOS for various infrastructure, facilities, utilities and services (including mass transit) required to support new development within the City and County.
- Policy 1.1.4** -The quantity of capital improvements that is needed to eliminate existing deficiencies and to meet the needs of future growth shall be determined for each public facility by the following calculation: $Q = (S \times D) - I$. Where Q is the quantity of capital improvements needed, S is the standard for level of service, D is the demand, such as the population, and I is the inventory of facilities.
- Policy 1.1.5** -Any revenue source that cannot be used for a high priority facility can be expended on new or expanded facilities that reduce or eliminate deficiencies in LOS for existing demand.
- Objective 1.2** -Provide needed public facilities that are within the ability of the local government to fund.
- Policy 1.2.2** -The local government shall require an analysis of transportation facilities LOS to determine if deficiencies occur or are projected to occur within a prospective five-year period.
- Objective 1.3** -Evaluate and minimize impacts of transportation projects by using transportation demand reduction strategies.
- Policy 1.3.3** -The local government shall determine, prior to the issuance of development orders, whether or not there is sufficient capacity of Category A and Category C public facilities to meet the standards for levels of service for existing development and the proposed development concurrent with the impacts of proposed development. Further, there must be available mass transit capacity to serve the impacts of the proposed development at the adopted level of service within 12 months of the issuance of the final development order.

Objective 1.4 -Manage the land development process to insure that all development receives public facility LOS equal to the standards adopted.

Policy 1.4.2 - The location of, and level of service provided by projects in the Schedule of Capital Improvements shall maintain adopted standards for LOS for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan.

Objective 1.6 -The City and County shall adopt and implement programs/policies which favor the funding and scheduling of their capital improvements programs.

Policy 1.6.3 - The local government shall establish and maintain Concurrency Implementation and Monitoring Systems as well as annually review the concurrency implementation strategies that are incorporated in this Capital Improvements Element. Future development shall pay for its proportionate share of the capital improvements needed to address the impact of such development. This payment may be aggregated to pay for one or more transportation system improvements.

Level of Service Standards

Land Use Element Goals, Objectives, and Policies:

Goal 13-Guide planned development within the Welaunee Critical Planning Area that is predominantly self-supporting rather than dependent upon public funding.

Objective 13.1 -By 2020, the Welaunee Critical Planning Area may develop into predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 13.1.4 -A fine-grained network of internal roads shall provide alternative travel routes and ensure that all roadways operate at acceptable levels of service at build-out.

Mobility Element Goals, Objectives, and Policies:

Goal 1 -Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle, and pedestrian transportation system.

Objective 1.5 -Establish transportation level of service (LOS) standards in order to measure the impacts of new development on, and to prioritize improvements to, the transportation system.

Policy 1.5.1 -The peak hour roadway level of service for Tallahassee and Leon County is established.

Policy 1.5.2 -The LOS on all roadway facilities operating at the state recommended adopted minimum LOS standard or better shall be maintained at such, based on revised peak hour data compiled after Plan adoption.

Policy 1.5.3 - The Roadway LOS Standards established may be waived if a mobility fee program is adopted into the local concurrency management manuals.

Policy 1.5.5 -In order to create community design that supports mobility, LOS standards and performance targets are established for the MMTD.

Capital Improvement Element Goals, Objectives, and Policies:

Goal 1 -Use sound fiscal policies to provide adequate public facilities concurrent with development to exceed adopted standards for LOS.

Objective 1.1 - Establish standards for LOS for each type of public facility and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.

Policy 1.1.3 -Standards are hereby established as the minimum LOS for various infrastructure, facilities, utilities and services (including mass transit) required to support new development within the City and County.

Policy 1.1.4 -The quantity of capital improvements that is needed to eliminate existing deficiencies and to meet the needs of future growth shall be determined for each public facility by the following calculation: $Q = (S \times D) - I$. Where Q is the quantity of capital improvements needed, S is the standard for level of service, D is the demand, such as the population, and I is the inventory of facilities.

Policy 1.1.5 - Any revenue source that cannot be used for a high priority facility can be expended on new or expanded facilities that reduce or eliminate deficiencies in LOS for existing demand.

Objective 1.2 -Provide needed public facilities that are within the ability of the local government to fund.

Policy 1.2.2 -The local government shall require an analysis of transportation facilities LOS to determine if deficiencies occur or are projected to occur within a prospective five-year period.

Objective 1.3 -Evaluate and minimize impacts of transportation projects by using transportation demand reduction strategies.

Policy 1.3.3 -The local government shall determine, prior to the issuance of development orders, whether there is sufficient capacity of Category A and Category C public facilities to meet the standards for LOS.

Objective 1.4 -Manage the land development process to insure that all development receives public facility LOS equal to the standards adopted.

Policy 1.4.2 -The location of, and level of service provided by projects in the Schedule of Capital Improvements shall maintain adopted standards for LOS for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan.

Objective 1.6 -The City and County shall adopt and implement programs/policies which favor the funding and scheduling of their capital improvements programs.

Policy 1.6.3 - Impact fee ordinances shall require the same standard for the LOS as is required by Policy and may include standards for other types of public facilities not addressed.

Complete Streets

Land Use Element Goals, Objectives, and Policies:

Goal 1 -Protect and enhance the quality of life in this community.

Objective 1.4 -Maintain a set of specific and detailed land development regulations.

Policy 1.4.14 -Compile a list and waive access standards for non-residential minor collector and local streets that have over 66% of its developed frontage.

Goal 2 -Provide for a high quality of life by planning for population growth, public and private development and redevelopment, and the proper distribution, location and extended of land uses by type, density and intensity consistent with adequate level of services and efficient use of facilities.

Objective 2.2 -Promote appropriate location of land uses and regulation of development density and intensity based on (1) conservation and preservation features, (2) compatibility with adjacent existing and future land uses, (3) access to transportation facilities, and (4) availability of infrastructure.

Policy 2.2.9 -The High Intensity Urban Activity Center is to provide commercial activities located nearby housing and employment areas with integrated pedestrian and bicycle systems.

Policy 2.2.10 -The Central Core of Tallahassee is intended to expand into a vibrant 18-hour urban activity center with quality development and design guidelines that allow for more mixed use, pedestrian, bicycle, and transit oriented development.

Policy 2.2.17 -The University Transition is intended to be a compact land use category that provides higher density residential opportunities, essential services for residents, and ancillary needs of universities. Pedestrian systems shall be designed to connect universities, downtown, civic/arts center, residential, and commercial areas.

Policy 2.2.22 -The Mahan Gateway Node land use category is to create a city entrance with a mix of commercial land uses, preserve residential developments, efficiently use infrastructure, facilitate the development of transit service, and promote pedestrian activities.

Policy 2.2.23 -The Urban Residential land use category is to encourage medium density housing, promote infill, efficiently use infrastructure, allow facilities related to residential uses, and serve as a transition to more intensive development where alternative modes of transportation are available.

Policy 2.2.24 -The Urban Residential 2 land use category is to encourage a range of density housing, promote infill development, reduce urban sprawl, efficiently use infrastructure, allow community facilities related to residential uses, and serve as a transition to more intensive development.

Goal 3 -Continue to grow with an emphasis on selected growth that pays for itself.

Objective 3.1 -Provide for convenient and aesthetically pleasing commercial opportunities which are easily accessible through planned integration into the existing transportation network.

Objective 3.3 -Bradfordville mixed use and suburban future land use category developments adhere to comprehensive plan goals and objectives of promoting transit, bicycling, walking, and the preservation of roadway capacity.

Goal 6 -The City and County will identify parcels within the Urban Service Area that are expected to undergo development to promote integrated uses and emphasize pedestrian mobility and transportation alternatives.

Objective 6.1 -The Planned Development Future Land Use Category is intended to identify large land holdings that will be developed for various mixes of land uses, resulting in different types of commercial and residential neighborhoods.

Policy 6.1.2 -Address the issues of capacity maintenance, promotion of mass transit and pedestrian accessibility, interrelationships of uses, and provide for alternative modes of transportation, determining how the development will reduce transportation demand by allowing for internal trip capture of at least 20% at project build-out.

Objective 9.1 -Promotes revitalization, reinvestment and redevelopment of site design to be pedestrian friendly with a mix of land uses.

Policy 9.1.3 -The City shall establish special design standards in order to encourage more urban development, implement pedestrian oriented design standards, reduce parking requirements, use flexibility in landscape and buffer standards, and Increase sidewalk and streetscape requirements.

Objective 10.1 -Design standards shall promote compact commercial development, encourage walking, include higher density housing in close proximity to offices, commercial uses and employment centers, and give equal attention to alternate modes of transportation.

Policy 10.1.3 -Emphasis will be placed on designing commercial, office, employment and higher-density residential areas to be pedestrian and bicycle friendly and mass transit routes will be extended to all VCs, TNDs, major employment and retail centers.

Goal 13 -Planned development will include a mixture of integrated land uses, place an emphasis on pedestrian mobility and transportation alternatives and provide employment opportunities near major transportation arteries.

Objective 13.1 -By 2020, the Welaunee Critical Planning Area may develop into predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 13.1.4 -The transportation systems on the Toe & Heel shall promote alternatives to single-occupancy vehicle travel and mixed-use developments.

Mobility Element Goals, Objectives, and Policies:

Overall Goal -Establish a safe, energy efficient multimodal transportation system that provides mobility for all users.

Goal 1 -Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle, and pedestrian transportation system.

Objective 1.1 -Coordinate transportation and land uses that foster vibrant communities with compact urban forms to minimize travel distances, reduce vehicle miles traveled, and enhance multimodal transit.

Policy 1.1.2 -Designate energy efficiency districts in areas that are intended for greater densities and intensities to support transit service and where priority is to be placed on providing a safe, comfortable and attractive environment for pedestrians and cyclists.

Policy 1.1.8 -Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.

Policy 1.1.11 -The City and County shall modify the FLUM and land development regulations within the MMTD to provide for densities, intensities and mixture of land uses to support 18- hour activity and multimodal transportation.

Policy 1.1.12 -The MMTD and Energy Efficient District Urban Design and Land Development Regulations shall ensure buildings and blocks are oriented to provide pedestrians and bicyclists easy access and a visually interesting environment, promote easy access to/from transit stops and surround land uses, create active sidewalks with buildings opening onto streets, include transparency and active uses at ground levels and utilize various parking standards.

Policy 1.1.13 -The MMTD and energy efficiency districts shall be well-connected via transit to major trip generators and attractors both inside and outside of these areas, transit stops and waiting areas shall be safe and comfortable, and inter-modal connections shall be made where feasible.

Objective 1.2 -The transportation system should be designed to provide safe, convenient, and context-sensitive access for pedestrian, bicyclists, motorists, and public transportation users of all ages and abilities.

Policy 1.2.1 -Develop and maintain context sensitive design standards for transportation facilities to protect and enhance community character and enhance the safety and desirability of walking, cycling, and transit.

Policy 1.2.2 -Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects.

Policy 1.2.3 -Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan.

Policy 1.2.8 -Provide a safe, accessible environment and support active living for students by developing and maintaining programs to increase biking and walking to schools.

Objective 1.4 -Reduce vehicle trip demand and increase access and safety for cyclists and pedestrians.

Policy 1.4.1 -Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development.

Policy 1.4.3 -Within the Urban Service Area, require private developers to include bicycle ways and pathways or sidewalks within proposed developments and connecting to surrounding land uses.

Policy 1.4.7 -Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bicycle lanes, and shared-use paths.

Funding

Land Use Element Goals, Objectives, and Policies:

Goal 13 -Guide development through a plan that is self-supporting rather than dependent upon public funding.

Objective 13.1 -By 2020, the Welaunee Critical Planning Area may develop into predominantly walkable neighborhoods, mixed-use centers, a major employment center, diversity of housing choices, and a transportation system which accommodates both vehicular and non-vehicular transportation.

Policy 13.1.5 -Public facilities on the Toe & Heel may be financed, planned, established, acquired, constructed, enlarged, extended, equipped, and operated by community development districts.

Mobility Element Goals, Objectives, and Policies:

Goal 1 -Establish and maintain a safe, convenient, energy efficient, and environmentally sound automobile, transit, bicycle, and pedestrian transportation system.

Objective 1.1 -Coordinate transportation and land uses that foster vibrant communities with compact urban forms to minimize travel distances, reduce vehicle miles traveled, and enhance multimodal transit.

Policy 1.1.13 -Priority should be given to fund improvements which will increase the availability, speed, frequency, duration, and reliability of transit serving MMTD and Energy Efficient Districts.

Goal 2 -Capture a five to ten percent mode share through the development and improvement of the mass transit system.

Objective 2.3 -Develop and maintain a plan that identifies future transit rights-of-way and corridors and provides means of protecting and acquiring such areas.

Policy 2.3.2 -Incentives to encourage the donation of transit ROW and corridors shall be developed.

Capital Improvement Element Goals, Objectives, and Policies:

Goal 1 -Use sound fiscal policies to provide adequate public facilities concurrent with development to exceed adopted standards for LOS.

Objective 1.1 -Establish standards for LOS for each type of public facility and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.

Policy 1.1.5 -Revenue sources that cannot be used for a priority facility will be used on the highest priority for which the revenue can legally be expended.

Objective 1.2 -Provide public facilities that are within the ability of the local government to fund from revenues, development's proportionate share contributions, and grants or gifts from other sources.

Policy 1.2.1 -The estimated costs of all needed capital improvements shall not exceed conservative estimates of revenues from sources that are available to the local government pursuant to current statutes.

Policy 1.2.2 -Existing and future development shall pay for the costs of needed public facilities.

Policy 1.2.3 -Public facilities financed by enterprises shall be done so by a debt repaid by user fees and charges for services, current assets, or both. Public facilities financed by non-enterprise funds shall be financed from current assets.

Policy 1.2.11 -Multimodal transportation districts shall only be approved with financially feasible plans. In addition to local, state, and federal sources, financial feasibility shall be supported by a mobility fee paid by development projects based on their projected transportation impacts.

Policy 1.3.1 -The County reserves the right to amend projects and funding sources.

Objective 1.3 -Evaluate and minimize impacts of transportation projects by using transportation demand reduction strategies.

Policy 1.3.2 -The local government shall include in the capital appropriations of their annual budgets all the capital improvements projects listed in the Schedule of Capital Improvements for expenditure during the appropriate fiscal year, except any capital improvements for which a binding agreements has been executed with another party to provide the same project in the same fiscal year.

Policy 1.3.3 -The pro rata infrastructure costs paid for forfeited capacity shall be held by the City as a credit unless excess capacity exists that will allow local government to extend the expiration date. Pro rata infrastructure costs held as a credit shall be rebated without interest to the developer after one year.

Objective 1.5 -Ensure that the City, County, their agents assign adequate funds and maintain an operational commitment sufficient to implement the various obligations of the Comprehensive Plan which are not addressed through the capital improvements planning requirements.

Objective 1.6 -The City and County shall adopt and implement programs/policies which favor the funding and scheduling of their capital improvements programs.

Policy 1.6.3 -All impact fee ordinances necessary to support the financial feasibility of this element shall be adopted or amended to the required standard for the LOS by January 31, 1991. The annual budget shall include all projects in the Schedule of Capital Improvements that are planned for expenditure during the next fiscal year.

Goal 2 -Provide for a high quality of life by planning for population growth, public and private development and redevelopment and the proper distribution, location and extent of land uses by type, density and intensity consistent with adequate level of services and efficient use of facilities and the protection of natural resources and residential neighborhoods.

Objective 2.4 -Alternative and innovative funding sources shall be developed to support a transit system.

Policy 2.4.1 -Transit shall be regarded as a vital public service with increased funding to allow it to compete with the private automobile on an equal basis.

Policy 2.4.2 -Funding for transit operating expenses should include and not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program.

Capital Improvement Element Goals, Objectives, and Policies (cont.):**FL Statute § 163.3180 (Concurrency) -**

If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted level of service standards, to guide its application. An amendment rescinding optional concurrency issues shall be processed under the expedited state review process in § 163.3184(3), but the amendment is not subject to state review and is not required to be transmitted to the reviewing agencies for comments. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified. Local governments shall use professionally accepted studies to evaluate the appropriate level of service. Local governments shall use professionally accepted techniques for measuring level of service when evaluating potential impacts of a proposed development. A local government that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element. If transportation concurrency is applied in a jurisdiction, a local government is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development.

FL Statute § 163.31801 (Impact Fees) -

Impact fees are an important source of revenue for a local government to use in funding infrastructure necessitated by growth. Impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. An impact fee adopted by ordinance of a county or municipality or by resolution of a special district must require that the calculation of the impact fee be based on the most recent and localized data; provide for accounting and reporting of impact fee collections and expenditures; limit administrative charges for the collection of impact fees to actual costs; require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee; audits of financial statements of local governmental entities and district school boards must include an affidavit signed by the chief financial officer of the local government entity or district school board; in any action challenging an impact fee, the government has the burden of providing a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or this section.

FL Statute § 163.3182 (Transportation Deficiencies) -

The governing body of a county or municipality shall adopt and implement a plan to eliminate all identified transportation deficiencies within the authority's jurisdiction using funds provided pursuant to subsection (5) and as otherwise provided pursuant to this section. Transportation deficiencies and inadequacies severely limit or prohibit the satisfaction of transportation level of service standards; affect the health, safety, and welfare of the residents; adversely affect economic development and growth of the tax base; and the elimination of transportation deficiencies and inadequacies are paramount public purposes for the state and its counties and municipalities. Each transportation development authorities have the power to make and execute contracts; undertake and carry out transportation projects; invest any transportation funds held in reserve; borrow money; make or have made all surveys and plans necessary to the carrying out of the purposes of this section; to appropriate such funds and make such expenditures as are necessary; adopt a transportation sufficiency plan; establish a local trust fund.

Comprehensive Plan & Florida Statutes

As part of the analysis of a mobility funding system in Tallahassee, it is imperative to evaluate the ways in which the Comprehensive Plan mirrors Florida Statutes, as well as the ways in which it differs. Florida Statute 163.3167 grants local governments the power to plan for their future development and growth. However, this power is subject to the creation of local comprehensive plans that abide by the principles set out in the Statute, as well the State Comprehensive Plan. This allows local comprehensive plans to go beyond the minimum criteria set out in the Florida Statutes.

The Florida Statutes call for a transition out of concurrency into alternative mobility funding systems. Table 11 illustrates how the Tallahassee-Leon County Comprehensive Plan supports alternative mobility funding systems, addresses transportation deficiencies, and utilizes impact fees, as designated by the comparable statutes.

Goals, Objectives, and Policies from the Comprehensive Plan were identified by content related to alternative funding systems, transportation deficiencies, and impact fees. While other Goals, Objectives, and Policies include content relative to these subjects, the statements presented in the following tables promote a transition into alternative funding systems. The previous section describes each element in more detail while this table demonstrates key attributes that relate between the Comprehensive Plan and the Statutes.

Table 11 - Comparison of GOPs to FS 163.3180 (Community Planning Act)

Florida Statute and Comprehensive Plan	Content
Florida Statute § 163.3180	If concurrency is applied to other public facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted level of service standards, to guide its application. An amendment rescinding optional concurrency issues shall be processed under the expedited state review process in § 163.3184(3), but the amendment is not subject to state review and is not required to be transmitted to the reviewing agencies for comments. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified. Local governments shall use professionally accepted studies to evaluate the appropriate level of service. Local governments shall use professionally accepted techniques for measuring level of service when evaluating potential impacts of a proposed development. A local government that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element. If transportation concurrency is applied in a jurisdiction, a local government is encouraged to develop policy guidelines and techniques to address potential negative impacts on future development
Goal 1 [CI]	Use sound fiscal policies to provide adequate public facilities concurrent with development
Policy 1.1.5 [CI]	Revenue sources that cannot be used for a priority facility will be used on the highest priority for which the revenue can legally be expended
Policy 1.2.2 [CI]	Existing and future development shall pay for the costs of needed public facilities
Policy 1.2.11 [CI]	MMTDs shall only be approved in conjunction with the approval of financially feasible plans for bicycle, pedestrian and transit systems that reduce reliance on automobiles for access and internal circulation
Policy 1.4.2 [CI]	The Schedule of Capital Improvements will repair or replace obsolete or worn out facilities, eliminate existing deficiencies, and make available adequate facilities for future growth through no less than a five-year planning period
Policy 1.6.3 [CI]	Impact fee ordinances shall require the same standard for the level of service as is required by Policy 1.1.3, and may include standards for other types of public facilities not addressed under Policy 1.1.3. All impact fee ordinances shall be adopted or amended to the required standard for the level of service by January 31, 1991
Objective 9.1 [L]	Promote revitalization, reinvestment, and redevelopment of pedestrian oriented mixed-use site design
Policy 9.3.1 [L]	Subsequent development approvals in Regional Activity Centers will include requirements for developers to provide necessary transportation system, drainage, protection of environmentally sensitive areas, and utility infrastructure
Policy 10.1.3 [L]	Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips
Policy 6.1.2 [L]	Addresses capacity maintenance, promote mass transit, pedestrian accessibility, interrelationships of uses, provides alternative modes of transportation, and determines how development will reduce transportation demand by allowing internal trip capture of at least 20% at project build-out
Policy 10.1.3 [L]	Transportation systems shall be designed to promote alternatives to single-occupancy vehicle travel and to capture internal trips
Policy 13.1.4 [L]	The transportation systems on the Toe & Heel shall promote alternatives to single-occupancy vehicle travel and mixed-use developments
Overall Goal [M]	Establish a safe, energy efficient multi-modal transportation system for pedestrians, bicyclists, transit, vehicle users, rail, and aviation facilities
Objective 1.1 [M]	Coordinate transportation and land uses that foster vibrant communities with compact urban forms to minimize travel distances, reduce vehicle miles traveled, and enhance multi-modal transit

Table 11 - Comparison of GOPs to FS 163.3180 (Community Planning Act) (cont.)

Florida Statute and Comprehensive Plan	Content
Policy 1.1.8 [M]	Development projects shall contribute to providing a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use
Policy 1.1.9 [M]	The City and County hereby establish a multi-modal transportation district for the purpose of promoting walking, bicycling and transit use in order to reduce dependence on the automobile
Policy 1.1.13 [M]	The MMTD and energy Efficiency Districts shall be well-connected via transit to major trip generators and attractors, transit stops and waiting areas shall be safe and comfortable
Policy 1.2.2 [M]	Safe and convenient facilities for pedestrians, cyclists and transit users shall be evaluated for all new road and road widening projects
Policy 1.2.3 [M]	Establish and maintain a safe and effective system of bicycle lanes, sidewalks, and shared-use paths in conjunction with existing and planned roadways and the Greenways Master Plan
Policy 1.4.1 [M]	Require vehicular, pedestrian, and bicycle interconnections between adjacent, compatible development
Policy 1.4.3 [M]	Within the Urban Service Area, require private developers to include bike ways and pathways or sidewalks within proposed developments and connecting to surrounding land uses
Policy 1.4.6 [M]	The transit, bike, and pedestrian networks within energy efficiency districts shall interconnect with activity nodes
Policy 1.4.7 [M]	Energy efficiency districts shall have a dense, interconnected network of local and collector streets, sidewalks, bike lanes, and shared-use paths
Policy 1.5.3 [M]	The Roadway LOS Standards established may be waived if a mobility fee program is adopted into the local concurrency management manuals
Policy 1.5.7 [M]	Changes to roadway segment capacity that result from the reduction of automobile laneage in order to implement multi-modal goals will not require transportation concurrency mitigation
Policy 2.1.3 [M]	Coordinate the location and design of office parks to foster ride sharing and transit use
Policy 2.1.5 [M]	Encourage elimination of public employee parking subsidies to promote ride sharing and transit use
Policy 2.1.11 [M]	Future transit planning will address provisions for efficient and frequent service based on trip generations and density of land uses
Policy 2.4.1 [M]	Transit shall be regarded as a vital public service with increased funding to compete with the private automobile

Table 11 - Comparison of GOPs to FS 163.3180 (Community Planning Act) (cont.)

Florida Statute and Comprehensive Plan	Content
FL Statute § 163.31801	Impact fees are an important source of revenue for a local government to use in funding infrastructure necessitated by growth. An impact fee adopted by ordinance of a county or municipality or by resolution of a special district must require that the calculation of the impact fee be based on the most recent and localized data; provide for accounting and reporting of impact fee collections and expenditures; limit administrative charges for the collection of impact fees to actual costs; require that notice be provided no less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee; audits of financial statements of local governmental entities and district school boards must include an affidavit signed by the chief financial officer of the local government entity or district school board; in any action challenging an impact fee, the government has the burden of providing a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or this section
Policy 1.6.3 [CI]	Impact fee ordinances shall require the same standard for the level of service as is required by Policy 1.1.3, and may include standards for other types of public facilities not addressed under Policy 1.1.3. All impact fee ordinances shall be adopted or amended to the required standard for the level of service by January 31, 1991
Policy 2.4.2 [M]	Funding for transit operating expenses should include and should not be limited to the following sources: sales tax, property tax, future charter county surtax, gas tax, impact fees, and the significant benefits program

Table 11 - Comparison of GOPs to FS 163.3180 (Community Planning Act) (cont.)

Florida Statute and Comprehensive Plan	Content
FL Statute § 163.3182	The governing body of a county or municipality shall adopt and implement a plan to eliminate all identified transportation deficiencies within the authority's jurisdiction using funds provided pursuant to subsection (5) and as otherwise provided pursuant to this section. Transportation deficiencies and inadequacies severely limit or prohibit the satisfaction of transportation level of service standards; affect the health, safety, and welfare of the residents; adversely affect economic development and growth of the tax base; and the elimination of transportation deficiencies and inadequacies are paramount public purposes for the state and its counties and municipalities. Each transportation development authorities have the power to make and execute contracts; undertake and carry out transportation projects; invest any transportation funds held in reserve; borrow money; make or have made all surveys and plans necessary to the carrying out of the purposes of this section; to appropriate such funds and make such expenditures as are necessary; adopt a transportation sufficiency plan; establish a local trust fund
Policy 1.1.4 [CI]	The quantity of capital improvements that is needed to eliminate existing deficiencies and to meet the needs of future growth shall be determined for each public facility by the following calculation: $Q = (S \times D) - I$. Where Q is the quantity of capital improvements needed, S is the standard for level of service, D is the demand, such as the population, and I is the inventory of facilities
Policy 1.1.5 [CI]	Revenue sources that cannot be used for a priority facility will be used on the highest priority for which the revenue can legally be expended: b. new or expanded facilities that reduce or eliminate deficiencies
Policy 1.2.2 [CI]	If deficiencies are anticipated, the local government may use the "significant benefit" approach to assess proportionate fair-share mitigation and schedule improvements to address the identified deficiency(ies)
Objective 1.3 [CI]	Provide needed capital improvements for repair or replacement of obsolete or worn out facilities, eliminating existing deficiencies, and meeting the needs of the future development
Policy 1.4.2 [CI]	The Schedule of Capital Improvements will repair or replace obsolete or worn out facilities, eliminate existing deficiencies, and make available adequate facilities for future growth through no less than a five-year planning period
Policy 1.6.1 [CI]	The local governments shall commit to undertake needed repairs, replace obsolete infrastructure and facilities, and address existing infrastructure deficiencies
Policy 11.2.3 [L]	The "State of the Southern Strategy" document will be used to monitor and replace obsolete infrastructure and facilities and address existing deficiencies within the Southern Strategy Area
Policy 1.2.14 [M]	Coordinate the transportation systems in Tallahassee and Leon County with one another and with the programs of the CRTPA and the FDOT to implement land use, transportation, and parking policies that promote transportation choice and overcome identified deficiencies in the multimodal transportation network

APPENDIX B - TRAFFIC DATA REPORT

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
10100	Acadian Blvd	Weems Rd to Fallschase Parkway	EB	E		613	304	0.50	29	333	0.54	1	2	L	0.74	451	224	245	2
10101	Acadian Blvd	Fallschase Parkway to Weems Rd	WB	E		562	82	0.15	0	82	0.15	1	2	L	0.74	414	60	60	2
10200	Adams Street	Gaile/Ridge to Paul Russell	NB	E		2541	606	0.24	283	889	0.35	2	2	F	0.56	1,433	342	502	5
10201	Adams Street	Paul Russell to Gaile/Ridge	SB	E		1716	1303	0.76	156	1459	0.85	2	2	F	0.56	968	735	823	5
10240	Adams Street	Paul Russell to Orange Ave	NB	E		920	606	0.66	109	715	0.78	2	2	F	0.51	471	310	366	5
10241	Adams Street	Orange Ave to Paul Russell	SB	E		2182	778	0.36	171	949	0.43	2	2	F	0.51	1,117	398	486	5
10270	Adams Street	Orange to Magnolia/Palm	NB	E		636	772	1.21	43	815	1.28	1	2	F	0.51	324	393	415	5
10271	Adams Street	Magnolia/Palm to Orange	SB	E		889	923	1.04	123	1046	1.18	2	2	F	0.51	453	470	533	5
10300	Adams Street	Magnolia/Palm to Jennings	NB	E		1324	772	0.58	0	772	0.58	1	2	F	0.59	784	457	457	5
10301	Adams Street	Jennings to Magnolia/Palm	SB	E		1207	923	0.76	165	1088	0.90	1	2	F	0.59	715	547	644	5
10400	Adams Street	Jennings to FAMU/Oakland	NB	E		964	281	0.29	122	403	0.42	1	2	F	0.20	194	57	81	5
10401	Adams Street	FAMU/Oakland to Jennings	SB	E		437	312	0.71	41	353	0.81	1	2	F	0.20	88	63	71	5
10450	Adams Street	FAMU/Oakland to Bloxham	NB	E		640	281	0.44	173	454	0.71	1	2	F	0.21	135	59	95	5
10451	Adams Street	Bloxham to FAMU/Oakland	SB	E		663	312	0.47	83	395	0.60	1	2	F	0.21	139	66	83	5
10500	Adams Street	Bloxham to Gaines	NB	E		761	352	0.46	0	352	0.46	1	2	F	0.07	53	24	24	5
10501	Adams Street	Gaines to Bloxham	SB	E		264	274	1.04	24	298	1.13	1	2	F	0.07	18	19	21	5
10600	Adams Street	Gaines to Madison	NB	E		318	43	0.14	0	43	0.14	1	2	T	0.08	25	3	3	5
10601	Adams Street	Madison to Gaines	SB	E		350	70	0.20	0	70	0.20	1	2	T	0.08	27	5	5	5
10800	Adams Street	Jefferson to College	NB	E		435	99	0.23	7	106	0.24	1	2	T	0.09	37	8	9	5
10801	Adams Street	College to Jefferson	SB	E		626	91	0.15	0	91	0.15	1	2	T	0.09	54	8	8	5
10900	Adams Street	College to Park (EB)	NB	E		952	157	0.16	4	161	0.17	1	2	T	0.08	74	12	12	5
10901	Adams Street	Park (EB) to College	SB	E		530	134	0.25	31	165	0.31	1	2	T	0.08	41	10	13	5
11000	Adams Street	Park (EB) to Park (WB)	NB	E		940	157	0.17	0	157	0.17	1	2	T	0.03	24	4	4	5
11001	Adams Street	Park (WB) to Park (EB)	SB	E		1059	134	0.13	7	141	0.13	1	2	T	0.03	27	3	4	5
11100	Adams Street	Park (WB) to Call	NB	E		425	157	0.37	6	163	0.38	1	2	T	0.09	40	15	15	5
11101	Adams Street	Call to Park (WB)	SB	E		752	134	0.18	8	142	0.19	1	2	T	0.09	70	13	13	5
11200	Adams Street	Call to Tennessee	NB	E		397	157	0.40	10	167	0.42	1	2	T	0.08	30	12	13	5
11201	Adams Street	Tennessee to Call	SB	E		335	134	0.40	202	336	1.00	1	2	T	0.08	26	10	26	5
11300	Adams Street	Tennessee to Virginia	NB	D		335	130	0.39	25	155	0.46	1	2	T	0.08	25	10	12	5
11301	Adams Street	Virginia to Tennessee	SB	D		836	221	0.26	0	221	0.26	1	2	T	0.08	64	17	17	5
11400	Adams Street	Virginia to Brevard	NB	D		335	144	0.43	75	219	0.65	1	2	T	0.23	76	33	50	5
11401	Adams Street	Brevard to Virginia	SB	D		335	135	0.40	1	136	0.41	1	2	T	0.23	76	31	31	5
11440	Aenon Church Road	Sullivan to Blountstown	NB	D		293	46	0.16	2	48	0.16	1	3	L	0.75	221	35	36	3
11441	Aenon Church Road	Blountstown to Sullivan	SB	D		750	56	0.07	3	59	0.08	1	3	L	0.75	565	42	44	3
11450	Aenon Church Road	Blountstown to Gum	NB	D		690	141	0.20	288	429	0.62	1	3	L	0.80	551	113	342	3
11451	Aenon Church Road	Gum to Blountstown	SB	D		755	207	0.27	226	433	0.57	1	3	L	0.80	602	165	346	3
11460	Aenon Church Road	Gum to Tennessee	NB	D		368	168	0.46	232	400	1.09	1	3	L	0.60	221	101	241	3
11461	Aenon Church Road	Tennessee to Gum	SB	D		670	216	0.32	52	268	0.40	1	3	L	0.60	403	130	161	3
11500	Alabama	Arkansas to Old Bainbridge	EB	D		400	275	0.69	91	366	0.92	1	2	T	0.93	372	256	340	5
11501	Alabama	Old Bainbridge to Arkansas	WB	D		424	295	0.70	0	295	0.70	1	2	T	0.93	394	274	274	5
11600	Allen Rd	Boone to Monroe	NB	D		473	299	0.63	42	341	0.72	1	3	T	0.16	76	48	55	4
11601	Allen Rd	Monroe to Boone	SB	D		355	173	0.49	0	173	0.49	1	3	T	0.16	57	28	28	4
11700	Allen Rd	Monroe to Fulton	NB	D		665	560	0.84	0	560	0.84	1	3	T	0.52	345	291	291	1
11701	Allen Rd	Fulton to Monroe	SB	D		516	375	0.73	51	426	0.83	1	3	T	0.52	268	195	221	1
11800	Apalachee Parkway (US 27)	Monroe to Calhoun	EB	D		2019	1023	0.51	54	1077	0.53	2	5	F	0.06	126	64	67	5
11801	Apalachee Parkway (US 27)	Calhoun to Monroe	WB	D		2574	1310	0.51	21	1331	0.52	2	5	F	0.06	161	82	83	5
11900	Apalachee Parkway (US 27)	Calhoun to Magnolia	EB	D		2118	1835	0.87	225	2060	0.97	2	5	F	1.07	2,262	1,960	2,200	5
11901	Apalachee Parkway (US 27)	Magnolia to Calhoun	WB	D		2593	1534	0.59	0	1534	0.59	4	5	F	1.07	2,769	1,638	1,638	5
12000	Apalachee Parkway (US 27)	Magnolia to Lafayette/Gov Sq	EB	D		1959	1649	0.84	113	1762	0.90	2	5	F	0.31	610	513	548	5
12001	Apalachee Parkway (US 27)	Lafayette/Gov Sq to Magnolia	WB	D		2449	1490	0.61	0	1490	0.61	2	5	F	0.29	712	433	433	5
12100	Apalachee Parkway (US 27)	Lafayette/Gov Sq to Blair Stone	EB	D		1662	1649	0.99	171	1820	1.10	2	5	F	0.48	798	792	874	2
12101	Apalachee Parkway (US 27)	Blair Stone to Lafayette/Gov Sq	WB	D		1941	1490	0.77	5	1495	0.77	2	5	F	0.50	973	747	749	2
12200	Apalachee Parkway (US 27)	Blair Stone to Paul Russell/Target	EB	D		2487	1881	0.76	59	1940	0.78	2	5	F	0.38	943	713	736	2
12201	Apalachee Parkway (US 27)	Paul Russell/Target to Blair Stone	WB	D		1579	1538	0.97	73	1611	1.02	2	5	F	0.38	601	585	613	2
12300	Apalachee Parkway (US 27)	Paul Russell/Target to Richardson	EB	D		2344	1881	0.80	217	2098	0.90	2	5	F	0.24	566	454	507	2
12301	Apalachee Parkway (US 27)	Richardson to Paul Russell/Target	WB	D		2429	1538	0.63	103	1641	0.68	2	5	F	0.24	587	372	397	2
12400	Apalachee Parkway (US 27)	Richardson to Exec Center Drive	EB	D		2216	1881	0.85	76	1957	0.88	2	5	F	0.28	619	525	547	2
12401	Apalachee Parkway (US 27)	Exec Center Drive to Richardson	WB	D		2146	1538	0.72	166	1704	0.79	2	5	F	0.28	597	428	474	2
12500	Apalachee Parkway (US 27)	Executive Center Dr. to Richview	EB	D		2701	1616	0.60	49	1665	0.62	2	5	F	0.19	501	300	309	2
12501	Apalachee Parkway (US 27)	Richview to Executive Center Dr.	WB	D		1983	1109	0.56	170	1279	0.64	2	5	F	0.18	366	205	236	2
12600	Apalachee Parkway (US 27)	Richview to Capital Circle	EB	D		1851	1616	0.87	0	1616	0.87	2	5	F	0.34	622	543	543	2
12601	Apalachee Parkway (US 27)	Capital Circle to Richview	WB	D		1983	1109	0.56	208	1317	0.66	2	5	F	0.34	668	373	443	2
12700	Apalachee Parkway (US 27)	Capital Circle to Idlewild Drive	EB	D		1944	1605	0.83	319	1924	0.99	2	5	F	0.62	1,199	990	1,187	2
12701	Apalachee Parkway (US 27)	Idlewild Drive to Capital Circle	WB	D		1270	719	0.57	373	1092	0.86	2	5	F	0.62	784	444	674	2
12740	Apalachee Parkway (US 27)	Idlewild Drive to Sutor/Walmart	EB	D		1631	1466	0.90	420	1886	1.16	2	5	F	0.22	360	323	416	2
12741	Apalachee Parkway (US 27)	Sutor/Walmart to Idlewild Drive	WB	D		1855	625	0.34	406	1031	0.56	2	5	F	0.22	406	137	226	2
12800	Apalachee Parkway (US 27)	Sutor/Walmart to Southwood Plantation	EB	D		2294	1152	0.50	406	1558	0.68	2	5	F	0.11	262	132	178	2
12801	Apalachee Parkway (US 27)	Southwood Plantation to Sutor/Walmart	WB	D		2257	681	0.30	495	1176	0.52	2	5	F	0.11	259	78	135	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
12820	Apalachee Parkway (US 27)	Southwood Plantation to Doyle Conner	EB	D		2218	1243	0.56	330	1573	0.71	2	5	F	0.50	1,103	618	782	2
12821	Apalachee Parkway (US 27)	Doyle Conner to Southwood Plantation	WB	D		2385	589	0.25	495	1084	0.45	2	5	F	0.49	1,172	290	533	2
12840	Apalachee Parkway (US 27)	Doyle Conner to Williams Road	EB	D		2390	1243	0.52	264	1507	0.63	2	5	F	2.78	6,638	3,452	4,185	2
12841	Apalachee Parkway (US 27)	Williams Road to Doyle Conner	WB	D		1970	589	0.30	344	933	0.47	2	5	F	2.78	5,468	1,635	2,589	2
12860	Apalachee Parkway (US 27)	Williams Road to Chaires	EB	D		3035	1243	0.41	125	1368	0.45	2	5	F	2.35	7,133	2,921	3,215	2
12861	Apalachee Parkway (US 27)	Chaires to Williams Road	WB	D		3490	589	0.17	73	662	0.19	2	5	F	2.35	8,194	1,383	1,554	2
12880	Apalachee Parkway (US 27)	Chaires to Jefferson County	EB	C		2720	444	0.16	30	474	0.17	2	5	F	2.75	7,489	1,222	1,305	2
12881	Apalachee Parkway (US 27)	Jefferson County to Chaires	WB	C		2129	167	0.08	18	185	0.09	2	5	F	2.75	5,864	460	510	2
12900	Appleyard Drive	Jackson Bluff to Pensacola	NB	E		1301	689	0.53	223	912	0.70	2	3	T	0.48	629	333	441	3
12901	Appleyard Drive	Pensacola to Jackson Bluff	SB	E		549	449	0.82	84	533	0.97	1	3	T	0.48	265	217	257	3
13000	Appleyard Drive	Pensacola to TCC	NB	E		2478	1150	0.46	344	1494	0.60	2	3	T	0.36	899	417	542	5
13001	Appleyard Drive	TCC to Pensacola	SB	E		1583	736	0.46	100	836	0.53	2	3	T	0.36	576	268	304	5
13050	Appleyard Drive	TCC to Tennessee	NB	E		1662	1150	0.69	385	1535	0.92	2	3	T	0.42	703	487	650	5
13150	Arendell Way	Mahan to Miccosukee	NB	D		324	10	0.03	73	83	0.26	1	2	L	1.03	333	10	85	1
13151	Arendell Way	Miccosukee to Mahan	SB	D		324	20	0.06	9	29	0.09	1	2	L	1.03	333	21	30	1
13200	Armistead	Thomasville to Woodgate	EB	D		400	105	0.26	36	141	0.35	1	2	T	1.13	453	119	160	1
13201	Armistead	Woodgate to Thomasville	WB	D		400	103	0.26	79	182	0.46	1	2	T	1.13	453	117	206	1
13300	Atlas	Hartsfield to Portland	NB	D		400	211	0.53	98	309	0.77	1	2	T	0.26	105	55	81	4
13301	Atlas	Portland to Hartsfield	SB	D		289	122	0.42	102	224	0.78	1	2	T	0.26	76	32	59	4
13400	Ausley Rd	Jackson Bluff to Pensacola	NB	E		688	374	0.54	23	397	0.58	1	3	T	0.43	298	162	172	5
13401	Ausley Rd	Pensacola to Jackson Bluff	SB	E		639	253	0.40	24	277	0.43	1	3	T	0.43	277	110	120	5
13450	Bald Cypress Way	Shumard Oak to Merchants Row	NB	E		300	15	0.05	0	15	0.05	1	2	O	0.39	118	6	6	2
13451	Bald Cypress Way	Merchants Row to Shumard Oak	SB	E		300	68	0.23	78	146	0.49	1	2	O	0.39	118	27	57	2
13460	Balkin Rd	Capital Circle to Ballard	EB	D		660	42	0.06	5	47	0.07	1	2	L	0.50	328	21	23	3
13461	Balkin Rd	Ballard to Capital Circle	WB	D		324	68	0.21	1	69	0.21	1	2	L	0.50	161	34	34	3
13470	Ballard Rd	Balkin to Rainbow	NB	D		600	53	0.09	12	65	0.11	1	2	L	0.51	305	27	33	3
13471	Ballard Rd	Rainbow to Balkin	SB	D		324	74	0.23	13	87	0.27	1	2	L	0.51	165	38	44	3
13580	Balsam Terrace	Willow to Monroe	NB	D		186	60	0.32	80	140	0.75	1	2	T	0.25	47	15	35	4
13581	Balsam Terrace	Monroe to Willow	SB	D		400	52	0.13	0	52	0.13	1	2	T	0.25	101	13	13	4
13500	Bannerman Road	Meridian to Preservation	EB	D		970	344	0.35	93	437	0.45	1	3	L	1.44	1,401	497	631	1
13501	Bannerman Road	Preservation to Meridian	WB	D		341	190	0.56	8	198	0.58	1	3	L	1.44	492	274	286	1
13520	Bannerman Road	Preservation to Bull Headley	EB	D		1434	452	0.32	116	568	0.40	1	3	L	0.21	302	95	120	1
13521	Bannerman Road	Bull Headley to Preservation	WB	D		1000	536	0.54	0	536	0.54	1	3	L	0.21	211	113	113	1
13540	Bannerman Road	Bull Headley to Tekesta	EB	D		1208	329	0.27	345	674	0.56	1	3	L	1.08	1,302	355	726	1
13541	Bannerman Road	Tekesta to Bull Headley	WB	D		900	584	0.65	125	709	0.79	1	3	L	1.08	970	629	764	1
13560	Bannerman Road	Tekesta to Thomasville	EB	D		1230	474	0.39	65	539	0.44	2	3	L	1.69	2,078	801	911	1
13561	Bannerman Road	Thomasville to Tekesta	WB	D		995	999	1.00	146	1145	1.15	1	3	L	1.69	1,680	1,686	1,933	1
13600	Barclay Lane	Forsythe to Foxcroft	NB	D		400	48	0.12	0	48	0.12	1	2	T	0.32	127	15	15	1
13601	Barclay Lane	Foxcroft to Forsythe	SB	D		400	27	0.07	1	28	0.07	1	2	T	0.32	127	9	9	1
13650	Barineau Road	Blountstown to Tennessee	NB	D		341	64	0.19	184	248	0.73	1	2	L	1.33	452	85	329	3
13651	Barineau Road	Tennessee to Blountstown	SB	D		341	101	0.30	70	171	0.50	1	2	L	1.33	452	134	227	3
13700	Barrie Ave	Joyner to Monticello	EB	D		400	20	0.05	2	22	0.06	1	2	T	0.47	188	9	10	4
13701	Barrie Ave	Monticello to Joyner	WB	D		400	40	0.10	0	40	0.10	1	2	T	0.47	188	19	19	4
13800	Basin Street	Tennessee to Alabama	NB	D		400	241	0.60	111	352	0.88	1	2	T	0.50	199	120	175	5
13801	Basin Street	Alabama to Tennessee	SB	D		337	175	0.52	47	222	0.66	1	2	T	0.50	167	87	110	5
13820	Baum Rd (County 364)	Capitola to Wadesboro	NB	C		370	76	0.21	42	118	0.32	1	2	L	2.85	1,055	217	336	2
13821	Baum Rd (County 364)	Wadesboro to Capitola	SB	C		341	90	0.26	18	108	0.32	1	2	L	2.85	972	257	308	2
13840	Baum Rd (County 364)	Wadesboro to US 90 East	NB	C		341	56	0.16	18	74	0.22	1	2	L	1.82	621	102	135	2
13841	Baum Rd (County 364)	US 90 East to Wadesboro	SB	C		440	39	0.09	0	39	0.09	1	2	L	1.82	802	71	71	2
13860	Baum Rd (County 364)	US 90 East to Miccosukee	NB	C		341	72	0.21	5	77	0.23	1	2	L	2.04	695	147	157	1
13861	Baum Rd (County 364)	Miccosukee to US 90 East	SB	C		341	74	0.22	26	100	0.29	1	2	L	2.04	695	151	204	1
13900	Bedford Way	Eastgate to Dundee Dr	NB	D		400	203	0.51	3	206	0.52	1	2	T	0.54	217	110	112	1
13901	Bedford Way	Dundee Dr to Eastgate	SB	D		400	71	0.18	5	76	0.19	1	2	T	0.54	217	39	41	1
14000	Belle Vue	Herty to Ausley	EB	E		450	203	0.45	0	203	0.45	1	2	T	0.48	214	97	97	5
14001	Belle Vue	Ausley to Herty	WB	E		450	229	0.51	4	233	0.52	1	2	T	0.48	214	109	111	5
14100	Belle Vue	Ausley to Lipona	EB	E		450	203	0.45	8	211	0.47	1	2	T	0.30	137	62	64	5
14101	Belle Vue	Lipona to Ausley	WB	E		450	229	0.51	20	249	0.55	1	2	T	0.30	137	70	76	5
14200	Belle Vue	Lipona to Hayden	EB	E		450	131	0.29	0	131	0.29	1	2	T	0.41	186	54	54	5
14201	Belle Vue	Hayden to Lipona	WB	E		450	180	0.40	14	194	0.43	1	2	T	0.41	186	74	80	5
14300	Belmont Rd	Park to Nugent	NB	E		450	102	0.23	0	102	0.23	1	2	T	0.40	181	41	41	2
14301	Belmont Rd	Nugent to Park	SB	E		450	73	0.16	0	73	0.16	1	2	T	0.40	181	29	29	2
14340	Benjamin Chaires Rd	Capitola Rd to Buck Lake Rd	NB	C		335	25	0.07	17	42	0.13	1	2	L	1.55	520	39	65	2
14341	Benjamin Chaires Rd	Buck Lake Rd to Capitola Rd	SB	C		335	21	0.06	0	21	0.06	1	2	L	1.55	520	33	33	2
14540	Biltmore Ave	Old St Augustine to Apalachee Parkway	NB	E		618	467	0.76	64	531	0.86	1	2	T	0.89	547	414	470	2
14541	Biltmore Ave	Apalachee Parkway to Old St Augustine	SB	E		450	168	0.37	198	366	0.81	1	2	T	0.89	399	149	324	2
15500	Blair Stone Ext. North	Park to Mahan	NB	E		1602	1301	0.81	314	1615	1.01	2	4	T	0.81	1,305	1,060	1,316	2
15501	Blair Stone Ext. North	Mahan to Park	SB	E		1544	967	0.63	339	1306	0.85	2	4	T	0.81	1,250	783	1,057	2
15600	Blair Stone Ext. North	Mahan to Phillips	NB	D		2045	1224	0.60	0	1224	0.60	2	4	T	0.72	1,467	878	878	2

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
15601	Blair Stone Ext. North	Phillips to Mahan	SB	D	1184	680	0.57	287	967	0.82	2	4	T	0.72	855	491	698	2
15650	Blair Stone Ext. North	Phillips to Miccosukee	NB	D	1697	1314	0.77	25	1339	0.79	2	4	T	0.14	240	186	190	1
15651	Blair Stone Ext. North	Miccosukee to Phillips	SB	D	2088	572	0.27	126	698	0.33	2	4	T	0.14	283	78	95	1
15700	Blair Stone Ext. North	Miccosukee to Centerville	NB	D	1894	1051	0.55	174	1225	0.65	2	4	T	0.74	1,406	780	910	1
15701	Blair Stone Ext. North	Centerville to Miccosukee	SB	D	1325	441	0.33	273	714	0.54	2	4	T	0.75	989	329	533	1
14700	Blair Stone Ext. South	Capital Circle to Paul Russell	NW	E	1925	760	0.39	540	1300	0.68	2	4	T	0.91	1,745	689	1,179	2
14701	Blair Stone Ext. South	Paul Russell to Capital Circle	SE	E	1108	582	0.53	615	1197	1.08	1	4	T	0.92	1,020	536	1,102	2
14800	Blair Stone Ext. South	Paul Russell to Orange	NB	E	1737	801	0.46	557	1358	0.78	2	4	T	0.42	738	340	577	2
14801	Blair Stone Ext. South	Orange to Paul Russell	SB	E	1496	1126	0.75	612	1738	1.16	2	4	T	0.43	636	479	739	2
14900	Blair Stone Rd	Orange to Kay Avenue	NB	E	2431	520	0.21	338	858	0.35	2	5	L	0.08	200	43	71	2
14901	Blair Stone Rd	Kay Avenue to Orange	SB	E	1132	1073	0.95	409	1482	1.31	2	5	L	0.08	95	90	124	2
15000	Blair Stone Rd	Kay Ave to Old St Augustine	NB	E	1102	1022	0.93	212	1234	1.12	2	5	L	1.08	1,188	1,102	1,330	2
15001	Blair Stone Rd	Old St Augustine to Kay Ave	SB	E	2482	833	0.34	409	1242	0.50	2	5	L	1.08	2,692	903	1,347	2
15100	Blair Stone Rd	Old St Augustine to Kmart	NB	E	1989	1053	0.53	114	1167	0.59	2	5	L	0.14	282	149	166	2
15101	Blair Stone Rd	Kmart to Old St Augustine	SB	E	1041	765	0.73	220	985	0.95	2	5	L	0.13	140	103	133	2
15200	Blair Stone Rd	Kmart to Apalachee Parkway	NB	E	1078	1177	1.09	89	1266	1.17	2	5	L	0.12	134	146	157	2
15201	Blair Stone Rd	Apalachee Parkway to Kmart	SB	E	1703	1085	0.64	211	1296	0.76	2	5	L	0.12	207	132	157	2
15300	Blair Stone Rd	Apalachee Parkway to Gov Square Blvd	NB	E	2022	1265	0.63	219	1484	0.73	2	5	T	0.38	769	481	564	2
15301	Blair Stone Rd	Gov Square Blvd to Apalachee Parkway	SB	E	990	843	0.85	215	1058	1.07	2	5	T	0.38	374	318	399	2
15400	Blair Stone Rd	Governor's Square Blvd to Park Ave	NB	E	1573	1280	0.81	118	1398	0.89	2	5	T	0.27	422	344	375	2
15401	Blair Stone Rd	Park Ave to Governor's Square Blvd	SB	E	1514	869	0.57	177	1046	0.69	2	5	T	0.27	406	233	280	2
14600	Blair Stone Southwood Ext	Capital Circle to Esplanade	EB	E	1000	469	0.47	270	739	0.74	2	5	T	0.14	140	66	103	2
14601	Blair Stone Southwood Ext	Esplanade to Capital Circle	WB	E	970	523	0.54	256	779	0.80	2	5	T	0.14	135	73	108	2
14650	Blair Stone Southwood Ext	Esplanade to Four Oaks	EB	E	645	147	0.23	271	418	0.65	2	5	T	0.47	301	69	195	2
14651	Blair Stone Southwood Ext	Four Oaks to Esplanade	WB	E	1050	58	0.06	309	367	0.35	2	5	T	0.47	497	27	174	2
15740	Blountstown Highway (SR 20)	Liberty County to Bloxham Cutoff (SR 267)	EB	C	560	229	0.41	22	251	0.45	1	5	F	1.65	925	378	415	3
15741	Blountstown Highway (SR 20)	Bloxham Cutoff (SR 267) to Liberty County	WB	C	630	260	0.41	42	302	0.48	1	5	F	1.65	1,041	430	499	3
15760	Blountstown Highway (SR 20)	Bloxham Cutoff (SR 267) to Ben Stoutamire	EB	C	390	158	0.41	22	180	0.46	1	5	F	1.39	544	220	251	3
15761	Blountstown Highway (SR 20)	Ben Stoutamire to Bloxham Cutoff (SR 267)	WB	C	990	339	0.34	42	381	0.38	1	5	F	1.39	1,380	472	531	3
15780	Blountstown Highway (SR 20)	Ben Stoutamire to William's Landing	EB	C	510	156	0.31	32	188	0.37	1	5	F	6.05	3,088	944	1,138	3
15781	Blountstown Highway (SR 20)	William's Landing to Ben Stoutamire	WB	C	930	570	0.61	93	663	0.71	1	5	F	6.05	5,631	3,451	4,014	3
15800	Blountstown Highway (SR 20)	William's Landing to Coe's Landing	EB	C	300	140	0.47	30	170	0.57	1	5	F	2.79	837	390	474	3
15801	Blountstown Highway (SR 20)	Coe's Landing to William's Landing	WB	C	1020	542	0.53	91	633	0.62	1	5	F	2.79	2,844	1,511	1,765	3
15820	Blountstown Highway (SR 20)	Coe's Landing to Geddie Rd	EB	C	1451	291	0.20	168	459	0.32	1	5	F	4.27	6,190	1,242	1,958	3
15821	Blountstown Highway (SR 20)	Geddie Rd to Coe's Landing	WB	C	800	867	1.08	191	1058	1.32	1	5	F	4.27	3,413	3,699	4,514	3
15840	Blountstown Highway (SR 20)	Geddie Rd to Aeonon Church	EB	D	1150	289	0.25	222	511	0.44	1	5	F	1.91	2,193	551	975	3
15841	Blountstown Highway (SR 20)	Aeonon Church to Geddie Rd	WB	D	1657	838	0.51	212	1050	0.63	1	5	F	1.91	3,160	1,598	2,003	3
15860	Blountstown Highway (SR 20)	Aeonon Church to Capital Circle	EB	D	919	376	0.41	431	807	0.88	3	5	F	1.26	1,155	472	1,014	3
15861	Blountstown Highway (SR 20)	Capital Circle to Aeonon Church	WB	D	1367	884	0.65	471	1355	0.99	1	5	F	1.26	1,717	1,111	1,702	3
15950	Blountstown Highway (SR 20)	Pensacola to Tennessee	NB	E	1266	338	0.27	196	534	0.42	1	5	F	1.37	1,734	463	732	3
15951	Blountstown Highway (SR 20)	Tennessee to Pensacola	SB	E	478	325	0.68	39	364	0.76	1	5	F	1.37	655	445	499	3
15970	Blountstown Highway (SR 20)	Tennessee to Tharpe	NB	D	1236	462	0.37	290	752	0.61	1	5	T	0.71	878	328	534	4
15971	Blountstown Highway (SR 20)	Tharpe to Tennessee	SB	D	1055	396	0.38	93	489	0.46	1	5	T	0.71	750	281	348	4
16000	Bloxham Cutoff (SR 267)	SR 20 to National Forest Rt 367	EB	C	460	53	0.12	1	54	0.12	1	4	F	9.07	4,174	481	490	3
16001	Bloxham Cutoff (SR 267)	National Forest Rt 367 to SR 20	WB	C	400	68	0.17	0	68	0.17	1	4	F	9.07	3,630	617	617	3
16050	Bloxham Cutoff (SR 267)	National Forest Rt 367 to Wakulla Co	EB	C	280	54	0.19	0	54	0.19	1	4	F	5.08	1,422	274	274	3
16051	Bloxham Cutoff (SR 267)	Wakulla Co to National Forest Rt 367	WB	C	520	94	0.18	0	94	0.18	1	4	F	5.08	2,640	477	477	3
16080	Bloxham Street	Bronough to Duval	EB	E	446	169	0.38	0	169	0.38	1	4	T	0.07	33	13	13	5
16081	Bloxham Street	Duval to Bronough	WB	E	446	140	0.31	0	140	0.31	1	4	T	0.07	33	10	10	5
16100	Bloxham Street	Duval to Adams	EB	E	471	169	0.36	0	169	0.36	1	4	T	0.06	30	11	11	5
16101	Bloxham Street	Adams to Duval	WB	E	446	140	0.31	0	140	0.31	1	4	T	0.06	28	9	9	5
16200	Bloxham Street	Adams to Gadsden	EB	E	618	576	0.93	139	715	1.16	1	4	T	0.22	138	128	159	5
16201	Bloxham Street	Gadsden to Adams	WB	E	450	267	0.59	68	335	0.74	1	4	T	0.22	100	59	75	5
16300	Bloxham Street	Gadsden to Myers Park Drive	EB	E	335	220	0.66	82	302	0.90	1	4	T	0.15	50	33	45	5
16301	Bloxham Street	Myers Park Drive to Gadsden	WB	E	318	98	0.31	49	147	0.46	1	4	T	0.15	48	15	22	5
16400	Boone Blvd	Northwood Center to Monticello	NW	D	450	501	1.11	0	501	1.11	1	3	T	0.23	102	113	113	4
16401	Boone Blvd	Monticello to Northwood Center	SE	D	400	202	0.51	6	208	0.52	1	3	T	0.23	90	46	47	4
16420	Boone Blvd	Monticello to Allen Rd	NW	D	600	511	0.85	18	529	0.88	1	3	T	0.12	72	61	63	4
16421	Boone Blvd	Allen Rd to Monticello	SE	D	400	188	0.47	4	192	0.48	1	3	T	0.12	48	23	23	4
16500	Bradford/Betton	Monroe to Meridian	EB	D	956	681	0.71	38	719	0.75	1	3	T	0.47	454	323	341	1
16501	Bradford/Betton	Meridian to Monroe	WB	D	550	466	0.85	146	612	1.11	2	3	T	0.47	261	221	291	1
16600	Bradford/Betton	Meridian to Thomasville	EB	D	753	656	0.87	1	657	0.87	1	3	T	0.53	400	348	349	1
16601	Bradford/Betton	Thomasville to Meridian	WB	D	931	696	0.75	0	696	0.75	1	3	T	0.53	494	369	369	1
16700	Bradford/Betton	Thomasville to Lee Ave	EB	D	999	545	0.55	0	545	0.55	1	3	T	0.29	293	160	160	1
16701	Bradford/Betton	Lee Ave to Thomasville	WB	D	710	692	0.97	50	742	1.05	1	3	T	0.29	208	203	217	1
16800	Bradford/Betton	Lee Ave to Centerville	EB	D	970	514	0.53	19	533	0.55	1	3	T	0.28	273	144	150	1
16801	Bradford/Betton	Centerville to Lee Ave	WB	D	954	730	0.77	50	780	0.82	1	3	T	0.28	268	205	219	1
16830	Bradfordville Road	Thomasville Rd to Velda Dairy	EB	D	750	483	0.64	135	618	0.82	1	3	L	0.50	372	240	307	1

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
16831	Bradfordville Road	Velda Dairy to Thomasville Rd	WB	D	1244	359	0.29	121	480	0.39	2	3	L	0.49	610	176	235	1
16840	Bradfordville Road	Velda Dairy to Pisgah Church	EB	D	750	250	0.33	140	390	0.52	1	3	L	2.05	1,535	512	798	1
16841	Bradfordville Road	Pisgah Church to Velda Dairy	WB	D	1244	291	0.23	115	406	0.33	1	3	L	2.05	2,546	596	831	1
16850	Bradfordville Road	Centerville to Pisgah	NB	C	650	313	0.48	54	367	0.56	1	3	L	1.33	863	415	487	1
16851	Bradfordville Road	Pisgah to Centerville	SB	C	420	118	0.28	10	128	0.30	1	3	L	1.33	558	157	170	1
16900	Bragg Drive	Parkridge Drive to Adams	EB	E	335	30	0.09	15	45	0.13	1	2	T	0.59	196	18	26	3
16901	Bragg Drive	Adams to Parkridge Drive	WB	E	450	69	0.15	151	220	0.49	1	2	T	0.59	263	40	129	3
17000	Brevard Street	Tennessee to Woodward	EB	D	638	216	0.34	55	271	0.42	1	3	T	0.36	231	78	98	5
17001	Brevard Street	Woodward to Tennessee	WB	D	411	342	0.83	19	361	0.88	1	3	T	0.41	167	139	147	5
17100	Brevard Street	Woodward to Dewey	EB	D	588	460	0.78	78	538	0.91	1	3	T	0.25	145	113	132	5
17101	Brevard Street	Dewey to Woodward	WB	D	369	141	0.38	0	141	0.38	1	3	T	0.25	91	35	35	5
17200	Brevard Street	Dewey to Old Bainbridge	EB	D	412	460	1.12	50	510	1.24	1	3	T	0.29	119	133	148	5
17201	Brevard Street	Old Bainbridge to Dewey	WB	D	369	141	0.38	0	141	0.38	1	3	T	0.29	107	41	41	5
17300	Brevard Street	Old Bainbridge to Bronough	EB	D	629	306	0.49	55	361	0.57	1	3	T	0.28	179	87	102	5
17301	Brevard Street	Bronough to Old Bainbridge	WB	D	251	199	0.79	2	201	0.80	1	3	T	0.28	71	56	57	5
17400	Brevard Street	Bronough to Duval	EB	D	707	306	0.43	86	392	0.55	1	3	T	0.08	54	23	30	5
17401	Brevard Street	Duval to Bronough	WB	D	251	199	0.79	120	319	1.27	1	3	T	0.08	19	15	24	5
17500	Brevard Street	Duval to Monroe	EB	D	810	519	0.64	105	624	0.77	2	3	T	0.15	118	76	91	5
17501	Brevard Street	Monroe to Duval	WB	D	264	230	0.87	92	322	1.22	1	3	T	0.15	38	34	47	5
17600	Brevard Street	Monroe to Calhoun	EB	D	421	96	0.23	0	96	0.23	1	3	T	0.06	27	6	6	5
17601	Brevard Street	Calhoun to Monroe	WB	D	191	82	0.43	3	85	0.45	1	3	T	0.06	12	5	5	5
17700	Brevard Street	Calhoun to Gadsden	EB	D	165	96	0.58	0	96	0.58	1	3	T	0.08	12	7	7	5
17701	Brevard Street	Gadsden to Calhoun	WB	D	421	82	0.19	9	91	0.22	1	3	T	0.08	32	6	7	5
17900	Bronough St	Gaines to Madison	XX	O	0	0	-	0	0	-	0	4	O	0.08	-	-	-	5
17901	Bronough St	Madison to Gaines	SB	E	1514	789	0.52	89	878	0.58	2	4	T	0.08	117	61	68	5
18000	Bronough St	Madison to Pensacola	XX	O	0	0	-	0	0	-	0	4	O	0.15	-	-	-	5
18001	Bronough St	Pensacola to Madison	SB	E	1641	789	0.48	143	932	0.57	3	4	T	0.15	244	117	138	5
18100	Bronough St	Pensacola to College	XX	O	0	0	-	0	0	-	0	4	O	0.14	-	-	-	5
18101	Bronough St	College to Pensacola	SB	E	1641	789	0.48	362	1151	0.70	3	4	T	0.14	224	108	157	5
18200	Bronough St	College to Call	XX	O	0	0	-	0	0	-	0	4	O	0.20	-	-	-	5
18201	Bronough St	Call to College	SB	E	1641	789	0.48	167	956	0.58	3	4	T	0.20	324	156	189	5
18300	Bronough St	Call to Tennessee	XX	O	0	0	-	0	0	-	0	4	O	0.08	-	-	-	5
18301	Bronough St	Tennessee to Call	SB	E	1641	789	0.48	176	965	0.59	3	4	T	0.08	125	60	73	5
18400	Bronough St	Tennessee to Virginia	XX	O	0	0	-	0	0	-	0	4	O	0.08	-	-	-	5
18401	Bronough St	Virginia to Tennessee	SB	D	1310	693	0.53	98	791	0.60	3	4	T	0.08	100	53	60	5
18500	Bronough St	Virginia to Brevard	XX	O	0	0	-	0	0	-	0	4	O	0.23	-	-	-	5
18501	Bronough St	Brevard to Virginia	SB	D	1580	693	0.44	63	756	0.48	3	4	T	0.23	357	156	171	5
18600	Bronough St	Brevard to Fourth	XX	O	0	0	-	0	0	-	0	4	O	0.31	-	-	-	5
18601	Bronough St	Fourth to Brevard	SB	D	1425	626	0.44	0	626	0.44	2	4	T	0.31	447	196	196	5
18700	Bronough St	Fourth to Seventh	XX	O	0	0	-	0	0	-	0	4	O	0.28	-	-	-	5
18701	Bronough St	Seventh to Fourth	SB	D	1515	637	0.42	101	738	0.49	2	4	T	0.28	428	180	208	5
31701	Bronough St. (M.L.King)	Tenth/Lake Ella Plaza to Seventh	SB	D	1228	560	0.46	144	704	0.57	2	4	T	0.26	320	146	184	5
31751	Bronough St. (M.L.King)	Tharpe to Tenth/Lake Ella Plaza	SB	D	1228	560	0.46	189	749	0.61	2	4	T	0.15	189	86	116	5
31801	Bronough St. (M.L.King)	Northwood to Tharpe	SB	D	1169	765	0.65	129	894	0.76	2	4	T	0.13	157	103	120	4
31901	Bronough St. (M.L.King)	Monroe to Northwood	SW	D	1634	667	0.41	159	826	0.51	2	4	T	0.12	202	82	102	4
17800	Bronough St/Bridge	Jennings to Gaines	XX	O	0	0	-	0	0	-	0	4	O	0.50	-	-	-	5
17801	Bronough St/Bridge	Gaines to Jennings	SB	E	1064	839	0.79	148	987	0.93	1	4	F	0.50	534	421	495	5
18900	Buck Lake Road	Mahan to Vermillion	EB	E	1907	881	0.46	635	1516	0.79	2	3	L	0.23	439	203	349	2
18901	Buck Lake Road	Vermillion to Mahan	WB	E	1497	383	0.26	646	1029	0.69	3	3	L	0.22	329	84	226	2
18960	Buck Lake Road	Vermillion to Fallschase Parkway	EB	E	1204	748	0.62	0	748	0.62	2	3	L	0.12	142	88	88	2
18961	Buck Lake Road	Fallschase Parkway to Vermillion	WB	E	1257	295	0.23	19	314	0.25	2	3	L	0.13	161	38	40	2
19000	Buck Lake Road	Fallschase Parkway to Davis Drive	EB	E	1365	881	0.65	344	1225	0.90	1	3	L	0.49	666	430	598	2
19001	Buck Lake Road	Davis Drive to Fallschase Parkway	WB	E	1205	383	0.32	245	628	0.52	2	3	L	0.49	585	186	305	2
19050	Buck Lake Road	Davis Drive to Pedrick	EB	E	1865	772	0.41	137	909	0.49	1	3	L	1.11	2,078	860	1,013	2
19051	Buck Lake Road	Pedrick to Davis Drive	WB	E	1271	310	0.24	137	447	0.35	1	3	L	1.11	1,416	345	498	2
19100	Buck Lake Road	Pedrick to Walden	EB	E	613	508	0.83	125	633	1.03	1	3	L	0.92	563	467	581	2
19101	Buck Lake Road	Walden to Pedrick	WB	E	1072	237	0.22	109	346	0.32	1	3	L	0.92	984	218	318	2
19160	Buck Lake Road	Walden to Hill -& Dale	EB	E	670	539	0.80	94	633	0.94	1	3	L	1.74	1,166	938	1,102	2
19161	Buck Lake Road	Hill -& Dale to Walden	WB	C	477	262	0.55	46	308	0.65	1	3	L	1.74	830	456	536	2
19180	Buck Lake Road	Hill -& Dale to Chaires Cross	EB	E	690	196	0.28	33	229	0.33	1	3	L	0.76	523	148	173	2
19181	Buck Lake Road	Chaires Cross to Hill -& Dale	WB	C	477	61	0.13	50	111	0.23	1	3	L	0.76	361	46	84	2
19200	Buck Lake Road	Chaires Cross to Benjamin Chaires	EB	C	510	132	0.26	28	160	0.31	1	3	L	1.00	511	132	160	2
19201	Buck Lake Road	Benjamin Chaires to Chaires Cross	WB	C	200	63	0.32	16	79	0.40	1	3	L	1.00	200	63	79	2
19220	Buck Lake Road	Benjamin Chaires to Baum Road	EB	C	520	132	0.25	17	149	0.29	1	3	L	1.01	523	133	150	2
19221	Buck Lake Road	Baum Road to Benjamin Chaires	WB	C	170	63	0.37	17	80	0.47	1	3	L	1.01	171	63	80	2
19240	Buck Lake Road	Baum Road to Capitola	EB	C	520	150	0.29	0	150	0.29	1	3	L	1.14	593	171	171	2
19241	Buck Lake Road	Capitola to Baum Road	WB	C	170	62	0.36	0	62	0.36	1	3	L	1.14	194	71	71	2
19260	Buford	Capital Medical Blvd to Centerville Rd	NB	D	422	357	0.85	143	500	1.18	1	2	T	0.32	134	113	159	1

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
19261	Buford	Centerville Rd to Capital Medical Blvd	SE	D	373	157	0.42	135	292	0.78	1	2	T	0.32	118	50	93	1
19280	Bull Headley Rd	Bannerman to N. End	NB	D	850	481	0.57	46	527	0.62	1	2	L	2.16	1,837	1,040	1,139	1
19281	Bull Headley Rd	N. End to Bannerman	SB	D	341	195	0.57	7	202	0.59	1	2	L	2.16	737	421	437	1
19300	Calhoun Street	Bloxham to Gaines	NB	E	289	178	0.62	32	210	0.73	1	4	L	0.07	21	13	15	5
19301	Calhoun Street	Gaines to Bloxham	SB	E	573	263	0.46	0	263	0.46	1	4	L	0.07	42	19	19	5
19400	Calhoun Street	Gaines to Apalachee Pwy	NB	E	358	178	0.50	51	229	0.64	1	4	L	0.18	63	32	41	5
19401	Calhoun Street	Apalachee Pwy to Gaines	SB	E	572	263	0.46	0	263	0.46	1	4	L	0.18	101	47	47	5
19500	Calhoun Street	Apalachee Pwy to Pensacola	XX	O	0	0	0	0	0	0	0	4	O	0.04	-	-	-	5
19501	Calhoun Street	Pensacola to Apalachee Pwy	SB	E	796	401	0.50	144	545	0.68	3	4	L	0.04	32	16	22	5
19600	Calhoun Street	Pensacola to Jefferson	XX	O	0	0	0	0	0	0	0	4	O	0.06	-	-	-	5
19601	Calhoun Street	Jefferson to Pensacola	SB	E	796	401	0.50	158	559	0.70	3	4	L	0.06	48	24	34	5
19700	Calhoun Street	Jefferson to College	XX	O	0	0	0	0	0	0	0	4	O	0.08	-	-	-	5
19701	Calhoun Street	College to Jefferson	SB	E	796	401	0.50	174	575	0.72	2	4	L	0.08	61	31	44	5
19800	Calhoun Street	College to Park (EB)	XX	O	0	0	0	0	0	0	0	4	O	0.08	-	-	-	5
19801	Calhoun Street	Park (EB) to College	SB	E	796	401	0.50	183	584	0.73	2	4	L	0.08	62	31	45	5
19900	Calhoun Street	Park (EB) to Park (WB)	XX	O	0	0	0	0	0	0	0	4	O	0.03	-	-	-	5
19901	Calhoun Street	Park (WB) to Park (EB)	SB	E	796	401	0.50	171	572	0.72	2	4	L	0.03	21	10	15	5
20000	Calhoun Street	Park (WB) to Call	XX	O	0	0	0	0	0	0	0	4	O	0.09	-	-	-	5
20001	Calhoun Street	Call to Park (WB)	SB	E	796	401	0.50	146	547	0.69	2	4	L	0.09	75	38	51	5
20100	Calhoun Street	Call to Tennessee	XX	O	0	0	0	0	0	0	0	4	O	0.08	-	-	-	5
20101	Calhoun Street	Tennessee to Call	SB	E	796	401	0.50	150	551	0.69	2	4	L	0.08	60	30	42	5
20200	Calhoun Street	Tennessee to Virginia	XX	O	0	0	0	0	0	0	0	4	O	0.07	-	-	-	5
20201	Calhoun Street	Virginia to Tennessee	SB	D	1051	469	0.45	43	512	0.49	2	4	L	0.07	78	35	38	5
20300	Calhoun Street	Virginia to Carolina	XX	O	0	0	0	0	0	0	0	4	O	0.08	-	-	-	5
20301	Calhoun Street	Carolina to Virginia	SB	D	1051	469	0.45	0	469	0.45	2	4	L	0.08	81	36	36	5
20400	Calhoun Street	Carolina to Thomasville	XX	O	0	0	0	0	0	0	0	4	O	0.31	-	-	-	5
20401	Calhoun Street	Thomasville to Carolina	SB	D	1051	469	0.45	27	496	0.47	2	4	L	0.31	327	146	154	5
20500	Call Street	West Tennessee to Bryan/Stadium	EB	E	515	620	1.20	12	632	1.23	1	3	T	0.43	220	264	269	5
20501	Call Street	Stadium/Bryan to West Tennessee	WB	E	458	272	0.59	0	272	0.59	1	3	T	0.43	195	116	116	5
20600	Call Street	Dewey to Copeland	EB	E	757	380	0.50	29	409	0.54	1	3	T	0.18	140	70	76	5
20601	Call Street	Copeland to Dewey	WB	E	700	195	0.28	46	241	0.34	1	3	T	0.18	129	36	45	5
20700	Call Street	Copeland to Macomb	EB	E	701	250	0.36	24	274	0.39	1	3	T	0.14	101	36	39	5
20701	Call Street	Macomb to Copeland	WB	E	728	270	0.37	78	348	0.48	1	3	T	0.14	105	39	50	5
20800	Call Street	Macomb to Bronough	EB	E	658	287	0.44	87	374	0.57	1	3	T	0.24	160	70	91	5
20801	Call Street	Bronough to Macomb	WB	E	418	199	0.48	10	209	0.50	1	3	T	0.24	102	49	51	5
20900	Call Street	Bronough to Duval	EB	E	454	287	0.63	49	336	0.74	1	3	T	0.08	34	22	25	5
20901	Call Street	Duval to Bronough	WB	E	527	199	0.38	13	212	0.40	1	3	T	0.08	40	15	16	5
21000	Call Street	Duval to Adams	EB	E	381	369	0.97	0	369	0.97	1	3	T	0.06	25	24	24	5
21001	Call Street	Adams to Duval	WB	E	568	185	0.33	0	185	0.33	1	3	T	0.06	37	12	12	5
21040	Call Street	Adams to Monroe	EB	E	400	369	0.92	169	538	1.35	1	3	T	0.08	32	29	42	5
21041	Call Street	Monroe to Adams	WB	E	477	185	0.39	3	188	0.39	1	3	T	0.08	38	15	15	5
21100	Call Street	Monroe to Calhoun	EB	E	681	258	0.38	75	333	0.49	1	3	T	0.06	44	17	22	5
21101	Call Street	Calhoun to Monroe	WB	E	400	137	0.34	0	137	0.34	1	3	T	0.06	26	9	9	5
21200	Call Street	Calhoun to Gadsden	EB	E	409	258	0.63	91	349	0.85	1	3	T	0.08	31	20	26	5
21201	Call Street	Gadsden to Calhoun	WB	E	545	137	0.25	5	142	0.26	1	3	T	0.08	41	10	11	5
21300	Call Street	Gadsden to Meridian	EB	E	401	258	0.64	38	296	0.74	1	3	T	0.08	30	20	22	5
21301	Call Street	Meridian to Gadsden	WB	E	511	137	0.27	12	149	0.29	1	3	T	0.08	39	10	11	5
21400	Call Street	Meridian to Franklin	EB	E	330	13	0.04	0	13	0.04	1	3	T	0.22	74	3	3	5
21401	Call Street	Franklin to Meridian	WB	E	450	31	0.07	8	39	0.09	1	3	T	0.22	100	7	9	5
21500	Call Street	Magnolia to Belmont	EB	E	450	132	0.29	45	177	0.39	1	3	T	0.19	85	25	34	2
21501	Call Street	Belmont to Magnolia	WB	E	450	307	0.68	64	371	0.82	1	3	T	0.19	85	58	70	2
21600	Campbell Street	Pasco to Wahnish	EB	E	335	109	0.33	18	127	0.38	1	2	T	0.26	86	28	33	5
21601	Campbell Street	Wahnish to Pasco	WB	E	450	139	0.31	76	215	0.48	1	2	T	0.26	116	36	55	5
24880	Cap Tram Rd	Apalachee Pkwy to Capitola	NB	C	341	13	0.04	55	68	0.20	1	2	L	2.79	951	36	190	2
24881	Cap Tram Rd	Capitola to Apalachee Pkwy	SB	C	341	7	0.02	5	12	0.04	1	2	L	2.80	953	20	34	2
22601	Capital Circle East (US 319/SR 261)	Mahan Drive to Park/Conner	SB	D	3005	1462	0.49	591	2053	0.68	3	5	F	1.29	3,874	1,885	2,647	2
22700	Capital Circle East (US 319/SR 261)	Dick Wilson/DMV to Park/Conner	NB	D	1430	1097	0.77	128	1225	0.86	3	5	F	0.70	995	763	852	2
22701	Capital Circle East (US 319/SR 261)	Park/Conner to Dick Wilson/DMV	SB	D	2775	1361	0.49	475	1836	0.66	3	5	F	0.70	1,948	955	1,289	2
22800	Capital Circle East (US 319/SR 261)	Apalachee Parkway to Dick Wilson/DMV	NB	D	2145	1097	0.51	228	1325	0.62	3	5	F	0.25	544	278	336	2
22801	Capital Circle East (US 319/SR 261)	Dick Wilson/DMV to Apalachee Parkway	SB	D	2313	1361	0.59	509	1870	0.81	3	5	F	0.25	589	347	476	2
21700	Capital Circle NE (US 319/SR 261)	Killearn Center/Timberlane to Thomasville	NW	D	2127	1167	0.76	123	1740	0.82	3	5	F	0.14	292	222	239	1
21701	Capital Circle NE (US 319/SR 261)	Thomasville to Killearn Center/Timberlane	SE	D	565	84	0.15	80	164	0.29	1	5	F	0.14	77	12	22	1
21800	Capital Circle NE (US 319/SR 261)	I-10 WB to Killearn Center/Timberlane	NB	D	2500	2376	0.95	278	2654	1.06	3	5	F	0.23	571	542	606	1
21801	Capital Circle NE (US 319/SR 261)	Killearn Center/Timberlane to I-10 WB	SB	D	1870	1439	0.77	283	1722	0.92	3	5	F	0.23	430	331	396	1
21840	Capital Circle NE (US 319/SR 261)	Raymond Diehl to I-10 WB	NB	D	3218	3436	1.07	0	3436	1.07	3	5	F	0.12	395	422	422	1
21841	Capital Circle NE (US 319/SR 261)	I-10 WB to Raymond Diehl	SB	D	1485	1577	1.06	215	1792	1.21	3	5	F	0.11	165	175	199	1
21900	Capital Circle NE (US 319/SR 261)	Hermitage/Eastgate to Ray Diehl	NB	D	2468	2701	1.09	175	2876	1.17	3	5	F	0.56	1,387	1,518	1,616	1
21901	Capital Circle NE (US 319/SR 261)	Ray Diehl to Hermitage/Eastgate	SB	D	1638	1639	1.00	317	1956	1.19	3	5	F	0.56	925	926	1,105	1

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
22000	Capital Circle NE (US 319/SR 261)	Lonnbladh to Hermitage/Eastgate	NB	D	2910	2701	0.93	249	2950	1.01	3	5	F	0.41	1,204	1,118	1,221	1
22001	Capital Circle NE (US 319/SR 261)	Hermitage/Eastgate to Lonnbladh	SB	D	2892	1639	0.57	391	2030	0.70	3	5	F	0.41	1,199	680	842	1
22100	Capital Circle NE (US 319/SR 261)	Centerville Rd to Lonnbladh	NB	D	2454	2783	1.13	321	3104	1.26	3	5	F	0.72	1,778	2,016	2,249	1
22101	Capital Circle NE (US 319/SR 261)	Lonnbladh to Centerville Rd	SB	D	2047	1900	0.93	319	2219	1.08	3	5	F	0.72	1,472	1,367	1,596	1
22200	Capital Circle NE (US 319/SR 261)	Care Drive to Centerville Rd	NB	D	2166	2179	1.01	294	2473	1.14	3	5	F	0.25	547	550	624	1
22201	Capital Circle NE (US 319/SR 261)	Centerville Rd to Care Drive	SB	D	3658	1929	0.53	177	2106	0.58	3	5	F	0.25	931	491	536	1
22300	Capital Circle NE (US 319/SR 261)	Capital Medical Blvd to Care	NB	D	3771	2179	0.58	209	2388	0.63	3	5	F	0.21	790	457	500	1
22301	Capital Circle NE (US 319/SR 261)	Care to Capital Medical Blvd	SB	D	2400	1929	0.80	179	2108	0.88	3	5	F	0.21	502	404	441	1
22400	Capital Circle NE (US 319/SR 261)	Micosukee to Capital Medical Blvd	NB	D	2128	2107	0.99	274	2381	1.12	3	5	F	0.22	473	468	529	1
22401	Capital Circle NE (US 319/SR 261)	Capital Medical Blvd to Micosukee	SB	D	2145	2186	1.02	239	2425	1.13	3	5	F	0.22	475	484	537	1
22500	Capital Circle NE (US 319/SR 261)	Easter Stanley to Micosukee Rd	NB	D	1831	2279	1.24	316	2595	1.42	3	5	F	0.45	825	1,027	1,169	1
22501	Capital Circle NE (US 319/SR 261)	Micosukee Rd to Easter Stanley	SB	D	2433	2112	0.87	493	2605	1.07	3	5	F	0.44	1,082	939	1,158	1
22570	Capital Circle NE (US 319/SR 261)	Mahan Drive to Easter Stanley	NB	D	3293	2279	0.69	26	2305	0.70	3	5	F	0.24	789	546	552	2
22571	Capital Circle NE (US 319/SR 261)	Easter Stanley to Mahan Drive	SB	D	2054	2112	1.03	497	2609	1.27	3	5	F	0.24	500	514	634	2
22600	Capital Circle NE (US 319/SR 261)	Park/Conner to Mahan Drive	NB	D	1322	2332	1.76	432	2764	2.09	3	5	F	1.30	1,719	3,032	3,594	2
24400	Capital Circle NW (SR 263)	Tennessee to Tharpe	NB	D	2474	995	0.40	414	1409	0.57	3	5	F	0.30	742	299	423	4
24401	Capital Circle NW (SR 263)	Tharpe to Tennessee	SB	D	2903	1179	0.41	445	1624	0.56	3	5	F	0.30	880	358	493	4
24500	Capital Circle NW (SR 263)	Tharpe to Hartsfield/NW Passage	NB	D	2397	1063	0.44	452	1515	0.63	3	5	F	0.43	1,023	454	646	4
24501	Capital Circle NW (SR 263)	Hartsfield/NW Passage to Tharpe	SB	D	2417	901	0.37	604	1505	0.62	3	5	F	0.43	1,032	385	643	4
24600	Capital Circle NW (SR 263)	Hartsfield/NW Pass to Commonwealth	NB	D	2180	1063	0.49	648	1711	0.78	3	5	F	0.47	1,023	499	803	4
24601	Capital Circle NW (SR 263)	Commonwealth to Hartsfield/NW Pass	SB	D	1782	901	0.51	404	1305	0.73	3	5	F	0.47	837	423	613	4
24700	Capital Circle NW (SR 263)	Commonwealth to I-10 EB	NB	D	2953	2042	0.69	746	2788	0.94	3	5	F	0.19	562	389	531	4
24701	Capital Circle NW (SR 263)	I-10 EB to Commonwealth	SB	D	2027	1181	0.58	283	1464	0.72	3	5	F	0.18	360	210	260	4
24710	Capital Circle NW (SR 263)	I-10 EB to I-10 WB	NB	D	1775	1046	0.59	760	1806	1.02	2	5	F	0.11	204	120	207	4
24711	Capital Circle NW (SR 263)	I-10 WB to I-10 EB	SB	D	2785	1154	0.41	255	1409	0.51	3	5	F	0.11	293	121	148	4
24720	Capital Circle NW (SR 263)	I-10 WB to Fred George	NB	D	1123	1071	0.95	658	1729	1.54	1	5	F	0.85	956	912	1,472	4
24721	Capital Circle NW (SR 263)	Fred George to I-10 WB	SB	D	1117	613	0.55	76	689	0.62	3	5	F	0.85	947	520	584	4
24740	Capital Circle NW (SR 263)	Fred George to Old Bainbridge	NB	D	1478	1077	0.73	379	1456	0.99	1	5	F	2.38	3,511	2,559	3,459	4
24741	Capital Circle NW (SR 263)	Old Bainbridge to Fred George	SB	D	1051	651	0.62	84	735	0.70	1	5	F	2.38	2,497	1,547	1,746	4
24760	Capital Circle NW (SR 263)	Old Bainbridge to US 27	NB	D	1321	935	0.71	645	1580	1.20	1	5	F	0.49	652	462	780	4
24761	Capital Circle NW (SR 263)	US 27 to Old Bainbridge	SB	D	873	480	0.55	62	542	0.62	1	5	F	0.49	431	237	268	4
22900	Capital Circle SE (US 319/SR 261)	Old St. Augustine to Apalachee	NB	D	1658	865	0.52	612	1477	0.89	3	5	F	0.50	829	433	739	2
22901	Capital Circle SE (US 319/SR 261)	Apalachee to Old St. Augustine	SB	D	2188	806	0.37	609	1415	0.65	3	5	F	0.50	1,092	402	706	2
23000	Capital Circle SE (US 319/SR 261)	Midyette to Old St. Augustine	NB	D	2336	1126	0.48	726	1852	0.79	3	5	F	0.49	1,139	549	903	2
23001	Capital Circle SE (US 319/SR 261)	Old St. Augustine to Midyette	SB	D	3326	976	0.29	800	1776	0.53	3	5	F	0.49	1,626	477	868	2
23100	Capital Circle SE (US 319/SR 261)	Monday Road to Midyette Road	NB	D	3465	1126	0.32	935	2061	0.59	3	5	F	0.22	756	246	450	2
23101	Capital Circle SE (US 319/SR 261)	Midyette Road to Monday Road	SB	D	3914	976	0.25	820	1796	0.46	3	5	F	0.22	857	214	393	2
23200	Capital Circle SE (US 319/SR 261)	Orange Ave Ext to Monday Road	NB	D	3738	1012	0.27	935	1947	0.52	3	5	F	0.11	421	114	219	2
23201	Capital Circle SE (US 319/SR 261)	Monday Road to Orange Ave Ext	SB	D	2309	1151	0.50	796	1947	0.84	3	5	F	0.11	262	131	221	2
23300	Capital Circle SE (US 319/SR 261)	Blair Stone Ext South to Orange Ave Ext	NB	D	1896	1316	0.69	681	1997	1.05	3	5	F	0.57	1,074	745	1,131	2
23301	Capital Circle SE (US 319/SR 261)	Orange Ave Ext to Blair Stone Ext	SB	D	3293	1400	0.43	423	1823	0.55	3	5	F	0.57	1,864	793	1,032	2
23400	Capital Circle SE (US 319/SR 261)	Merchant's Row to Blair Stone Ext	NB	D	3064	1451	0.47	810	2261	0.74	3	5	F	0.68	2,086	988	1,539	2
23401	Capital Circle SE (US 319/SR 261)	Blair Stone Ext to Merchant's Row	SB	D	2617	1016	0.39	857	1873	0.72	3	5	F	0.68	1,778	690	1,273	2
23500	Capital Circle SE (US 319/SR 261)	Shumard Oak to Merchant's Row	NB	D	2345	742	0.32	408	1150	0.49	3	5	F	0.36	845	267	414	2
23501	Capital Circle SE (US 319/SR 261)	Merchant's Row to Shumard Oak	SB	D	3142	1136	0.36	960	2096	0.67	3	5	F	0.36	1,130	408	754	2
23600	Capital Circle SE (US 319/SR 261)	Tram Road to Shumard Oak	NB	D	3021	467	0.15	527	994	0.33	3	5	F	0.41	1,237	191	407	2
23601	Capital Circle SE (US 319/SR 261)	Shumard Oak to Tram Road	SB	D	2505	1225	0.49	1093	2318	0.93	3	5	F	0.40	1,011	494	936	2
23700	Capital Circle SE (US 319/SR 261)	Southwood Marketplace Dr to Tram Rd	NE	D	2110	403	0.19	746	1149	0.54	3	5	F	0.80	1,681	321	915	2
23701	Capital Circle SE (US 319/SR 261)	Tram Rd to Southwood Marketplace Dr	SW	D	2359	964	0.41	988	1952	0.83	3	5	F	0.80	1,885	770	1,560	2
23720	Capital Circle SE (US 319/SR 261)	Southchase Blvd to Southwood Marketplace Dr	EB	D	2359	403	0.17	619	1022	0.43	3	5	F	0.31	736	126	319	2
23721	Capital Circle SE (US 319/SR 261)	Southwood Marketplace Dr to Southchase Blvd	WB	D	2615	964	0.37	813	1777	0.68	3	5	F	0.31	816	301	554	2
23730	Capital Circle SE (US 319/SR 261)	Merchants Row Extension to Southchase Blvd	EB	D	2151	403	0.19	126	529	0.25	3	5	F	0.54	1,165	218	286	2
23731	Capital Circle SE (US 319/SR 261)	Southchase Blvd to Merchants Row Extension	WB	D	2341	964	0.41	317	1281	0.55	3	5	F	0.54	1,268	522	694	2
23760	Capital Circle SE (US 319/SR 261)	Woodville Highway to Merchants Row Extension	EB	D	2494	566	0.23	426	992	0.40	3	5	F	0.56	1,389	315	552	3
23761	Capital Circle SE (US 319/SR 261)	Merchants Row Extension to Woodville Highway	WB	D	1973	1204	0.61	594	1798	0.91	3	5	F	0.56	1,099	670	1,001	3
23800	Capital Circle South (US 319/SR 261)	Crawfordville Rd to Woodville Hwy	EB	D	1416	598	0.42	261	859	0.61	3	5	F	1.33	1,882	795	1,142	3
23801	Capital Circle South (US 319/SR 261)	Woodville Hwy to Crawfordville Rd	WB	D	1045	796	0.76	347	1143	1.09	2	5	F	1.33	1,387	1,056	1,517	3
23900	Capital Circle SW (SR 263)	Crawfordville Rd to Southbrook PUD	NW	D	818	382	0.47	643	1025	1.25	1	5	F	1.27	1,042	487	1,306	3
23901	Capital Circle SW (SR 263)	Southbrook PUD to Crawfordville Rd.	SE	D	965	800	0.83	787	1587	1.64	2	5	F	1.27	1,228	1,018	2,019	3
23950	Capital Circle SW (SR 263)	Southbrook PUD to Springhill Rd	NW	D	1016	440	0.43	99	539	0.53	1	5	F	0.91	923	400	490	3
23951	Capital Circle SW (SR 263)	Springhill Rd to Southbrook PUD	SE	D	1140	729	0.64	438	1167	1.02	1	5	F	0.91	1,036	663	1,061	3
24000	Capital Circle SW (SR 263)	Springhill to Lake Bradford Rd	NW	D	1276	382	0.30	217	599	0.47	1	5	F	1.03	1,319	395	619	3
24001	Capital Circle SW (SR 263)	Lake Bradford Rd to Springhill	SE	D	1073	800	0.75	653	1453	1.35	1	5	F	1.03	1,109	827	1,502	3
24040	Capital Circle SW (SR 263)	Lake Bradford Rd to Airport	NW	D	1300	380	0.29	185	565	0.43	1	5	F	0.17	220	64	95	3
24041	Capital Circle SW (SR 263)	Airport to Lake Bradford Rd	SE	D	1291	663	0.51	582	1245	0.96	1	5	F	0.17	218	112	210	3
24100	Capital Circle SW (SR 263)	Airport to Orange	NW	D	1215	367	0.30	278	645	0.53	2	5	F	2.16	2,626	793	1,394	3
24101	Capital Circle SW (SR 263)	Orange to Airport	SE	D	1358	707	0.52	606	1313	0.97	1	5	F	2.16	2,935	1,528	2,838	3
24200	Capital Circle SW (SR 263)	Orange to Btown Hwy (Pensacola)	NB	D	2775	900	0.32	1664	2564	0.92	3	5	F	1.14	3,155	1,023	2,915	3

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
24201	Capital Circle SW (SR 263)	Btown Hwy (Pensacola) to Orange	SB	D	1984	759	0.38	1029	1788	0.90	1	5	F	1.13	2,247	860	2,025	3
24350	Capital Circle SW (SR 263)	Gum Road to Tennessee (US 90)	NB	D	2524	604	0.24	615	1219	0.48	3	5	F	0.71	1,797	430	868	3
24351	Capital Circle SW (SR 263)	Tennessee (US 90) to Gum Road	SB	D	2832	675	0.24	488	1163	0.41	3	5	F	0.71	2,020	481	830	3
24800	Capital Medical Blvd	Capital Circle to Buford	NE	D	1295	243	0.19	176	419	0.32	1	2	T	0.14	183	34	59	1
24801	Capital Medical Blvd	Buford to Capital Circle	SW	D	697	469	0.67	213	682	0.98	1	2	T	0.14	98	66	96	1
24820	Capital Medical Blvd	Buford to Miccosukee	EB	D	699	279	0.40	78	357	0.51	1	2	T	0.60	422	168	216	1
24821	Capital Medical Blvd	Miccosukee to Buford	WB	D	754	548	0.73	166	714	0.95	1	2	T	0.60	455	331	431	1
24840	Capitola Road	Chaires Cross to Benjamin Chaires	EB	C	570	179	0.31	96	275	0.48	1	2	L	0.77	438	137	211	2
24841	Capitola Road	Benjamin Chaires to Chaires Cross	WB	C	341	59	0.17	12	71	0.21	1	2	L	0.77	262	45	55	2
24850	Capitola Road	Benjamin Chaires to Baum/Cap Tram	EB	C	520	149	0.29	75	224	0.43	1	2	L	1.19	619	177	267	2
24851	Capitola Road	Baum/Cap Tram to Benjamin Chaires	WB	C	341	60	0.18	10	70	0.21	1	2	L	1.19	406	71	83	2
24860	Capitola Road	Baum/Cap Tram to Jefferson County	EB	C	520	140	0.27	46	186	0.36	1	2	L	3.79	1,968	530	704	2
24861	Capitola Road	Jefferson County to Baum/Cap Tram	WB	C	170	57	0.34	3	60	0.35	1	2	L	3.79	644	216	227	2
24900	Care Drive	Cap Circle to Buford Blvd	EB	D	400	56	0.14	7	63	0.16	1	2	T	0.12	47	7	7	1
24901	Care Drive	Buford Blvd to Cap. Circle	WB	D	400	145	0.36	71	216	0.54	1	2	T	0.12	47	17	25	1
25300	Centerville Rd	Seventh to Medical	NE	D	1455	860	0.59	0	860	0.59	1	4	T	0.25	359	212	212	5
25301	Centerville Rd	Medical to Seventh	SW	D	1216	620	0.51	114	734	0.60	2	4	T	0.25	300	153	181	5
25400	Centerville Rd	Medical to Betton	NE	D	1444	860	0.60	236	1096	0.76	1	4	T	0.20	292	174	221	5
25401	Centerville Rd	Betton to Medical	SW	D	2325	620	0.27	18	638	0.27	2	4	T	0.20	470	125	129	5
25500	Centerville Rd	Betton to Woodgate Way	NE	D	1194	814	0.68	228	1042	0.87	1	4	T	1.13	1,352	922	1,180	1
25501	Centerville Rd	Woodgate Way to Betton	SW	D	723	519	0.72	51	570	0.79	1	4	T	1.13	819	588	645	1
25600	Centerville Rd	Woodgate Way to Blair Stone Ext	NE	D	1342	935	0.70	323	1258	0.94	2	4	T	0.07	96	67	90	1
25601	Centerville Rd	Blair Stone Ext to Woodgate Way	SW	D	1029	820	0.80	215	1035	1.01	1	4	T	0.07	74	59	74	1
25700	Centerville Rd	Blair Stone Ext to Capital Circle	NE	D	1704	2386	1.40	52	2438	1.43	3	4	T	0.54	926	1,297	1,325	1
25701	Centerville Rd	Capital Circle to Blair Stone Ext	SW	D	1369	1238	0.90	258	1496	1.09	1	4	T	0.66	906	819	990	1
25900	Centerville Rd	Buford Blvd to Olson/Fleisch	NE	D	1189	1058	0.89	0	1058	0.89	1	4	L	0.59	697	620	620	1
25901	Centerville Rd	Olson/Fleisch to Buford Blvd	SW	D	1353	352	0.26	40	392	0.29	1	4	L	0.59	793	206	230	1
26000	Centerville Rd	Olson/Fleischman to Hickory Ridge/Dempsey Mayo Ext	NE	D	1001	1212	1.21	0	1212	1.21	1	4	L	0.62	625	757	757	1
26001	Centerville Rd	Hickory Ridge/Dempsey Mayo Ext to Olson/Fleischman	SW	D	853	343	0.40	107	450	0.53	1	4	L	0.62	533	214	281	1
26040	Centerville Rd	Hickory Ridge/Dempsey Mayo Ext to Shamrock South	NE	D	1180	966	0.82	92	1058	0.90	1	4	L	2.31	2,728	2,233	2,446	1
26041	Centerville Rd	Shamrock South to Hickory Ridge/Dempsey Mayo Ext	SW	D	896	239	0.27	159	398	0.44	1	4	L	2.31	2,071	552	920	1
26100	Centerville Rd	Shamrock South to Pimlico	NE	D	1035	408	0.39	93	501	0.48	1	4	L	1.64	1,700	670	823	1
26101	Centerville Rd	Pimlico to Shamrock South	SW	D	710	301	0.42	86	387	0.55	1	4	L	1.64	1,166	494	636	1
25200	Centerville Rd (SR 265)	Sixth to Seventh	NE	D	2185	1737	0.79	262	1999	0.91	2	4	F	0.06	133	105	121	5
25201	Centerville Rd (SR 265)	Seventh to Sixth	SW	D	1816	641	0.35	0	641	0.35	2	4	F	0.06	110	39	39	5
25800	Centerville Rd/Welaunee Blvd	Capital Circle to Buford Blvd	EB	D	1271	1210	0.95	332	1542	1.21	1	4	T	0.16	199	189	241	1
25801	Centerville Rd/Welaunee Blvd	Buford Blvd to Capital Circle	WB	D	989	645	0.65	315	960	0.97	2	4	T	0.16	155	101	150	1
26130	Centerville Road	Pimlico to Bradfordville/Roberts	NB	D	1180	463	0.39	46	509	0.43	1	4	L	0.50	587	230	253	1
26131	Centerville Road	Bradfordville/Roberts to Pimlico	SB	D	441	95	0.22	35	130	0.29	1	4	L	0.50	220	47	65	1
26150	Centerville Road	Bradfordville/Roberts to Pisgah	NB	C	720	151	0.21	0	151	0.21	1	4	L	1.44	1,037	217	217	1
26151	Centerville Road	Pisgah to Bradfordville/Roberts	SB	C	260	43	0.17	35	78	0.30	1	4	L	1.44	374	62	112	1
26170	Centerville Road	Pisgah to Proctor	NB	C	780	144	0.18	11	155	0.20	1	4	L	2.27	1,768	326	351	1
26171	Centerville Road	Proctor to Pisgah	SB	C	320	71	0.22	30	101	0.32	1	4	L	2.27	726	161	229	1
26190	Centerville Road	Proctor to Moccasin Gap	NB	C	770	159	0.21	2	161	0.21	1	4	L	1.63	1,258	260	263	1
26191	Centerville Road	Moccasin Gap to Proctor	SB	C	330	79	0.24	0	79	0.24	1	4	L	1.63	539	129	129	1
26210	Centerville Road (Dirt)	Moccasin Gap to County Line N.	NB	C	800	26	0.03	2	28	0.04	1	4	L	6.38	5,103	166	179	1
26211	Centerville Road (Dirt)	County Line N. to Moccasin Gap	SB	C	220	7	0.03	0	7	0.03	1	4	L	6.38	1,403	45	45	1
25100	Centerville/Magnolia (SR 265)	Miccosukee to Sixth	NE	D	1816	1260	0.69	127	1387	0.76	2	4	F	0.06	106	73	81	1
25101	Centerville/Magnolia (SR 265)	Sixth to Miccosukee	SW	D	1803	925	0.51	41	966	0.54	2	4	F	0.06	105	54	56	1
25000	Centre Point Blvd	Miccosukee to Centerville	NB	D	400	166	0.42	0	166	0.42	1	3	T	0.76	306	127	127	1
25001	Centre Point Blvd	Centerville to Miccosukee	SB	D	426	130	0.31	58	188	0.44	1	3	T	0.76	326	99	144	1
26240	Chaires Crossroads	U.S. 27 to Capitola Rd	NB	C	590	377	0.64	226	603	1.02	1	3	L	0.94	552	353	564	2
26241	Chaires Crossroads	Capitola Rd to U.S. 27	SB	D	1009	219	0.22	137	356	0.35	1	3	L	0.94	944	205	333	2
26260	Chaires Crossroads	Capitola Rd to Buck Lake	NB	C	512	199	0.39	103	302	0.59	1	3	L	2.33	1,192	463	703	2
26261	Chaires Crossroads	Buck Lake to Capitola Rd	SB	C	440	250	0.57	116	366	0.83	1	3	L	2.33	1,024	582	852	2
26280	Chaires Crossroads	Buck Lake to Mahan	NB	C	656	180	0.27	102	282	0.43	1	3	L	1.93	1,268	348	545	2
26281	Chaires Crossroads	Mahan to Buck Lake	SB	C	512	230	0.45	63	293	0.57	1	3	L	1.93	989	444	566	2
26320	Chapel Drive	Pensacola to Westridge	NB	E	450	242	0.54	178	420	0.93	1	2	T	0.31	139	75	130	5
26321	Chapel Drive	Westridge to Pensacola	SB	E	467	113	0.24	31	144	0.31	1	2	T	0.31	144	35	45	5
26340	Chapel Drive	Westridge to Call	NB	E	343	242	0.71	164	406	1.18	1	2	T	0.23	80	57	95	5
26341	Chapel Drive	Call to Westridge	SB	E	450	113	0.25	34	147	0.33	1	2	T	0.23	105	26	34	5
26400	Chowkeebin Nene	Magnolia to East Indian Head	EB	E	450	124	0.28	3	127	0.28	1	2	T	0.24	109	30	31	5
26401	Chowkeebin Nene	East Indian Head to Magnolia	WB	E	450	75	0.17	0	75	0.17	1	2	T	0.24	109	18	18	5
26500	Chowkeebin Nene	East Indian Head to Apakin Nene	EB	E	450	124	0.28	1	125	0.28	1	2	T	0.24	107	29	30	2
26501	Chowkeebin Nene	Apakin Nene to East Indian Head	WB	E	450	75	0.17	0	75	0.17	1	2	T	0.24	107	18	18	2
26600	Circle Drive	Myers Park Drive to Seminole	EB	E	450	123	0.27	10	133	0.30	1	2	T	0.28	124	34	37	5
26601	Circle Drive	Seminole to Myers Park Drive	WB	E	450	48	0.11	19	67	0.15	1	2	T	0.28	124	13	18	5
26700	Circle Drive	Seminole to Magnolia	EB	E	450	123	0.27	6	129	0.29	1	2	T	0.29	129	35	37	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
26701	Circle Drive	Magnolia to Seminole	WB	E	450	48	0.11	17	65	0.14	1	2	T	0.29	129	14	19	2
26800	Clarecastle	Shannon Lakes to Pimlico	NB	D	400	144	0.36	0	144	0.36	1	2	T	0.14	56	20	20	1
26801	Clarecastle	Pimlico to Shannon Lakes	SB	D	400	61	0.15	1	62	0.16	1	2	T	0.14	56	9	9	1
26900	Coleman St	Walcott to Lake Bradford	EB	E	450	29	0.06	0	29	0.06	1	2	T	0.14	61	4	4	5
26901	Coleman St	Lake Bradford to Walcott	WB	E	450	59	0.13	1	60	0.13	1	2	T	0.14	61	8	8	5
27000	College Avenue	Copeland to Macomb	EB	E	455	125	0.27	37	162	0.36	1	3	T	0.14	65	18	23	5
27001	College Avenue	Macomb to Copeland	WB	E	546	138	0.25	14	152	0.28	1	3	T	0.14	78	20	22	5
27100	College Avenue	Macomb to Bronough	EB	E	539	197	0.37	119	316	0.59	1	3	T	0.24	132	48	77	5
27101	College Avenue	Bronough to Macomb	WB	E	615	276	0.45	52	328	0.53	1	3	T	0.24	150	67	80	5
27200	College Avenue	Bronough to Duval	EB	E	539	197	0.37	109	306	0.57	1	3	T	0.07	40	15	23	5
27201	College Avenue	Duval to Bronough	WB	E	615	276	0.45	82	358	0.58	1	3	T	0.07	46	21	27	5
27300	College Avenue	Duval to Adams	EB	E	539	197	0.37	99	296	0.55	1	3	T	0.06	35	13	19	5
27301	College Avenue	Adams to Duval	WB	E	615	276	0.45	0	276	0.45	1	3	T	0.06	40	18	18	5
27400	College Avenue	Adams to Monroe	EB	E	539	197	0.37	135	332	0.62	1	3	T	0.08	44	16	27	5
27401	College Avenue	Monroe to Adams	WB	E	615	276	0.45	0	276	0.45	1	3	T	0.08	50	22	22	5
27500	College Avenue	Monroe to Calhoun	EB	E	591	216	0.37	34	250	0.42	1	3	T	0.06	37	14	16	5
27501	College Avenue	Calhoun to Monroe	WB	E	558	155	0.28	5	160	0.29	1	3	T	0.06	35	10	10	5
27600	College Avenue	Calhoun to Gadsden	EB	E	591	216	0.37	20	236	0.40	1	3	T	0.08	45	16	18	5
27601	College Avenue	Gadsden to Calhoun	WB	E	558	155	0.28	0	155	0.28	1	3	T	0.08	42	12	12	5
27700	College Avenue	Gadsden to Franklin	EB	E	317	216	0.68	2	218	0.69	1	3	T	0.16	51	35	35	5
27701	College Avenue	Franklin to Gadsden	WB	E	558	155	0.28	37	192	0.34	1	3	T	0.16	91	25	31	5
27800	Collinsford	Victory Garden to Park	NB	E	450	40	0.09	26	66	0.15	1	2	T	0.59	266	24	39	2
27801	Collinsford	Park to Victory Garden	SB	E	450	27	0.06	0	27	0.06	1	2	T	0.59	266	16	16	2
27900	Colorado	Alabama to Tharpe	NB	D	400	278	0.70	0	278	0.70	1	2	T	0.50	199	138	138	5
27901	Colorado	Tharpe to Alabama	SB	D	400	190	0.48	37	227	0.57	1	2	T	0.50	199	94	113	5
28100	Commonwealth Blvd.	Cap Circle NW to Hartsfield	EB	D	459	262	0.57	0	262	0.57	1	3	T	0.91	420	240	240	4
28101	Commonwealth Blvd.	Hartsfield to Cap Circle NW	WB	D	873	723	0.83	476	1199	1.37	2	3	T	0.91	799	661	1,097	4
28000	Commonwealth Ext West	Lowe's/Cap Walk to Cap Circle NW	EB	D	640	208	0.33	0	208	0.33	1	3	T	0.09	60	20	20	4
28001	Commonwealth Ext West	Cap Circle NW to Lowe's/Cap Walk	WB	D	760	180	0.24	5	185	0.24	1	3	T	0.09	67	16	16	4
28200	Conner Blvd	Cap Circle to DOA/FCI	EB	E	2106	365	0.17	426	791	0.38	2	3	T	0.22	469	81	176	2
28201	Conner Blvd	DOA/FCI to Cap Circle	WB	E	1211	864	0.71	232	1096	0.91	2	3	T	0.23	277	197	250	2
28300	Conner Blvd	DOA/FCI to Trojan/Easterwood	EB	E	2133	1045	0.49	464	1509	0.71	2	3	T	0.26	545	267	386	2
28301	Conner Blvd	Trojan/Easterwood to DOA/FCI	WB	E	2106	446	0.21	326	772	0.37	2	3	T	0.25	530	112	194	2
28400	Conner Blvd Ext	Trojan/Easterwood to Apalachee	SE	E	541	616	1.14	244	860	1.59	1	3	T	1.69	914	1,041	1,453	2
28401	Conner Blvd Ext	Apalachee to Trojan/Easterwood	NW	E	1324	227	0.17	452	679	0.51	2	3	T	1.70	2,252	386	1,155	2
28500	Continental	Ocala to High	EB	D	400	108	0.27	0	108	0.27	1	2	T	0.24	98	26	26	5
28501	Continental	High to Ocala	WB	D	400	126	0.32	0	126	0.32	1	2	T	0.24	98	31	31	5
28600	Copeland Street	St Augustine to Pensacola	NB	E	790	280	0.35	104	384	0.49	1	2	T	0.09	69	24	34	5
28601	Copeland Street	Pensacola to St Augustine	SB	E	637	72	0.11	78	150	0.24	1	2	T	0.09	56	6	13	5
28700	Copeland Street	Pensacola to Jefferson	NB	E	564	196	0.35	33	229	0.41	1	2	T	0.06	34	12	14	5
28701	Copeland Street	Jefferson to Pensacola	SB	E	514	167	0.32	47	214	0.42	1	2	T	0.06	31	10	13	5
28800	Copeland Street	Jefferson to College	NB	E	564	196	0.35	95	291	0.52	1	2	T	0.08	43	15	22	5
28801	Copeland Street	College to Jefferson	SB	E	637	167	0.26	13	180	0.28	1	2	T	0.08	48	13	14	5
28900	Copeland Street	College to Park	NB	E	564	196	0.35	161	357	0.63	1	2	T	0.07	40	14	25	5
28901	Copeland Street	Park to College	SB	E	637	167	0.26	12	179	0.28	1	2	T	0.07	45	12	13	5
29000	Copeland Street	Park to Call	NB	E	564	196	0.35	127	323	0.57	1	2	T	0.12	68	24	39	5
29001	Copeland Street	Call to Park	SB	E	613	167	0.27	25	192	0.31	1	2	T	0.12	74	20	23	5
29100	Copeland Street	Call to Tennessee	NB	E	488	366	0.75	167	533	1.09	1	2	T	0.08	37	28	41	5
29101	Copeland Street	Tennessee to Call	SB	E	750	314	0.42	16	330	0.44	1	2	T	0.08	57	24	25	5
29200	Copeland Street	Tennessee to Virginia	NB	D	536	141	0.26	4	145	0.27	1	2	T	0.08	41	11	11	5
29201	Copeland Street	Virginia to Tennessee	SB	D	378	162	0.43	0	162	0.43	1	2	T	0.08	29	12	12	5
29300	Copeland Street	Virginia to Brevard	NB	D	318	141	0.44	6	147	0.46	1	2	T	0.22	71	32	33	5
29301	Copeland Street	Brevard to Virginia	SB	D	593	162	0.27	0	162	0.27	1	2	T	0.22	133	36	36	5
29420	Crawfordville Highway (US 319/SR 61)	Wakulla Springs Rd (SR 61) to Munson	NB	C	2064	301	0.15	63	364	0.18	2	5	F	1.18	2,439	356	430	3
29421	Crawfordville Highway (US 319/SR 61)	Munson to Wakulla Springs Rd (SR 61)	SB	C	2860	1187	0.42	209	1396	0.49	2	5	F	1.18	3,379	1,403	1,650	3
29460	Crawfordville Highway (US 319/SR 61)	Munson to Capital Circle	NB	D	1843	586	0.32	87	673	0.37	2	5	F	0.49	900	286	329	3
29461	Crawfordville Highway (US 319/SR 61)	Capital Circle to Munson	SB	D	2469	1783	0.72	269	2052	0.83	2	5	F	0.48	1,191	860	990	3
29500	Crawfordville Highway (US 319/SR 61)	Capital Circle to Shelfer	NB	D	1996	539	0.27	94	633	0.32	2	5	F	1.01	2,020	545	640	3
29501	Crawfordville Highway (US 319/SR 61)	Shelfer to Capital Circle	SB	D	1660	1294	0.78	89	1383	0.83	2	5	F	1.01	1,676	1,307	1,396	3
29540	Crawfordville Highway (US 319/SR 61)	Shelfer to Gaile/Ridge	NB	D	1996	528	0.26	93	621	0.31	3	5	F	0.63	1,251	331	389	3
29541	Crawfordville Highway (US 319/SR 61)	Gaile/Ridge to Shelfer	SB	D	1660	1374	0.83	62	1436	0.87	2	5	F	0.63	1,041	861	900	3
29340	Crawfordville Road (US 319)	Wakulla County Line to Oak Ridge Rd	NB	C	380	295	0.78	49	344	0.91	1	5	F	1.72	654	508	592	3
29341	Crawfordville Road (US 319)	Oak Ridge Rd to Wakulla County Line	SB	C	1130	1078	0.95	79	1157	1.02	1	5	F	1.71	1,936	1,847	1,983	3
29360	Crawfordville Road (US 319)	Oak Ridge Rd to Wakulla Springs Rd (SR 61)	NB	C	805	489	0.61	123	612	0.76	1	5	F	2.58	2,079	1,263	1,581	3
29361	Crawfordville Road (US 319)	Wakulla Springs Rd (SR 61) to Oak Ridge Rd	SB	C	1140	1849	1.62	139	1988	1.74	1	5	F	2.58	2,944	4,776	5,135	3
29560	Cromartie Road (CR 151)	Vet Memorial (CR 59) to Old Magnolia Rd	EB	C	341	7	0.02	4	11	0.03	1	2	L	1.49	508	10	16	1
29561	Cromartie Road (CR 151)	Old Magnolia Rd to Vet Memorial (CR 59)	WB	C	341	19	0.06	9	28	0.08	1	2	L	1.49	508	28	42	1
29580	Crossway Road	Crawfordville to Shelfer	EB	D	502	32	0.06	40	72	0.14	1	2	T	0.60	301	19	43	3

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
29581	Crossway Road	Shelfer to Crawfordville	WB	D	335	72	0.21	2	74	0.22	1	2	T	0.60	201	43	44	3
29600	Crossway Road	Shelfer to Woodville	EB	D	335	32	0.10	52	84	0.25	1	2	T	0.62	208	20	52	3
29601	Crossway Road	Woodville to Shelfer	WB	D	502	72	0.14	0	72	0.14	1	2	T	0.62	311	45	45	3
29620	Crowder Road	Monroe to Lake Jackson	NE	D	620	205	0.33	62	267	0.43	1	2	L	1.20	746	247	321	1
29621	Crowder Road	Lake Jackson to Monroe	SW	D	710	373	0.53	9	382	0.54	1	2	L	1.20	854	449	460	1
29640	Crump Rd	Mahan to Miles Johnson	NB	C	480	275	0.57	67	342	0.71	1	3	L	0.08	36	21	26	1
29641	Crump Rd	Miles Johnson to Mahan	SB	C	469	231	0.49	39	270	0.58	1	3	L	0.08	36	18	20	1
29660	Crump Rd	Miles Johnson to Miccosukee	NB	C	540	187	0.35	27	214	0.40	1	3	L	1.91	1,031	357	409	1
29661	Crump Rd	Miccosukee to Miles Johnson	SB	C	460	165	0.36	16	181	0.39	1	3	L	1.91	878	315	346	1
29680	Crump Rd	Miccosukee to Roberts	NB	C	500	195	0.39	66	261	0.52	1	3	L	1.18	591	231	309	1
29681	Crump Rd	Roberts to Miccosukee	SB	C	512	149	0.29	12	161	0.31	1	3	L	1.18	606	176	190	1
29700	Deerlake Road East	Kinhega to Golden Eagle Dr E	NB	D	640	57	0.09	21	78	0.12	1	2	L	1.19	762	68	93	1
29701	Deerlake Road East	Golden Eagle Dr E to Kinhega	SB	D	700	96	0.14	15	111	0.16	1	2	L	1.19	833	114	132	1
29720	Deerlake Road North	Chadwick to Turkey Hill	EB	D	490	186	0.38	12	198	0.40	1	2	L	1.41	691	262	279	1
29721	Deerlake Road North	Turkey Hill to Chadwick	WB	D	790	305	0.39	18	323	0.41	1	2	L	1.41	1,114	430	456	1
29740	Deerlake Road South	Golden Eagle Dr W to Kinhega	EB	D	420	44	0.10	31	75	0.18	1	2	L	1.38	581	61	104	1
29741	Deerlake Road South	Kinhega to Golden Eagle Dr W	WB	D	680	203	0.30	19	222	0.33	1	2	L	1.36	924	276	302	1
29760	Deerlake Road West	Golden Eagle Dr W to Chadwick	NB	D	1526	203	0.13	42	245	0.16	1	2	L	1.87	2,861	381	459	1
29761	Deerlake Road West	Chadwick to Golden Eagle Dr W	SB	D	580	44	0.08	17	61	0.11	1	2	L	1.89	1,096	83	115	1
29780	Delaney Drive	Kill, Ctr Bvd to Limerick	NB	D	371	291	0.78	0	291	0.78	1	2	T	0.21	79	62	62	1
29781	Delaney Drive	Limerick to Kill, Ctr Bvd	SB	D	335	124	0.37	0	124	0.37	1	2	T	0.21	71	26	26	1
29820	Dempsey Mayo Road	Mahan to Miccosukee	NB	D	446	190	0.43	67	257	0.58	1	3	L	0.90	400	170	231	2
29821	Dempsey Mayo Road	Miccosukee to Mahan	SB	D	318	158	0.50	125	283	0.89	1	3	L	0.90	285	142	254	2
29850	Dewey Street	Call to Tennessee	NB	E	576	373	0.65	32	405	0.70	1	2	T	0.08	43	28	31	5
29851	Dewey Street	Tennessee to Call	SB	E	558	208	0.37	59	267	0.48	1	2	T	0.08	42	16	20	5
29900	Dewey Street	Tennessee to Brevard	NB	D	597	225	0.38	9	234	0.39	1	2	T	0.30	180	68	70	5
29901	Dewey Street	Brevard to Tennessee	SB	D	559	206	0.37	38	244	0.44	1	2	T	0.30	168	62	74	5
30000	Dewey Street	Brevard to Preston	NB	D	477	56	0.12	32	88	0.18	1	2	T	0.25	121	14	22	5
30001	Dewey Street	Preston to Brevard	SB	D	259	125	0.48	12	137	0.53	1	2	T	0.25	66	32	35	5
30100	Dewey Street	Preston to Fourth	NB	D	318	56	0.18	31	87	0.27	1	2	T	0.06	19	3	5	5
30101	Dewey Street	Fourth to Preston	SB	D	259	125	0.48	1	126	0.49	1	2	T	0.06	15	7	7	5
30200	Doomar	Miccosukee to Centerville	NB	D	335	131	0.39	1	132	0.39	1	2	T	0.84	283	111	111	1
30201	Doomar	Centerville to Miccosukee	SB	D	400	86	0.22	50	136	0.34	1	2	T	0.84	338	73	115	1
30400	Duval Street	Gaines to Madison	NB	E	2437	1200	0.49	0	1200	0.49	3	4	T	0.08	188	93	93	5
30401	Duval Street	Madison to Gaines	XX	0	0	0		0	0		0	4	0	0.08	-	-	-	5
30500	Duval Street	Madison to St Augustine	NB	E	2669	1200	0.45	121	1321	0.49	3	4	T	0.06	161	72	80	5
30501	Duval Street	St Augustine to Madison	XX	0	0	0		0	0		0	4	0	0.06	-	-	-	5
30600	Duval Street	St Augustine to Pensacola	NB	E	2669	1200	0.45	124	1324	0.50	3	4	T	0.09	235	105	116	5
30601	Duval Street	Pensacola to St Augustine	XX	0	0	0		0	0		0	4	0	0.09	-	-	-	5
30700	Duval Street	Pensacola to Jefferson	NB	E	2669	1200	0.45	102	1302	0.49	3	4	T	0.08	224	101	109	5
30701	Duval Street	Jefferson to Pensacola	XX	0	0	0		0	0		0	4	0	0.08	-	-	-	5
30800	Duval Street	Jefferson to College	NB	E	2669	1200	0.45	364	1564	0.59	3	4	T	0.05	140	63	82	5
30801	Duval Street	College to Jefferson	XX	0	0	0		0	0		0	4	0	0.05	-	-	-	5
30900	Duval Street	College to Park (EB)	NB	E	2669	1200	0.45	273	1473	0.55	3	4	T	0.08	207	93	115	5
30901	Duval Street	Park (EB) to College	XX	0	0	0		0	0		0	4	0	0.08	-	-	-	5
31000	Duval Street	Park (EB) to Park (WB)	NB	E	2669	1200	0.45	108	1308	0.49	3	4	T	0.03	71	32	35	5
31001	Duval Street	Park (WB) to Park (EB)	XX	0	0	0		0	0		0	4	0	0.03	-	-	-	5
31100	Duval Street	Park (WB) to Call	NB	E	2669	1200	0.45	97	1297	0.49	3	4	T	0.09	248	111	120	5
31101	Duval Street	Call to Park (WB)	XX	0	0	0		0	0		0	4	0	0.09	-	-	-	5
31200	Duval Street	Call to Tennessee	NB	E	2073	1200	0.58	153	1353	0.65	3	4	T	0.08	158	91	103	5
31201	Duval Street	Tennessee to Call	XX	0	0	0		0	0		0	4	0	0.08	-	-	-	5
31300	Duval Street	Tennessee to Virginia	NB	D	2306	1147	0.50	138	1285	0.56	2	4	T	0.08	175	87	98	5
31301	Duval Street	Virginia to Tennessee	XX	0	0	0		0	0		0	4	0	0.08	-	-	-	5
31400	Duval Street	Virginia to Brevard	NB	D	2060	1147	0.56	41	1188	0.58	2	4	T	0.23	465	259	268	5
31401	Duval Street	Brevard to Virginia	XX	0	0	0		0	0		0	4	0	0.23	-	-	-	5
31500	Duval Street	Brevard to Fourth	NB	D	2224	1451	0.65	60	1511	0.68	2	4	T	0.31	694	453	471	5
31501	Duval Street	Fourth to Brevard	XX	0	0	0		0	0		0	4	0	0.31	-	-	-	5
31600	Duval Street	Fourth to Seventh	NB	D	2186	1122	0.51	59	1181	0.54	2	4	T	0.28	619	318	335	5
31601	Duval Street	Seventh to Fourth	XX	0	0	4		0	4		0	4	0	0.28	-	1	1	5
31700	Duval Street (M.L. King)	Seventh to Tenth/Lake Ella Plaza	NB	D	2113	1188	0.56	67	1255	0.59	2	4	T	0.30	641	360	381	5
31750	Duval Street (M.L. King)	Tenth/Lake Ella Plaza to Tharpe	NB	D	2031	1188	0.58	121	1309	0.64	2	4	T	0.15	313	183	202	5
31800	Duval Street (M.L. King)	Tharpe to Northwood	NB	D	1999	1011	0.51	75	1086	0.54	3	4	T	0.13	268	135	146	4
31900	Duval Street (M.L. King)	Northwood to Monroe	NE	D	1339	987	0.74	68	1055	0.79	2	4	T	0.12	165	122	130	4
30300	Duval Street/Bridge	Jennings to Gaines	NB	E	1387	670	0.48	0	670	0.48	3	4	F	0.35	484	234	234	5
30301	Duval Street/Bridge	Gaines to Jennings	XX	0	0	0		0	0		0	4	0	0.35	-	-	-	5
32000	East Indian Head	Apakin Nene to Lafayette	NB	E	450	21	0.05	4	25	0.06	1	2	T	0.32	142	7	8	2
32001	East Indian Head	Lafayette to Apakin Nene	SB	E	450	63	0.14	9	72	0.16	1	2	T	0.32	142	20	23	2
32100	Easterwood Drive	Capital Circle NE to Weems Rd	EB	E	1004	606	0.60	0	606	0.60	1	2	T	0.11	114	69	69	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
32101	Easterwood Drive	Weems Rd to Capital Circle NE	WB	E		450	24	0.05	9	33	0.07	1	2	T	0.11	51	3	4	2
32120	Easterwood Drive	Weems Rd to Animal Shelter	EB	E		1004	312	0.31	72	384	0.38	1	2	T	0.30	300	93	115	2
32121	Easterwood Drive	Animal Shelter to Weems Rd	WB	E		1600	326	0.20	309	635	0.40	1	2	T	0.30	479	98	190	2
32200	Eastgate Way	Cap Circle to Shimmy Lane	NE	D		400	149	0.37	0	149	0.37	1	2	T	0.55	220	82	82	1
32201	Eastgate Way	Shimmy Lane to Cap Circle	SW	D		313	89	0.28	4	93	0.30	1	2	T	0.55	172	49	51	1
32250	Edenfield Road	Mahan to Miccosukee	NB	D		341	45	0.13	23	68	0.20	1	2	L	0.89	303	40	60	2
32251	Edenfield Road	Miccosukee to Mahan	SB	D		341	79	0.23	71	150	0.44	1	2	L	0.89	303	70	133	2
32300	Eisenhower	Orange Ave to Roberts	NB	E		450	202	0.45	102	304	0.68	1	2	T	1.05	472	212	319	3
32301	Eisenhower	Roberts to Orange Ave	SB	E		450	214	0.48	0	214	0.48	1	2	T	1.05	472	225	225	3
32350	Elgin Road	Wakulla County to Woodville Hwy	NE	C		341	51	0.15	0	51	0.15	1	2	O	1.14	388	58	58	3
32351	Elgin Road	Woodville Hwy to Wakulla County	SW	C		430	81	0.19	1	82	0.19	1	2	O	1.14	489	92	93	3
32400	Esplanade Way	Shumard Oak to Merchant's Row	NB	E		301	56	0.19	26	82	0.27	1	3	T	0.41	122	23	33	2
32401	Esplanade Way	Merchant's Row to Shumard Oak	SB	E		450	25	0.06	59	84	0.19	1	3	T	0.41	183	10	34	2
32500	Esplanade Way	Merchant's Row to Blair Stone Ext	NB	E		663	203	0.31	96	299	0.45	1	3	T	0.67	446	136	201	2
32501	Esplanade Way	Blair Stone Ext to Merchant's Row	SB	E		502	71	0.14	12	83	0.17	1	3	T	0.67	337	48	56	2
32700	Estates Rd/Rainbow Rd	Ballard to North Ridge	NW	E		450	163	0.36	0	163	0.36	1	2	T	0.78	352	127	127	3
32701	Estates Rd/Rainbow Rd	North Ridge to Ballard	SE	E		450	221	0.49	140	361	0.80	1	2	T	0.78	352	173	282	3
32800	Executive Center Circle	Old St. Augustine to Apalachee Parkway	NB	E		450	273	0.61	0	273	0.61	1	2	T	0.40	180	109	109	2
32801	Executive Center Circle	Apalachee Parkway to Old St. Augustine	SB	E		260	79	0.30	11	90	0.35	1	2	T	0.40	104	32	36	2
32850	Fairbanks Ferry Rd (CR 12)	Ochlockonee River to Meridian	EB	C		350	84	0.24	0	84	0.24	1	3	L	2.75	962	231	231	1
32851	Fairbanks Ferry Rd (CR 12)	Meridian to Ochlockonee River	WB	C		510	132	0.26	2	134	0.26	1	3	L	2.75	1,402	363	368	1
32900	Fairlane	Tharpe to Sunset	NB	D		400	91	0.23	6	97	0.24	1	2	T	0.23	90	20	22	4
32901	Fairlane	Sunset to Tharpe	SB	D		154	28	0.18	3	31	0.20	1	2	T	0.23	35	6	7	4
33000	FAMU Way	Wahnish/Railroad to Adams	EB	E		520	372	0.72	130	502	0.97	1	3	T	0.48	251	180	242	5
33001	FAMU Way	Adams to Wahnish/Railroad	WB	E		876	412	0.47	53	465	0.53	1	3	T	0.48	423	199	225	5
33100	FAMU Way (Oakland)	Adams to Monroe	EB	E		522	190	0.36	170	360	0.69	1	3	T	0.07	37	14	26	5
33101	FAMU Way (Oakland)	Monroe to Adams	WB	E		400	115	0.29	26	141	0.35	1	3	T	0.07	29	8	10	5
33200	Fleischmann	Miccosukee to Welaunee Blvd	NW	D		858	683	0.80	96	779	0.91	1	3	T	0.58	495	394	449	1
33201	Fleischmann	Welaunee Blvd to Miccosukee	SE	D		413	342	0.83	0	342	0.83	1	3	T	0.58	238	197	197	1
33300	Fleischmann	Welaunee Blvd to Centerville	NW	D		345	290	0.84	35	325	0.94	1	3	T	0.40	138	116	130	1
33301	Fleischmann	Centerville to Welaunee Blvd	SE	D		618	246	0.40	6	252	0.41	1	3	T	0.40	247	98	101	1
33400	Forsythe Way	Killarney Way to Royal Oaks	NB	D		400	166	0.42	0	166	0.42	1	2	T	0.76	305	126	126	1
33401	Forsythe Way	Royal Oaks to Killarney Way	SB	D		343	64	0.19	51	115	0.34	1	2	T	0.76	261	49	88	1
33500	Forsythe Way	Royal Oaks to Thomasville	NW	D		394	73	0.19	0	73	0.19	1	2	T	1.14	450	83	83	1
33501	Forsythe Way	Thomasville to Royal Oaks	SE	D		400	25	0.06	0	25	0.06	1	2	T	1.14	457	29	29	1
33550	Forward Pass Trail	Pimlico to Whirlaway	NB	D		325	34	0.10	0	34	0.10	1	2	L	0.34	112	12	12	1
33551	Forward Pass Trail	Whirlaway to Pimlico	SB	D		325	9	0.03	0	9	0.03	1	2	L	0.34	112	3	3	1
33600	Four Oaks Boulevard	Tram to Schoolhouse Rd	NB	E		843	100	0.12	54	154	0.18	1	4	T	0.35	298	35	54	2
33601	Four Oaks Boulevard	Schoolhouse Rd to Tram	SB	E		408	153	0.38	17	170	0.42	1	4	T	0.35	144	54	60	2
33650	Four Oaks Boulevard	Schoolhouse Rd to Shumard Oak	NB	E		525	100	0.19	23	123	0.23	1	4	T	0.21	108	21	25	2
33651	Four Oaks Boulevard	Shumard Oak to Schoolhouse Rd	SB	E		408	153	0.38	9	162	0.40	1	4	T	0.20	83	31	33	2
33700	Four Oaks Boulevard	Shumard Oak to Merchant's Row	NB	E		680	65	0.10	71	136	0.20	2	4	T	0.38	259	25	52	2
33701	Four Oaks Boulevard	Merchant's Row to Shumard Oak	SB	E		497	40	0.08	0	40	0.08	1	4	T	0.39	193	16	16	2
33800	Four Oaks Boulevard	Merchant's Row to Blair Stone Rd Ext	NB	E		758	91	0.12	276	367	0.48	2	4	T	0.84	636	76	308	2
33801	Four Oaks Boulevard	Blair Stone Ext to Merchant's Row	SB	E		680	9	0.01	5	14	0.02	2	4	T	0.85	576	8	12	2
33900	Fourth Avenue	Dewey to Old Bainbridge	EB	D		584	154	0.26	92	246	0.42	1	3	T	0.09	51	13	21	5
33901	Fourth Avenue	Old Bainbridge to Dewey	WB	D		353	154	0.44	0	154	0.44	1	3	T	0.09	31	13	13	5
34000	Fourth Avenue	Old Bainbridge to Bronough	EB	D		454	125	0.28	0	125	0.28	1	3	T	0.49	221	61	61	5
34001	Fourth Avenue	Bronough to Old Bainbridge	WB	D		353	204	0.58	0	204	0.58	1	3	T	0.49	172	99	99	5
34100	Fourth Avenue	Bronough to Duval	EB	D		332	84	0.25	7	91	0.27	1	3	T	0.08	25	6	7	5
34101	Fourth Avenue	Duval to Bronough	WB	D		353	116	0.33	0	116	0.33	1	3	T	0.08	27	9	9	5
34200	Fourth Avenue	Duval to Monroe	EB	D		386	41	0.11	29	70	0.18	1	3	T	0.14	54	6	10	5
34201	Fourth Avenue	Monroe to Duval	WB	D		127	64	0.50	0	64	0.50	1	3	T	0.14	18	9	9	5
34300	Foxcroft	Thomasville to Fernwich	EB	D		400	66	0.17	0	66	0.17	1	2	T	0.64	257	42	42	1
34301	Foxcroft	Fernwich to Thomasville	WB	D		400	37	0.09	0	37	0.09	1	2	T	0.64	257	24	24	1
34400	Franklin Blvd	Lafayette to Pensacola	NB	E		1260	553	0.44	118	671	0.53	2	4	L	0.07	89	39	48	5
34401	Franklin Blvd	Pensacola to Lafayette	SB	E		1323	485	0.37	93	578	0.44	1	4	L	0.07	94	34	41	5
34500	Franklin Blvd	Pensacola to College	NB	E		2047	553	0.27	149	702	0.34	2	4	L	0.14	287	78	98	5
34501	Franklin Blvd	College to Pensacola	SB	E		1260	485	0.38	83	568	0.45	2	4	L	0.14	178	69	80	5
34600	Franklin Blvd	College to Park	NB	E		1071	773	0.72	111	884	0.83	2	4	L	0.09	96	69	79	5
34601	Franklin Blvd	Park to College	SB	E		2047	356	0.17	53	409	0.20	2	4	L	0.09	182	32	36	5
34700	Franklin Blvd	Park to Tennessee	NB	E		1703	773	0.45	97	870	0.51	2	4	L	0.25	429	195	219	5
34701	Franklin Blvd	Tennessee to Park	SB	E		1071	356	0.33	34	390	0.36	2	4	L	0.25	270	90	98	5
34750	Fred George	Capital Circle to Mission	EB	D		596	305	0.51	149	454	0.76	1	3	L	1.01	604	309	460	4
34751	Fred George	Mission to Capital Circle	WB	D		593	344	0.58	43	387	0.65	1	3	L	1.01	601	349	392	4
34800	Fred George Rd	Mission to Old Bainbridge	EB	D		1225	678	0.55	477	1155	0.94	2	3	L	0.74	912	505	860	4
34801	Fred George Rd	Old Bainbridge to Mission	WB	D		895	423	0.47	98	521	0.58	1	3	L	0.75	668	316	389	4
34900	Fred George Rd	Old Bainbridge to Monroe	EB	D		469	657	1.40	215	872	1.86	1	3	L	0.42	199	279	370	4

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
34901	Fred George Rd	Monroe to Old Bainbridge	WB	D		1303	445	0.34	119	564	0.43	2	3	L	0.43	558	191	242	4
34950	Fuller Rd	Doris to Livingston	EB	D		563	13	0.02	0	13	0.02	1	2	L	0.37	208	5	5	1
34951	Fuller Rd	Livingston to Doris	WB	D		329	20	0.06	0	20	0.06	1	2	L	0.37	121	7	7	1
35000	Fulton Road	Sharer Rd to Grady Rd	EB	D		1324	385	0.29	0	385	0.29	1	2	T	0.35	461	134	134	1
35001	Fulton Road	Grady Rd to Sharer Rd	WB	D		400	356	0.89	95	451	1.13	1	2	T	0.35	139	124	157	1
35100	Gadsden Street	Oakland to Bloxham	NB	E		450	161	0.36	38	199	0.44	1	4	T	0.20	89	32	39	5
35101	Gadsden Street	Bloxham to Oakland	SB	E		431	170	0.39	0	170	0.39	1	4	T	0.20	85	34	34	5
35200	Gadsden Street	Bloxham to Gaines	NB	E		381	233	0.61	67	300	0.79	1	4	T	0.07	28	17	22	5
35201	Gadsden Street	Gaines to Bloxham	SB	E		450	61	0.14	3	64	0.14	1	4	T	0.07	33	5	5	5
35300	Gadsden Street	Gaines to College	NB	E		1573	967	0.61	87	1054	0.67	2	4	T	0.36	567	349	380	5
35301	Gadsden Street	College to Gaines	XX	0		0	0		0	0		0	4	0	0.36	-	-	-	5
35400	Gadsden Street	College to Park (EB)	NB	E		1573	967	0.61	119	1086	0.69	2	4	T	0.08	122	75	84	5
35401	Gadsden Street	Park (EB) to College	XX	0		0	0		0	0		0	4	0	0.08	-	-	-	5
35500	Gadsden Street	Park (EB) to Call	NB	E		1683	1098	0.65	49	1147	0.68	2	4	T	0.12	203	132	138	5
35501	Gadsden Street	Call to Park (EB)	XX	0		0	0		0	0		0	4	0	0.12	-	-	-	5
35600	Gadsden Street	Call to Tennessee	NB	E		1683	1222	0.73	109	1331	0.79	2	4	T	0.08	128	93	101	5
35601	Gadsden Street	Tennessee to Call	XX	0		0	0		0	0		0	4	0	0.08	-	-	-	5
35700	Gadsden Street	Tennessee to Virginia	NB	D		2020	1258	0.62	135	1393	0.69	2	4	T	0.07	151	94	104	5
35701	Gadsden Street	Virginia to Tennessee	XX	0		0	0		0	0		0	4	0	0.07	-	-	-	5
35800	Gadsden Street	Virginia to Sixth	NB	D		1837	1258	0.68	216	1474	0.80	2	4	T	0.74	1,360	931	1,091	5
35801	Gadsden Street	Sixth to Virginia	XX	0		0	0		0	0		0	4	0	0.74	-	-	-	5
35900	Gadsden Street	Sixth to Seventh	NB	D		1503	1258	0.84	184	1442	0.96	2	4	T	0.09	130	109	125	5
35901	Gadsden Street	Seventh to Sixth	XX	0		0	0		0	0		0	4	0	0.09	-	-	-	5
36000	Gadsden Street	Seventh to Thomasville	NB	D		1438	991	0.69	137	1128	0.78	1	4	T	0.37	538	370	422	5
36001	Gadsden Street	Thomasville to Seventh	XX	0		0	0		0	0		0	4	0	0.37	-	-	-	5
36100	Gaile Ave	Crawfordville to Woodville	EB	E		569	329	0.58	84	413	0.73	1	2	0	0.10	58	34	42	3
36101	Gaile Ave	Woodville to Crawfordville	WB	E		650	413	0.64	194	607	0.93	1	2	T	0.10	66	42	62	3
36200	Gaile Ave	Woodville to Tram	EB	E		450	133	0.30	82	215	0.48	1	2	T	0.58	262	78	125	3
36201	Gaile Ave	Tram to Woodville	WB	E		450	189	0.42	32	221	0.49	1	2	T	0.58	262	110	129	3
36300	Gaines Street	Lk Bradford to Woodward	EB	E		1134	1136	1.00	102	1238	1.09	1	4	F	0.22	246	247	269	5
36301	Gaines Street	Woodward to Lk Bradford	WB	E		1486	1780	1.20	0	1780	1.20	1	4	F	0.22	323	386	386	5
36400	Gaines Street	Woodward to Wahnish/Railroad	EB	E		739	807	1.09	0	807	1.09	1	4	F	0.50	371	406	406	5
36401	Gaines Street	Wahnish/Railroad to Woodward	WB	E		785	1375	1.75	0	1375	1.75	1	4	F	0.50	395	691	691	5
36500	Gaines Street	Wahnish/Railroad to Bronough	EB	E		1334	738	0.55	60	798	0.60	2	4	F	0.32	426	235	255	5
36501	Gaines Street	Bronough to Wahnish/Railroad	WB	E		825	1233	1.49	0	1233	1.49	1	4	F	0.32	263	393	393	5
36600	Gaines Street	Bronough to Duval	EB	E		1749	734	0.42	0	734	0.42	2	4	F	0.08	132	55	55	5
36601	Gaines Street	Duval to Bronough	WB	E		1663	1045	0.63	0	1045	0.63	2	4	F	0.08	126	79	79	5
36700	Gaines Street	Duval to Adams	EB	E		1749	734	0.42	83	817	0.47	2	4	F	0.06	110	46	52	5
36701	Gaines Street	Adams to Duval	WB	E		1953	1045	0.54	0	1045	0.54	2	4	F	0.06	123	66	66	5
36800	Gaines Street	Adams to Monroe	EB	E		996	734	0.74	73	807	0.81	2	4	F	0.08	81	59	65	5
36801	Gaines Street	Monroe to Adams	WB	E		2036	1045	0.51	6	1051	0.52	2	4	F	0.08	165	84	85	5
36900	Gaines Street	Monroe to Calhoun	EB	E		1320	849	0.64	77	926	0.70	1	4	L	0.07	86	55	60	5
36901	Gaines Street	Calhoun to Monroe	WB	E		1328	525	0.40	0	525	0.40	2	4	L	0.07	86	34	34	5
37000	Gaines Street	Calhoun to Gadsden	EB	E		1433	849	0.59	60	909	0.63	1	4	L	0.08	108	64	69	5
37001	Gaines Street	Gadsden to Calhoun	WB	E		940	525	0.56	0	525	0.56	1	4	L	0.08	71	40	40	5
37100	Gaines Street	Gadsden to Meridian	EB	E		1001	995	0.99	6	1001	1.00	1	4	L	0.07	73	72	73	5
37101	Gaines Street	Meridian to Gadsden	WB	E		1156	800	0.69	0	800	0.69	1	4	L	0.07	84	58	58	5
37150	Gaines Street	Meridian to RR Xing	EB	E		1235	308	0.25	0	308	0.25	1	4	T	0.14	172	43	43	5
37151	Gaines Street	RR Xing to Meridian	WB	E		511	249	0.49	61	310	0.61	1	4	T	0.14	71	35	43	5
37300	Gamble Street	Lake Bradford to Wahnish	EB	E		629	413	0.66	229	642	1.02	1	3	T	0.81	512	336	522	5
37301	Gamble Street	Wahnish to Lake Bradford	WB	E		737	333	0.45	0	333	0.45	1	3	T	0.81	599	271	271	5
37400	Garden View Way	Shamrock South to Centerville	EB	D		394	98	0.25	19	117	0.30	1	2	T	1.22	479	119	142	1
37401	Garden View Way	Centerville to Shamrock South	WB	D		394	96	0.24	3	99	0.25	1	2	T	1.22	479	117	120	1
37500	Gearhart	Cap Circle to Mission	EB	D		373	136	0.36	184	320	0.86	1	2	L	1.21	453	165	388	4
37501	Gearhart	Mission to Cap Circle	WB	D		344	173	0.50	45	218	0.63	1	2	L	1.20	414	208	263	4
37550	Geddie Road	Blountstown to Tennessee	NB	D		322	171	0.53	3	174	0.54	1	3	L	1.81	583	309	315	3
37551	Geddie Road	Tennessee to Blountstown	SB	D		322	369	1.15	70	439	1.36	1	3	L	1.81	583	668	794	3
37600	Gibbs Drive	Fourth to Seventh	NB	D		889	259	0.29	77	336	0.38	1	3	T	0.28	253	74	96	5
37601	Gibbs Drive	Seventh to Fourth	SB	D		335	109	0.33	0	109	0.33	1	3	T	0.28	95	31	31	5
37700	Gibbs Drive	Seventh to Tharpe	NB	D		707	259	0.37	99	358	0.51	1	3	T	0.41	287	105	145	4
37701	Gibbs Drive	Tharpe to Seventh	SB	D		705	109	0.15	0	109	0.15	1	3	T	0.41	286	44	44	4
37800	Gibbs Drive	Tharpe to Monticello	NW	D		477	263	0.55	80	343	0.72	1	3	T	0.45	213	117	153	4
37801	Gibbs Drive	Monticello to Tharpe	SE	D		711	127	0.18	0	127	0.18	1	3	T	0.45	317	57	57	4
38100	Governors Square Blvd	Marriott to Magnolia	EB	E		643	342	0.53	66	408	0.63	1	2	U	0.14	89	47	56	5
38101	Governors Square Blvd	Magnolia to Marriott	WB	E		450	105	0.23	0	105	0.23	1	2	U	0.14	62	15	15	5
38200	Governors Square Blvd	Magnolia to Reese Park Ext	EB	E		1925	579	0.30	266	845	0.44	1	2	T	0.35	673	202	295	5
38201	Governors Square Blvd	Reese Park Ext to Magnolia	WB	E		712	554	0.78	0	554	0.78	1	2	T	0.35	249	194	194	5
38300	Governors Square Blvd	Reese Park Ext to Blair Stone	EB	E		701	289	0.41	117	406	0.58	1	2	T	0.41	286	118	165	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
38301	Governors Square Blvd	Blair Stone to Reese Park Ext	WB	E		1338	181	0.14	86	267	0.20	2		T	0.41	546	74	109	2
38350	Grady Road	Fulton Rd to Henderson Rd	NB	D		1394	385	0.28	5	390	0.28	1		T	0.29	405	112	113	1
38351	Grady Road	Henderson Rd to Fulton Rd	SB	D		1394	356	0.26	0	356	0.26	1		T	0.29	405	103	103	1
38400	Green Tree Lane	High to Arkansas	EB	D		335	39	0.12	26	65	0.19	1		T	0.19	62	7	12	5
38401	Green Tree Lane	Arkansas to High	WB	D		424	32	0.08	4	36	0.08	1		T	0.19	79	6	7	5
38450	Grenville Road	Pisgah Church Rd to Proctor Rd	NB	C		341	39	0.11	2	41	0.12	1		L	1.78	608	70	73	1
38451	Grenville Road	Proctor Rd to Pisgah Church Rd	SB	C		341	17	0.05	1	18	0.05	1		L	1.78	608	30	32	1
38500	Grove Park Drive NE	Riverton to Mossy Creek	NW	E		450	62	0.14	99	161	0.36	1		O	0.73	328	45	117	2
38501	Grove Park Drive NE	Mossy Creek to Riverton	SE	E		450	11	0.02	0	11	0.02	1		O	0.73	328	8	8	2
38600	Grove Park Drive NW	Hemingway to Mossy Creek	NE	E		450	19	0.04	33	52	0.12	1		O	0.38	170	7	20	2
38601	Grove Park Drive NW	Mossy Creek to Hemingway	SW	E		450	38	0.08	93	131	0.29	1		O	0.38	170	14	50	2
38700	Grove Park Drive SE	Terrebone to Hemingway	NE	E		450	68	0.15	142	210	0.47	1		O	0.54	245	37	114	2
38701	Grove Park Drive SE	Hemingway to Terrebone	SW	E		450	42	0.09	1	43	0.10	1		O	0.54	245	23	23	2
38750	Grove Park Drive SW	Terrebone to Riverton	NW	E		450	44	0.10	15	59	0.13	1		O	0.41	183	18	24	2
38751	Grove Park Drive SW	Riverton to Terrebone	SE	E		450	91	0.20	157	248	0.55	1		O	0.41	183	37	101	2
38770	Gum Rd	Aeon Church to Capital Circle	EB	D		335	35	0.10	24	59	0.18	1		L	1.03	344	36	61	3
38771	Gum Rd	Capital Circle to Aeon Church	WB	D		335	81	0.24	5	86	0.26	1		L	1.03	344	83	88	3
38800	Hartsfield Rd	Capital Circle to Commonwealth	EB	D		1521	182	0.12	419	601	0.40	1		T	0.92	1,405	168	555	4
38801	Hartsfield Rd	Commonwealth to Capital Circle	WB	D		467	181	0.39	201	382	0.82	1		T	0.92	432	167	353	4
38900	Hartsfield Rd	Commonwealth to Mission	EB	D		590	489	0.83	310	799	1.35	1		T	0.26	154	128	209	4
38901	Hartsfield Rd	Mission to Commonwealth	WB	D		1430	414	0.29	107	521	0.36	1		T	0.26	374	108	136	4
39000	Hartsfield Rd	Mission to Atlas	EB	D		1244	364	0.29	219	583	0.47	1		T	1.28	1,598	468	749	4
39001	Hartsfield Rd	Atlas to Mission	WB	D		642	489	0.76	153	642	1.00	1		T	1.28	825	628	825	4
39100	Hartsfield Rd	Atlas to High	EB	D		798	310	0.39	223	533	0.67	1		T	0.62	498	193	332	4
39101	Hartsfield Rd	High to Atlas	WB	D		1039	567	0.55	83	650	0.63	1		T	0.62	648	354	405	4
39200	Hawk Meadow Drive	Meridian to Ox Bottom Manor	EB	D		400	113	0.28	25	138	0.35	1		T	0.26	103	29	36	1
39201	Hawk Meadow Drive	Ox Bottom Manor to Meridian	WB	D		400	31	0.08	0	31	0.08	1		T	0.26	103	8	8	1
39300	Hayden	Jackson Bluff to Pensacola	NB	E		450	230	0.51	0	230	0.51	1		T	0.37	169	86	86	5
39301	Hayden	Pensacola to Jackson Bluff	SB	E		450	175	0.39	2	177	0.39	1		T	0.37	169	66	66	5
39330	Hemingway Blvd	Grove Park Drive to Biltmore Ave	EB	E		425	81	0.19	232	313	0.74	1		O	0.27	113	22	83	2
39331	Hemingway Blvd	Biltmore Ave to Grove Park Drive	WB	E		425	84	0.20	23	107	0.25	1		O	0.27	113	22	29	2
39350	Henderson	Grady Rd to Meridian	EB	D		454	385	0.85	24	409	0.90	1		T	0.62	282	239	254	1
39351	Henderson	Meridian to Grady Rd	WB	D		1394	356	0.26	3	359	0.26	1		T	0.62	866	221	223	1
39400	Heritage Ridge	Meadowridge to Summerbrooke	NB	D		400	18	0.05	0	18	0.05	1		P	0.28	113	5	5	1
39401	Heritage Ridge	Summerbrooke to Meadowridge	SB	D		400	28	0.07	38	66	0.17	1		P	0.28	113	8	19	1
39500	Hermitage Blvd.	Thomasville to Capital Circle	EB	D		853	568	0.67	167	735	0.86	1		T	1.03	878	585	757	1
39501	Hermitage Blvd.	Capital Circle to Thomasville	WB	D		606	437	0.72	0	437	0.72	1		T	1.02	617	445	445	1
39600	High Rd	Tennessee to Tharpe	NB	D		574	524	0.91	65	589	1.03	1		T	0.99	570	520	585	4
39601	High Rd	Tharpe to Tennessee	SB	D		741	572	0.77	4	576	0.78	2		T	0.99	736	568	572	4
39700	High Rd	Tharpe to Hartsfield	NB	D		1053	665	0.63	140	805	0.76	1		T	0.61	641	405	490	4
39701	High Rd	Hartsfield to Tharpe	SB	D		681	513	0.75	52	565	0.83	1		T	0.61	414	312	344	4
39800	High Rd	Hartsfield to Old Bainbridge	NE	D		604	444	0.74	198	642	1.06	1		T	0.13	79	58	84	4
39801	High Rd	Old Bainbridge to Hartsfield	SW	D		616	628	1.02	102	730	1.19	1		T	0.13	80	82	95	4
39900	Hillcrest	Tennessee to Miccosukee	NB	D		991	274	0.28	72	346	0.35	1		T	0.52	515	142	180	5
39901	Hillcrest	Miccosukee to Tennessee	SB	D		673	121	0.18	15	136	0.20	1		T	0.52	350	63	71	5
40000	Holton	Orange to Osceola	NB	E		450	133	0.30	7	140	0.31	1		T	0.63	284	84	88	3
40001	Holton	Osceola to Orange	SB	E		400	134	0.34	0	134	0.34	1		T	0.63	252	85	85	3
40030	Holton	Osceola to Kissimmee	NB	E		1000	133	0.13	94	227	0.23	1		T	0.06	62	8	14	5
40031	Holton	Kissimmee to Osceola	SB	E		450	134	0.30	180	314	0.70	1		T	0.06	28	8	19	5
40100	Huntington Woods Blvd	Mission to Hunters Field	EB	D		400	195	0.49	3	198	0.50	1		T	0.65	258	126	128	4
40101	Huntington Woods Blvd	Hunters Field to Mission	WB	D		742	99	0.13	0	99	0.13	1		T	0.65	479	64	64	4
40140	Iamonia Landing Rd (County Rd 12)	Meridian to Beadle	EB	C		350	26	0.07	8	34	0.10	1		L	1.04	364	27	35	1
40141	Iamonia Landing Rd (County Rd 12)	Beadle to Meridian	WB	C		510	33	0.06	1	34	0.07	1		L	1.04	532	34	35	1
40160	Iamonia Landing Rd (County Rd 12)	Beadle to Thomasville	EB	C		379	40	0.11	8	48	0.13	1		L	5.04	1,911	202	242	1
40161	Iamonia Landing Rd (County Rd 12)	Thomasville to Beadle	WB	C		450	51	0.11	10	61	0.14	1		L	5.04	2,269	257	308	1
40200	Iamonia Street	Levy to Roberts	NB	E		700	164	0.23	152	316	0.45	1		T	0.28	194	46	88	5
40201	Iamonia Street	Roberts to Levy	SB	E		312	163	0.52	0	163	0.52	1		T	0.28	87	45	45	5
40300	Indiana	Colorado to Joe Louis	EB	D		400	33	0.08	1	34	0.09	1		T	0.24	97	8	8	5
40301	Indiana	Joe Louis to Colorado	WB	D		400	46	0.12	0	46	0.12	1		T	0.24	97	11	11	5
40350	Interstate 10	Gadsden County to Capital Circle NW (SR 263)	EB	B		4250	2063	0.49	44	2107	0.50	3		F	2.14	9,101	4,418	4,512	4
40351	Interstate 10	Capital Circle NW (SR 263) to Gadsden County	WB	B		2080	1265	0.61	63	1328	0.64	3		F	2.14	4,461	2,713	2,848	4
40500	Interstate 10	Cap Circle NW (SR 263) to Monroe Street (US 27)	EB	C		3070	2291	0.75	142	2433	0.79	3		F	3.27	10,025	7,481	7,945	4
40501	Interstate 10	Monroe Street (US 27) to Cap Circle NW (SR 263)	WB	C		3070	2039	0.66	113	2152	0.70	3		F	3.24	9,961	6,616	6,982	4
40700	Interstate 10	Monroe Street (US 27) to SR 61/US 319	EB	C		4510	2602	0.58	591	3193	0.71	3		F	3.64	16,420	9,474	11,625	4
40701	Interstate 10	SR 61/US 319 to Monroe Street (US 27)	WB	C		4510	2654	0.59	469	3123	0.69	3		F	3.67	16,556	9,743	11,464	4
40900	Interstate 10	Thomasville to 90 East	EB	C		4510	1433	0.32	406	1839	0.41	2		F	5.87	26,459	8,407	10,789	1
40901	Interstate 10	90 East to Thomasville	WB	C		4510	1257	0.28	629	1886	0.42	2		F	5.88	26,532	7,395	11,095	1
41150	Interstate 10	90 East to Jefferson County	EB	B		2100	2033	0.97	59	2092	1.00	1		F	7.19	15,092	14,610	15,034	2

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
41151	Interstate 10	Jefferson County to 90 East	WB	C		2570	1056	0.41	4	1060	0.41	1	6	F	7.16	18,414	7,566	7,595	2
40800	Interstate 10 EB Exit 203 (Ramp A1)	Interstate 10 EB to Thomasville Rd (SR 61)	EB	C		1839	1793	0.97	429	2222	1.21	3	6	F	0.50	928	905	1,122	1
40400	Interstate 10 EB Exit Ramp 196	Interstate 10 EB to Cap Circle NW (SR 263)	EB	C		990	256	0.26	19	275	0.28	2	6	F	0.26	262	68	73	4
40600	Interstate 10 EB Exit Ramp 199	Interstate 10 EB to Monroe Street (US 27)	EB	C		1251	488	0.39	0	488	0.39	2	6	F	0.60	755	294	294	4
41100	Interstate 10 EB Exit Ramp 209 A	Interstate 10 EB to 90 WB	EB	C		682	474	0.70	256	730	1.07	1	6	F	0.51	345	240	369	1
41000	Interstate 10 EB Exit Ramp 209 B	Interstate 10 EB to 90 EB	EB	C		800	507	0.63	124	631	0.79	1	6	F	0.36	285	181	225	1
40831	Interstate 10 WB Exit 203 (Ramp C1)	Interstate 10 WB to Capital Circle NE (US 319)	WB	C		548	236	0.43	323	559	1.02	1	6	F	0.09	50	22	51	1
40801	Interstate 10 WB Exit 203 (Ramp C2)	Interstate 10 WB to Thomasville Rd (SR 61)	WB	C		324	100	0.31	12	112	0.35	1	6	F	0.31	99	31	34	1
40401	Interstate 10 WB Exit Ramp 196	Interstate 10 WB to Cap Circle NW (SR 263)	WB	C		1212	758	0.63	100	858	0.71	3	6	F	0.35	419	262	297	4
40601	Interstate 10 WB Exit Ramp 199	Interstate 10 WB to Monroe Street (US 27)	WB	C		1656	1175	0.71	394	1569	0.95	3	6	F	0.65	1,069	759	1,013	4
41101	Interstate 10 WB Exit Ramp 209 A	Interstate 10 WB to 90 WB	WB	C		682	169	0.25	30	199	0.29	1	6	F	0.36	243	60	71	1
41001	Interstate 10 WB Exit Ramp 209 B	Interstate 10 WB to 90 EB	WB	C		682	63	0.09	0	63	0.09	1	6	F	0.57	392	36	36	1
41200	Jackson Bluff	Capital Circle to Rankin	EB	E		910	171	0.19	256	427	0.47	1	3	T	0.52	475	89	223	3
41201	Jackson Bluff	Rankin to Capital Circle	WB	E		312	203	0.65	0	203	0.65	1	3	T	0.52	163	106	106	3
41300	Jackson Bluff	Appleyard to Mabry	EB	E		700	450	0.64	220	670	0.96	1	3	T	0.57	399	256	382	3
41301	Jackson Bluff	Mabry to Appleyard	WB	E		1280	512	0.40	161	673	0.53	1	3	T	0.57	729	292	383	3
41400	Jackson Bluff	Mabry to Ausley	EB	E		1199	450	0.38	347	797	0.66	1	3	T	0.53	631	237	420	5
41401	Jackson Bluff	Ausley to Mabry	WB	E		964	512	0.53	103	615	0.64	1	3	T	0.53	508	270	324	5
41500	Jackson Bluff	Ausley to Lipona	EB	E		918	455	0.50	207	662	0.72	1	3	T	0.29	264	131	190	5
41501	Jackson Bluff	Lipona to Ausley	WB	E		803	701	0.87	28	729	0.91	1	3	T	0.29	231	201	209	5
41600	Jackson Bluff	Lipona to Hendry	EB	E		1521	691	0.45	0	691	0.45	1	3	T	0.49	745	338	338	5
41601	Jackson Bluff	Hendry to Lipona	WB	E		1104	876	0.79	0	876	0.79	1	3	T	0.49	540	429	429	5
41700	Jackson Bluff	Hendry to Lake Bradford	EB	E		535	691	1.29	0	691	1.29	1	3	T	0.27	145	187	187	5
41701	Jackson Bluff	Lake Bradford to Hendry	WB	E		1474	876	0.59	0	876	0.59	1	3	T	0.27	398	237	237	5
41800	Jefferson Street	Varsity Drive to Woodward	EB	E		948	356	0.38	135	491	0.52	1	2	T	0.14	132	50	68	5
41801	Jefferson Street	Woodward to Varsity Drive	WB	E		590	302	0.51	128	430	0.73	1	2	T	0.14	82	42	60	5
41900	Jefferson Street	Woodward to Gray Street	EB	E		684	371	0.54	224	595	0.87	1	2	T	0.25	168	91	146	5
41901	Jefferson Street	Gray Street to Woodward	WB	E		838	203	0.24	42	245	0.29	1	2	T	0.25	205	50	60	5
42000	Jefferson Street	Gray Street to Copeland	EB	E		684	371	0.54	210	581	0.85	1	2	T	0.19	129	70	110	5
42001	Jefferson Street	Copeland to Gray Street	WB	E		571	203	0.36	27	230	0.40	1	2	T	0.19	108	38	43	5
42100	Jefferson Street	Copeland to Macomb	EB	E		442	305	0.69	109	414	0.94	1	2	T	0.14	63	43	59	5
42101	Jefferson Street	Macomb to Copeland	WB	E		299	147	0.49	20	167	0.56	1	2	T	0.14	42	21	24	5
42200	Jefferson Street	Macomb to M.L. King	EB	E		339	182	0.54	36	218	0.64	1	2	T	0.16	55	30	36	5
42201	Jefferson Street	M.L. King to Macomb	WB	E		299	86	0.29	26	112	0.37	1	2	T	0.16	49	14	18	5
42300	Jefferson Street	M.L. King to Bronough	EB	E		335	52	0.16	58	110	0.33	1	2	T	0.08	27	4	9	5
42301	Jefferson Street	Bronough to M.L. King	WB	E		339	157	0.46	107	264	0.78	1	2	T	0.08	27	13	21	5
42400	Jim Lee Rd	Paul Russell to Orange	NB	E		910	135	0.15	80	215	0.24	1	3	T	0.48	438	65	103	5
42401	Jim Lee Rd	Orange to Paul Russell	SB	E		498	254	0.51	136	390	0.78	1	3	T	0.48	240	122	188	5
42500	Jim Lee Rd	Orange to Magnolia	NB	E		398	272	0.68	0	272	0.68	1	3	T	0.57	226	154	154	2
42501	Jim Lee Rd	Magnolia to Orange	SB	E		868	280	0.32	53	333	0.38	1	3	T	0.57	492	159	189	2
42600	Joe Louis	Alabama to Indiana	NB	D		400	33	0.08	3	36	0.09	1	2	T	0.19	77	6	7	5
42601	Joe Louis	Indiana to Alabama	SB	D		400	19	0.05	1	20	0.05	1	2	T	0.19	77	4	4	5
42700	John Knox Road	Monroe to Silver Slipper/Mall	NE	D		2101	684	0.33	122	806	0.38	2	3	T	0.20	411	134	158	1
42701	John Knox Road	Silver Slipper/Mall to Monroe	SW	D		994	856	0.86	0	856	0.86	1	3	T	0.20	196	169	169	1
42800	John Knox Road	Silver Slipper/Mall to Woodcrest/TGC	EB	D		2101	734	0.35	71	805	0.38	2	3	T	0.22	456	159	175	1
42801	John Knox Road	Woodcrest/TGC to Silver Slipper/Mall	WB	D		1700	882	0.52	0	882	0.52	2	3	T	0.22	380	197	197	1
42900	John Knox Road	Woodcrest/TGC to Meridian	EB	D		1059	734	0.69	103	837	0.79	1	3	T	0.48	513	355	405	1
42901	John Knox Road	Meridian to Woodcrest/TGC	WB	D		1545	882	0.57	32	914	0.59	2	3	T	0.48	748	427	442	1
43000	Joyner	Old Bainbridge to Barrie	NB	D		400	42	0.11	49	91	0.23	1	2	T	0.23	93	10	21	4
43001	Joyner	Barrie to Old Bainbridge	SB	D		400	50	0.13	0	50	0.13	1	2	T	0.23	93	12	12	4
43150	Kerry Forest Parkway	Thomasville Rd to Treadington	EB	D		2677	654	0.24	0	654	0.24	2	3	T	0.34	914	223	223	1
43151	Kerry Forest Parkway	Treadington to Thomasville Rd	WB	D		882	747	0.85	136	883	1.00	2	3	T	0.34	298	253	299	1
43160	Kerry Forest Parkway	Treadington to Velda Dairy	EB	D		1636	394	0.24	0	394	0.24	2	3	T	0.45	732	176	176	1
43161	Kerry Forest Parkway	Velda Dairy to Treadington	WB	D		2677	567	0.21	137	704	0.26	2	3	T	0.46	1,218	258	320	1
43200	Kerry Forest Parkway	Velda Dairy to Shannon Lake W.	EB	D		1088	736	0.68	0	736	0.68	1	3	T	0.17	183	124	124	1
43201	Kerry Forest Parkway	Shannon Lake W. to Velda Dairy	WB	D		1407	653	0.46	179	832	0.59	2	3	T	0.17	234	109	139	1
43130	Kerry Forest Parkway Extension	Burnside Circle to Thomasville Rd	EB	D		826	590	0.71	136	726	0.88	1	3	T	0.47	389	278	342	1
43131	Kerry Forest Parkway Extension	Thomasville Rd to Burnside Circle	WB	D		1312	650	0.50	229	879	0.67	1	3	T	0.47	622	308	417	1
43500	Killarney Way	Thomasville to Shamrock	EB	D		1300	746	0.57	522	1268	0.98	1	3	T	1.37	1,776	1,019	1,732	1
43501	Killarney Way	Shamrock to Thomasville	WB	D		630	454	0.72	0	454	0.72	2	3	T	1.35	851	613	613	1
43300	Killearn Center Blvd/Ray Diehl	Capital Circle to Village Square Blvd	EB	D		1442	908	0.63	348	1256	0.87	1	3	T	0.19	277	174	241	1
43301	Killearn Center Blvd/Ray Diehl	Village Square Blvd to Capital Circle	WB	D		1183	711	0.60	253	964	0.81	2	3	T	0.19	227	137	185	1
43330	Killearn Center Blvd/Ray Diehl	Village Square Blvd to Hadley	EB	D		1422	589	0.41	72	661	0.46	1	3	T	0.62	878	364	408	1
43331	Killearn Center Blvd/Ray Diehl	Hadley to Village Square Blvd	WB	D		697	524	0.75	116	640	0.92	1	3	T	0.62	430	323	395	1
43350	Killearn Center Blvd/Ray Diehl	Hadley to Olson	EB	D		753	451	0.60	69	520	0.69	1	3	T	0.56	425	255	294	1
43351	Killearn Center Blvd/Ray Diehl	Olson to Hadley	WB	D		1507	270	0.18	96	366	0.24	1	3	T	0.56	851	153	207	1
43400	Killearn Center Blvd/Ray Diehl	Olson to Killarney Way	NE	D		507	442	0.87	88	530	1.05	1	3	T	0.56	282	246	295	1
43401	Killearn Center Blvd/Ray Diehl	Killarney Way to Olson	SW	D		836	190	0.23	152	342	0.41	1	3	T	0.56	466	106	191	1

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
43550	Kinhega Drive	Thomasville Rd to Beech Ridge Trail	NW	D		644	732	1.14	146	878	1.36	1	3	L	1.31	846	962	1,154	1
43551	Kinhega Drive	Beech Ridge Trail to Thomasville Rd	SE	D		648	338	0.52	41	379	0.58	1	3	L	1.32	853	445	499	1
43580	Kinhega Drive	Beech Ridge Trail to Deerlake	NW	D		648	668	1.03	128	796	1.23	1	3	L	0.14	89	92	109	1
43581	Kinhega Drive	Deerlake to Beech Ridge Trail	SE	D		648	330	0.51	39	369	0.57	1	3	L	0.12	76	39	43	1
43600	Kissimmee	Lake Bradford to Levy	EB	E		502	273	0.54	39	312	0.62	1	2	T	0.09	43	23	27	5
43601	Kissimmee	Levy to Lake Bradford	WB	E		350	345	0.99	0	345	0.99	1	2	T	0.06	22	21	21	5
43700	Kissimmee	Levy to Holton	EB	E		343	273	0.80	246	519	1.51	1	2	T	0.33	112	89	170	5
43701	Kissimmee	Holton to Levy	WB	E		700	345	0.49	73	418	0.60	1	2	T	0.32	226	112	135	5
43800	Kissimmee	Holton to Saxon	EB	E		343	273	0.80	66	339	0.99	1	2	T	0.07	23	18	22	5
43801	Kissimmee	Saxon to Holton	WB	E		343	345	1.01	0	345	1.01	1	2	T	0.07	23	23	23	5
43900	Lafayette Street	Franklin to Suwanee	EB	E		1355	867	0.64	0	867	0.64	1	2	L	0.07	92	59	59	5
43901	Lafayette Street	Suwanee to Franklin	WB	E		1434	564	0.39	18	582	0.41	1	2	L	0.07	97	38	39	5
44000	Lafayette Street	Suwanee to Seminole	EB	E		790	647	0.82	107	754	0.95	1	2	L	0.52	407	334	389	5
44001	Lafayette Street	Seminole to Suwanee	WB	E		944	508	0.54	0	508	0.54	1	2	L	0.52	487	262	262	5
44100	Lafayette Street	Seminole to Magnolia	EB	E		753	673	0.89	83	756	1.00	1	2	L	0.30	223	199	224	5
44101	Lafayette Street	Magnolia to Seminole	WB	E		739	616	0.83	0	616	0.83	1	2	L	0.30	219	182	182	5
44200	Lafayette Street	Magnolia to E.Indianhead	EB	E		1206	682	0.57	72	754	0.63	1	2	L	0.26	313	177	195	5
44201	Lafayette Street	E.Indianhead to Magnolia	WB	E		571	504	0.88	79	583	1.02	1	2	L	0.26	148	131	151	5
44400	Lake Bradford (Curve)	Lake Mary to Springhill	NE	E		528	102	0.19	137	239	0.45	1	4	F	0.60	316	61	143	5
44401	Lake Bradford (Curve)	Springhill to Lake Mary	SW	E		335	159	0.47	27	186	0.56	1	4	F	0.60	201	95	111	5
44300	Lake Bradford SW	Cap Circle SW to Orange	NE	D		558	99	0.18	186	285	0.51	1	4	L	1.27	708	126	362	3
44301	Lake Bradford SW	Orange to Cap Circle SW	SW	D		636	183	0.29	38	221	0.35	1	4	L	1.27	807	232	281	3
44500	Lake Bradford/Springhill	Orange to Lake Bradford	NB	E		1802	265	0.15	46	311	0.17	2	4	L	0.38	686	101	118	5
44501	Lake Bradford/Springhill	Lake Bradford to Orange	SB	E		989	606	0.61	22	628	0.63	1	4	L	0.38	377	231	239	5
44600	Lake Bradford/Springhill	Lake Bradford to Levy	NB	E		1581	1222	0.77	125	1347	0.85	2	4	F	0.38	604	467	514	5
44601	Lake Bradford/Springhill	Levy to Lake Bradford	SB	E		2132	1175	0.55	16	1191	0.56	2	4	F	0.38	814	449	455	5
44700	Lake Bradford/Springhill	Levy to Stuckey/Gamble	NB	E		1608	1222	0.76	138	1360	0.85	2	4	F	0.21	330	251	279	5
44701	Lake Bradford/Springhill	Stuckey/Gamble to Levy	SB	E		1703	1175	0.69	57	1232	0.72	2	4	F	0.21	350	241	253	5
44800	Lake Bradford/Springhill	Stuckey/Gamble to Jackson Bluff	NB	E		2767	1222	0.44	45	1267	0.46	2	4	F	0.55	1,508	666	691	5
44801	Lake Bradford/Springhill	Jackson Bluff to Stuckey/Gamble	SB	E		2522	1175	0.47	158	1333	0.53	2	4	F	0.55	1,375	640	726	5
44900	Lake Bradford/Springhill	Jackson Bluff to Gaines/Stadium/Varsity	NB	E		1252	1032	0.82	183	1215	0.97	1	4	F	0.08	99	82	96	5
44901	Lake Bradford/Springhill	Gaines/Stadium/Varsity to Jackson Bluff	SB	E		1872	1197	0.64	21	1218	0.65	2	4	F	0.08	149	95	97	5
45000	Lakeshore Drive	Monroe to Mays Rd	NE	D		500	167	0.33	0	167	0.33	1	2	L	0.52	260	87	87	1
45001	Lakeshore Drive	Mays Rd to Monroe	SW	D		362	161	0.44	5	166	0.46	1	2	L	0.52	188	84	86	1
45020	Lakeshore Drive	Mays Rd to Sharer	NE	D		500	93	0.19	0	93	0.19	1	2	L	1.82	910	169	169	1
45021	Lakeshore Drive	Sharer to Mays Rd	SW	D		500	63	0.13	4	67	0.13	1	2	L	1.82	910	115	122	1
45100	Lakeshore Drive	Meridian to Sharer	NW	D		820	63	0.08	7	70	0.09	1	2	L	1.62	1,330	102	114	1
45101	Lakeshore Drive	Sharer to Meridian	SE	D		450	93	0.21	1	94	0.21	1	2	L	1.62	730	151	152	1
45200	Laura Lee Ave	Monroe to Howard	EB	E		450	100	0.22	0	100	0.22	1	2	T	0.49	222	49	49	5
45201	Laura Lee Ave	Howard to Monroe	WB	E		450	72	0.16	21	93	0.21	1	2	T	0.49	222	36	46	5
45400	Levy Ave Extension	Lake Bradford to Kissimmee	EB	E		669	248	0.37	210	458	0.68	1	3	T	0.11	75	28	51	5
45401	Levy Ave Extension	Kissimmee to Lake Bradford	WB	E		380	193	0.51	78	271	0.71	1	3	T	0.12	46	23	33	5
45300	Levy Avenue	Paul Dirac East to Lake Bradford	EB	E		668	550	0.82	177	727	1.09	1	3	T	1.12	746	615	812	5
45301	Levy Avenue	Lake Bradford to Paul Dirac East	WB	E		343	333	0.97	73	406	1.18	1	3	T	1.12	383	372	454	5
45500	Lipona Drive	Pepper to Jackson Bluff	NB	E		450	140	0.31	203	343	0.76	1	2	T	0.21	92	29	70	5
45501	Lipona Drive	Jackson Bluff to Pepper	SB	E		450	170	0.38	186	356	0.79	1	2	T	0.21	92	35	73	5
45600	Lipona Drive	Jackson Bluff to Belle Vue	NB	E		450	260	0.58	104	364	0.81	1	2	T	0.25	112	65	91	5
45601	Lipona Drive	Belle Vue to Jackson Bluff	SB	E		450	181	0.40	0	181	0.40	1	2	T	0.25	112	45	45	5
45700	Lipona Drive	Belle Vue to Pensacola	NB	E		349	274	0.79	120	394	1.13	1	2	T	0.17	60	47	68	5
45701	Lipona Drive	Pensacola to Belle Vue	SB	E		450	192	0.43	0	192	0.43	1	2	T	0.17	78	33	33	5
45800	Live Oak Plantation	Meridian to Thomasville	EB	D		400	189	0.47	11	200	0.50	1	2	T	1.59	635	300	317	1
45801	Live Oak Plantation	Thomasville to Meridian	WB	D		407	339	0.83	52	391	0.96	1	2	T	1.59	646	538	620	1
45850	Livingston Rd	Monroe to Fuller	NB	D		525	21	0.04	0	21	0.04	1	2	L	0.81	424	17	17	1
45851	Livingston Rd	Fuller to Monroe	SB	D		625	54	0.09	0	54	0.09	1	2	L	0.81	505	44	44	1
45900	Lonnbladh	Hermitage to Raymond Diehl	NW	D		409	178	0.44	42	220	0.54	1	2	T	0.57	234	102	126	1
45901	Lonnbladh	Raymond Diehl to Hermitage	SE	D		335	98	0.29	32	130	0.39	1	2	T	0.57	191	56	74	1
46000	Lonnbladh	Cap Circle to Olson	EB	D		498	337	0.68	53	390	0.78	1	2	T	0.60	300	203	235	1
46001	Lonnbladh	Olson to Cap Circle	WB	D		448	196	0.44	24	220	0.49	1	2	T	0.60	270	118	132	1
46100	Lonnbladh	Dempsey Mayo to Miccosukee	NW	D		341	36	0.11	27	63	0.18	1	2	T	0.93	316	33	58	2
46101	Lonnbladh	Miccosukee to Dempsey Mayo	SE	D		341	44	0.13	138	182	0.53	1	2	T	0.93	316	41	169	2
46130	Louvinia	Williams Rd to Louvinia Ct	NB	C		490	57	0.12	25	82	0.17	1	2	L	1.01	496	58	83	2
46131	Louvinia	Louvinia Ct to Williams Rd	SB	C		380	49	0.13	32	81	0.21	1	2	L	1.01	385	50	82	2
46150	Louvinia	Louvinia Ct. to Old St Augustine	NB	C		290	78	0.27	25	103	0.36	1	2	L	1.50	434	117	154	2
46151	Louvinia	Old St. Augustine to Louvinia Ct.	SB	C		540	212	0.39	29	241	0.45	1	2	L	1.50	808	317	361	2
46170	Louvinia	Old St. Augustine to US 27	NB	D		341	106	0.31	21	127	0.37	1	2	L	0.66	224	70	83	2
46171	Louvinia	US 27 to Old St. Augustine	SB	D		800	272	0.34	33	305	0.38	1	2	L	0.66	526	179	200	2
53700	M.L.King Blvd	Gamble to FAMU	NB	E		450	144	0.32	247	391	0.87	1	2	T	0.21	97	31	84	5
53701	M.L.King Blvd	FAMU to Gamble	SB	E		450	139	0.31	40	179	0.40	1	2	T	0.21	97	30	38	5

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
53800	M.L.King Blvd	Gaines to Madison	NB	E		268	107	0.40	0	107	0.40	1	2	T	0.08	20	8	8	5
53801	M.L.King Blvd	Madison to Gaines	SB	E		268	109	0.41	85	194	0.72	1	2	T	0.08	20	8	15	5
53900	M.L.King Blvd	Madison to Pensacola	NB	E		357	107	0.30	0	107	0.30	1	2	T	0.15	53	16	16	5
53901	M.L.King Blvd	Pensacola to Madison	SB	E		268	109	0.41	0	109	0.41	1	2	T	0.15	40	16	16	5
54000	M.L.King Blvd	Pensacola to Jefferson	NB	E		381	107	0.28	0	107	0.28	1	2	T	0.06	23	6	6	5
54001	M.L.King Blvd	Jefferson to Pensacola	SB	E		357	109	0.31	0	109	0.31	1	2	T	0.06	22	7	7	5
54006	M.L.King Blvd	Jefferson to College	NB	E		268	209	0.78	58	267	1.00	1	2	T	0.08	20	16	20	5
54007	M.L.King Blvd	College to Jefferson	SB	E		381	99	0.26	0	99	0.26	1	2	T	0.08	29	8	8	5
54100	M.L.King Blvd	College to Call	NB	E		357	311	0.87	0	311	0.87	1	2	T	0.20	71	61	61	5
54101	M.L.King Blvd	Call to College	SB	E		268	88	0.33	0	88	0.33	1	2	T	0.20	53	17	17	5
54200	M.L.King Blvd	Call to Tennessee	NB	E		354	213	0.60	66	279	0.79	1	2	T	0.08	27	16	21	5
54201	M.L.King Blvd	Tennessee to Call	SB	E		357	62	0.17	3	65	0.18	1	2	T	0.08	27	5	5	5
54300	M.L.King Blvd	Tennessee to Virginia	NB	D		401	225	0.56	20	245	0.61	1	2	T	0.08	31	17	19	5
54301	M.L.King Blvd	Virginia to Tennessee	SB	D		400	75	0.19	0	75	0.19	1	2	T	0.08	30	6	6	5
54400	M.L.King Blvd	Virginia to Brevard	NB	D		268	225	0.84	0	225	0.84	1	2	T	0.23	61	51	51	5
54401	M.L.King Blvd	Brevard to Virginia	SB	D		401	75	0.19	0	75	0.19	1	2	T	0.23	91	17	17	5
46200	Mabry	Kelly to Roberts	NB	E		381	46	0.12	79	125	0.33	1	2	T	0.35	133	16	44	5
46201	Mabry	Roberts to Kelly	SB	E		450	81	0.18	0	81	0.18	1	2	T	0.35	158	28	28	5
46300	Mabry	Roberts to Jackson Bluff	NB	E		1060	600	0.57	407	1007	0.95	2	2	T	0.36	381	216	362	3
46301	Mabry	Jackson Bluff to Roberts	SB	E		620	448	0.72	58	506	0.82	1	2	T	0.36	223	161	182	3
46400	Mabry	Jackson Bluff to Pensacola	NB	E		478	483	1.01	70	553	1.16	1	2	T	0.46	222	224	256	3
46401	Mabry	Pensacola to Jackson Bluff	SB	E		553	256	0.46	0	256	0.46	1	2	T	0.46	256	119	119	3
46500	Macclay Blvd	Market Street to Macclay Rd	NB	D		565	606	1.07	45	651	1.15	1	3	T	0.57	321	344	370	1
46501	Macclay Blvd	Macclay Rd. to Market Street	SB	D		446	299	0.67	28	327	0.73	1	3	T	0.57	253	170	186	1
46600	Macclay Rd	Meridian Rd to Macclay Blvd	EB	D		1280	369	0.29	0	369	0.29	1	3	L&T	1.82	2,329	671	671	1
46601	Macclay Rd	Macclay Blvd to Meridian Rd	WB	D		594	225	0.38	146	371	0.62	1	3	L&T	1.82	1,081	409	675	1
46630	Macclay Rd	Macclay Blvd to Thomasville	EB	D		581	472	0.81	0	472	0.81	2	3	T	0.34	195	158	158	1
46631	Macclay Rd	Thomasville to Macclay Blvd	WB	D		1280	215	0.17	61	276	0.22	1	3	T	0.34	438	74	95	1
46700	Macomb/RR/Wahnish	Orange to Osceola	NB	E		585	371	0.63	0	371	0.63	1	4	T	0.63	369	234	234	5
46701	Macomb/RR/Wahnish	Osceola to Orange	SB	E		324	258	0.80	39	297	0.92	1	4	T	0.63	204	163	187	5
46800	Macomb/RR/Wahnish	Osceola to Gamble	NB	E		811	564	0.70	36	600	0.74	1	4	F	0.50	403	280	298	5
46801	Macomb/RR/Wahnish	Gamble to Osceola	SB	E		1310	565	0.43	85	650	0.50	1	4	F	0.50	650	280	323	5
46900	Macomb/RR/Wahnish	Gamble to FAMU Way	NB	E		770	694	0.90	144	838	1.09	1	4	T	0.22	168	151	183	5
46901	Macomb/RR/Wahnish	FAMU Way to Gamble	SB	E		676	658	0.97	49	707	1.05	1	4	T	0.22	147	143	154	5
47000	Macomb/RR/Wahnish	FAMU Way to Gaines	NB	E		1688	643	0.38	130	773	0.46	2	4	F	0.24	398	152	182	5
47001	Macomb/RR/Wahnish	Gaines to FAMU Way	SB	E		1373	405	0.29	24	429	0.31	1	4	F	0.24	324	95	101	5
47100	Macomb/RR/Wahnish	Gaines to St. Augustine	NB	E		1813	531	0.29	80	611	0.34	2	4	T	0.11	198	58	67	5
47101	Macomb/RR/Wahnish	St. Augustine to Gaines	SB	E		972	473	0.49	0	473	0.49	2	4	T	0.11	106	52	52	5
47200	Macomb/RR/Wahnish	St. Augustine to Pensacola	NB	E		1277	531	0.42	251	782	0.61	2	4	T	0.12	154	64	94	5
47201	Macomb/RR/Wahnish	Pensacola to St. Augustine	SB	E		1853	473	0.26	39	512	0.28	2	4	T	0.12	224	57	62	5
47300	Macomb/RR/Wahnish	Pensacola to Jefferson	NB	E		2278	871	0.38	203	1074	0.47	2	4	T	0.08	180	69	85	5
47301	Macomb/RR/Wahnish	Jefferson to Pensacola	SB	E		1187	607	0.51	199	806	0.68	2	4	T	0.08	94	48	64	5
47400	Macomb/RR/Wahnish	Jefferson to College	NB	E		1930	871	0.45	278	1149	0.60	2	4	T	0.08	146	66	87	5
47401	Macomb/RR/Wahnish	College to Jefferson	SB	E		2375	607	0.26	202	809	0.34	2	4	T	0.08	179	46	61	5
47500	Macomb/RR/Wahnish	College to Park	NB	E		1596	871	0.55	292	1163	0.73	2	4	T	0.07	112	61	82	5
47501	Macomb/RR/Wahnish	Park to College	SB	E		2013	607	0.30	181	788	0.39	2	4	T	0.07	142	43	55	5
47600	Macomb/RR/Wahnish	Park to Call	NB	E		2042	871	0.43	333	1204	0.59	2	4	T	0.12	248	106	146	5
47601	Macomb/RR/Wahnish	Call to Park	SB	E		1596	607	0.38	185	792	0.50	2	4	T	0.12	194	74	96	5
47700	Macomb/RR/Wahnish	Call to Tennessee	NB	E		1218	871	0.72	67	938	0.77	2	4	T	0.08	92	66	71	5
47701	Macomb/RR/Wahnish	Tennessee to Call	SB	E		2130	607	0.28	162	769	0.36	2	4	T	0.08	161	46	58	5
47800	Madison Street	Woodward to Railroad	EB	E		450	41	0.09	116	157	0.35	1	4	T	0.50	226	21	79	5
47801	Madison Street	Railroad to Woodward	WB	E		335	79	0.24	0	79	0.24	1	4	T	0.50	168	40	40	5
47900	Magnolia Drive	Adams to Monroe	EB	E		500	300	0.60	124	424	0.85	1	4	T	0.09	43	26	36	5
47901	Magnolia Drive	Monroe to Adams	WB	E		635	364	0.57	65	429	0.68	1	4	T	0.09	55	31	37	5
48000	Magnolia Drive	Monroe to Meridian	EB	E		824	426	0.52	75	501	0.61	1	4	L	0.21	174	90	106	5
48001	Magnolia Drive	Meridian to Monroe	WB	E		791	361	0.46	159	520	0.66	1	4	L	0.21	167	76	110	5
48100	Magnolia Drive	Meridian to Circle	NE	E		999	662	0.66	0	662	0.66	1	4	L	1.49	1,493	990	990	2
48101	Magnolia Drive	Circle to Meridian	SW	E		1063	648	0.61	0	648	0.61	1	4	L	1.49	1,589	969	969	2
48200	Magnolia Drive	Circle to Lafayette	NB	E		1315	714	0.54	0	714	0.54	2	4	L	0.34	452	245	245	2
48201	Magnolia Drive	Lafayette to Circle	SB	E		961	636	0.66	14	650	0.68	1	4	L	0.34	330	218	223	2
48300	Magnolia Drive	Lafayette to Apalachee	NB	E		1148	782	0.68	106	888	0.77	3	4	L	0.09	100	68	77	5
48301	Magnolia Drive	Apalachee to Lafayette	SB	E		980	851	0.87	10	861	0.88	1	4	L	0.09	88	77	77	5
48400	Magnolia Drive (SR 265)	Apalachee to Gov. Square Blvd	NB	E		1765	1215	0.69	105	1320	0.75	3	4	F	0.19	337	232	252	5
48401	Magnolia Drive (SR 265)	Gov. Square Blvd to Apalachee	SB	E		1136	1205	1.06	36	1241	1.09	2	4	F	0.19	215	228	235	5
48500	Magnolia Drive (SR 265)	Gov. Square Blvd to Park	NB	E		2041	1496	0.73	6	1502	0.74	3	4	F	0.14	286	209	210	5
48501	Magnolia Drive (SR 265)	Park to Gov. Square Blvd	SB	E		1979	1144	0.58	91	1235	0.62	3	4	F	0.14	273	158	171	5
48600	Magnolia Drive (SR 265)	Park Ave to Call Street	NB	E		2475	1604	0.65	29	1633	0.66	3	4	F	0.14	344	223	227	2
48601	Magnolia Drive (SR 265)	Call Street to Park Ave	SB	E		2057	1308	0.64	105	1413	0.69	3	4	F	0.14	286	182	196	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
48700	Magnolia Drive (SR 265)	Call to Tennessee	NB	E	2000	1604	0.80	0	1604	0.80	0.80	2	4	F	0.27	539	432	432	2
48701	Magnolia Drive (SR 265)	Tennessee to Call	SB	E	2057	1308	0.64	177	1485	0.72	0.72	3	4	F	0.27	548	348	395	2
48800	Magnolia Drive (SR 265)	Tennessee to Miccosukee	NB	D	1263	1055	0.84	155	1210	0.96	0.96	3	4	F	0.54	688	575	659	1
48801	Magnolia Drive (SR 265)	Miccosukee to Tennessee	SB	D	820	833	1.02	120	953	1.16	1.16	2	4	F	0.54	447	454	519	1
48900	Market Street	Timberlane to Thomasville	NE	D	245	122	0.50	0	122	0.50	0.50	1	3	T	0.33	80	40	40	1
48901	Market Street	Thomasville to Timberlane	SW	D	776	502	0.65	119	621	0.80	0.80	1	2	T	0.33	253	164	203	1
49000	Marriott Drive	Apalachee Pky to Park Ave	NE	E	450	130	0.29	0	130	0.29	0.29	1	2	CU	0.30	134	39	39	5
49001	Marriott Drive	Park Ave to Apalachee Pky	SW	E	450	64	0.14	0	64	0.14	0.14	1	2	CU	0.30	134	19	19	5
49100	Mary's Drive	Tennessee to Miccosukee	NB	D	335	121	0.36	2	123	0.37	0.37	1	2	T	0.44	149	54	55	2
49101	Mary's Drive	Miccosukee to Tennessee	SB	D	335	67	0.20	7	74	0.22	0.22	1	2	T	0.44	149	30	33	2
49150	McCracken	Miccosukee to Baum	EB	C	324	10	0.03	25	35	0.11	0.11	1	2	L	1.37	443	14	48	1
49151	McCracken	Baum to Miccosukee	WB	C	324	3	0.01	0	3	0.01	0.01	1	2	L	1.37	443	4	4	1
49200	McLaughlin	Shamrock N. to Shannon Lakes	NE	D	400	79	0.20	102	181	0.45	0.45	1	2	T	0.17	69	14	31	1
49201	McLaughlin	Shannon Lakes to Shamrock N.	SW	D	335	70	0.21	8	78	0.23	0.23	1	2	T	0.17	57	12	13	1
49300	McLaughlin	Shannon Lakes to Centerville	EB	D	372	92	0.25	16	108	0.29	0.29	1	2	T	0.56	206	51	60	1
49301	McLaughlin	Centerville to Shannon Lakes	WB	D	400	178	0.45	0	178	0.45	0.45	1	2	T	0.56	222	99	99	1
49400	Meadowridge (North)	Spanish Moss to Tall Stand Ct.	EB	D	400	137	0.34	13	150	0.38	0.38	1	2	T	1.32	530	181	199	1
49401	Meadowridge (North)	Tall Stand Ct. to Spanish Moss	WB	D	400	55	0.14	0	55	0.14	0.14	1	2	T	1.32	530	73	73	1
49500	Meadowridge (South)	Spanish Moss to Tall Stand Ct.	EB	D	400	42	0.11	8	50	0.13	0.13	1	2	T	1.25	500	53	63	1
49501	Meadowridge (South)	Tall Stand Ct. to Spanish Moss	WB	D	400	85	0.21	50	135	0.34	0.34	1	2	T	1.25	500	106	169	1
49600	Medical Drive	Miccosukee to Surgeons	NB	D	452	130	0.29	0	130	0.29	0.29	1	2	T	0.21	93	27	27	1
49601	Medical Drive	Surgeons to Miccosukee	SB	D	430	375	0.87	253	628	1.46	1.46	1	2	T	0.21	88	77	129	1
49700	Medical Drive	Surgeons to Centerville	NB	D	300	183	0.61	142	325	1.08	1.08	1	2	T	0.15	44	27	47	1
49701	Medical Drive	Centerville to Surgeons	SB	D	452	115	0.25	65	180	0.40	0.40	1	2	T	0.15	66	17	26	1
49800	Merchant's Row	Capital Circle to Esplanade Way	EB	E	787	198	0.25	0	198	0.25	0.25	1	3	T	0.23	178	45	45	2
49801	Merchant's Row	Esplanade Way to Capital Circle	WB	E	601	867	1.44	11	878	1.46	1.46	1	3	T	0.23	136	197	199	2
49900	Merchant's Row	Esplanade Way to Four Oaks Blvd	EB	E	530	107	0.20	0	107	0.20	0.20	1	3	T	0.40	211	43	43	2
49901	Merchant's Row	Four Oaks Blvd to Esplanade Way	WB	E	713	450	0.63	10	460	0.65	0.65	1	3	T	0.40	284	179	183	2
49760	Merchant's Row Ext (Proposed)	Tram Rd to Capital Circle	NE	E	441	34	0.08	455	489	1.11	1.11	1	3	T	0.85	374	29	414	2
49761	Merchant's Row Ext (Proposed)	Capital Circle to Tram Rd	SW	E	498	3	0.01	343	346	0.69	0.69	1	3	T	0.85	422	3	293	2
50500	Meridian Road	Henderson to Live Oak Plantation	NB	D	1058	1252	1.18	37	1289	1.22	1.22	1	4	F	0.22	235	278	287	1
50501	Meridian Road	Live Oak Plantation to Henderson	SB	D	922	369	0.40	35	404	0.44	0.44	1	4	F	0.22	205	82	90	1
50540	Meridian Road	Live Oak Plantation to Timberlane	NB	D	1551	991	0.64	82	1073	0.69	0.69	1	4	F	1.19	1,839	1,175	1,272	1
50541	Meridian Road	Timberlane to Live Oak Plantation	SB	D	1102	501	0.45	2	503	0.46	0.46	1	4	F	1.19	1,306	594	596	1
50600	Meridian Road	Timberlane to Maclay	NB	D	824	1046	1.27	116	1162	1.41	1.41	1	4	L	1.06	874	1,109	1,232	1
50601	Meridian Road	Maclay to Timberlane	SB	D	1457	339	0.23	33	372	0.26	0.26	1	4	L	1.06	1,545	360	395	1
50700	Meridian Road	Maclay to Ox Bottom	NB	D	970	818	0.84	219	1037	1.07	1.07	1	4	L	1.80	1,749	1,475	1,869	1
50701	Meridian Road	Ox Bottom to Maclay	SB	D	772	319	0.41	14	333	0.43	0.43	1	4	L	1.80	1,392	575	600	1
50800	Meridian Road	Ox Bottom to Bannerman	NB	D	650	581	0.89	57	638	0.98	0.98	1	4	L	2.77	1,801	1,610	1,768	1
50801	Meridian Road	Bannerman to Ox Bottom	SB	D	615	314	0.51	66	380	0.62	0.62	1	4	L	2.77	1,704	870	1,053	1
50830	Meridian Road	Bannerman to Orchard Pond	NB	D	780	204	0.26	30	234	0.30	0.30	1	4	L	0.71	550	144	165	1
50831	Meridian Road	Orchard Pond to Bannerman	SB	D	320	125	0.39	121	246	0.77	0.77	1	4	L	0.71	226	88	173	1
50860	Meridian Road	Orchard Pond to Georgia	NB	C	500	105	0.21	22	127	0.25	0.25	1	4	L	7.25	3,627	762	921	1
50861	Meridian Road	Georgia to Orchard Pond	SB	C	320	82	0.26	9	91	0.28	0.28	1	4	L	7.25	2,321	595	660	1
50000	Meridian Road (SR 155)	Thomasville/7th to Tharpe	NB	D	1109	652	0.59	145	797	0.72	0.72	1	4	F	0.41	451	265	324	5
50001	Meridian Road (SR 155)	Tharpe to Thomasville/7th	SB	D	431	195	0.45	0	195	0.45	0.45	1	4	F	0.41	175	79	79	5
50100	Meridian Road (SR 155)	Tharpe to Glenview	NB	D	965	891	0.92	96	987	1.02	1.02	1	4	F	0.10	96	89	98	5
50101	Meridian Road (SR 155)	Glenview to Tharpe	SB	D	817	370	0.45	0	370	0.45	0.45	1	4	F	0.10	81	37	37	5
50200	Meridian Road (SR 155)	Glenview to Bradford	NB	D	705	698	0.99	124	822	1.17	1.17	1	4	F	0.17	119	118	139	1
50201	Meridian Road (SR 155)	Bradford to Glenview	SB	D	1362	259	0.19	0	259	0.19	0.19	1	4	F	0.17	231	44	44	1
50300	Meridian Road (SR 155)	Bradford to John Knox	NB	D	1178	1008	0.86	0	1008	0.86	0.86	1	4	F	0.48	567	485	485	1
50301	Meridian Road (SR 155)	John Knox to Bradford	SB	D	985	613	0.62	0	613	0.62	0.62	1	4	F	0.48	474	295	295	1
50400	Meridian Road (SR 155)	John Knox to Henderson	NB	D	1145	1153	1.01	46	1199	1.05	1.05	1	4	F	0.79	909	915	952	1
50401	Meridian Road (SR 155)	Henderson to John Knox	SB	D	698	528	0.76	46	574	0.82	0.82	1	4	F	0.79	554	419	456	1
51250	Meridian St/Lafayette St	Gaines to Franklin	NE	E	1014	858	0.85	60	918	0.91	0.91	2	2	L	0.18	179	151	162	5
51251	Meridian St/Lafayette St	Franklin to Gaines	SW	E	703	569	0.81	33	602	0.86	0.86	1	2	L	0.18	124	100	106	5
50900	Meridian Street	Paul Russell to Orange	NB	E	620	125	0.20	153	278	0.45	0.45	1	2	T	0.51	313	63	141	5
50901	Meridian Street	Orange to Paul Russell	SB	E	362	165	0.46	17	182	0.50	0.50	1	2	T	0.51	183	83	92	5
51000	Meridian Street	Orange to Magnolia	NB	E	721	79	0.11	296	375	0.52	0.52	1	2	T	0.49	356	39	185	5
51001	Meridian Street	Magnolia to Orange	SB	E	683	233	0.34	255	488	0.71	0.71	1	2	T	0.49	338	115	241	5
51100	Meridian Street	Magnolia to Oakland	NB	E	477	80	0.17	42	122	0.26	0.26	1	2	T	0.81	385	65	99	5
51101	Meridian Street	Oakland to Magnolia	SB	E	815	163	0.20	114	277	0.34	0.34	1	2	T	0.81	658	132	224	5
51200	Meridian Street	Oakland to Van Buren	NB	E	318	80	0.25	0	80	0.25	0.25	1	2	T	0.05	16	4	4	5
51201	Meridian Street	Van Buren to Oakland	SB	E	477	163	0.34	16	179	0.38	0.38	1	2	T	0.05	24	8	9	5
51300	Meridian Street	St. Augustine to Pensacola	NB	E	335	122	0.36	1	123	0.37	0.37	1	2	T	0.09	30	11	11	5
51301	Meridian Street	Pensacola to St. Augustine	SB	E	335	92	0.27	4	96	0.29	0.29	1	2	T	0.09	30	8	9	5
51400	Meridian Street	Pensacola to College	NB	E	335	122	0.36	0	122	0.36	0.36	1	2	T	0.14	46	17	17	5
51401	Meridian Street	College to Pensacola	SB	E	335	92	0.27	2	94	0.28	0.28	1	2	T	0.14	46	13	13	5

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
51500	Meridian Street	College to Park	NB	E		335	122	0.36	0	122	0.36	1	2	T	0.08	26	9	9	5
51501	Meridian Street	Park to College	SB	E		335	92	0.27	3	95	0.28	1	2	T	0.08	26	7	7	5
51600	Meridian Street	Park to Call	NB	E		341	122	0.36	92	214	0.63	1	2	T	0.09	32	11	20	5
51601	Meridian Street	Call to Park	SB	E		335	92	0.27	19	111	0.33	1	2	T	0.09	31	9	10	5
51700	Meridian Street	Call to Tennessee	NB	E		640	334	0.52	141	475	0.74	1	2	T	0.07	48	25	35	5
51701	Meridian Street	Tennessee to Call	SB	E		450	126	0.28	77	203	0.45	1	2	T	0.07	34	9	15	5
51800	Metropolitan Blvd.	Thomasville to Lonnbladh	EB	D		370	189	0.51	53	242	0.65	1	2	T	0.29	108	55	70	1
51801	Metropolitan Blvd.	Lonnbladh to Thomasville	WB	D		505	370	0.73	35	405	0.80	1	2	T	0.29	147	108	118	1
51900	Miccosukee (Meridian) Rd	Tennessee to Hillcrest	NE	D		942	505	0.54	0	505	0.54	1	4	L	0.78	739	396	396	5
51901	Miccosukee (Meridian) Rd	Hillcrest to Tennessee	SW	D		691	436	0.63	57	493	0.71	1	4	L	0.78	542	342	387	5
52000	Miccosukee Rd	Hillcrest to Magnolia	NE	D		797	714	0.90	35	749	0.94	2	4	L	0.42	333	298	313	1
52001	Miccosukee Rd	Magnolia to Hillcrest	SW	D		833	697	0.84	96	793	0.95	1	4	L	0.42	348	291	331	1
52100	Miccosukee Rd	Magnolia to Medical Dr	NE	D		3387	1032	0.30	271	1303	0.38	2	4	L	0.19	654	199	252	1
52101	Miccosukee Rd	Medical Dr to Magnolia	SW	D		1088	1051	0.97	399	1450	1.33	2	4	L	0.20	214	206	285	1
52200	Miccosukee Rd	Medical Dr to Blairstone Ext	NE	D		1359	969	0.71	298	1267	0.93	2	4	L	1.09	1,484	1,058	1,384	1
52201	Miccosukee Rd	Blairstone Ext to Medical Dr	SW	D		3150	830	0.26	63	893	0.28	2	4	L	1.09	3,426	903	971	1
52300	Miccosukee Rd	Blairstone Ext to Riggins	NE	D		1489	1129	0.76	155	1284	0.86	2	4	L	0.13	189	143	163	1
52301	Miccosukee Rd	Riggins to Blairstone Ext	SW	D		1379	825	0.60	159	984	0.71	2	4	L	0.13	174	104	125	1
52330	Miccosukee Rd	Riggins to Centre Point Blvd	NE	D		1737	1129	0.65	172	1301	0.75	2	4	L	0.60	1,038	674	777	1
52331	Miccosukee Rd	Centre Pt Blvd to Riggins Rd	SW	D		1379	825	0.60	126	951	0.69	2	4	L	0.60	826	494	570	1
52400	Miccosukee Rd	Centre Pt Blvd to Capital Circle	NE	D		1059	1292	1.22	291	1583	1.49	2	4	L	0.13	142	173	212	1
52401	Miccosukee Rd	Capital Circle to Centre Pt Blvd	SW	D		1668	652	0.39	62	714	0.43	2	4	L	0.14	227	89	97	1
52500	Miccosukee Rd	Capital Circle to Capital Medical	NE	D		1007	743	0.74	83	826	0.82	1	4	L	0.56	560	413	460	1
52501	Miccosukee Rd	Capital Medical to Capital Circle	SW	D		744	338	0.45	145	483	0.65	2	4	L	0.56	417	190	271	1
52550	Miccosukee Rd	Capital Medical to Fleischmann	NE	D		985	797	0.81	118	915	0.93	1	4	L	0.24	241	195	223	1
52551	Miccosukee Rd	Fleischmann to Capital Medical	SW	D		852	292	0.34	130	422	0.50	1	4	L	0.24	208	71	103	1
52600	Miccosukee Rd	Fleischmann to Dempsey Mayo	NE	D		1062	486	0.46	214	700	0.66	1	4	L	0.61	644	295	425	1
52601	Miccosukee Rd	Dempsey Mayo to Fleischmann	SW	D		299	207	0.69	142	349	1.17	1	4	L	0.61	181	126	212	1
52700	Miccosukee Rd (CR 347)	Dempsey Mayo to Thornton	NE	D		740	397	0.54	137	534	0.72	1	4	L	2.30	1,699	912	1,226	1
52701	Miccosukee Rd (CR 347)	Thornton to Dempsey Mayo	SW	D		1011	154	0.15	74	228	0.23	1	4	L	2.30	2,321	354	524	1
52750	Miccosukee Rd (CR 347)	Thornton to Miles Johnson	NE	D		740	230	0.31	178	408	0.55	1	4	L	0.92	684	213	377	1
52751	Miccosukee Rd (CR 347)	Miles Johnson to Thornton	SW	D		1011	77	0.08	71	148	0.15	1	4	L	0.92	935	71	137	1
52800	Miccosukee Rd (CR 347)	Miles Johnson to Crump	NE	D		950	169	0.18	155	324	0.34	1	4	L	2.24	2,132	379	727	1
52801	Miccosukee Rd (CR 347)	Crump to Miles Johnson	SW	D		680	39	0.06	0	39	0.06	1	4	L	2.24	1,526	88	88	1
52820	Miccosukee Rd (CR 347)	Crump to McCracken	NE	C		570	103	0.18	43	146	0.26	1	4	L	1.32	754	136	193	1
52821	Miccosukee Rd (CR 347)	McCracken to Crump	SW	C		478	27	0.06	6	33	0.07	1	4	L	1.32	633	36	44	1
52840	Miccosukee Rd (CR 347)	McCracken to Baum	NE	C		318	64	0.20	13	77	0.24	1	4	L	1.72	545	110	132	1
52841	Miccosukee Rd (CR 347)	Baum to McCracken	SW	C		160	6	0.04	0	6	0.04	1	4	L	1.72	274	10	10	1
52860	Miccosukee Rd (CR 347)	Baum to Moccasin Gap	NE	C		318	35	0.11	1	36	0.11	1	4	L	4.92	1,566	172	177	1
52861	Miccosukee Rd (CR 347)	Moccasin Gap to Baum	SW	C		160	21	0.13	0	21	0.13	1	4	L	4.92	788	103	103	1
52900	Midyette	Capital Circle to Old St. Augustine	NB	E		664	458	0.69	276	734	1.11	1	2	T	0.45	298	205	329	2
52901	Midyette	Old St. Augustine to Capital Circle	SB	E		335	156	0.47	68	224	0.67	1	2	T	0.45	150	70	100	2
52930	Miles Johnson Rd	Miccosukee to Crump	EB	D		300	16	0.05	41	57	0.19	1	2	T	2.43	728	39	138	1
52931	Miles Johnson Rd	Crump to Miccosukee	WB	D		300	5	0.02	37	42	0.14	1	2	T	2.43	728	12	102	1
52950	Miller Landing Road	Miller Landing to Meridian	EB	C		341	44	0.13	1	45	0.13	1	2	L	1.64	559	72	74	1
52951	Miller Landing Road	Meridian to Miller Landing	WB	C		460	121	0.26	1	122	0.27	1	2	L	1.64	753	198	200	1
52990	Mission Rd	Appleyard to White	EB	D		862	209	0.24	55	264	0.31	1	3	T	0.71	615	149	188	5
52991	Mission Rd	White to Appleyard	WB	D		437	310	0.71	0	310	0.71	1	3	T	0.71	312	221	221	5
53020	Mission Rd	White to Ocala	EB	D		335	33	0.10	0	33	0.10	1	3	T	0.67	225	22	22	5
53021	Mission Rd	Ocala to White	WB	D		335	55	0.16	41	96	0.29	1	3	T	0.67	225	37	64	5
53100	Mission Rd	Tharpe to Hartsfield	NB	D		891	777	0.87	198	975	1.09	1	3	T	0.57	512	447	560	4
53101	Mission Rd	Hartsfield to Tharpe	SB	D		1164	670	0.58	264	934	0.80	1	3	T	0.57	669	385	537	4
53200	Mission Rd	Hartsfield to Huntington Woods/Gearhart	NB	D		1254	811	0.65	279	1090	0.87	1	3	T	0.54	679	439	590	4
53201	Mission Rd	Huntington Woods/Gearhart to Hartsfield	SB	D		801	421	0.53	216	637	0.80	1	3	T	0.54	433	228	345	4
53300	Mission Rd	Huntington Wd/Gearhart to Fred George	NB	D		740	476	0.64	139	615	0.83	1	3	T	0.80	590	380	491	4
53301	Mission Rd	Fred George to Huntington Wd/Gearhart	SB	D		1101	416	0.38	176	592	0.54	1	3	T	0.80	877	331	472	4
53050	Mission/Appleyard	Tennessee to Tharpe	NB	D		823	449	0.55	126	575	0.70	1	3	T	0.99	816	445	570	4
53051	Mission/Appleyard	Tharpe to Tennessee	SB	D		1079	695	0.64	246	941	0.87	2	3	T	0.98	1,058	682	923	4
53400	Mitchell Ave	Miccosukee to Sixth	NB	D		400	101	0.25	50	151	0.38	1	2	T	0.20	81	20	30	5
53401	Mitchell Ave	Sixth to Miccosukee	SB	D		400	96	0.24	14	110	0.28	1	2	T	0.20	81	19	22	5
53500	Mitchell Ave	Sixth to Seventh	NB	D		400	101	0.25	48	149	0.37	1	2	T	0.06	25	6	9	5
53501	Mitchell Ave	Seventh to Sixth	SB	D		400	96	0.24	15	111	0.28	1	2	T	0.06	25	6	7	5
53600	Mitchell Ave	Seventh to Betton	NB	D		400	91	0.23	0	91	0.23	1	2	T	0.63	253	58	58	1
53601	Mitchell Ave	Betton to Seventh	SB	D		400	96	0.24	15	111	0.28	1	2	T	0.63	253	61	70	1
54450	Moccasin Gap Road	Centerville Rd to Veterans Memorial Drive	EB	C		390	65	0.17	6	71	0.18	1	4	L	5.03	1,963	327	357	1
54451	Moccasin Gap Road	Veterans Memorial Drive to Centerville Rd	WB	C		430	40	0.09	1	41	0.10	1	4	L	5.03	2,164	201	206	1
54500	Monday	Paul Russell to Capital Circle	EB	E		405	124	0.31	13	137	0.34	1	2	T	0.52	210	64	71	2
54501	Monday	Capital Circle to Paul Russell	WB	E		502	212	0.42	44	256	0.51	1	2	T	0.52	260	110	133	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
54600	Monroe Street (SR 61)	Gaile Avenue to Tram Road	NB	D	1492	557	0.37	100	657	0.44	2	S	F	0.29	426	159	188	3
54601	Monroe Street (SR 61)	Tram Road to Gaile Avenue	SB	D	1217	1198	0.98	226	1424	1.17	2	S	F	0.29	348	342	407	3
54620	Monroe Street (SR 61)	Tram Road to Paul Russell	NB	D	2335	557	0.24	323	880	0.38	2	S	F	0.20	478	114	180	5
54621	Monroe Street (SR 61)	Paul Russell to Tram Road	SB	D	2069	1198	0.58	437	1635	0.79	2	S	F	0.20	423	245	334	5
54700	Monroe Street (SR 61)	Paul Russell to Orange	NB	D	1583	557	0.35	354	911	0.58	2	S	F	0.50	792	279	456	5
54701	Monroe Street (SR 61)	Orange to Paul Russell	SB	D	2309	1198	0.52	288	1486	0.64	2	S	F	0.50	1,155	599	743	5
54800	Monroe Street (SR 61)	Orange to Towne South	NB	D	2518	815	0.32	215	1030	0.41	2	S	F	0.17	426	138	174	5
54801	Monroe Street (SR 61)	Towne South to Orange	SB	D	1965	1332	0.68	152	1484	0.76	2	S	F	0.17	332	225	251	5
54900	Monroe Street (SR 61)	Towne South to Magnolia	NB	D	1574	815	0.52	206	1021	0.65	2	S	F	0.34	535	277	347	5
54901	Monroe Street (SR 61)	Magnolia to Towne South	SB	D	2465	1332	0.54	70	1402	0.57	2	S	F	0.34	838	453	477	5
55000	Monroe Street (SR 61)	Magnolia to Palmer	NB	D	2439	715	0.29	204	919	0.38	2	S	F	0.51	1,241	364	468	5
55001	Monroe Street (SR 61)	Palmer to Magnolia	SB	D	1450	1044	0.72	114	1158	0.80	2	S	F	0.51	738	531	589	5
55100	Monroe Street (SR 61)	Palmer to Oakland	NB	D	2217	715	0.32	207	922	0.42	2	S	F	0.28	629	203	262	5
55101	Monroe Street (SR 61)	Oakland to Palmer	SB	D	2490	1044	0.42	359	1403	0.56	2	S	F	0.28	707	296	398	5
55200	Monroe Street (SR 61)	Oakland to Gaines	NB	D	2472	715	0.29	269	984	0.40	2	S	F	0.28	692	200	275	5
55201	Monroe Street (SR 61)	Gaines to Oakland	SB	D	2264	1044	0.46	210	1254	0.55	2	S	F	0.28	633	292	351	5
55300	Monroe Street (SR 61)	Gaines to Madison	NB	D	1244	620	0.50	147	767	0.62	2	S	F	0.08	96	48	59	5
55301	Monroe Street (SR 61)	Madison to Gaines	SB	D	1575	1199	0.76	188	1387	0.88	2	S	F	0.08	122	93	108	5
55400	Monroe Street (SR 61)	Madison to Apalachee	NB	D	1703	1085	0.64	292	1377	0.81	2	S	F	0.10	171	109	138	5
55401	Monroe Street (SR 61)	Apalachee to Madison	SB	D	1336	1052	0.79	75	1127	0.84	2	S	F	0.10	134	106	113	5
55500	Monroe Street (SR 61)	Apalachee to Jefferson	NB	D	1847	1172	0.63	207	1379	0.75	2	S	F	0.10	179	114	134	5
55501	Monroe Street (SR 61)	Jefferson to Apalachee	SB	D	1486	1050	0.71	27	1077	0.72	2	S	F	0.10	144	102	104	5
55600	Monroe Street (SR 61)	Jefferson to College	NB	D	1847	1172	0.63	20	1192	0.65	2	S	F	0.08	145	92	94	5
55601	Monroe Street (SR 61)	College to Jefferson	SB	D	1486	1050	0.71	23	1073	0.72	2	S	F	0.08	117	82	84	5
55700	Monroe Street (SR 61)	College to Park (EB)	NB	D	1813	1155	0.64	17	1172	0.65	2	S	F	0.08	141	90	91	5
55701	Monroe Street (SR 61)	Park (EB) to College	SB	D	1480	1106	0.75	0	1106	0.75	2	S	F	0.08	115	86	86	5
55800	Monroe Street (SR 61)	Park (EB) to Park (WB)	NB	D	1813	1155	0.64	76	1231	0.68	2	S	F	0.03	48	30	32	5
55801	Monroe Street (SR 61)	Park (WB) to Park (EB)	SB	D	1480	1106	0.75	0	1106	0.75	2	S	F	0.03	39	29	29	5
55900	Monroe Street (SR 61)	Park (WB) to Call	NB	D	2116	1513	0.72	76	1589	0.75	2	S	F	0.09	196	140	147	5
55901	Monroe Street (SR 61)	Call to Park (WB)	SB	D	1327	1085	0.82	0	1085	0.82	2	S	F	0.09	123	101	101	5
56000	Monroe Street (SR 61)	Call to Tennessee	NB	D	1590	1513	0.95	0	1513	0.95	2	S	F	0.08	122	116	116	5
56001	Monroe Street (SR 61)	Tennessee to Call	SB	D	1327	1085	0.82	0	1085	0.82	2	S	F	0.08	102	83	83	5
56100	Monroe Street (SR 61)	Tennessee to Virginia	NB	D	2014	1383	0.69	59	1442	0.72	2	S	F	0.08	153	105	109	5
56101	Monroe Street (SR 61)	Virginia to Tennessee	SB	D	1164	931	0.80	92	1023	0.88	2	S	F	0.08	88	71	78	5
56200	Monroe Street (SR 61)	Virginia to Carolina	NB	D	2014	1383	0.69	57	1440	0.71	2	S	F	0.08	152	105	109	5
56201	Monroe Street (SR 61)	Carolina to Virginia	SB	D	1285	931	0.72	107	1038	0.81	2	S	F	0.08	97	70	79	5
56300	Monroe Street (SR 61)	Carolina to Georgia	NB	D	2014	1383	0.69	57	1440	0.71	2	S	F	0.08	154	105	110	5
56301	Monroe Street (SR 61)	Georgia to Carolina	SB	D	1285	931	0.72	81	1012	0.79	2	S	F	0.08	98	71	77	5
56400	Monroe Street (SR 61)	Georgia to Brevard	NB	D	2014	1383	0.69	27	1410	0.70	3	S	F	0.07	147	101	103	5
56401	Monroe Street (SR 61)	Brevard to Georgia	SB	D	1285	931	0.72	60	991	0.77	2	S	F	0.07	94	68	72	5
56500	Monroe Street (SR 61)	Brevard to Thomasville	NB	D	3010	2038	0.68	78	2116	0.70	2	S	F	0.07	221	149	155	5
56501	Monroe Street (SR 61)	Thomasville to Brevard	SB	D	1478	1396	0.94	110	1506	1.02	2	S	F	0.07	108	102	110	5
56600	Monroe Street (US 27)	Thomasville to Third	NB	D	2236	1280	0.57	65	1345	0.60	2	S	F	0.17	374	214	225	5
56601	Monroe Street (US 27)	Third to Thomasville	SB	D	1269	967	0.76	49	1016	0.80	2	S	F	0.17	212	162	170	5
57200	Monroe Street (US 27)	Northwood Blvd/Albertson's to MLK/Bradford	NB	D	1422	1436	1.01	104	1540	1.08	2	S	F	0.10	137	139	149	1
57201	Monroe Street (US 27)	MLK/Bradford to Northwood Blvd/Albertson's	SB	D	1102	794	0.72	66	860	0.78	2	S	F	0.10	106	77	83	1
57300	Monroe Street (US 27)	MLK/Bradford to John Knox/Monticello	NW	D	2363	2053	0.87	155	2208	0.93	3	S	F	0.47	1,119	972	1,046	1
57301	Monroe Street (US 27)	John Knox/Monticello to MLK/Bradford	SE	D	1537	1132	0.74	91	1223	0.80	2	S	F	0.47	728	536	579	1
57400	Monroe Street (US 27)	John Knox/Monticello to Allen	NW	D	2080	1916	0.92	125	2041	0.98	2	S	F	0.23	485	447	476	1
57401	Monroe Street (US 27)	Allen to John Knox/Monticello	SE	D	1526	1312	0.86	86	1398	0.92	2	S	F	0.23	345	297	316	1
57500	Monroe Street (US 27)	Allen to Sharer/Balsam	NW	D	1847	2294	1.24	391	2685	1.45	2	S	F	0.34	624	775	907	1
57501	Monroe Street (US 27)	Sharer/Balsam to Allen	SE	D	1526	1269	0.83	0	1269	0.83	2	S	F	0.33	507	422	422	1
57600	Monroe Street (US 27)	Sharer/Balsam to Lake Shore	NW	D	2640	2400	0.91	194	2594	0.98	2	S	F	0.32	852	775	837	1
57601	Monroe Street (US 27)	Lake Shore to Sharer/Balsam	SE	D	2419	1397	0.58	63	1460	0.60	2	S	F	0.33	797	460	481	1
57700	Monroe Street (US 27)	Lake Shore to Calloway	NW	D	2755	2389	0.87	272	2661	0.97	2	S	F	0.11	300	260	290	1
57701	Monroe Street (US 27)	Calloway to Lake Shore	SE	D	2612	1427	0.55	128	1555	0.60	2	S	F	0.11	285	155	169	1
57800	Monroe Street (US 27)	Calloway to I-10 EB Exit Ramp	NW	D	3181	2301	0.72	296	2597	0.82	3	S	F	0.05	153	111	125	4
57801	Monroe Street (US 27)	I-10 EB Exit Ramp to Calloway	SE	D	2685	1642	0.61	447	2089	0.78	2	S	F	0.18	480	293	373	4
57830	Monroe Street (US 27)	I-10 EB Exit Ramp to I-10 WB Exit Ramp	NW	D	2458	1966	0.80	260	2226	0.91	2	S	F	0.41	1,011	809	916	4
57831	Monroe Street (US 27)	I-10 WB Exit Ramp to I-10 EB Exit Ramp	SE	D	2016	1646	0.82	552	2198	1.09	2	S	F	0.13	266	217	290	4
57900	Monroe Street (US 27)	I-10 WB Exit Ramp to Sessions/Walmart	NW	D	2624	2207	0.84	286	2493	0.95	2	S	F	0.45	1,170	984	1,112	4
57901	Monroe Street (US 27)	Sessions/Walmart to I-10 WB Exit Ramp	SE	D	3060	1229	0.40	347	1576	0.52	3	S	F	0.28	870	349	448	4
58000	Monroe Street (US 27)	Sessions/Walmart to Fred George/Crowder	NW	D	2210	1258	0.57	450	1708	0.77	2	S	F	1.31	2,894	1,648	2,237	4
58001	Monroe Street (US 27)	Fred George/Crowder to Sessions/Walmart	SE	D	2349	621	0.26	258	879	0.37	2	S	F	1.31	3,070	812	1,149	4
58030	Monroe Street (US 27)	Fred George/Crowder to Faulk/Perkins	NW	D	2491	1274	0.51	471	1745	0.70	2	S	F	1.05	2,622	1,341	1,837	4
58031	Monroe Street (US 27)	Faulk/Perkins to Fred George/Crowder	SW	D	1284	573	0.45	376	949	0.74	2	S	F	1.04	1,339	598	990	4
58050	Monroe Street (US 27)	Faulk/Perkins to Capital Circle NW	NW	D	1786	1597	0.89	382	1979	1.11	2	S	F	1.84	3,280	2,933	3,635	4
58051	Monroe Street (US 27)	Capital Circle NW to Faulk/Perkins	SW	D	2266	747	0.33	413	1160	0.51	2	S	F	1.83	4,150	1,368	2,125	4

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
58080	Monroe Street (US 27)	Capital Circle NW to Gadsden County	NW	C	1840	1250	0.68	123	1373	0.75	2	5	F	2.10	3,855	2,619	2,877	4
58081	Monroe Street (US 27)	Gadsden County to Capital Circle NW	SW	D	1203	562	0.47	41	603	0.50	2	5	F	2.10	2,531	1,183	1,269	4
58100	Monticello Drive	Tharpe to Gibbs	NE	D	626	400	0.64	62	462	0.74	1	3	T	0.43	270	173	199	4
58101	Monticello Drive	Gibbs to Tharpe	SW	D	338	337	1.00	27	364	1.08	1	3	T	0.43	146	145	157	4
58200	Monticello Drive	Gibbs to Monroe	NE	D	480	404	0.84	174	578	1.20	1	3	T	0.20	97	82	117	4
58201	Monticello Drive	Monroe to Gibbs	SW	D	638	543	0.85	0	543	0.85	1	3	T	0.20	130	110	110	4
58300	Mountbatten/Wekewa Nene	Jim Lee to Chuli Nene	EB	E	450	25	0.06	16	41	0.09	1	2	T	0.51	230	13	21	2
58301	Mountbatten/Wekewa Nene	Chuli Nene to Jim Lee	WB	E	450	36	0.08	4	40	0.09	1	2	T	0.51	230	18	20	2
58400	Mulberry Blvd	Old Bainbridge to Maplewood	NE	D	400	70	0.18	60	130	0.33	1	2	T	0.30	120	21	39	4
58401	Mulberry Blvd	Maplewood to Old Bainbridge	SW	D	400	52	0.13	0	52	0.13	1	2	T	0.30	119	15	15	4
58500	Myers Park Drive	RR Crossing to Circle Drive	EB	E	450	306	0.68	64	370	0.82	1	2	T	0.37	166	113	137	5
58501	Myers Park Drive	Circle Drive to RR Crossing	WB	E	450	136	0.30	6	142	0.32	1	2	T	0.37	166	50	52	5
58600	Myers Park Drive	Circle Drive to Lafayette	NB	E	450	306	0.68	46	352	0.78	1	2	T	0.41	183	125	143	5
58601	Myers Park Drive	Lafayette to Circle Drive	SB	E	450	136	0.30	0	136	0.30	1	2	T	0.41	183	55	55	5
58700	Myers Park Drive	Lafayette to Apalachee	NB	E	450	306	0.68	9	315	0.70	1	2	T	0.07	30	21	21	5
58701	Myers Park Drive	Apalachee to Lafayette	SB	E	450	136	0.30	17	153	0.34	1	2	T	0.07	30	9	10	5
58730	Natural Bridge Road	Woodville Hwy to Register Farm Rd	EB	C	420	71	0.17	45	116	0.28	1	3	L	2.15	903	153	249	2
58731	Natural Bridge Road	Register Farm Rd to Woodville Hwy	WB	C	342	36	0.11	34	70	0.20	1	3	L	2.15	735	77	150	2
58740	Natural Bridge Road	Register Farm Rd to Old Plank Rd	EB	C	390	44	0.11	0	44	0.11	1	3	L	3.52	1,374	155	155	2
58741	Natural Bridge Road	Old Plank Rd to Register Farm Rd	WB	C	310	31	0.10	0	31	0.10	1	3	L	3.52	1,092	109	109	2
58750	Natural Bridge Road (Dirt?)	Old Plank Rd to Jim French Rd	EB	C	300	48	0.16	30	78	0.26	1	3	L	0.80	241	39	63	2
58751	Natural Bridge Road (Dirt?)	Jim French Rd to Old Plank Rd	WB	C	300	34	0.11	30	64	0.21	1	3	L	0.80	241	27	51	2
58770	North Settlers Blvd	Teton Trail to Fred George	NW	D	400	46	0.12	0	46	0.12	1	2	T	0.39	155	18	18	4
58771	North Settlers Blvd	Fred George to Teton Trail	SE	D	400	102	0.26	0	102	0.26	1	2	T	0.39	155	40	40	4
58800	Northridge Road	Estates Road to Springsax	NB	E	450	267	0.59	0	267	0.59	1	2	T	0.69	309	183	183	3
58801	Northridge Road	Springsax to Estates Road	SB	E	1115	290	0.26	388	678	0.61	1	3	T	0.69	766	199	466	3
58900	Northwest Passage	West Terminus to Cap Circle	EB	D	568	257	0.45	268	525	0.92	1	3	T	0.86	491	222	453	4
58901	Northwest Passage	Cap Circle to West Terminus	WB	D	400	107	0.27	118	225	0.56	1	3	T	0.86	345	92	194	4
59030	Oak Ridge Road	Crawfordville Hwy to SR 61	EB	C	341	73	0.21	11	84	0.25	1	3	L	1.23	419	90	103	3
59031	Oak Ridge Road	SR 61 to Crawfordville Hwy	WB	C	341	81	0.24	9	90	0.26	1	3	L	1.23	419	99	111	3
59050	Oak Ridge Road	SR 61 to Woodville Hwy	EB	C	716	201	0.28	40	241	0.34	1	3	L	3.81	2,728	766	918	3
59051	Oak Ridge Road	Woodville Hwy to SR 61	WB	C	341	165	0.48	12	177	0.52	1	3	L	3.81	1,299	629	674	3
59070	Oak Ridge Road	Woodville to Taft	EB	C	341	63	0.18	34	97	0.28	1	3	O	0.74	251	46	71	2
59071	Oak Ridge Road	Taft to Woodville	WB	C	536	51	0.10	23	74	0.14	1	3	O	0.74	395	38	55	2
59000	Oakland	Monroe to Meridian	EB	E	450	119	0.26	1	120	0.27	1	2	T	0.21	96	26	26	5
59001	Oakland	Meridian to Monroe	WB	E	450	68	0.15	34	102	0.23	1	2	T	0.21	96	15	22	5
59100	Ocala Rd	Pensacola to Heritage Grove	NB	E	2392	1373	0.57	134	1507	0.63	2	3	T	0.33	798	458	503	5
59101	Ocala Rd	Heritage Grove to Pensacola	SB	E	1109	1064	0.96	85	1149	1.04	2	3	T	0.33	370	355	383	5
59150	Ocala Rd	Heritage Grove to Tennessee	NB	E	1164	1155	0.99	99	1254	1.08	2	3	T	0.21	250	248	269	5
59151	Ocala Rd	Tennessee to Heritage Grove	SB	E	1610	975	0.61	12	987	0.61	2	3	T	0.21	341	207	209	5
59200	Ocala Rd	Tennessee to Continental	NB	D	2573	1490	0.58	172	1662	0.65	2	3	T	0.46	1,195	692	772	5
59201	Ocala Rd	Continental to Tennessee	SB	D	1355	909	0.67	34	943	0.70	2	3	T	0.47	635	426	442	5
59300	Ocala Rd	Continental to Tharpe	NB	D	1280	1240	0.97	153	1393	1.09	1	3	T	0.56	717	695	781	4
59301	Ocala Rd	Tharpe to Continental	SB	D	2490	707	0.28	33	740	0.30	2	3	T	0.56	1,394	396	414	4
60230	Old Bainbridge	Monroe to Phipps Landing	NB	D	605	458	0.76	134	592	0.98	1	4	L	0.05	30	23	30	4
60231	Old Bainbridge	Phipps Landing to Monroe	SB	C	364	177	0.49	3	180	0.49	1	4	L	0.05	18	9	9	4
60260	Old Bainbridge	Phipps Landing to Gadsden	NB	D	605	330	0.55	135	465	0.77	1	4	L	3.71	2,244	1,224	1,725	1
60261	Old Bainbridge	Gadsden to Phipps Landing	SB	C	160	70	0.44	8	78	0.49	1	4	L	3.70	592	259	289	1
59600	Old Bainbridge Rd	Brevard to Fourth	NW	D	927	633	0.68	62	695	0.75	1	4	L	0.37	347	237	260	5
59601	Old Bainbridge Rd	Fourth to Brevard	SE	D	908	443	0.49	0	443	0.49	1	4	L	0.37	340	166	166	5
59700	Old Bainbridge Rd	Fourth to Alabama	NW	D	1087	633	0.58	77	710	0.65	1	4	L	0.24	256	149	167	5
59701	Old Bainbridge Rd	Alabama to Fourth	SE	D	908	443	0.49	25	468	0.52	1	4	L	0.24	214	104	110	5
59800	Old Bainbridge Rd	Alabama to Tharpe	NW	D	914	915	1.00	45	960	1.05	1	4	L	0.60	552	552	579	4
59801	Old Bainbridge Rd	Tharpe to Alabama	SE	D	1360	520	0.38	10	530	0.39	1	4	L	0.60	821	314	320	4
59900	Old Bainbridge Rd	Tharpe to High	NW	D	917	878	0.96	33	911	0.99	1	4	L	0.95	872	835	866	4
59901	Old Bainbridge Rd	High to Tharpe	SE	D	888	337	0.38	79	416	0.47	1	4	L	0.95	844	320	395	4
60000	Old Bainbridge Rd	High Rd to Stone/Salmon	NW	D	1110	1005	0.91	86	1091	0.98	1	4	L	0.20	221	200	217	4
60001	Old Bainbridge Rd	Stone/Salmon to High Rd	SE	D	536	603	1.13	38	641	1.20	1	4	L	0.20	107	120	127	4
60100	Old Bainbridge Rd	Stone/Salmon to Fred George	NW	D	964	553	0.57	127	680	0.71	1	4	L	2.14	2,064	1,184	1,456	4
60101	Old Bainbridge Rd	Fred George to Stone/Salmon	SE	D	1224	253	0.21	64	317	0.26	1	4	L	2.14	2,620	542	679	4
60200	Old Bainbridge Rd	Fred George to Cap Circle	NW	D	302	337	1.12	63	400	1.32	1	4	L	2.58	778	869	1,031	4
60201	Old Bainbridge Rd	Cap Circle to Fred George	SE	D	734	223	0.30	57	280	0.38	1	4	L	2.58	1,892	575	722	4
59400	Old Bainbridge/Macomb	Tennessee to Virginia	NB	D	1414	903	0.64	97	1000	0.71	2	4	T	0.08	107	68	76	5
59401	Old Bainbridge/Macomb	Virginia to Tennessee	SB	D	848	635	0.75	22	657	0.77	2	4	T	0.08	64	48	50	5
59500	Old Bainbridge/Macomb	Virginia to Brevard	NB	D	1033	903	0.87	95	998	0.97	1	4	T	0.23	242	211	233	5
59501	Old Bainbridge/Macomb	Brevard to Virginia	SB	D	1800	635	0.35	41	676	0.38	2	4	T	0.23	421	148	158	5
60300	Old Magnolia Road (CR 142)	90 East to Sun Ray	NB	C	341	60	0.18	7	67	0.20	1	2	L	0.91	311	55	61	1
60301	Old Magnolia Road (CR 142)	Sun Ray to 90 East	SB	C	341	36	0.11	7	43	0.13	1	2	L	0.91	311	33	39	1

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
60320	Old Magnolia Road (CR 142)	Sun Ray to TS Green	NB	C	341	3	0.01	38	41	0.12	1	2	L	5.75	1,962	17	236	1
60321	Old Magnolia Road (CR 142)	TS Green to Sun Ray	SB	C	341	0	0.00	84	84	0.25	1	2	L	5.75	1,962	-	483	1
60330	Old Plank	Wakulla County to Natural Bridge	NB	C	341	40	0.12	0	40	0.12	1	3	L	0.90	306	36	36	2
60331	Old Plank	Natural Bridge to Wakulla County	SB	C	341	77	0.23	0	77	0.23	1	3	L	0.90	306	69	69	2
60340	Old Plank	Natural Bridge to Godwin Cemetary	NB	C	341	36	0.11	0	36	0.11	1	3	L	2.65	903	95	95	2
60341	Old Plank	Godwin Cemetary to Natural Bridge	SB	C	341	76	0.22	0	76	0.22	1	3	L	2.65	903	201	201	2
60400	Old St Augustine	East Indianhead to Blair Stone	EB	E	617	542	0.88	85	627	1.02	1	4	L	0.66	405	356	411	2
60401	Old St Augustine	Blair Stone to East Indianhead	WB	E	1111	639	0.58	67	706	0.64	1	4	L	0.66	732	421	465	2
60450	Old St Augustine	Blair Stone to Paul Russell	EB	E	1091	631	0.58	42	673	0.62	1	4	L	0.42	461	267	284	2
60451	Old St Augustine	Paul Russell to Blair Stone	WB	E	631	388	0.61	77	465	0.74	1	4	L	0.42	267	164	196	2
60500	Old St Augustine	Paul Russell to Midyette/Executive	EB	E	1073	631	0.59	137	768	0.72	1	4	L	0.56	596	351	427	2
60501	Old St Augustine	Midyette/Executive to Paul Russell	WB	E	1091	388	0.36	25	413	0.38	1	4	L	0.56	606	216	229	2
60600	Old St Augustine	Midyette/Executive to Cap Circle	EB	E	580	276	0.48	177	453	0.78	1	4	L	0.36	210	100	164	2
60601	Old St Augustine	Cap Circle to Midyette/Executive	WB	E	872	143	0.16	7	150	0.17	1	4	L	0.36	316	52	54	2
60700	Old St Augustine	Capital Circle to Biltmore Ave	EB	E	667	263	0.39	256	519	0.78	1	4	L	1.06	707	279	550	2
60701	Old St Augustine	Biltmore Ave to Capital Circle	WB	E	499	67	0.13	90	157	0.31	1	4	L	1.06	529	71	166	2
60800	Old St Augustine	Biltmore Avenue to Williams	EB	D	490	263	0.54	104	367	0.75	1	4	L	3.24	1,587	852	1,188	2
60801	Old St Augustine	Williams to Biltmore Avenue	WB	D	220	67	0.30	19	86	0.39	1	4	L	3.24	712	217	278	2
60830	Old St. Augustine	Williams to Louvinia	EB	D	341	138	0.40	27	165	0.48	1	4	L	1.31	445	180	215	2
60831	Old St. Augustine	Louvinia to Williams	WB	D	341	40	0.12	23	63	0.18	1	4	L	1.31	445	52	82	2
60860	Old St. Augustine (Dirt)	Louvinia to WW Kelley	EB	D	341	171	0.50	8	179	0.52	1	4	L	1.45	494	248	259	2
60861	Old St. Augustine (Dirt)	WW Kelley to Louvinia	WB	D	341	22	0.06	0	22	0.06	1	4	L	1.45	494	32	32	2
60900	Olson/Lonnblad	Centerville to Ray Diehl	NB	D	767	591	0.77	18	609	0.79	1	3	T	1.37	1,053	811	836	1
60901	Olson/Lonnblad	Ray Diehl to Centerville	SB	D	611	259	0.42	150	409	0.67	1	3	T	1.37	839	356	562	1
61600	Orange Avenue (CR 373)	Monroe to Meridian	EB	E	1805	852	0.47	141	993	0.55	2	4	L	0.21	384	181	211	5
61601	Orange Avenue (CR 373)	Meridian to Monroe	WB	E	1009	754	0.75	0	754	0.75	2	4	L	0.21	213	159	159	5
61700	Orange Avenue (CR 373)	Meridian to Jim Lee	EB	E	1605	720	0.45	357	1077	0.67	2	4	L	0.77	1,235	554	828	5
61701	Orange Avenue (CR 373)	Jim Lee to Meridian	WB	E	1747	909	0.52	147	1056	0.60	2	4	L	0.77	1,349	702	815	5
61800	Orange Avenue (CR 373)	Jim Lee to Blair Stone	EB	E	1572	573	0.36	390	963	0.61	2	4	L	0.73	1,145	417	701	2
61801	Orange Avenue (CR 373)	Blair Stone to Jim Lee	WB	E	1503	853	0.57	217	1070	0.71	2	4	L	0.72	1,089	618	775	2
61000	Orange Avenue (SR 371)	Cap Circle to Lake Bradford SW	EB	E	1471	278	0.19	256	534	0.36	1	4	F	1.64	2,407	455	874	3
61001	Orange Avenue (SR 371)	Lake Bradford SW to Cap Circle	WB	E	670	468	0.70	422	890	1.33	1	4	F	1.64	1,096	766	1,456	3
61100	Orange Avenue (SR 373)	Lake Bradford SW to Springhill	EB	E	671	414	0.62	353	767	1.14	1	4	F	0.34	229	141	262	5
61101	Orange Avenue (SR 373)	Springhill to Lake Bradford SW	WB	E	1280	639	0.50	74	713	0.56	1	4	F	0.34	437	218	243	5
61200	Orange Avenue (SR 373)	Springhill to Pasco	EB	E	871	789	0.91	18	807	0.93	1	4	F	0.56	485	439	449	3
61201	Orange Avenue (SR 373)	Pasco to Springhill	WB	E	1236	908	0.73	141	1049	0.85	1	4	F	0.56	688	505	584	3
61300	Orange Avenue (SR 373)	Pasco to Wahnish	EB	E	1047	789	0.75	196	985	0.94	1	4	F	0.26	268	202	252	3
61301	Orange Avenue (SR 373)	Wahnish to Pasco	WB	E	1120	908	0.81	42	950	0.85	1	4	F	0.26	287	233	243	3
61400	Orange Avenue (SR 373)	Wahnish to Adams	EB	E	1150	1170	1.02	204	1374	1.19	2	4	F	0.40	464	473	555	5
61401	Orange Avenue (SR 373)	Adams to Wahnish	WB	E	1370	1194	0.87	19	1213	0.89	1	4	F	0.40	553	482	490	5
61500	Orange Avenue (SR 373)	Adams to Monroe	EB	E	1246	957	0.77	108	1065	0.85	2	4	F	0.14	179	137	153	5
61501	Orange Avenue (SR 373)	Monroe to Adams	WB	E	1162	903	0.78	0	903	0.78	2	4	F	0.14	167	129	129	5
61900	Orange Avenue Ext	Blair Stone to Paul Russell	EB	E	1694	466	0.28	304	770	0.45	2	4	T	0.47	793	218	360	2
61901	Orange Avenue Ext	Paul Russell to Blair Stone	WB	E	1202	174	0.14	126	300	0.25	2	4	T	0.47	566	82	141	2
62000	Orange Avenue Ext	Paul Russell to Cap Circle	EB	E	879	375	0.43	217	592	0.67	2	4	T	0.53	467	199	315	2
62001	Orange Avenue Ext	Cap Circle to Paul Russell	WB	E	1144	353	0.31	193	546	0.48	2	4	T	0.53	608	188	290	2
62100	Orange Avenue Ext	Cap Circle to Esplanade	EB	E	717	165	0.23	249	414	0.58	1	4	T	0.14	101	23	58	2
62101	Orange Avenue Ext	Esplanade to Cap Circle	WB	E	524	129	0.25	204	333	0.64	2	4	T	0.14	73	18	47	2
62430	Orchard Pond Road (Dirt)	Old Bainbridge to Buck Pond	EB	C	341	26	0.08	121	147	0.43	1	3	L	2.46	838	64	361	1
62431	Orchard Pond Road (Dirt)	Buck Pond to Old Bainbridge	WB	C	341	11	0.03	1	12	0.04	1	3	L	2.46	838	27	29	1
62460	Orchard Pond Road (Dirt)	Buck Pond to Meridian Rd	EB	C	341	20	0.06	124	144	0.42	1	3	L	2.14	731	43	309	1
62461	Orchard Pond Road (Dirt)	Meridian Rd to Buck Pond	WB	C	341	7	0.02	0	7	0.02	1	3	L	2.14	731	15	15	1
62200	Osceola	Saxon to Wahnish	EB	E	669	131	0.20	26	157	0.23	1	2	T	0.32	217	42	51	5
62201	Osceola	Wahnish to Saxon	WB	E	357	192	0.54	0	192	0.54	1	2	T	0.32	116	62	62	5
62300	Osceola	Wahnish to MLK	EB	E	477	459	0.96	218	677	1.42	1	2	T	0.24	116	111	164	5
62301	Osceola	MLK to Wahnish	WB	E	669	500	0.75	60	560	0.84	1	2	T	0.24	162	121	136	5
62400	Osceola	MLK to Adams	EB	E	335	237	0.71	0	237	0.71	1	2	T	0.21	71	51	51	5
62401	Osceola	Adams to MLK	WB	E	502	258	0.51	24	282	0.56	1	2	T	0.21	107	55	60	5
62500	Ox Bottom Rd	Meridian Rd to Kerry Forest Parkway Ext	EB	D	720	173	0.24	18	191	0.27	1	3	L	2.03	1,464	352	388	1
62501	Ox Bottom Rd	Kerry Forest Parkway Ext to Meridian Rd	WB	D	341	121	0.35	5	126	0.37	1	3	L	2.03	693	246	256	1
62600	Ox Bottom Rd	Kerry Forest Parkway Ext to Thomasville Rd	EB	D	335	203	0.61	85	288	0.86	1	3	L	1.25	418	253	359	1
62601	Ox Bottom Rd	Thomasville Rd to Kerry Forest Parkway Ext	WB	D	502	394	0.78	0	394	0.78	1	3	L	1.25	626	492	492	1
62700	Park Avenue	Copeland to Macomb	EB	E	336	192	0.57	6	198	0.59	1	3	T	0.14	48	27	28	5
62701	Park Avenue	Macomb to Copeland	WB	E	560	81	0.14	0	81	0.14	1	3	T	0.14	80	12	12	5
62800	Park Avenue	Macomb to M.L. King	EB	E	336	192	0.57	3	195	0.58	1	3	T	0.17	56	32	32	5
62801	Park Avenue	M.L. King to Macomb	WB	E	336	81	0.24	18	99	0.29	1	3	T	0.17	56	13	16	5
63600	Park Avenue	Franklin to Magnolia	EB	E	719	587	0.82	6	593	0.82	1	3	T	0.76	550	449	453	5
63601	Park Avenue	Magnolia to Franklin	WB	E	765	529	0.69	39	568	0.74	1	3	T	0.76	585	404	434	5

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ	
63700	Park Avenue	Magnolia to Blair Stone	EB	E		1443	885	0.61	255	1140	0.79	2		3	T	0.72	1,040	638	822	2
63701	Park Avenue	Blair Stone to Magnolia	WB	E		1395	590	0.42	219	809	0.58	1		3	T	0.72	1,007	426	584	2
63800	Park Avenue	Blair Stone to Victory Garden	EB	E		1818	1033	0.57	266	1299	0.71	2		3	T	0.50	906	515	647	2
63801	Park Avenue	Victory Garden to Blair Stone	WB	E		1019	698	0.68	211	909	0.89	2		3	T	0.50	508	348	453	2
63850	Park Avenue	Victory Garden to Richview	EB	E		1507	1033	0.69	307	1340	0.89	2		3	T	0.53	792	543	704	2
63851	Park Avenue	Richview to Victory Garden	WB	E		1936	698	0.36	190	888	0.46	2		3	T	0.53	1,017	367	466	2
63900	Park Avenue	Richview to Cap Circle	EB	E		1562	1028	0.66	518	1546	0.99	2		3	T	0.35	542	357	537	2
63901	Park Avenue	Cap Circle to Richview	WB	E		2065	896	0.43	222	1118	0.54	2		3	T	0.35	716	311	388	2
62901	Park Avenue (North)	Bronough to M.L. King	WB	E		336	81	0.24	2	83	0.25	1		3	T	0.08	26	6	7	5
63001	Park Avenue (North)	Duval to Bronough	WB	E		336	81	0.24	4	85	0.25	1		3	T	0.07	25	6	6	5
63101	Park Avenue (North)	Adams to Duval	WB	E		638	81	0.13	3	84	0.13	1		3	T	0.07	42	5	6	5
63201	Park Avenue (North)	Monroe to Adams	WB	E		791	81	0.10	11	92	0.12	1		3	T	0.08	63	6	7	5
63301	Park Avenue (North)	Calhoun to Monroe	WB	E		854	321	0.38	60	381	0.45	1		3	T	0.06	55	21	25	5
63401	Park Avenue (North)	Gadsden to Calhoun	WB	E		502	321	0.64	59	380	0.76	1		3	T	0.08	38	24	29	5
62900	Park Avenue (South)	M.L. King to Bronough	EB	E		336	192	0.57	0	192	0.57	1		3	T	0.08	26	15	15	5
63000	Park Avenue (South)	Bronough to Duval	EB	E		514	192	0.37	33	225	0.44	1		3	T	0.07	38	14	17	5
63100	Park Avenue (South)	Duval to Adams	EB	E		842	192	0.23	193	385	0.46	1		3	T	0.07	55	13	25	5
63200	Park Avenue (South)	Adams to Monroe	EB	E		737	192	0.26	177	369	0.50	2		3	T	0.08	58	15	29	5
63300	Park Avenue (South)	Monroe to Calhoun	EB	E		628	366	0.58	111	477	0.76	1		3	T	0.06	41	24	31	5
63400	Park Avenue (South)	Calhoun to Gadsden	EB	E		1041	366	0.35	97	463	0.44	1		3	T	0.08	78	27	35	5
63500	Park Avenue (South)	Gadsden to Franklin	EB	E		746	476	0.64	48	524	0.70	1		3	T	0.21	156	99	109	5
63501	Park Avenue (South)	Franklin to Gadsden	WB	E		504	491	0.97	2	493	0.98	1		3	T	0.21	105	103	103	5
64000	Pasco	Tanner Drive to Orange	NB	E		452	96	0.21	158	254	0.56	1		2	T	0.50	228	48	128	3
64001	Pasco	Orange to Tanner Drive	SB	E		450	124	0.28	32	156	0.35	1		2	T	0.50	227	62	79	3
64100	Pasco	Orange to Tucker	NB	E		450	66	0.15	0	66	0.15	1		2	T	0.38	171	25	25	5
64101	Pasco	Tucker to Orange	SB	E		649	80	0.12	260	340	0.52	1		2	T	0.38	246	30	129	5
64200	Pasco (Tucker)	Tucker to Campbell	NB	E		450	66	0.15	0	66	0.15	1		2	T	0.12	54	8	8	5
64201	Pasco (Tucker)	Campbell to Tucker	SB	E		450	80	0.18	30	110	0.24	1		2	T	0.12	54	10	13	5
64400	Paul Dirac Circle	Paul Dirac to Paul Dirac	NB	E		700	247	0.35	0	247	0.35	1		3	T	0.40	280	99	99	5
64401	Paul Dirac Circle	Paul Dirac to Paul Dirac	SB	E		700	63	0.09	213	276	0.39	1		3	T	0.40	280	25	110	5
64500	Paul Dirac Drive (North)	Paul Dirac Circle to Roberts	NB	E		700	247	0.35	13	260	0.37	1		3	T	0.11	79	28	29	5
64501	Paul Dirac Drive (North)	Roberts to Paul Dirac Circle	SB	E		700	63	0.09	114	177	0.25	1		3	T	0.11	79	7	20	5
64300	Paul Dirac Drive (South)	Orange to Paul Dirac Circle	NB	E		700	17	0.02	86	103	0.15	1		3	T	0.88	614	15	90	3
64301	Paul Dirac Drive (South)	Paul Dirac Circle to Orange	SB	E		420	61	0.15	603	664	1.58	1		3	T	0.87	363	53	575	3
64600	Paul Russell Rd	Adams to Monroe	EB	E		570	283	0.50	238	521	0.91	2		2	T	0.18	105	52	96	5
64601	Paul Russell Rd	Monroe to Adams	WB	E		1198	586	0.49	92	678	0.57	2		2	T	0.18	220	108	125	5
64700	Paul Russell Rd	Monroe to Jim Lee	EB	E		1170	331	0.28	202	533	0.46	1		2	T	1.00	1,172	332	534	2
64701	Paul Russell Rd	Jim Lee to Monroe	WB	E		1219	620	0.51	173	793	0.65	2		2	T	1.00	1,222	621	795	2
64800	Paul Russell Rd	Jim Lee to Blair Stone	EB	E		535	257	0.48	115	372	0.70	1		2	T	1.03	553	266	385	2
64801	Paul Russell Rd	Blair Stone to Jim Lee	WB	E		802	475	0.59	162	637	0.79	1		2	T	1.03	829	491	659	2
64900	Paul Russell Rd	Orange Ave Ext to Old St Augustine	NB	E		465	345	0.74	96	441	0.95	1		2	T	1.00	463	343	439	2
64901	Paul Russell Rd	Old St. Augustine to Orange Ave Ext	SB	E		761	381	0.50	0	381	0.50	1		2	T	1.00	757	379	379	2
65000	Paul Russell Rd	Old St Augustine to Apalachee	NB	E		662	615	0.93	136	751	1.13	1		2	T	0.33	219	204	249	2
65001	Paul Russell Rd	Apalachee to Old St Augustine	SB	E		460	139	0.30	86	225	0.49	1		2	T	0.33	152	46	74	2
65130	Pedrick Rd	Buck Lake to Mahan	NB	D		462	159	0.34	103	262	0.57	1		2	L	0.89	411	141	233	2
65131	Pedrick Rd	Mahan to Buck Lake	SB	D		379	313	0.83	58	371	0.98	1		2	L	0.89	337	278	330	2
65100	Pedrick Road	Stoney Creek Way to Buck Lake	NB	E		861	264	0.31	228	492	0.57	1		2	T	1.56	1,346	413	769	2
65101	Pedrick Road	Buck Lake to Stoney Creek Way	SB	E		750	386	0.51	26	412	0.55	1		2	T	1.56	1,173	604	644	2
66900	Pensacola (Jefferson) Street (SR 366)	Adams to Monroe	EB	E		370	149	0.40	0	149	0.40	1		5	F	0.07	28	11	11	5
66901	Pensacola (Jefferson) Street (SR 366)	Monroe to Adams	WB	E		1987	372	0.19	149	521	0.26	2		5	F	0.07	149	28	39	5
65200	Pensacola (SR 20)	Cap Circle SW to Blountstown Hwy/Nina	EB	E		1188	617	0.52	621	1238	1.04	2		5	F	0.23	273	142	284	3
65201	Pensacola (SR 20)	Blountstown Hwy/Nina to Cap Circle SW	WB	E		1444	1114	0.77	315	1429	0.99	3		5	F	0.23	328	253	324	3
65300	Pensacola Street (SR 366)	Blountstown Hwy/Nina to Progress	EB	E		1188	617	0.52	599	1216	1.02	1		5	F	0.51	604	314	618	3
65301	Pensacola Street (SR 366)	Progress to Blountstown Hwy/Nina	WB	E		1212	1114	0.92	358	1472	1.21	2		5	F	0.51	616	566	748	3
65400	Pensacola Street (SR 366)	Progress to Appleyard	EB	E		2031	540	0.27	548	1088	0.54	2		5	F	0.25	511	136	274	5
65401	Pensacola Street (SR 366)	Appleyard to Progress	WB	E		1170	862	0.74	282	1144	0.98	1		5	F	0.25	594	217	288	5
65440	Pensacola Street (SR 366)	Appleyard to Dupree Street	EB	E		2279	540	0.24	423	963	0.42	2		2	F	0.37	853	202	361	3
65441	Pensacola Street (SR 366)	Dupree Street to Appleyard	WB	E		1703	862	0.51	367	1229	0.72	2		5	F	0.37	638	323	460	3
65500	Pensacola Street (SR 366)	Dupree Street to White	EB	E		2594	1066	0.41	464	1530	0.59	2		5	F	0.34	870	357	513	3
65501	Pensacola Street (SR 366)	White to Dupree Street	WB	E		2327	1436	0.62	442	1878	0.81	2		5	F	0.34	780	481	630	3
65600	Pensacola Street (SR 366)	White to Ausley/Publix	EB	E		2097	1066	0.51	466	1532	0.73	2		5	F	0.38	806	410	589	5
65601	Pensacola Street (SR 366)	Ausley/Publix to White	WB	E		1863	1436	0.77	246	1682	0.90	2		5	F	0.38	716	552	646	5
65700	Pensacola Street (SR 366)	Ausley/Publix to Ocala	EB	E		2827	1066	0.38	422	1488	0.53	2		5	F	0.14	400	151	210	5
65701	Pensacola Street (SR 366)	Ocala to Ausley/Publix	WB	E		2260	1436	0.64	243	1679	0.74	2		5	F	0.14	320	203	237	5
65800	Pensacola Street (SR 366)	Ocala to Lipona	EB	E		1653	1105	0.67	398	1503	0.91	2		5	F	0.17	273	182	248	5
65801	Pensacola Street (SR 366)	Lipona to Ocala	WB	E		2108	1680	0.80	196	1876	0.89	2		5	F	0.17	348	277	310	5
65900	Pensacola Street (SR 366)	Lipona to Chapel Drive	EB	E		2188	1105	0.51	422	1527	0.70	2		5	F	0.21	469	237	327	5
65901	Pensacola Street (SR 366)	Chapel Drive to Lipona	WB	E		2002	1680	0.84	100	1780	0.89	2		5	F	0.21	429	360	382	5

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
66000	Pensacola Street (SR 366)	Chapel Drive to Stadium Drive	EB	E		2910	1105	0.38	261	1366	0.47	2	5	F	0.25	720	274	338	5
66001	Pensacola Street (SR 366)	Stadium Drive to Chapel Drive	WB	E		2013	1680	0.83	134	1814	0.90	2	5	F	0.25	498	416	449	5
66200	Pensacola Street (SR 366)	Chieftan-Champs Way to Stadium East/Jefferson	EB	E		577	360	0.62	101	461	0.80	1	5	F	0.10	57	36	46	5
66201	Pensacola Street (SR 366)	Stadium East/Jefferson to Chieftan-Champs Way	WB	E		732	604	0.83	92	696	0.95	1	5	F	0.10	76	63	72	5
66300	Pensacola Street (SR 366)	Stadium East/Jefferson to Woodward	XX	O		0	0		0	0		0	5	O	0.15	-	-	-	5
66301	Pensacola Street (SR 366)	Woodward to Stadium East/Jefferson	WB	E		1607	746	0.46	311	1057	0.66	2	5	F	0.15	249	115	164	5
66400	Pensacola Street (SR 366)	Woodward to Copeland	XX	O		0	0		0	0		0	5	O	0.44	-	-	-	5
66401	Pensacola Street (SR 366)	Copeland to Woodward	WB	E		2138	746	0.35	392	1138	0.53	3	5	F	0.44	933	325	497	5
66500	Pensacola Street (SR 366)	Copeland to Railroad	XX	O		0	0		0	0		0	5	O	0.09	-	-	-	5
66501	Pensacola Street (SR 366)	Railroad to Copeland	WB	E		2138	746	0.35	409	1155	0.54	2	5	F	0.09	196	69	106	5
66600	Pensacola Street (SR 366)	Railroad to Bronough	XX	O		0	0		0	0		0	5	O	0.29	-	-	-	5
66601	Pensacola Street (SR 366)	Bronough to Railroad	WB	E		1987	768	0.39	199	967	0.49	2	5	F	0.29	578	223	281	5
66700	Pensacola Street (SR 366)	Bronough to Duval	XX	O		0	0		0	0		0	5	O	0.08	-	-	-	5
66701	Pensacola Street (SR 366)	Duval to Bronough	WB	E		1762	768	0.44	101	869	0.49	3	5	F	0.08	135	59	67	5
66800	Pensacola Street (SR 366)	Duval to Adams	XX	O		0	0		0	0		0	5	O	0.09	-	-	-	5
66801	Pensacola Street (SR 366)	Adams to Duval	WB	E		1807	768	0.43	86	854	0.47	3	5	F	0.09	168	71	79	5
67000	Pepper	Lipona to Lake Bradford	EB	E		450	80	0.18	194	274	0.61	1	2	T	0.79	357	63	217	5
67001	Pepper	Lake Bradford to Lipona	WB	E		450	132	0.29	215	347	0.77	1	2	T	0.79	357	105	275	5
67050	Perkins	Old Bainbridge to Monroe	NE	D		460	116	0.25	93	209	0.45	1	2	L	0.35	161	41	73	4
67051	Perkins	Monroe to Old Bainbridge	SW	D		332	142	0.43	1	143	0.43	1	2	L	0.35	116	50	50	4
67100	Phillips	Mahan to Blair Stone	NW	D		516	258	0.50	89	347	0.67	1	2	T	0.40	205	102	138	2
67101	Phillips	Blair Stone to Mahan	SE	D		400	77	0.19	0	77	0.19	1	2	T	0.40	159	31	31	2
67150	Phillips	Blair Stone to Miccosukee	NW	D		400	160	0.40	0	160	0.40	1	2	T	0.22	86	34	34	1
67151	Phillips	Miccosukee to Blair Stone	SE	D		433	61	0.14	144	205	0.47	1	2	T	0.22	93	13	44	1
67180	Pimlico	Clarecastle to Whirlaway	NW	D		625	30	0.05	0	30	0.05	1	2	L	0.75	469	23	23	1
67181	Pimlico	Whirlaway to Clarecastle	SE	D		790	17	0.02	0	17	0.02	1	2	L	0.75	593	13	13	1
67200	Pimlico	Clarecastle to Centerville	EB	D		253	46	0.18	0	46	0.18	1	2	L	1.43	363	66	66	1
67201	Pimlico	Centerville to Clarecastle	WB	D		640	35	0.05	0	35	0.05	1	2	L	1.43	918	50	50	1
67220	Pisgah Church Road (Dirt)	Bradfordville to Centerville	EB	C		341	33	0.10	44	77	0.23	1	2	L	1.01	346	33	78	1
67221	Pisgah Church Road (Dirt)	Centerville to Bradfordville	WB	C		341	18	0.05	62	80	0.23	1	2	L	1.01	346	18	81	1
67250	Portland	Atlas to Old Bainbridge	EB	D		400	169	0.42	0	169	0.42	1	2	T	0.47	188	79	79	4
67251	Portland	Old Bainbridge to Atlas	WB	D		400	214	0.54	71	285	0.71	1	2	T	0.47	188	100	134	4
67300	Potts Road	Centerville to Noble	NB	D		400	42	0.11	36	78	0.20	1	2	T	0.55	222	23	43	1
67301	Potts Road	Noble to Centerville	SB	D		400	7	0.02	33	40	0.10	1	2	T	0.55	222	4	22	1
67400	Pottsdamer St	Orange to East Paul Dirac	NB	E		343	51	0.15	21	72	0.21	1	2	T	0.93	321	48	67	5
67401	Pottsdamer St	East Paul Dirac to Orange	SB	E		335	83	0.25	201	284	0.85	1	2	T	0.93	313	78	265	5
67450	Proctor Road	Roberts to Centerville	NB	C		341	78	0.23	33	111	0.33	1	2	L	3.09	1,053	241	343	1
67451	Proctor Road	Centerville to Roberts	SB	C		341	34	0.10	1	35	0.10	1	2	L	3.09	1,053	105	108	1
67500	Progress Dr/Sen Pat Thomas	Pensacola to Merchants Ct	NB	E		450	93	0.21	17	110	0.24	1	2	T	0.38	170	35	42	5
67501	Progress Dr/Sen Pat Thomas	Merchants Ct to Pensacola	SB	E		350	70	0.20	73	143	0.41	1	2	T	0.38	132	26	54	5
67600	Progress Dr/Sen Pat Thomas	Merchants Ct to Tennessee	NB	E		595	158	0.27	0	158	0.27	1	2	T	0.80	475	126	126	5
67601	Progress Dr/Sen Pat Thomas	Tennessee to Merchants Ct	SB	E		450	229	0.51	73	302	0.67	1	2	T	0.80	362	184	243	5
67700	Pullen/Calloway Rd	Old Bainbridge to Monroe	NE	D		306	259	0.85	0	259	0.85	1	2	T	0.75	230	195	195	4
67701	Pullen/Calloway Rd	Monroe to Old Bainbridge	SW	D		335	287	0.86	50	337	1.01	1	2	T	0.75	252	216	254	4
67800	Rankin	Orange to Roberts	NB	E		450	72	0.16	35	107	0.24	1	2	T	1.31	591	95	141	3
67801	Rankin	Roberts to Orange	SB	E		450	39	0.09	20	59	0.13	1	2	T	1.31	591	51	78	3
67820	Rankin	Roberts to Jackson Bluff	NB	E		450	72	0.16	8	80	0.18	1	2	T	0.05	21	3	4	3
67821	Rankin	Jackson Bluff to Roberts	SB	E		450	39	0.09	250	289	0.64	1	2	T	0.05	21	2	13	3
67900	Raymond Diehl	Thomasville Rd to I10 EB Entrance Ramp	EB	D		2193	909	0.41	165	1074	0.49	2	3	T	0.11	247	102	121	1
67901	Raymond Diehl	I10 EB Entrance Ramp to Thomasville Rd	WB	D		331	180	0.54	0	180	0.54	1	3	T	0.11	36	20	20	1
67930	Raymond Diehl	I10 EB Entrance Ramp to Cap Circle NE	EB	D		1199	839	0.70	0	839	0.70	2	3	T	0.17	200	140	140	1
67931	Raymond Diehl	Cap Circle NE to I10 EB Entrance Ramp	WB	D		2277	627	0.28	0	627	0.28	2	3	T	0.17	379	104	104	1
68000	Reese Park Extension	Gov Square Blvd to Park	NB	E		394	294	0.75	69	363	0.92	1	2	T	0.19	73	55	67	5
68001	Reese Park Extension	Park to Gov Square Blvd	SB	E		424	189	0.45	0	189	0.45	1	2	T	0.19	79	35	35	5
68050	Rhoden Cove	Lake to Meridian Rd	EB	D		820	150	0.18	1	151	0.18	1	2	L	1.21	990	181	182	1
68051	Rhoden Cove	Meridian Rd to Lake	WB	D		341	63	0.18	1	64	0.19	1	2	L	1.21	412	76	77	1
68100	Richview Drive	Apalachee to Morningside	NB	E		500	360	0.72	122	482	0.96	1	2	T	0.48	240	173	232	2
68101	Richview Drive	Morningside to Apalachee	SB	E		450	120	0.27	23	143	0.32	1	2	T	0.48	216	58	69	2
68200	Richview Drive	Morningside to Park	NB	E		649	360	0.55	91	551	0.69	1	2	T	0.54	348	193	242	2
68201	Richview Drive	Park to Morningside	SB	E		450	120	0.27	12	132	0.29	1	2	T	0.54	241	64	71	2
68300	Ridge Road	Estates Rd to Crawfordville Rd	EB	E		667	349	0.52	237	586	0.88	1	2	T	1.30	865	453	760	3
68301	Ridge Road	Crawfordville Rd to Estates Rd	WB	E		600	464	0.77	0	464	0.77	1	2	T	1.30	778	602	602	3
68400	Riggins Rd	Formosa to Mahan	NB	E		471	116	0.25	353	469	1.00	1	2	T	0.74	347	85	345	2
68401	Riggins Rd	Mahan to Formosa	SB	E		450	150	0.33	0	150	0.33	1	2	T	0.74	331	110	110	2
68500	Riggins Rd	Mahan to Miccosukee	NB	D		728	480	0.66	273	753	1.03	1	2	T	0.51	369	243	382	2
68501	Riggins Rd	Miccosukee to Mahan	SB	D		662	414	0.63	164	578	0.87	1	2	T	0.51	336	210	293	2
68600	Roberts Avenue	Rankin to Eisenhower	EB	E		500	289	0.58	238	527	1.05	1	2	T	0.62	310	179	327	3
68601	Roberts Avenue	Eisenhower to Rankin	WB	E		450	184	0.41	0	184	0.41	1	2	T	0.62	279	114	114	3

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
68620	Roberts Avenue	Eisenhower to Mabry	EB	E	528	289	0.55	194	483	0.91	1	2	T	0.36	188	103	172	5
68621	Roberts Avenue	Mabry to Eisenhower	WB	E	450	184	0.41	8	192	0.43	1	2	T	0.36	160	66	68	5
68700	Roberts Avenue	Mabry to Iamonia	EB	E	450	335	0.74	0	335	0.74	1	2	T	1.16	520	387	387	5
68701	Roberts Avenue	Iamonia to Mabry	WB	E	418	580	0.71	125	705	0.86	1	2	T	1.16	945	670	814	5
68740	Roberts Road	Centerville to Crump	EB	C	360	176	0.49	12	188	0.52	1	3	L	2.86	1,028	503	537	1
68741	Roberts Road	Crump to Centerville	WB	C	341	125	0.37	25	150	0.44	1	3	L	2.86	974	357	428	1
68770	Rococo Road	Veterans Memorial (CR 59) to Old Magnolia	EB	C	324	19	0.06	8	27	0.08	1	2	O	1.96	634	37	53	1
68771	Rococo Road	Old Magnolia to Veterans Memorial (CR 59)	WB	C	324	8	0.02	5	13	0.04	1	2	O	1.96	634	16	25	1
68800	Ross Road	Crawfordville to Shelfer	EB	D	512	79	0.15	18	97	0.19	1	2	L	0.42	216	33	41	3
68801	Ross Road	Shelfer to Crawfordville	WB	D	341	147	0.43	2	149	0.44	1	2	L	0.42	144	62	63	3
68830	Ross Road	Shelfer to Woodville	EB	E	156	98	0.63	56	154	0.99	1	2	L	0.59	92	58	91	3
68831	Ross Road	Woodville to Shelfer	WB	E	477	92	0.19	35	127	0.27	1	2	L	0.59	282	54	75	3
68870	Sabra	Skyland to Vinkara	EB	D	400	105	0.26	3	108	0.27	1	2	T	0.07	26	7	7	4
68871	Sabra	Vinkara to Skyland	WB	D	400	41	0.10	27	68	0.17	1	2	T	0.07	26	3	4	4
68900	San Luis Road	Mission to Tharpe	NB	D	466	189	0.41	80	269	0.58	1	2	T	0.90	419	170	242	5
68901	San Luis Road	Tharpe to Mission	SB	D	400	162	0.41	0	162	0.41	1	2	T	0.90	360	146	146	5
69000	Saxon	Orange to Osceola	NB	E	477	26	0.05	13	39	0.08	1	2	T	0.63	300	16	25	3
69001	Saxon	Osceola to Orange	SB	E	318	44	0.14	0	44	0.14	1	2	T	0.63	200	28	28	3
69030	Saxon/Cleveland	Osceola to Gamble	NB	E	424	49	0.12	18	67	0.16	1	2	T	0.50	210	24	33	5
69031	Saxon/Cleveland	Gamble to Osceola	SB	E	477	53	0.11	64	117	0.25	1	2	T	0.50	237	26	58	5
69100	School House Road	Four Oaks Blvd to Biltmore Ave	EB	E	450	155	0.34	87	242	0.54	1	2	T	1.01	455	157	245	2
69101	School House Road	Biltmore Ave to Four Oaks Blvd	WB	E	450	105	0.23	0	105	0.23	1	2	T	1.01	455	106	106	2
69200	Seminole	Magnolia to Circle	NB	E	450	22	0.05	38	60	0.13	1	2	T	0.72	322	16	43	5
69201	Seminole	Circle to Magnolia	SB	E	450	43	0.10	3	46	0.10	1	2	T	0.72	322	31	33	5
69300	Seminole	Circle to Lafayette	NB	E	454	22	0.05	38	60	0.13	1	2	T	0.41	185	9	24	5
69301	Seminole	Lafayette to Circle	SB	E	450	43	0.10	0	43	0.10	1	2	T	0.41	183	18	18	5
69400	Seventh Avenue	Old Bainbridge to Gibbs	EB	D	400	55	0.14	78	133	0.33	1	2	T	0.23	92	13	30	5
69401	Seventh Avenue	Gibbs to Old Bainbridge	WB	D	335	139	0.41	0	139	0.41	1	2	T	0.23	77	32	32	5
69500	Seventh Avenue	Gibbs to Branch	EB	D	400	55	0.14	23	78	0.20	1	2	T	0.16	62	9	12	5
69501	Seventh Avenue	Branch to Gibbs	WB	D	400	139	0.35	0	139	0.35	1	2	T	0.16	62	22	22	5
69600	Seventh Avenue	Branch to ML King	EB	D	335	55	0.16	8	63	0.19	1	2	T	0.22	73	12	14	5
69601	Seventh Avenue	ML King to Branch	WB	D	400	139	0.35	0	139	0.35	1	2	T	0.22	88	30	30	5
69700	Seventh Avenue	ML King to Bronough	EB	D	341	55	0.16	4	59	0.17	1	2	T	0.07	25	4	4	5
69701	Seventh Avenue	Bronough to ML King	WB	D	335	139	0.41	0	139	0.41	1	2	T	0.07	24	10	10	5
69800	Seventh Avenue	Bronough to Duval	EB	D	562	45	0.08	15	60	0.11	1	2	T	0.07	40	3	4	5
69801	Seventh Avenue	Duval to Bronough	WB	D	902	297	0.33	0	297	0.33	1	2	T	0.07	65	21	21	5
69900	Seventh Avenue	Duval to Monroe	EB	D	630	45	0.07	5	50	0.08	1	2	T	0.14	86	6	7	5
69901	Seventh Avenue	Monroe to Duval	WB	D	902	297	0.33	0	297	0.33	2	2	T	0.14	122	40	40	5
70000	Seventh Avenue	Monroe to Meridian/Thomasville	XX	O	0	0		0	0		0	2	O	0.22	-	-	-	5
70001	Seventh Avenue	Meridian/Thomas to Monroe	WB	D	1774	1020	0.57	19	1039	0.59	2	2	T	0.22	383	220	224	5
70100	Seventh Avenue	Meridian/Thomas to Gadsden	XX	O	0	0		0	0		0	2	O	0.04	-	-	-	5
70101	Seventh Avenue	Gadsden to Meridian/Thomasville	WB	D	1547	1404	0.91	380	1784	1.15	2	2	T	0.04	65	59	75	5
70200	Seventh Avenue	Gadsden to Mitchell	XX	O	0	0		0	0		0	2	O	0.51	-	-	-	5
70201	Seventh Avenue	Mitchell to Gadsden	WB	D	1451	1016	0.70	333	1349	0.93	3	2	T	0.51	736	515	684	5
70300	Seventh Avenue	Mitchell to Centerville/Magnolia	XX	O	0	0		0	0		0	2	O	0.31	-	-	-	5
70301	Seventh Avenue	Centerville/Magnolia to Mitchell	WB	D	1667	1016	0.61	288	1304	0.78	2	2	T	0.31	513	313	402	5
70350	Shady Oaks	Monroe to Ruth	NB	D	330	72	0.22	0	72	0.22	1	2	L	0.87	287	63	63	1
70351	Shady Oaks	Ruth to Monroe	SB	D	341	41	0.12	0	41	0.12	1	2	L	0.87	297	36	36	1
70400	Shamrock East	Shamrock South to McLaughlin	NB	D	900	174	0.19	114	288	0.32	1	2	T	1.06	957	185	306	1
70401	Shamrock East	McLaughlin to Shamrock South	SB	D	335	74	0.22	0	74	0.22	1	2	T	1.06	356	79	79	1
70500	Shamrock North	Shannon Lakes to McLaughlin	EB	D	900	95	0.11	0	95	0.11	1	2	T	1.21	1,091	115	115	1
70501	Shamrock North	McLaughlin to Shannon Lakes	WB	D	900	84	0.09	4	88	0.10	1	2	T	1.21	1,091	102	107	1
70700	Shamrock South	Killearny Way to Centerville	EB	D	343	273	0.80	24	297	0.87	1	2	T	1.44	495	394	429	1
70701	Shamrock South	Centerville to Killearny Way	WB	D	630	177	0.28	7	184	0.29	1	2	T	1.44	909	255	266	1
70600	Shamrock West	Killarney Way to Shannon Lk	NB	D	1430	507	0.35	394	901	0.63	1	2	T	1.16	1,664	590	1,048	1
70601	Shamrock West	Shannon Lk to Killarney Way	SB	D	400	278	0.70	0	278	0.70	1	2	T	1.16	465	323	323	1
70800	Shannon Lakes N.	Kerry Forest to McLaughlin	SE	D	335	243	0.73	5	248	0.74	1	2	T	1.23	414	300	306	1
70801	Shannon Lakes N.	McLaughlin to Kerry Forest	NW	D	836	263	0.31	65	328	0.39	1	2	T	1.23	1,032	325	405	1
70900	Shannon Lakes W.	Shamrock N. to Kerry Forest	NB	D	636	370	0.58	295	665	1.05	1	2	T	0.68	432	252	452	1
70901	Shannon Lakes W.	Kerry Forest to Shamrock N.	SB	D	335	212	0.63	0	212	0.63	1	2	T	0.68	228	144	144	1
71000	Sharer	Monroe to Sandy Drive	NB	D	400	224	0.56	0	224	0.56	1	2	T	1.05	419	235	235	1
71001	Sharer	Sandy Drive to Monroe	SB	D	502	306	0.61	0	306	0.61	1	2	T	1.05	526	321	321	1
71100	Sharer	Sandy Drive to Lakeshore	NB	D	341	121	0.35	1	122	0.36	1	2	T	1.14	389	138	139	1
71101	Sharer	Lakeshore to Sandy Drive	SB	D	360	51	0.14	0	51	0.14	1	2	T	1.14	411	58	58	1
71150	Shelfer Rd	Capital Circle to Crossway	NB	D	512	85	0.17	82	167	0.33	1	2	L	0.13	69	11	22	3
71151	Shelfer Rd	Crossway to Capital Circle	SB	D	341	82	0.24	23	105	0.31	1	2	L	0.13	46	11	14	3
71200	Shelfer Rd	Crossway to Ross	NB	D	512	64	0.13	0	64	0.13	1	2	L	0.28	142	18	18	3
71201	Shelfer Rd	Ross to Crossway	SB	D	512	112	0.22	0	112	0.22	1	2	L	0.28	142	31	31	3

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
71230	Shelfer Rd	Ross to Crawfordville Hwy	NB	E		352	85	0.24	65	150	0.43	1	2	L	0.67	237	57	101	3
71231	Shelfer Rd	Crawfordville Hwy to Ross	SB	E		665	82	0.12	49	131	0.20	1	2	L	0.67	448	55	88	3
71270	Shereborne Rd	Kensington to Old Bainbridge	EB	D		350	42	0.12	0	42	0.12	1	2	L	0.44	154	18	18	4
71271	Shereborne Rd	Old Bainbridge to Kensington	WB	D		350	19	0.05	0	19	0.05	1	2	L	0.44	154	8	8	4
71350	Shumard Oak Blvd	Capital Circle to Esplanade	EB	E		805	152	0.19	123	275	0.34	1	3	T	0.15	123	23	42	2
71351	Shumard Oak Blvd	Esplanade to Capital Circle	WB	E		713	742	1.04	9	751	1.05	1	3	T	0.15	110	115	116	2
71400	Shumard Oak Blvd	Esplanade to Four Oaks Blvd	EB	E		434	151	0.35	270	421	0.97	1	3	T	0.47	202	70	196	2
71401	Shumard Oak Blvd	Four Oaks Blvd to Esplanade	WB	E		929	477	0.51	25	502	0.54	1	3	T	0.46	430	221	232	2
71450	Silver Lake Rd	South End to Blountstown Hwy	NB	C		341	33	0.10	0	33	0.10	1	2	L	3.47	1,184	115	115	3
71451	Silver Lake Rd	Blountstown Hwy to South End	SB	C		430	59	0.14	0	59	0.14	1	2	L	3.47	1,492	205	205	3
71500	Sixth Avenue	Old Bainbridge to Bronough	EB	D		335	17	0.05	31	48	0.14	1	2	T	0.63	211	11	30	5
71501	Sixth Avenue	Bronough to Old Bainbridge	WB	D		335	7	0.02	25	32	0.10	1	2	T	0.63	211	4	20	5
71600	Sixth Avenue	Bronough to Duval	EB	D		700	262	0.37	13	275	0.39	2	2	T	0.07	50	19	20	5
71601	Sixth Avenue	Duval to Bronough	XX	O		0	0		0	0		0	2	O	0.07	-	-	-	5
71700	Sixth Avenue	Duval to Monroe	EB	D		661	262	0.40	7	269	0.41	2	2	T	0.14	91	36	37	5
71701	Sixth Avenue	Monroe to Duval	XX	O		0	0		0	0		0	2	O	0.14	-	-	-	5
71800	Sixth Avenue	Monroe to Thomasville	EB	D		870	609	0.70	64	673	0.77	2	2	T	0.19	166	116	128	5
71801	Sixth Avenue	Thomasville to Monroe	XX	O		0	0		0	0		0	2	O	0.19	-	-	-	5
71900	Sixth Avenue	Thomasville to Gadsden	EB	D		870	609	0.70	140	749	0.86	2	2	T	0.06	53	37	45	5
71901	Sixth Avenue	Gadsden to Thomasville	XX	O		0	0		0	0		0	2	O	0.06	-	-	-	5
72000	Sixth Avenue	Gadsden to Mitchell	EB	D		870	609	0.70	159	768	0.88	2	2	T	0.50	439	307	387	5
72001	Sixth Avenue	Mitchell to Gadsden	XX	O		0	0		0	0		0	2	O	0.50	-	-	-	5
72100	Sixth Avenue	Mitchell to Lee	EB	D		870	609	0.70	172	781	0.90	2	2	T	0.22	192	134	172	5
72101	Sixth Avenue	Lee to Mitchell	XX	O		0	0		0	0		0	2	O	0.22	-	-	-	5
72200	Sixth Avenue	Lee to Centerville/Magnolia	EB	D		870	609	0.70	184	793	0.91	2	2	T	0.10	87	61	80	5
72201	Sixth Avenue	Centerville/Magnolia to Lee	XX	O		0	0		0	0		0	2	O	0.10	-	-	-	5
72300	Skyland	Sunset to Sabra	NB	D		400	149	0.37	3	152	0.38	0	2	T	0.31	125	47	48	4
72301	Skyland	Sabra to Sunset	SB	D		400	75	0.19	0	75	0.19	0	2	T	0.31	125	24	24	4
72350	Smith Creek Road	Wakulla County to SR 20	NB	C		341	19	0.06	0	19	0.06	1	3	L	8.29	2,828	158	158	3
72351	Smith Creek Road	SR 20 to Wakulla County	SB	C		430	48	0.11	0	48	0.11	1	3	L	8.29	3,566	398	398	3
72400	Solana	Mission to San Luis Rd	NB	D		400	133	0.33	85	218	0.55	1	2	T	0.20	80	27	44	5
72401	Solana	San Luis Rd to Mission	SB	D		400	91	0.23	46	137	0.34	1	2	T	0.20	80	18	27	5
72500	South Ride	Meridian to Thomasville	EB	D		400	94	0.24	0	94	0.24	1	2	T	0.70	281	66	66	1
72501	South Ride	Thomasville to Meridian	WB	D		335	174	0.52	2	176	0.53	1	2	T	0.70	235	122	123	1
72600	Southwood Plantation Rd	Biltmore Ave to Old St Augustine Rd	NB	E		343	146	0.43	91	237	0.69	1	2	T	0.62	212	90	146	2
72601	Southwood Plantation Rd	Old St Augustine Rd to Biltmore Ave	SB	E		343	100	0.29	0	100	0.29	1	2	T	0.62	212	62	62	2
72700	Southwood Plantation Rd	Old St Augustine Rd to Apalachee Pkwy	NB	E		351	224	0.64	78	302	0.86	1	2	T	0.95	333	212	286	2
72701	Southwood Plantation Rd	Apalachee Pkwy to Old St Augustine Rd	SB	E		343	103	0.30	0	103	0.30	1	2	T	0.95	325	98	98	2
72800	Spanish Moss	Meridian to Meadowridge	EB	D		319	112	0.35	0	112	0.35	1	3	T	0.22	70	25	25	1
72801	Spanish Moss	Meadowridge to Meridian	WB	D		335	50	0.15	37	87	0.26	1	3	T	0.22	74	11	19	1
72850	Springhill Road	Wakulla County to Tom Roberts	NB	C		170	57	0.34	21	78	0.46	1	4	L	3.16	536	180	246	3
72851	Springhill Road	Tom Roberts to Wakulla County	SB	C		650	327	0.50	49	376	0.58	1	4	L	3.16	2,051	1,032	1,186	3
72900	Springhill Road	Tom Roberts to Capital Circle SW	NB	E		969	140	0.14	17	157	0.16	1	4	L	5.17	5,010	724	812	3
72901	Springhill Road	Capital Circle SW to Tom Roberts	SB	C		800	420	0.53	133	553	0.69	1	4	L	5.17	4,136	2,172	2,859	3
73000	Springhill Road	Capital Circle SW to Springsax Rd	NB	E		1332	177	0.13	76	253	0.19	1	4	L	1.38	1,838	244	349	3
73001	Springhill Road	Springsax Rd to Capital Circle SW	SB	E		981	454	0.46	57	511	0.52	1	4	L	1.38	1,353	626	705	3
73050	Springhill Road	Springsax Rd to Orange Ave	NB	E		568	450	0.79	0	450	0.79	1	4	L	0.36	206	163	163	3
73051	Springhill Road	Orange Ave to Springsax Rd	SB	E		1665	826	0.50	313	1139	0.68	1	4	L	0.36	602	299	412	3
73100	Springsax	Springhill to Pasco	EB	E		450	329	0.73	37	366	0.81	1	2	T	0.70	315	230	256	3
73101	Springsax	Pasco to Springhill	WB	E		450	334	0.74	63	397	0.88	1	2	T	0.70	315	234	278	3
73500	St. Augustine (Madison)	Railroad/Macomb to Bronough	EB	E		2163	710	0.33	392	1102	0.51	3	4	T	0.33	704	231	359	5
73501	St. Augustine (Madison)	Bronough to Railroad/Macomb	XX	O		0	0		0	0		0	4	O	0.33	-	-	-	5
73600	St. Augustine (Madison)	Bronough to Duval	EB	E		1949	710	0.36	427	1137	0.58	3	4	T	0.08	148	54	86	5
73601	St. Augustine (Madison)	Duval to Bronough	XX	O		0	0		0	0		0	4	O	0.08	-	-	-	5
73700	St. Augustine (Madison)	Duval to Monroe	EB	E		1322	566	0.43	262	828	0.63	2	4	T	0.15	192	82	120	5
73701	St. Augustine (Madison)	Monroe to Duval	XX	O		0	0		0	0		0	4	O	0.15	-	-	-	5
73200	St. Augustine Street	Stadium Drive to Woodward	EB	E		1812	524	0.29	245	769	0.42	2	4	F	0.16	288	83	122	5
73201	St. Augustine Street	Woodward to Stadium Drive	XX	O		0	0		0	0		0	4	O	0.16	-	-	-	5
73300	St. Augustine Street	Woodward to Copeland	EB	E		1885	593	0.31	437	1030	0.55	2	4	F	0.44	825	260	451	5
73301	St. Augustine Street	Copeland to Woodward	XX	O		0	0		0	0		0	4	O	0.44	-	-	-	5
73400	St. Augustine Street	Copeland to Railroad/Macomb	EB	E		2082	593	0.28	514	1107	0.53	3	4	F	0.07	153	44	81	5
73401	St. Augustine Street	Railroad/Macomb to Copeland	XX	O		0	0		0	0		0	4	O	0.07	-	-	-	5
73730	Stadium Drive East/Jefferson	Lake Brad/Gaines to St Augustine	NE	E		656	240	0.37	143	383	0.58	1	4	T	0.19	123	45	72	5
73731	Stadium Drive East/Jefferson	St Augustine to Lake Brad/Gaines	SW	E		882	535	0.61	281	816	0.93	2	4	T	0.17	147	89	136	5
73750	Stadium Drive East/Jefferson	St Augustine to Pensacola	NB	E		504	104	0.21	45	149	0.30	1	4	F	0.08	40	8	12	5
73751	Stadium Drive East/Jefferson	Pensacola to St Augustine	SB	E		2683	724	0.27	401	1125	0.42	2	4	F	0.08	203	55	85	5
73770	Stadium Drive East/Jefferson	Pensacola to Varsity Drive	NB	E		630	624	0.99	94	718	1.14	1	4	F	0.05	33	33	38	5
73771	Stadium Drive East/Jefferson	Varsity Drive to Pensacola	SB	E		967	546	0.56	130	676	0.70	1	4	F	0.05	47	26	33	5

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
74000	Stadium Drive West/Bryan	Lake Brad/Gaines to Hendry/Champs	NW	E	2338	1922	0.82	181	2103	0.90	3	4	F	0.22	510	419	459	5
74001	Stadium Drive West/Bryan	Hendry/Champs to Lake Brad/Gaines	SE	E	2099	1371	0.65	141	1512	0.72	2	4	F	0.22	452	295	326	5
74100	Stadium Drive West/Bryan	Hendry/Champs to Pensacola	NB	E	2383	1809	0.76	130	1939	0.81	2	4	F	0.28	660	501	537	5
74101	Stadium Drive West/Bryan	Pensacola to Hendry/Champs	SB	E	2262	1293	0.57	66	1359	0.60	3	4	F	0.29	653	373	392	5
74200	Stadium Drive West/Bryan	Pensacola to Spirit Way	NB	E	1617	1095	0.68	230	1325	0.82	2	4	F	0.17	280	190	230	5
74201	Stadium Drive West/Bryan	Spirit Way to Pensacola	SB	E	1172	1205	1.03	56	1261	1.08	1	4	F	0.17	203	209	219	5
74220	Stadium Drive West/Bryan	Spirit Way to Call	NB	E	1369	1136	0.83	217	1353	0.99	2	4	F	0.28	383	318	379	5
74221	Stadium Drive West/Bryan	Call to Spirit Way	SB	E	2060	776	0.38	59	835	0.41	2	4	F	0.28	583	220	236	5
74250	Stadium Drive West/Bryan	Call to Tennessee	NB	E	1185	909	0.77	425	1334	1.13	2	4	T	0.16	188	144	212	5
74251	Stadium Drive West/Bryan	Tennessee to Call	SB	E	1098	451	0.41	10	461	0.42	2	4	T	0.16	171	70	72	5
74300	Stone/Lakeshore	Old Bainbridge to Monroe	NE	D	417	277	0.66	100	377	0.90	1	2	T	0.78	325	216	294	4
74301	Stone/Lakeshore	Monroe to Old Bainbridge	SW	D	317	340	1.07	80	420	1.32	1	2	T	0.78	247	265	328	4
74400	Stuckey	Iamonia to Lake Bradford	EB	E	478	107	0.22	585	692	1.45	1	3	T	0.49	236	53	342	5
74401	Stuckey	Lake Bradford to Iamonia	WB	E	450	166	0.37	46	212	0.47	1	3	T	0.49	222	82	105	5
74500	Summerbrooke Drive	Meridian to Heritage	EB	D	400	103	0.26	57	160	0.40	1	2	T	0.52	209	54	84	1
74501	Summerbrooke Drive	Heritage to Meridian	WB	D	400	30	0.08	20	50	0.13	1	2	T	0.52	209	16	26	1
74600	Summerbrooke/Preservation	Heritage to Bannerman	NE	D	400	102	0.26	16	118	0.30	1	2	T	1.83	732	187	216	1
74601	Summerbrooke/Preservation	Bannerman to Heritage	SW	D	400	59	0.15	48	107	0.27	1	2	T	1.83	732	108	196	1
74660	Sunflower/County Line Rd	Wakulla Springs Rd to Elgin Rd	EB	C	341	22	0.06	269	291	0.85	1	2	L	3.33	1,135	73	968	3
74661	Sunflower/County Line Rd	Elgin Rd to Wakulla Springs Rd	WB	C	341	41	0.12	109	150	0.44	1	2	L	3.33	1,135	136	499	3
74700	Sunset Lane	Skyland to Fairlane	EB	D	400	28	0.07	5	33	0.08	1	2	T	0.23	94	7	8	4
74701	Sunset Lane	Fairlane to Skyland	WB	D	400	74	0.19	0	74	0.19	1	2	T	0.23	94	17	17	4
74720	Surgeons Drive	Medical Drive to Miccosukee	EB	D	314	96	0.31	235	331	1.05	1	3	T	0.45	141	43	149	1
74721	Surgeons Drive	Miccosukee to Medical Drive	WB	D	645	184	0.29	604	788	1.22	1	3	T	0.45	291	83	355	1
74740	Sutor	Apalachee Pwy to Trojan	NB	E	410	178	0.43	129	307	0.75	1	2	T	0.45	186	81	139	2
74741	Sutor	Trojan to Apalachee Pwy	SB	E	400	197	0.49	119	316	0.79	1	2	T	0.45	181	89	143	2
82550	T.S. Green Road (CR 142)	Vet Memorial (CR 59) to Jefferson County	EB	C	490	18	0.04	0	18	0.04	1	2	L	2.48	1,214	45	45	1
82551	T.S. Green Road (CR 142)	Jefferson County to Vet Memorial (CR 59)	WB	C	341	11	0.03	0	11	0.03	1	2	L	2.48	845	27	27	1
74770	Taff Road	Natural Bridge Rd to Oak Ridge	NB	C	334	18	0.05	0	18	0.05	1	2	L	0.60	199	11	11	2
74771	Taff Road	Oak Ridge to Natural Bridge Rd	SB	C	334	11	0.03	0	11	0.03	1	2	L	0.60	199	7	7	2
74800	Talpeco Rd	Old Bainbridge to Monroe	EB	D	311	129	0.41	15	144	0.46	1	2	L	0.24	74	31	34	4
74801	Talpeco Rd	Monroe to Old Bainbridge	WB	D	311	192	0.62	30	222	0.71	1	2	L	0.24	74	46	53	4
74820	Talpeco Rd	Monroe to Doris	EB	D	820	67	0.08	0	67	0.08	1	2	L	0.53	436	36	36	1
74821	Talpeco Rd	Doris to Monroe	WB	D	340	59	0.17	0	59	0.17	1	2	L	0.53	181	31	31	1
74830	Tanner Drive	Rackley to Parkridge	EB	E	446	30	0.07	42	72	0.16	1	2	T	0.30	132	9	21	3
74831	Tanner Drive	Parkridge to Rackley	WB	E	450	69	0.15	0	69	0.15	1	2	T	0.30	133	20	20	3
74850	Tekesta	Bannerman to Deerlake South	NB	D	644	480	0.75	91	571	0.89	1	2	L	0.32	206	154	183	1
74851	Tekesta	Deerlake South to Bannerman	SB	D	544	229	0.42	14	243	0.45	1	2	L	0.32	174	73	78	1
74870	Tennessee Street (US 90)	Gadsden County to Aeonon Church	EB	D	1630	650	0.40	188	838	0.51	2	5	F	2.49	4,058	1,618	2,086	3
74871	Tennessee Street (US 90)	Aeonon Church to Gadsden County	WB	D	3280	1165	0.36	244	1409	0.43	2	5	F	2.48	8,126	2,886	3,491	3
74900	Tennessee Street (US 90)	Aeonon Church to Cap Circle	EB	D	1690	769	0.46	342	1111	0.66	2	5	F	0.80	1,358	618	893	3
74901	Tennessee Street (US 90)	Cap Circle to Aeonon Church	WB	D	2580	1460	0.57	197	1657	0.64	2	5	F	0.80	2,074	1,174	1,332	3
75000	Tennessee Street (US 90)	Cap Circle to Cap West Shopping Ctr	EB	D	2353	1064	0.45	238	1302	0.55	2	5	F	0.25	582	263	322	3
75001	Tennessee Street (US 90)	Cap West Shopping Ctr to Cap Circle	WB	D	1902	1485	0.78	0	1485	0.78	2	5	F	0.25	467	365	365	3
75100	Tennessee Street (US 90)	Cap West Shop Ctr to Blountstown Hwy	EB	D	1427	1064	0.75	199	1263	0.89	2	5	F	0.75	1,075	802	952	3
75101	Tennessee Street (US 90)	Blountstown Hwy to Cap West Shop Ctr	WB	D	2108	1485	0.70	0	1485	0.70	2	5	F	0.76	1,592	1,122	1,122	3
75151	Tennessee Street (US 90)	Senator Pat Thomas Blvd to Blountstown Hwy	WB	D	1889	1432	0.76	140	1572	0.83	2	5	F	0.22	414	313	344	5
75200	Tennessee Street (US 90)	Senator Pat Thomas Blvd to Appleyard	EB	D	1438	1110	0.77	203	1313	0.91	2	5	F	0.25	362	279	330	5
75301	Tennessee Street (US 90)	White to Appleyard	WB	D	1766	1292	0.73	139	1431	0.81	2	5	F	0.80	1,408	1,030	1,141	5
75401	Tennessee Street (US 90)	Ocala to White	WB	D	1668	1292	0.77	89	1381	0.83	2	5	F	0.61	1,021	791	846	5
75501	Tennessee Street (US 90)	High to Ocala	WB	D	2418	2085	0.86	63	2148	0.89	2	5	F	0.22	532	459	473	5
75601	Tennessee Street (US 90)	Callark to High	WB	D	2742	2085	0.76	66	2151	0.78	3	5	F	0.21	587	446	460	5
75701	Tennessee Street (US 90)	Basin/Bryan to Callark	WB	D	2821	2085	0.74	84	2169	0.77	3	5	F	0.19	539	398	414	5
75801	Tennessee Street (US 90)	Brevard to Basin/Bryan	WB	D	2527	2085	0.83	24	2109	0.83	3	5	F	0.11	266	219	222	5
75901	Tennessee Street (US 90)	Woodward to Brevard	WB	D	2469	2085	0.84	103	2188	0.89	3	5	F	0.40	998	843	884	5
76001	Tennessee Street (US 90)	Dewey to Woodward	WB	D	2062	1691	0.82	105	1796	0.87	3	5	F	0.27	559	458	486	5
76101	Tennessee Street (US 90)	Copeland to Dewey	WB	D	2352	1692	0.72	151	1843	0.78	3	5	F	0.19	443	319	347	5
76201	Tennessee Street (US 90)	Macomb to Copeland	WB	D	2352	1692	0.72	103	1795	0.76	3	5	F	0.14	328	236	251	5
76300	Tennessee Street (US 90)	Macomb to ML King	EB	D	2103	1589	0.76	75	1664	0.79	3	5	F	0.17	356	269	282	5
76401	Tennessee Street (US 90)	Bronough to ML King	WB	D	2144	1570	0.73	132	1702	0.79	3	5	F	0.08	163	119	129	5
76501	Tennessee Street (US 90)	Duval to Bronough	WB	D	2144	1570	0.73	160	1730	0.81	3	5	F	0.08	163	119	131	5
76601	Tennessee Street (US 90)	Adams to Duval	WB	D	2144	1570	0.73	65	1635	0.76	3	5	F	0.06	137	100	105	5
76700	Tennessee Street (US 90)	Adams to Monroe	EB	D	1996	1309	0.66	0	1309	0.66	2	5	F	0.08	160	105	105	5
76800	Tennessee Street (US 90)	Monroe to Calhoun	EB	D	1769	1339	0.76	194	1533	0.87	2	5	F	0.06	115	87	99	5
76900	Tennessee Street (US 90)	Calhoun to Gadsden	EB	D	1645	1339	0.81	101	1440	0.88	2	5	F	0.08	124	101	109	5
77000	Tennessee Street (US 90)	Gadsden to Meridian	EB	D	1801	1339	0.74	80	1419	0.79	2	5	F	0.08	137	102	108	5
77100	Tennessee Street (US 90)	Meridian to Franklin	EB	D	1749	1283	0.73	145	1428	0.82	2	5	F	0.29	513	376	419	5
77200	Tennessee Street (US 90)	Franklin to Hillcrest	EB	D	2731	1494	0.55	222	1716	0.63	2	5	F	0.20	546	299	343	5

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
77300	Tennessee Street (US 90)	Hillcrest to Magnolia	EB	D	1654	1494	0.90	167	1661	1.00	2	5	F	0.40	664	600	667	5
77400	Tennessee Street (US 90)	Magnolia to Blairstone Ext	EB	D	1602	1592	0.99	41	1633	1.02	2	5	F	0.88	1,409	1,400	1,436	2
77401	Tennessee Street (US 90)	Blairstone Ext to Magnolia	WB	D	1569	957	0.61	90	1047	0.67	2	5	F	0.89	1,394	851	931	2
77500	Tennessee Street (US 90)	Blairstone Ext to Hi-Lo Way	EB	D	1867	1592	0.85	285	1877	1.01	2	5	F	0.33	611	521	615	2
77501	Tennessee Street (US 90)	Hi-Lo Way to Blairstone Ext	WB	D	1474	957	0.65	202	1159	0.79	2	5	F	0.32	477	310	375	2
77550	Tennessee Street (US 90)	Hi-Lo Way to Riggins	EB	D	1920	1592	0.83	385	1977	1.03	2	5	F	0.44	853	707	878	2
77551	Tennessee Street (US 90)	Riggins to Hi-Lo Way	WB	D	2181	957	0.44	200	1157	0.53	2	5	F	0.44	969	425	514	2
77600	Tennessee Street (US 90)	Riggins to Cap Circle	EB	D	1124	1371	1.22	244	1615	1.44	2	5	F	0.55	622	758	893	2
77601	Tennessee Street (US 90)	Cap Circle to Riggins	WB	D	1900	728	0.38	337	1065	0.56	2	5	F	0.56	1,057	405	592	2
77700	Tennessee Street (US 90)	Capital Circle to Lafayette/Proctor	EB	D	2506	1366	0.55	453	1819	0.73	3	5	F	0.19	470	256	341	2
77701	Tennessee Street (US 90)	Lafayette/Proctor to Capital Circle	WB	D	1516	836	0.55	236	1072	0.71	2	5	F	0.18	279	154	197	2
77800	Tennessee Street (US 90)	Lafayette/Proctor to Weems Road	EB	D	2086	1366	0.65	488	1854	0.89	3	5	F	0.16	342	224	304	2
77801	Tennessee Street (US 90)	Weems Road to Lafayette/Proctor	WB	D	1897	836	0.44	378	1214	0.64	3	5	F	0.17	315	139	202	2
77900	Tennessee Street (US 90)	Weems Road to Silk Bay	EB	D	2205	1807	0.82	318	2125	0.96	3	5	F	0.24	528	433	509	2
77901	Tennessee Street (US 90)	Silk Bay to Weems Road	WB	D	3133	725	0.23	354	1079	0.34	3	5	F	0.24	748	173	258	2
77920	Tennessee Street (US 90)	Silk Bay to Buck Lake	EB	D	2485	1807	0.73	339	2146	0.86	2	5	F	0.25	615	448	532	2
77921	Tennessee Street (US 90)	Buck Lake to Silk Bay	WB	D	2205	725	0.33	351	1076	0.49	3	5	F	0.25	555	182	271	2
77950	Tennessee Street (US 90)	Buck Lake to Dempsey Mayo	EB	D	3150	1068	0.34	586	1654	0.53	2	5	F	0.30	948	321	498	2
77951	Tennessee Street (US 90)	Dempsey Mayo to Buck Lake	WB	D	2939	584	0.20	330	914	0.31	3	5	F	0.31	903	179	281	2
77980	Tennessee Street (US 90)	Dempsey Mayo to Edenfield	EB	D	1826	1100	0.60	431	1531	0.84	2	5	F	1.19	2,174	1,310	1,823	2
77981	Tennessee Street (US 90)	Edenfield to Dempsey Mayo	WB	D	1927	508	0.26	123	631	0.33	2	5	F	1.19	2,289	603	749	2
78010	Tennessee Street (US 90)	Edenfield to Pedrick/Champagne	EB	D	1611	981	0.61	346	1327	0.82	2	5	F	0.58	939	572	774	2
78011	Tennessee Street (US 90)	Pedrick/Champagne to Edenfield	WB	D	1487	438	0.29	110	548	0.37	2	5	F	0.58	867	255	320	2
78081	Tennessee Street (US 90)	Interstate 10 to Cross Creek Golf/Pinnacle DRI	WB	D	1487	721	0.48	471	1192	0.80	2	5	F	0.48	720	349	577	1
78100	Tennessee Street (US 90)	Interstate 10 to Apex Drive	EB	D	1350	912	0.68	22	934	0.69	1	5	F	0.39	533	360	369	1
78101	Tennessee Street (US 90)	Apex Drive to Interstate 10	WB	D	1360	491	0.36	69	560	0.41	2	5	F	0.40	548	198	226	1
78130	Tennessee Street (US 90)	Apex Drive to Chaires Crossroads/Crump	EB	D	1254	924	0.74	71	995	0.79	1	5	F	1.61	2,019	1,487	1,602	1
78131	Tennessee Street (US 90)	Chaires Crossroads/Crump to Apex Drive	WB	D	1360	521	0.38	5	526	0.39	1	5	F	1.61	2,189	839	847	1
78160	Tennessee Street (US 90)	Chaires Crossroad/Crump to Baum	EB	C	760	518	0.68	46	564	0.74	1	5	F	3.17	2,409	1,642	1,788	2
78161	Tennessee Street (US 90)	Baum to Chaires Crossroads/Crump	WB	C	836	247	0.30	47	294	0.35	1	5	F	3.17	2,650	783	932	2
78190	Tennessee Street (US 90)	Baum to Magnolia Road	EB	C	630	384	0.61	58	442	0.70	1	5	F	3.65	2,298	1,401	1,612	2
78191	Tennessee Street (US 90)	Magnolia Road to Baum	WB	C	590	210	0.36	16	226	0.38	1	5	F	3.65	2,152	766	824	2
78220	Tennessee Street (US 90)	Magnolia Rd to Jefferson County	EB	C	720	239	0.33	38	277	0.38	1	5	F	2.65	1,910	634	735	1
78221	Tennessee Street (US 90)	Jefferson County to Magnolia Rd	WB	C	420	129	0.31	11	140	0.33	1	5	F	2.65	1,114	342	371	1
78300	Tharpe Street	West Terminus to Cap Circle	EB	D	400	180	0.45	123	303	0.76	1	4	T	0.28	111	50	84	4
78301	Tharpe Street	Cap Circle to West Terminus	WB	D	400	72	0.18	0	72	0.18	1	4	T	0.28	111	20	20	4
78400	Tharpe Street	Cap Circle to Blountstown Hwy	EB	D	335	304	0.91	15	319	0.95	1	4	L	1.00	336	305	320	4
78401	Tharpe Street	Blountstown Hwy to Cap Circle	WB	D	980	454	0.46	51	505	0.52	2	4	L	1.00	984	456	507	4
78500	Tharpe Street	Blountstown Highway to Mission	EB	D	836	597	0.71	290	887	1.06	1	4	L	0.02	18	13	20	4
78501	Tharpe Street	Mission to Blountstown Highway	WB	D	1656	495	0.30	82	577	0.35	1	4	L	0.02	37	11	13	4
78600	Tharpe Street	Mission to San Luis	EB	D	1166	585	0.50	118	703	0.60	1	4	L	1.24	1,449	727	874	4
78601	Tharpe Street	San Luis to Mission	WB	D	692	726	1.05	82	808	1.17	1	4	L	1.24	860	902	1,004	4
78700	Tharpe Street	San Luis to Ocala	EB	D	1141	585	0.51	142	727	0.64	2	4	L	0.34	390	200	248	4
78701	Tharpe Street	Ocala to San Luis	WB	D	1373	726	0.53	103	829	0.60	1	4	L	0.34	469	248	283	4
78800	Tharpe Street	Ocala to High	EB	D	1535	1056	0.69	212	1268	0.83	2	4	L	0.28	426	293	352	4
78801	Tharpe Street	High to Ocala	WB	D	1568	1252	0.80	80	1332	0.85	2	4	L	0.28	435	348	370	4
78900	Tharpe Street	High to Colorado	EB	D	2069	1056	0.51	156	1212	0.59	2	4	L	0.33	674	344	395	4
78901	Tharpe Street	Colorado to High	WB	D	1467	1252	0.85	73	1325	0.90	2	4	L	0.33	478	408	431	4
79000	Tharpe Street	Colorado to Old Bainbridge	EB	D	1182	1056	0.89	111	1167	0.99	2	4	L	0.48	566	506	559	4
79001	Tharpe Street	Old Bainbridge to Colorado	WB	D	3305	1252	0.38	111	1363	0.41	2	4	L	0.48	1,583	599	653	4
79100	Tharpe Street	Old Bainbridge to Gibbs	EB	D	1838	1262	0.69	0	1262	0.69	2	4	L	0.48	890	611	611	4
79101	Tharpe Street	Gibbs to Old Bainbridge	WB	D	1773	1748	0.99	149	1897	1.07	2	4	L	0.49	862	850	922	4
79200	Tharpe Street	Gibbs to Martin Luther King	EB	D	1498	769	0.51	3	772	0.52	2	4	L	0.38	568	292	293	4
79201	Tharpe Street	Martin Luther King to Gibbs	WB	D	1915	1265	0.66	167	1432	0.75	2	4	L	0.38	726	480	543	4
79300	Tharpe Street	Martin Luther King to Monroe	EB	D	860	624	0.73	0	624	0.73	1	4	L	0.19	161	117	117	5
79400	Tharpe Street	Monroe to Meridian	EB	D	660	303	0.46	9	312	0.47	1	4	T	0.31	204	94	96	5
79500	Thomasville Rd (SR 61)	Monroe to Sixth	NE	D	982	748	0.76	0	748	0.76	1	5	F	0.47	460	351	351	5
79501	Thomasville Rd (SR 61)	Sixth to Monroe	SW	D	523	298	0.57	54	352	0.67	1	5	F	0.47	245	140	165	5
79600	Thomasville Rd (SR 61)	Sixth to 7th/Meridian	NE	D	1010	842	0.83	0	842	0.83	1	5	F	0.10	104	87	87	5
79601	Thomasville Rd (SR 61)	7th/Meridian to Sixth	SW	D	1135	572	0.50	80	652	0.57	1	5	F	0.10	117	59	67	5
79700	Thomasville Rd (SR 61)	7th/Meridian to Capital Plaza	NE	D	3601	1797	0.50	80	1877	0.52	3	5	F	0.55	1,974	985	1,029	5
79701	Thomasville Rd (SR 61)	Capital Plaza to 7th/Meridian	SW	D	934	778	0.83	0	778	0.83	1	5	F	0.55	512	427	427	5
79800	Thomasville Rd (SR 61)	Capital Plaza to Glenview	NE	D	4251	1797	0.42	25	1822	0.43	3	5	F	0.13	534	226	229	5
79801	Thomasville Rd (SR 61)	Glenview to Capital Plaza	SW	D	2432	778	0.32	0	778	0.32	2	5	F	0.12	304	97	97	5
79900	Thomasville Rd (SR 61)	Glenview to Betton/Bradford	NE	D	1568	1797	1.15	24	1821	1.16	3	5	F	0.13	207	238	241	1
79901	Thomasville Rd (SR 61)	Betton/Bradford to Glenview	SW	D	2432	778	0.32	98	876	0.36	3	5	F	0.13	314	101	113	1
80000	Thomasville Rd (SR 61)	Betton/Bradford to South Ride	NB	D	3353	2115	0.63	140	2255	0.67	2	5	F	0.43	1,428	900	960	1
80001	Thomasville Rd (SR 61)	South Ride Betton/Bradford	SB	D	2125	993	0.47	73	1066	0.50	3	5	F	0.43	906	423	454	1

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
80100	Thomasville Rd (SR 61)	South Ride to Armistead	NB	D	2589	2115	0.82	124	2239	0.86	2	5	F	0.29	746	609	645	1
80101	Thomasville Rd (SR 61)	Armistead to South Ride	SB	D	3250	993	0.31	99	1092	0.34	2	5	F	0.29	942	288	317	1
80200	Thomasville Rd (SR 61)	Armistead to Woodgate	NB	D	2346	1996	0.85	122	2118	0.90	2	5	F	0.82	1,927	1,639	1,739	1
80201	Thomasville Rd (SR 61)	Woodgate to Armistead	SB	D	2780	1051	0.38	98	1149	0.41	2	5	F	0.82	2,277	861	941	1
80300	Thomasville Rd (SR 61)	Woodgate to Hermit/Sandhurst	NB	D	2186	1755	0.80	211	1966	0.90	2	5	F	0.14	316	253	284	1
80301	Thomasville Rd (SR 61)	Hermit/Sandhurst to Woodgate	SB	D	3016	994	0.33	151	1145	0.38	2	5	F	0.15	443	146	168	1
80400	Thomasville Rd (SR 61)	Hermitage/Sandhurst to Metro	NB	D	2338	1755	0.75	243	1998	0.85	3	5	F	0.72	1,691	1,269	1,445	1
80401	Thomasville Rd (SR 61)	Metro to Hermitage/Sandhurst	SB	D	2273	994	0.44	189	1183	0.52	2	5	F	0.73	1,656	724	862	1
80500	Thomasville Rd (SR 61)	Metro to I10 EB Exit/Ray Diehl	NB	D	2909	2086	0.72	294	2380	0.82	5	5	F	0.19	546	392	447	1
80501	Thomasville Rd (SR 61)	I10 EB Exit/Ray Diehl to Metro	SB	D	1964	1143	0.58	38	1181	0.60	3	5	F	0.19	371	216	223	1
80600	Thomasville Rd (SR 61)	I10 EB Exit/Ray Diehl to I10 WB	NB	C	3783	3119	0.82	799	3918	1.04	4	5	F	0.11	424	350	439	1
80601	Thomasville Rd (SR 61)	I10 WB to I10 EB Exit/Ray Diehl	SB	C	980	983	1.00	333	1316	1.34	3	5	F	0.11	111	111	148	1
80700	Thomasville Rd (SR 61)	I10 WB to Timberlane	NB	C	2305	2321	1.01	636	2957	1.28	4	5	F	0.15	340	342	436	1
80701	Thomasville Rd (SR 61)	Timberlane to I10 WB	SB	C	1670	1677	1.00	250	1927	1.15	5	5	F	0.15	247	248	285	1
80800	Thomasville Rd (SR 61)	Timberlane to Cap Circle/Market	NB	C	2305	2321	1.01	393	2714	1.18	4	5	F	0.18	421	424	496	1
80801	Thomasville Rd (SR 61)	Cap Circle/Market to Timberlane	SB	C	1670	1677	1.00	176	1853	1.11	4	5	F	0.13	224	225	249	1
80900	Thomasville Rd (US 319/SR 61)	Cap Circle to Village Sq. Blvd	NB	C	2935	2888	0.98	338	3226	1.10	4	5	F	0.25	741	729	815	1
80901	Thomasville Rd (US 319/SR 61)	Village Sq to Cap Circle/Market	SB	C	1140	1143	1.00	322	1465	1.29	4	5	F	0.31	357	358	458	1
81000	Thomasville Rd (US 319/SR 61)	Village Sq Blvd to Killarney Way/Maclay	NB	C	3348	3836	1.15	432	4268	1.27	3	5	F	0.22	726	832	926	1
81001	Thomasville Rd (US 319/SR 61)	Killarney Way/Maclay to Village Sq Blvd	SB	C	1900	1922	1.01	274	2196	1.16	5	5	F	0.22	419	423	484	1
81100	Thomasville Rd (US 319/SR 61)	Killarney Way/Maclay to Foxcroft	NB	C	3543	2824	0.80	11	2835	0.80	3	5	F	1.73	6,128	4,885	4,904	1
81101	Thomasville Rd (US 319/SR 61)	Foxcroft to Killarney Way/Maclay	SB	C	3718	1442	0.39	562	2004	0.54	4	5	F	1.73	6,415	2,488	3,458	1
81200	Thomasville Rd (US 319/SR 61)	Foxcroft to Kerry Forest Parkway	NB	C	2705	2297	0.85	0	2297	0.85	3	5	F	0.53	1,429	1,213	1,213	1
81201	Thomasville Rd (US 319/SR 61)	Kerry Forest Parkway to Foxcroft	SB	C	3199	1452	0.45	590	2042	0.64	3	5	F	0.53	1,689	767	1,078	1
81300	Thomasville Rd (US 319/SR 61)	Kerry Forest Pkwy to Bradfordville/Bannerman	NB	C	3416	2232	0.65	387	2619	0.77	3	5	F	1.43	4,896	3,199	3,754	1
81301	Thomasville Rd (US 319/SR 61)	Bradfordville/Bannerman to Kerry Forest Pkwy	SB	C	2391	1297	0.54	336	1633	0.68	3	5	F	1.44	3,442	1,867	2,351	1
81330	Thomasville Rd (US 319/SR 61)	Bannerman to Kinhega	NB	C	2360	1246	0.53	184	1430	0.61	1	5	F	0.24	573	302	347	1
81331	Thomasville Rd (US 319/SR 61)	Kinhega to Bannerman	SB	C	2010	895	0.45	76	971	0.48	3	5	F	0.24	478	213	231	1
81360	Thomasville Rd (US 319/SR 61)	Kinhega to Iamonia	NB	B	1570	570	0.36	37	607	0.39	1	5	F	8.14	12,777	4,639	4,940	1
81361	Thomasville Rd (US 319/SR 61)	Iamonia to Kinhega	SB	C	1970	448	0.23	23	471	0.24	1	5	F	8.11	15,985	3,635	3,822	1
81390	Thomasville Rd (US 319/SR 61)	Iamonia to Georgia State Line	NB	B	1560	564	0.36	28	592	0.38	1	5	F	0.91	1,418	513	538	1
81391	Thomasville Rd (US 319/SR 61)	Georgia State Line to Iamonia	SB	B	860	515	0.60	1	516	0.60	1	5	F	0.93	799	478	479	1
81440	Thomasville Rd Flyover (US 319/SR 61)	Capital Circle to Thomasville Rd	XX	D	0	0	0	0	0	0	0	5	F	0.38	-	-	-	1
81441	Thomasville Rd Flyover (US 319/SR 61)	Thomasville Rd to Capital Circle	SB	D	2677	741	0.28	0	741	0.28	2	5	F	0.38	1,006	279	279	1
81470	Thornton Road	Mahan to Miccosukee	NB	D	341	68	0.20	18	86	0.25	1	3	L	1.07	364	73	92	1
81471	Thornton Road	Miccosukee to Mahan	SB	D	341	80	0.23	22	102	0.30	1	3	L	1.07	364	85	109	1
81530	Timberlane Rd	Meridian to Trillum Ct	EB	D	650	365	0.56	2	367	0.56	1	3	L	0.79	512	287	289	1
81531	Timberlane Rd	Trillum Ct to Meridian	WB	D	449	433	0.96	30	463	1.03	1	3	L	0.79	353	341	364	1
81550	Timberlane Rd	Trillum Ct to Market	EB	D	1246	391	0.31	0	391	0.31	2	3	L	0.68	853	268	268	1
81551	Timberlane Rd	Market to Trillum Ct	WB	D	1033	521	0.50	0	521	0.50	1	3	L	0.68	707	357	357	1
81600	Timberlane Rd	Market to Thomasville	EB	D	1064	914	0.86	128	1042	0.98	2	3	L	0.19	204	175	199	1
81601	Timberlane Rd	Thomasville to Market	WB	D	883	602	0.68	88	690	0.78	1	3	L	0.19	169	115	132	1
81700	Timberlane Rd Ext.	Thomasville to Capital Circle	EB	D	1198	576	0.48	255	831	0.69	2	3	T	0.09	111	54	77	1
81701	Timberlane Rd Ext.	Capital Circle to Thomasville	WB	D	758	705	0.93	13	718	0.95	2	3	T	0.09	71	66	67	1
81500	Timberlane Road	West End to Meridian	EB	D	503	37	0.07	6	43	0.09	1	3	L	0.52	260	19	22	1
81501	Timberlane Road	Meridian to West End	WB	D	682	62	0.09	0	62	0.09	1	3	L	0.52	352	32	32	1
81800	Timberlane School Rd	Live Oak Plantation to Timberlane	NB	D	424	301	0.71	0	301	0.71	1	2	T	0.58	247	175	175	1
81801	Timberlane School Rd	Timberlane to Live Oak Plantation	SB	D	318	86	0.27	32	118	0.37	1	2	T	0.58	185	50	69	1
81850	Tower Rd	Bombadil to Capital Circle	EB	D	341	103	0.30	189	292	0.86	1	2	L	0.71	242	73	207	4
81851	Tower Rd	Capital Circle to Bombadil	WB	D	830	209	0.25	222	431	0.52	1	2	L	0.71	588	148	306	4
81900	Tram Road (CR 259)	Monroe to Zillah	EB	E	1261	159	0.13	299	458	0.36	1	4	L	0.77	971	122	353	5
81901	Tram Road (CR 259)	Zillah to Monroe	WB	E	497	178	0.36	261	439	0.88	1	4	L	0.77	383	137	338	5
81980	Tram Road (CR 259)	Zillah to Jim Lee Ext (Proposed)	EB	E	766	204	0.27	357	561	0.73	1	4	L	0.79	602	160	441	2
81981	Tram Road (CR 259)	Jim Lee Ext (Proposed) to Zillah	WB	E	1409	306	0.22	510	816	0.58	1	4	L	0.79	1,108	241	642	2
82010	Tram Road (CR 259)	Jim Lee Ext (Proposed) to Southchase (Proposed)	EB	E	656	204	0.31	43	247	0.38	1	4	L	0.40	261	81	98	2
82011	Tram Road (CR 259)	Southchase (Proposed) to Jim Lee Ext (Proposed)	WB	E	815	306	0.38	316	622	0.76	1	4	L	0.40	324	122	247	2
82030	Tram Road (CR 259)	Southchase (Proposed) to Merchant's Row Ext (Proposed)	EB	E	588	204	0.35	0	204	0.35	1	4	L	0.75	443	154	154	2
82031	Tram Road (CR 259)	Merchant's Row Ext (Proposed) to Southchase (Proposed)	WB	E	787	306	0.39	339	645	0.82	1	4	L	0.75	593	231	486	2
82050	Tram Road (CR 259)	Merchant's Row Ext (Proposed) to Capital Circle SE	EB	E	690	204	0.30	7	211	0.31	2	4	L	0.29	199	59	61	2
82051	Tram Road (CR 259)	Capital Circle SE to Merchant's Row Ext (Proposed)	WB	E	588	306	0.52	168	474	0.81	1	4	L	0.28	167	87	135	2
82100	Tram Road (CR 259)	Capital Circle SE to Four Oaks Blvd	EB	E	964	278	0.29	195	473	0.49	1	4	L	0.48	466	134	229	2
82101	Tram Road (CR 259)	Four Oaks Blvd to Capital Circle SE	WB	E	939	130	0.14	30	160	0.17	2	4	L	0.48	455	63	78	2
82130	Tram Road (CR 259)	Four Oaks Blvd to St. Joe Rd	EB	E	1430	278	0.19	156	434	0.30	1	4	L	4.99	7,138	1,388	2,166	2
82131	Tram Road (CR 259)	St. Joe Rd to Four Oaks Blvd	WB	E	964	130	0.13	30	160	0.17	1	4	L	4.99	4,812	649	799	2
82160	Tram Road (CR 259)	St. Joe Rd to WW Kelly	EB	C	850	152	0.18	264	416	0.49	1	4	L	1.26	1,074	192	526	2
82161	Tram Road (CR 259)	WW Kelly to St. Joe Rd	WB	C	150	43	0.29	59	102	0.68	1	4	L	1.26	190	54	129	2
82190	Tram Road (CR 259)	WW Kelley to Jefferson County	EB	C	790	89	0.11	1	90	0.11	1	4	L	3.04	2,403	271	274	2
82191	Tram Road (CR 259)	Jefferson County to WW Kelley	WB	C	240	30	0.13	0	30	0.13	1	4	L	3.04	730	91	91	2

Table 12 - Traffic Data Report (cont.)

ID	ROAD	LIMITS	DIR	LOS	STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
82260	Trescott	Betton to Centerville	NE	D		355	114	0.32	10	124	0.35	1	2	T	1.21	428	138	150	1
82261	Trescott	Centerville to Betton	SW	D		400	73	0.18	0	73	0.18	1	2	T	1.21	483	88	88	1
82300	Trimble	Tharpe to Hartsfield	NB	D		400	160	0.40	145	305	0.76	1	2	T	0.57	229	92	175	4
82301	Trimble	Hartsfield to Tharpe	SB	D		400	86	0.22	0	86	0.22	1	2	T	0.57	229	49	49	4
82400	Trojan/Easterwood	Sutor to Connor	NW	E		820	72	0.09	139	211	0.26	1	2	T	0.68	557	49	143	2
82401	Trojan/Easterwood	Connor to Sutor	SE	E		424	244	0.58	122	366	0.86	1	2	T	0.68	288	166	248	2
82500	Trojan/Easterwood	Connor to Animal Shelter	NW	E		1000	236	0.24	309	545	0.55	1	2	T	1.03	1,032	244	563	2
82501	Trojan/Easterwood	Animal Shelter to Connor	SE	E		373	187	0.50	80	267	0.72	1	2	T	1.03	385	193	276	2
82600	Van Buren Street	Gadsden to Myers Park Drive	EB	E		450	149	0.33	55	204	0.45	1	2	T	0.28	125	41	57	5
82601	Van Buren Street	Myers Park Drive to Gadsden	WB	E		450	102	0.23	1	103	0.23	1	2	T	0.28	125	28	29	5
82700	Vassor Rd	Ray Diehl to Whitney	EB	D		400	216	0.54	0	216	0.54	1	2	T	0.58	233	126	126	1
82701	Vassor Rd	Whitney to Ray Diehl	WB	D		400	111	0.28	0	111	0.28	1	2	T	0.58	233	65	65	1
82800	Velda Dairy	Thomasville to Kerry Forest Pkwy	EB	D		704	484	0.69	0	484	0.69	1	3	T	0.84	594	408	408	1
82801	Velda Dairy	Kerry Forest Pkwy to Thomasville	WB	D		318	34	0.11	2	36	0.11	1	3	T	0.84	268	29	30	1
82900	Velda Dairy	Kerry Forest Pkwy to Bradfordville	NE	D		371	206	0.56	32	238	0.64	1	3	L	1.73	640	355	411	1
82901	Velda Dairy	Bradfordville to Kerry Forest Pkwy	SW	D		991	175	0.18	75	250	0.25	1	3	L	1.73	1,710	302	431	1
82930	Veterans Memorial (CR 59)	U.S. 90 to Rococo	NB	C		540	117	0.22	15	132	0.24	1	4	L	2.78	1,501	325	367	2
82931	Veterans Memorial (CR 59)	Rococo to U.S. 90	SB	C		341	62	0.18	5	67	0.20	1	4	L	2.78	948	172	186	2
82960	Veterans Memorial (CR 59)	Rococo to Moccasin Gap	NB	C		500	86	0.17	5	91	0.18	1	4	L	2.54	1,268	218	231	1
82961	Veterans Memorial (CR 59)	Moccasin Gap to Rococo	SB	C		380	57	0.15	1	58	0.15	1	4	L	2.54	964	145	147	1
82990	Veterans Memorial (CR 59)	Moccasin Gap to Georgia	NB	C		500	47	0.09	1	48	0.10	1	4	L	6.13	3,067	288	294	1
82991	Veterans Memorial (CR 59)	Georgia to Moccasin Gap	SB	C		380	45	0.12	1	46	0.12	1	4	L	6.13	2,331	276	282	1
83070	Victory Garden Drive	Apalachee Pwy to Cals	NB	E		450	126	0.28	2	128	0.28	1	2	T	0.31	138	39	39	2
83071	Victory Garden Drive	Cals to Apalachee Pwy	SB	E		450	145	0.32	0	145	0.32	1	2	T	0.31	138	45	45	2
83100	Victory Garden Drive	Cals Lane to Park	NB	E		541	126	0.23	17	143	0.26	1	2	T	0.56	306	71	81	2
83101	Victory Garden Drive	Park to Cals Lane	SB	E		450	145	0.32	0	145	0.32	1	2	T	0.56	254	82	82	2
83200	Village Square (Halstead Blvd)	Capital Circle to Halstead	EB	D		1483	127	0.09	0	127	0.09	1	2	T	0.58	860	74	74	1
83201	Village Square (Halstead Blvd)	Halstead to Capital Circle	WB	D		318	56	0.18	0	56	0.18	1	2	T	0.58	184	32	32	1
83300	Village Square Blvd.	Halstead to Killearn Center Blvd	NB	D		337	127	0.38	0	127	0.38	1	2	T	0.22	73	28	28	1
83301	Village Square Blvd.	Killearn Center Blvd to Halstead	SB	D		318	56	0.18	0	56	0.18	1	2	T	0.22	69	12	12	1
83400	Village Square Blvd.	Killearn Cent Blvd to Thomasville	NW	D		400	516	1.29	98	614	1.54	1	2	T	0.36	145	187	223	1
83401	Village Square Blvd.	Thomasville to Killearn Cent Blvd	SE	D		603	171	0.28	69	240	0.40	1	2	T	0.36	219	62	87	1
83500	Village Square Blvd.	Maclay Blvd. to Thomasville Rd	EB	D		1307	760	0.58	0	760	0.58	2	2	T	0.30	386	224	224	1
83501	Village Square Blvd.	Thomasville Rd to Maclay Blvd.	WB	D		350	497	1.42	0	497	1.42	1	2	T	0.30	103	147	147	1
83550	Village Way	Top Way to Capital Circle NW	EB	D		177	111	0.63	0	111	0.63	1	2	L	0.13	23	14	14	4
83551	Village Way	Capital Circle NW to Top Way	WB	D		810	226	0.28	15	241	0.30	1	2	L	0.13	104	29	31	4
83600	Vinkara	Sabra to Hartsfield	NB	D		400	35	0.09	3	38	0.10	1	2	T	0.16	64	6	6	4
83601	Vinkara	Hartsfield to Sabra	SB	D		400	87	0.22	34	121	0.30	1	2	T	0.16	64	14	19	4
83700	Virginia Street	Dewey to Copeland	EB	D		381	91	0.24	5	96	0.25	1	3	T	0.19	72	17	18	5
83701	Virginia Street	Copeland to Dewey	WB	D		318	129	0.41	4	133	0.42	1	3	T	0.19	60	24	25	5
83800	Virginia Street	Copeland to Macomb	EB	D		490	91	0.19	2	93	0.19	1	3	T	0.14	68	13	13	5
83801	Virginia Street	Macomb to Copeland	WB	D		381	129	0.34	10	139	0.36	1	3	T	0.14	53	18	19	5
83900	Virginia Street	Macomb to ML King	EB	D		454	132	0.29	8	140	0.31	1	3	T	0.17	77	22	24	5
83901	Virginia Street	ML King to Macomb	WB	D		490	169	0.34	4	173	0.35	1	3	T	0.17	83	29	29	5
83940	Virginia Street	ML King to Bronough	EB	D		454	132	0.29	19	151	0.33	1	3	T	0.08	35	10	11	5
83941	Virginia Street	Bronough to ML King	WB	D		490	169	0.34	0	169	0.34	1	3	T	0.08	37	13	13	5
84000	Virginia Street	Bronough to Duval	EB	D		272	132	0.49	10	142	0.52	1	3	T	0.08	21	10	11	5
84001	Virginia Street	Duval to Bronough	WB	D		363	169	0.47	11	180	0.50	1	3	T	0.08	28	13	14	5
84100	Virginia Street	Duval to Monroe	EB	D		272	74	0.27	46	120	0.44	1	3	T	0.14	39	11	17	5
84101	Virginia Street	Monroe to Duval	WB	D		341	176	0.52	0	176	0.52	1	3	T	0.14	49	25	25	5
84200	Virginia Street	Monroe to Calhoun	EB	D		681	74	0.11	48	122	0.18	1	3	T	0.06	44	5	8	5
84201	Virginia Street	Calhoun to Monroe	WB	D		272	176	0.65	18	194	0.71	1	3	T	0.06	18	11	12	5
84300	Virginia Street	Calhoun to Gadsden	EB	D		381	74	0.19	0	74	0.19	1	3	T	0.08	29	6	6	5
84301	Virginia Street	Gadsden to Calhoun	WB	D		545	176	0.32	21	197	0.36	1	3	T	0.08	41	13	15	5
84340	Virginia Street	Gadsden to Meridian	XX	O		0	74		0	74		0			0.07	-	6	6	5
84341	Virginia Street	Meridian to Gadsden	WB	D		591	176	0.30	74	250	0.42	2	3	T	0.07	44	13	19	5
84380	W.W. Kelley Road	Tram Rd to Rose Rd	NB	C		341	86	0.25	169	255	0.75	1	3	L	0.57	193	49	144	2
84381	W.W. Kelley Road	Rose Rd to Tram Rd	SB	C		341	61	0.18	92	153	0.45	1	3	L	0.57	193	35	87	2
84410	W.W. Kelley Road	Rose Rd to US 27	NB	D		400	165	0.41	211	376	0.94	1	3	L	3.81	1,523	628	1,432	2
84411	W.W. Kelley Road	U.S. 27 to Rose Rd	SB	C		341	93	0.27	27	120	0.35	1	3	L	3.81	1,299	354	457	2
84440	Wadesboro	Mahan to Baum Rd	EB	C		341	31	0.09	12	43	0.13	1	2	L	1.29	440	40	56	2
84441	Wadesboro	Baum Rd to Mahan	WB	C		341	103	0.30	5	108	0.32	1	2	L	1.29	440	133	139	2
84500	Wahnish Way	Bragg to Orange	NB	E		387	102	0.26	71	173	0.45	1	3	T	0.54	210	55	94	3
84501	Wahnish Way	Orange to Bragg	SB	E		450	144	0.32	4	148	0.33	1	3	T	0.54	244	78	80	3
84530	Wakulla Springs Rd (SR 61)	Wakulla County to Oak Ridge Rd	NB	C		200	107	0.54	130	237	1.19	1	4	L	1.47	294	157	348	3
84531	Wakulla Springs Rd (SR 61)	Oak Ridge Rd to Wakulla County	SB	C		640	432	0.68	380	812	1.27	1	4	L	1.47	940	634	1,192	3
84560	Wakulla Springs Rd (SR 61)	Oak Ridge Rd to Crawfordville Rd (US 319)	NB	C		1382	189	0.14	144	333	0.24	1	4	L	2.13	2,940	402	708	3
84561	Wakulla Springs Rd (SR 61)	Crawfordville Rd (US 319) to Oak Ridge Rd	SB	C		640	596	0.93	569	1165	1.82	1	4	L	2.13	1,362	1,268	2,479	3

Table 12 - Traffic Data Report

ID	ROAD	LIMITS	DIR	LOS STND	CAP	VOL	VC	RES	TVOL	TVC	LANES	FUN CLASS	MAINT	LEN	VMC	VMT	TVMT	SBZ
84600	Walcott St	Lake Bradford to Coleman	NB	E	450	12	0.03	1	13	0.03	1	2	T	0.29	128	3	4	5
84601	Walcott St	Coleman to Lake Bradford	SB	E	450	26	0.06	0	26	0.06	1	2	T	0.29	128	7	7	5
84700	Waverly Rd	Meridian to Thomasville	EB	D	400	40	0.10	4	44	0.11	1	2	T	1.23	492	49	54	1
84701	Waverly Rd	Thomasville to Meridian	WB	D	400	71	0.18	10	81	0.20	1	2	T	1.23	492	87	100	1
84800	Weems Rd	Easterwood to Acadian Blvd	NB	E	1080	740	0.69	299	1039	0.96	1	2	T	0.64	692	474	666	2
84801	Weems Rd	Acadian Blvd to Easterwood	SB	E	401	221	0.55	74	295	0.74	1	2	T	0.64	257	142	189	2
84820	Weems Rd	Acadian Blvd to Tennessee	NB	E	860	584	0.68	1	585	0.68	1	2	T	0.15	130	88	88	2
84821	Weems Rd	Tennessee to Acadian Blvd	SB	E	931	245	0.26	203	448	0.48	1	2	T	0.15	140	37	68	2
84900	Welaunee Blvd	Buford/Centerville to Settlement	EB	D	2088	362	0.17	529	891	0.43	2	5	T	0.22	451	78	192	1
84901	Welaunee Blvd	Settlement to Buford/Centerville	WB	D	827	133	0.16	342	475	0.57	2	5	T	0.22	179	29	103	1
85000	Welaunee Blvd	Settlement to Fleischmann Rd	EB	D	1400	317	0.23	491	808	0.58	2	5	T	0.30	418	95	241	1
85001	Welaunee Blvd	Fleischmann Rd to Settlement	WB	D	1865	86	0.05	212	298	0.16	2	5	T	0.29	537	25	86	1
85040	Whirlaway Dr	Shannon Lake North to Pimlico	NE	D	625	289	0.46	15	304	0.49	1	2	L	0.95	592	274	288	1
85041	Whirlaway Dr	Pimlico to Shannon Lake North	SW	D	341	149	0.44	3	152	0.45	1	2	L	0.95	323	141	144	1
85070	Whirlaway Dr	Pimlico to Forward Pass	EB	D	740	68	0.09	8	76	0.10	1	2	L	1.10	816	75	84	1
85071	Whirlaway Dr	Forward Pass to Pimlico	WB	D	625	58	0.09	1	59	0.09	1	2	L	1.10	689	64	65	1
85100	White Drive	Pensacola to Tennessee	NB	E	642	469	0.73	87	556	0.87	1	3	T	0.41	262	191	227	5
85101	White Drive	Tennessee to Pensacola	SB	E	684	347	0.51	237	584	0.85	1	3	T	0.41	279	142	238	5
85200	White Drive	Tennessee to Mission	NB	E	885	410	0.46	28	438	0.49	1	3	T	0.41	361	167	179	5
85201	White Drive	Mission to Tennessee	SB	E	936	300	0.32	49	349	0.37	1	3	T	0.41	382	122	142	5
85290	Williams Road	St. Joe to WW Kelley	EB	C	318	64	0.20	35	99	0.31	1	2	L	1.34	427	86	133	2
85291	Williams Road	WW Kelley to St. Joe	WB	C	320	28	0.09	6	34	0.11	1	2	L	1.34	430	38	46	2
85320	Williams Road	St. Joe to Old St. Augustine	NB	C	220	35	0.16	42	77	0.35	1	2	L	2.57	566	90	198	2
85321	Williams Road	Old St. Augustine to St. Joe	SB	C	550	116	0.21	57	173	0.31	1	2	L	2.57	1,415	298	445	2
85350	Williams Road	Old St. Augustine to US 27	NB	D	400	80	0.20	79	159	0.40	1	2	L	0.79	316	63	126	2
85351	Williams Road	US 27 to Old St. Augustine	SB	D	820	106	0.13	65	171	0.21	1	2	L	0.79	648	84	135	2
85400	Woodgate	Centerville to Thomasville	NW	D	400	234	0.59	108	342	0.86	1	2	T	1.33	532	311	455	1
85401	Woodgate	Thomasville to Centerville	SE	D	400	81	0.20	91	172	0.43	1	2	T	1.33	532	108	229	1
85430	Woodhill Drive	Fred George West to Fred George East	EB	D	1190	89	0.07	0	89	0.07	1	2	L	1.02	1,219	91	91	4
85431	Woodhill Drive	Fred George East to Fred George West	WB	D	341	48	0.14	0	48	0.14	1	2	L	1.02	349	49	49	4
85470	Woodville Highway (SR 363)	Wakulla Co. to Natural Bridge Road	NB	C	400	281	0.70	62	343	0.86	1	5	F	2.73	1,091	349	935	2
85471	Woodville Highway (SR 363)	Natural Bridge Road to Wakulla Co.	SB	C	1070	533	0.50	120	653	0.61	1	5	F	2.73	2,918	1,454	1,781	2
85500	Woodville Highway (SR 363)	Natural Bridge Road to Oak Ridge	NB	C	1292	395	0.31	143	538	0.42	1	5	F	0.60	770	236	321	2
85501	Woodville Highway (SR 363)	Oak Ridge to Natural Bridge Road	SB	C	1070	952	0.89	0	952	0.89	1	5	F	0.60	638	568	568	2
85530	Woodville Highway (SR 363)	Oak Ridge to Southchase (Proposed)	NB	D	1379	399	0.29	0	399	0.29	1	5	F	3.19	4,398	1,273	1,273	3
85531	Woodville Highway (SR 363)	Southchase (Proposed) to Oak Ridge	SB	C	800	1000	1.25	539	1539	1.92	1	5	F	3.19	2,551	3,189	4,908	3
85550	Woodville Highway (SR 363)	Southchase (Proposed) to San Marcos/Southside DRI	NB	D	1233	472	0.38	0	472	0.38	3	5	F	0.63	772	296	296	3
85551	Woodville Highway (SR 363)	San Marcos/Southside DRI to Southchase (Proposed)	SB	D	1005	1159	1.15	0	1159	1.15	1	5	F	0.63	630	726	726	3
85560	Woodville Highway (SR 363)	San Marcos/Southside DRI to Cap Circle SE	NB	D	2113	472	0.22	162	634	0.30	2	5	F	0.15	321	72	96	3
85561	Woodville Highway (SR 363)	Cap Circle SE to San Marcos/Southside DRI	SB	D	1312	1159	0.88	231	1390	1.06	2	5	F	0.15	199	176	211	3
85600	Woodville Highway (SR 363)	Capital Circle SE to Ross	NB	D	1236	405	0.33	423	828	0.67	1	5	F	0.41	505	165	338	3
85601	Woodville Highway (SR 363)	Ross to Capital Circle SE	SB	D	1100	790	0.72	512	1302	1.18	2	5	F	0.41	449	323	532	3
85700	Woodville Highway (SR 363)	Ross to Galle	NB	D	1367	405	0.30	386	791	0.58	2	5	F	1.24	1,690	501	978	3
85701	Woodville Highway (SR 363)	Galle to Ross	SB	D	1300	790	0.61	335	1125	0.87	1	5	F	1.24	1,607	977	1,391	3
86500	Woodward Street	Tennessee to Brevard	NB	D	847	351	0.41	36	387	0.46	1	4	T	0.20	167	69	76	5
86501	Woodward Street	Brevard to Tennessee	SB	D	545	308	0.57	25	333	0.61	1	4	T	0.20	108	61	66	5
86600	Woodward Street	Brevard to Alabama	NB	D	424	415	0.98	0	415	0.98	1	4	T	0.50	212	208	208	5
86601	Woodward Street	Alabama to Brevard	SB	D	785	281	0.36	22	303	0.39	1	4	T	0.50	393	141	152	5
85800	Woodward Street (SR 157)	Gaines to St Augustine	NB	E	544	220	0.40	239	459	0.84	1	5	F	0.14	77	31	65	5
85801	Woodward Street (SR 157)	St Augustine to Gaines	SB	E	660	246	0.37	315	561	0.85	1	5	F	0.14	93	35	79	5
85900	Woodward Street (SR 157)	St Augustine to Pensacola	NB	E	544	220	0.40	50	270	0.50	1	5	F	0.08	43	17	21	5
85901	Woodward Street (SR 157)	Pensacola to St Augustine	SB	E	471	246	0.52	273	519	1.10	1	5	F	0.08	37	19	41	5
86000	Woodward Street (SR 157)	Pensacola to Jefferson	NB	E	806	194	0.24	45	239	0.30	1	5	F	0.06	50	12	15	5
86001	Woodward Street (SR 157)	Jefferson to Pensacola	SB	E	568	234	0.41	84	318	0.56	1	5	F	0.06	35	14	20	5
86100	Woodward Street (SR 157)	Jefferson to Wildwood	NB	E	810	277	0.34	7	284	0.35	1	5	F	0.12	98	33	34	5
86101	Woodward Street (SR 157)	Wildwood to Jefferson	SB	E	976	368	0.38	5	373	0.38	1	5	F	0.12	118	44	45	5
86400	Woodward Street (SR 157)	FSU Parking Garage/PedXing to Tennessee	NB	E	584	679	1.16	0	679	1.16	1	5	F	0.09	52	61	61	5
86401	Woodward Street (SR 157)	Tennessee to FSU Parking Garage/PedXing	SB	E	999	342	0.34	0	342	0.34	1	5	F	0.09	89	31	31	5
86700	Zillah St	Tram to Paul Russell	NB	E	450	117	0.26	206	323	0.72	1	2	T	0.53	241	63	173	5
86701	Zillah St	Paul Russell to Tram	SB	E	450	177	0.39	127	304	0.68	1	2	T	0.53	241	95	163	5

Source: Tallahassee / Leon County Transportation Concurrence. DIR = Direction of Travel; LOS STND = Level of service standard from the adopted Comprehensive Plan; CAP = PM Peak Hour Directional Capacity; VOL = PM Peak Hour Directional Traffic Volume; VC = Volume to Capacity Ratio derived by dividing the VOL by CAP; RES = Reserved trips from approved development; TVOL = Total directional volume based on existing VOL plus RES; TVC = Volume to Capacity ratio derived by dividing the TVOL by CAP; LANES = Number of directional lanes; FUN CLASS = Functional Classification (2) = Minor Collector, (3) = Major Collector, (4) = Minor Arterial, (5) = Principal Arterial, (6) = Interstate, MAINT = Maintenance (L) = Leon County, (T) = City of Tallahassee, (F) = Florida Department of Transportation; LEN = Directional Length of Segment from Geographic Information System (GIS) File; VMC = Vehicle Miles of Capacity derived by multiplying CAP by LEN; VMT = Vehicle Miles of Travel derived by multiplying VOL by LEN; TVMT = Total Vehicle Miles of Travel derived by multiplying TVOL by LEN; SBZ = Significant Benefit Zone

APPENDIX C- LEON COUNTY COMMUTER FLOW

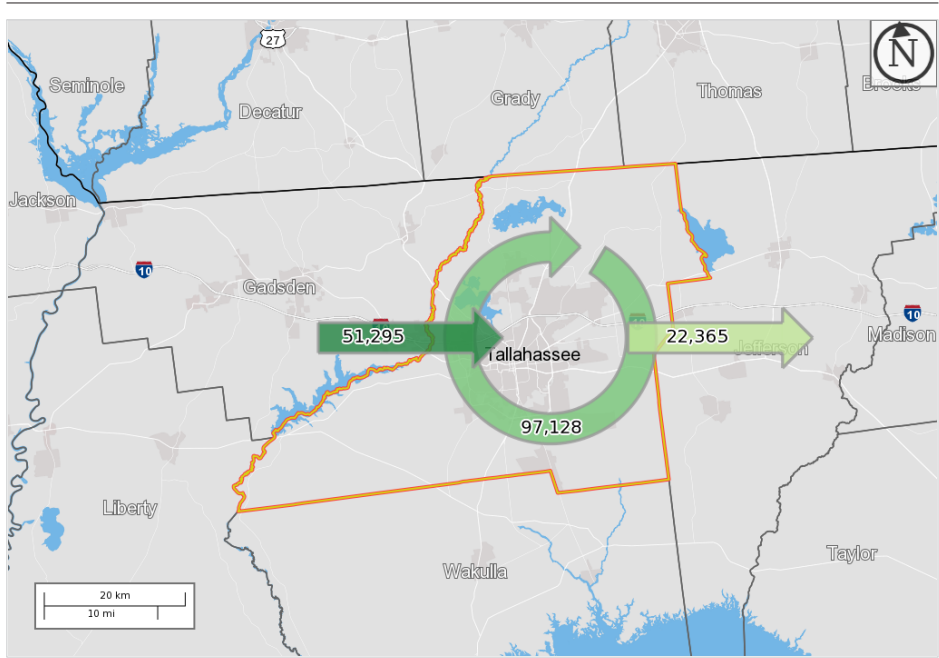
OnTheMap

Inflow/Outflow Report

All Jobs for All Workers in 2015

Created by the U.S. Census Bureau's OnTheMap <http://onthemap.ces.census.gov> on 01/17/2018

Inflow/Outflow Counts of All Jobs for Selection Area in 2015
All Workers



Map Legend

- Selection Areas

Analysis Selection
- Inflow/Outflow

Employed and Live in Selection Area

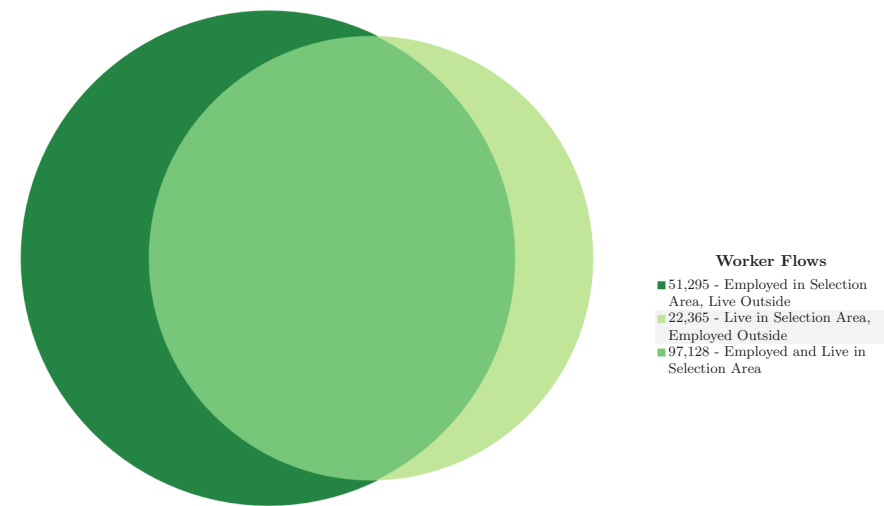
Employed in Selection Area, Live Outside

Live in Selection Area, Employed Outside

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.



Inflow/Outflow Counts of All Jobs for Selection Area in 2015
All Workers



- Worker Flows
- 51,295 - Employed in Selection Area, Live Outside
 - 22,365 - Live in Selection Area, Employed Outside
 - 97,128 - Employed and Live in Selection Area

Inflow/Outflow Counts of All Jobs for Selection Area in 2015
All Workers

Worker Totals and Flows	2015	
	Count	Share
Employed in the Selection Area	148,423	100.0
Employed in the Selection Area but Living Outside	51,295	34.6
Employed and Living in the Selection Area	97,128	65.4
Living in the Selection Area	119,493	100.0
Living in the Selection Area but Employed Outside	22,365	18.7
Living and Employed in the Selection Area	97,128	81.3

Additional Information

Analysis Settings

Analysis Type	Inflow/Outflow
Selection area as	N/A
Year(s)	2015
Job Type	All Jobs
Selection Area	Leon County, FL from Counties
Selected Census Blocks	6,198
Analysis Generation Date	01/17/2018 20:05 - OnTheMap 6.5
Code Revision	d6ec994dcb416ba9b4b1b8cb2b4d690f01609fc9
LODES Data Version	20160219

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

Notes

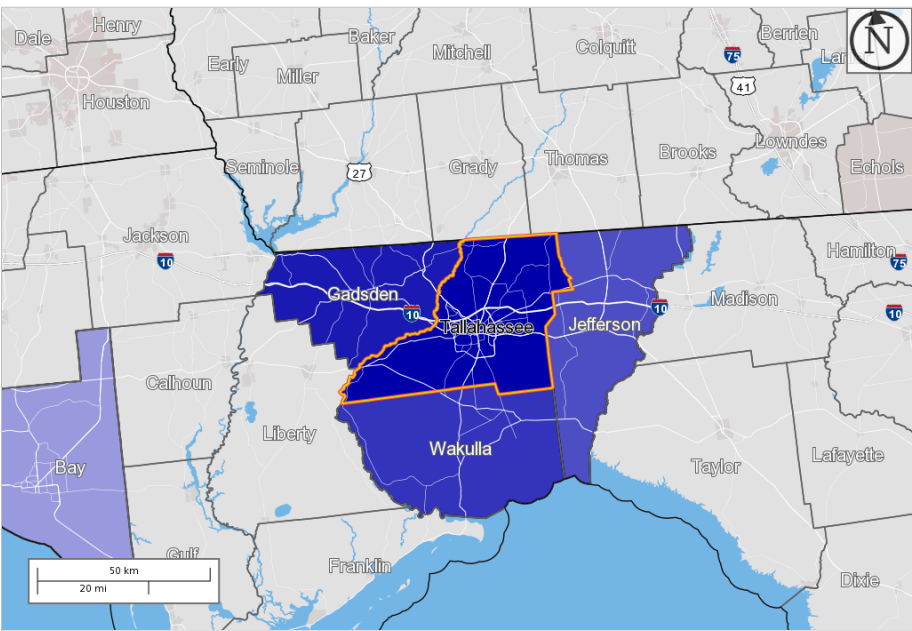
1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

OnTheMap

Home Destination Report - Work Selection Area to Home Counties
All Jobs for All Workers in 2015

Created by the U.S. Census Bureau's OnTheMap <http://onthemap.ces.census.gov> on 01/17/2018

Counts of All Jobs from Work Selection Area to Home Counties in 2015
All Workers

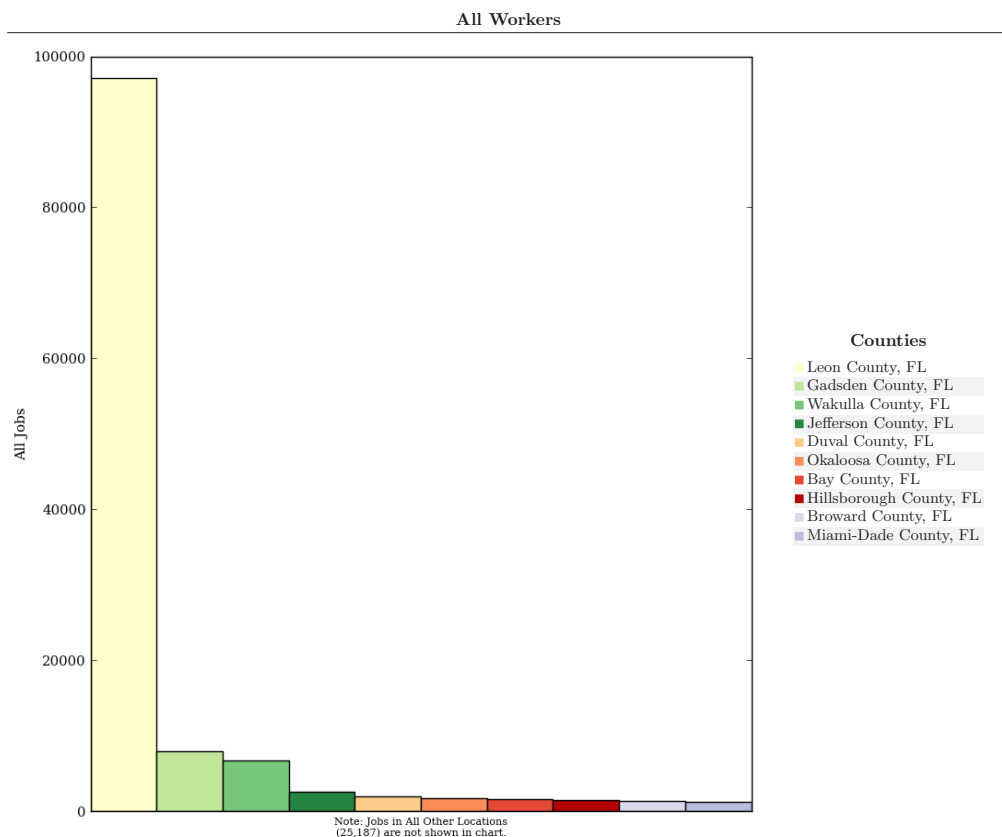


Map Legend

Job Count	Selection Areas
■ 97,128	■ Analysis Selection
■ 7,904	
■ 6,629	
■ 2,591	
■ 1,886	
■ 1,624	
■ 1,586	
■ 1,389	
■ 1,357	
■ 1,142	



All Jobs from Work Selection Area to Home Counties in 2015



All Jobs from Work Selection Area to Home Counties in 2015

All Workers

Counties as Home Destination Area	2015	
	Count	Share
All Counties	148,423	100.0
Leon County, FL	97,128	65.4
Gadsden County, FL	7,904	5.3
Wakulla County, FL	6,629	4.5
Jefferson County, FL	2,591	1.7
Duval County, FL	1,886	1.3
Okaloosa County, FL	1,624	1.1
Bay County, FL	1,586	1.1
Hillsborough County, FL	1,389	0.9
Broward County, FL	1,357	0.9
Miami-Dade County, FL	1,142	0.8
All Other Locations	25,187	17.0

Additional Information

Analysis Settings

Analysis Type	Destination
Destination Type	Counties
Selection area as	Work
Year(s)	2015
Job Type	All Jobs
Selection Area	Leon County, FL from Counties
Selected Census Blocks	6,198
Analysis Generation Date	01/17/2018 20:09 - OnTheMap 6.5
Code Revision	d6ec994dcb416ba9b4b1b8cb2b4d690f01609fc9
LODES Data Version	20160219

Data Sources

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

Notes

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results for All Private jobs and are not available before 2011.

APPENDIX D - PUBLIC INVOLVEMENT PLAN

The PIP consists of the Goals, Objectives and Strategies that serve as City and County directives to guide the public outreach effort. The strategies identified were gathered at the WGI public involvement kick-off meeting held at the Renaissance Center in Tallahassee on July 18, 2017 and attended by the firms' public involvement representatives, along with City and County staff. Subsequent amendments were made following the review of the proposed Goals, Objectives and Strategies by the majority of the Team members. The subject PIP consists of five attainable Goals: Inform, Consult, Involve, Coordinate and Assess. The Goals will be achieved through meeting the objectives and implemented through the identified strategies.

GOALS, OBJECTIVES AND STRATEGIES

GOAL: Inform

To establish a comprehensive, inclusive process, through various methods and create continuous opportunities to inform and educate the public through the research and planning process.

OBJECTIVE: Keep the public informed through effective and consistent channels of communication.

STRATEGIES

- Obtain and maintain a list of stakeholders;
- Communicate with key stakeholders to gauge their level of interest in participating in the AMFSS;
- Create graphic devices and deliverables to share with the stakeholders and the public to help inform them on the AMFSS;
- Organize a two-part public engagement workshop;
- Establish a procedure of transferring information and data via Dropbox from WGI to the City of Tallahassee and Leon County.

OBJECTIVE: All public information must have equal opportunities for accessibility by all of the public.

STRATEGIES

- Publicize information about the AMFSS and the public outreach meeting using electronic media (Facebook, the City of Tallahassee website, the Leon County website);
- Develop contacts, mailing lists and other means to initiate and continue communication with stakeholders;
- Ensure that there is sufficient engagement with the stakeholders and the public throughout the planning process.

GOAL: Consult

To provide consistent and effective information about the program and projects and ensure opportunities for meaningful input.

OBJECTIVE: Gather stakeholder specific information on issues, concerns and suggestions with equal opportunities of engagement throughout the community.

STRATEGIES

- Develop interactive tools for community events and speakers bureau activities to encourage conversation, including such things as:
- Create specialized surveys to gather opinions and suggestions on the AMFSS, as well as real-time polling and other conversation starters;
- Collaborate with local agencies that have a specific interest in transportation concurrency or alternative mobility; and
- Participate in community events to capture and share citizen comments.

OBJECTIVE: Increase accurate press coverage of the AMFSS objectives (PHASE 2).

STRATEGIES

- Develop and distribute targeted press releases, informational emails and press kits on key events and activities that offer visual tools, such as photos, maps and graphics to help in reporting the story (PHASE 2);
- Collaborate with the City and County to post information on community calendars (PHASE 2);

- Generate targeted media pitches for local reporters and provide contacts or information, as needed, to reporters working on AMFSS related stories (PHASE 2); and
- Clarify any misinformation about the program that makes its way into media local reports (PHASE 2).

GOAL: Involve

To work directly with the public to evaluate future demand and its impacts.

OBJECTIVE: Establish a protocol for ensuring decisions consider, to the extent practicable, concerns and recommendations of the affected residents and stakeholders.

STRATEGIES

- Engage stakeholders through interviews and survey processes;
- Use the charrette process to create an informal and socially interactive environment to engage the residents into the project development process;
- Continuously update the database for outreach tracking; and
- Analyze the outcome of survey results gathered from various meetings and events to create an informal and socially interactive environment to engage the community into the process.

GOAL: Coordination

To work directly with the public to ensure public and stakeholder concerns are understood and considered.

OBJECTIVE: Ensure the public can provide feedback on existing conditions, potential solutions and future development (PHASE 2).

STRATEGIES

- Through the array of social media and canvassing efforts, provide a calendar that displays the critical path for each project in layman's terms (PHASE 2).
- Work with the community to tailor outreach techniques based upon the diverse and unique needs of the public (PHASE 2); and
- Provide opportunities for public feedback through social media (PHASE 2).

GOAL: Assess

To continuously review the process based upon changes in communication, lessons learned and the needs of the public.

OBJECTIVE: Ensure the PIP is a living document that evolves as appropriate.

STRATEGIES

- Provide for two-way communication and be responsive to all comments and inquiries; and
- The PIP will be evaluated by the Team at the end of the first phase of the program to assess the effectiveness of the PIP and the outreach strategies and suggest amendments if required.

The following pages, lists the stakeholder meetings that were conducted during the first phase of the AMFSS. In addition to these meetings, the AMFSS included hosting a table at the Downtown Market on October 14, 2017, a two-part charrette workshop conducted on November 2, 2017, and a presentation at a Network of Entrepreneurs and Business Advocates (NEBA) meeting on November 28, 2017.

Table 13 - Stakeholder Meetings

Name	Role	Date of Meeting
John Dailey	County Commissioner	August 29, 2017
Greg Slay	CRTPA Director	August 31, 2017
Steve Ghazvini	Premier Homes Developer	August 31, 2017
Tom Asbury	Premier Homes Developer	August 31, 2017
Nancy Linnan	Carlton Fields Law Firm	September 14, 2017
Ryan Culpepper	Director of Development Services (County)	September 21, 2017
Ryan Guffey	Concurrency Manager Planner	September 21, 2017
Steve Shafer	Traffic Engineering	September 21, 2017
Allen Secreast	Traffic Management	September 21, 2017
Angela Baldwin	StarMetro	September 25, 2017
Andrea Rosser	StarMetro	September 25, 2017
Terry Lowe	Fleet and StarMetro	September 25, 2017
Gil Ziffer	City Commissioner	September 25, 2017
Todd Sperry	Oliver Sperry	September 26, 2017
Andy Miller	FSU Booster Club	September 26, 2017
Shawn McIntyre	North American Properties	September 26, 2017
Lindsey Magura	North American Properties, Property Manager	September 26, 2017
Patrick Hodges	Patrick Hodges Land Studio	September 26, 2017
Charles Hargraves	Blueprint 2000	September 27, 2017
Scott Maddox	City Commissioner	September 27, 2017
Richard Barr	Kimley Horn	September 28, 2017
Will Croley	Network of Entrepreneurs and Business Advocates	October 3, 2017
Ted Thomas	Network of Entrepreneurs and Business Advocates	October 3, 2017
Steven Leoni	Student Housing Partners	October 3, 2017
Cari Roth	Dean Mead, Land Use Attorney	October 4, 2017
Dubose Ausley	Ausley McMullen	October 5, 2017
Mary Ann Lindley	County Commissioner	October 5, 2017
Reggie L Bouthillier	Stearns Weaver Miller (Law Firm)	October 6, 2017

Richard Moore	Moore Bass Consulting Inc.	October 6, 2017
Sue Dick	Chamber of Commerce	October 6, 2017
Kenneth Metcalf, AICP	Stearns Weaver Miller (Law Firm)	October 6, 2017
Tina Crowder	Big Bend Contractors Association	October 9, 2017
Michael Roberts	Big Bend Contractors Association	October 9, 2017
Elva Peppers	Big Bend Contractors Association	October 9, 2017
Nick Maddox	County Commissioner	October 9, 2017
Karen Jumonville	Growth Management	October 10, 2017
Keith Burnsed	Concurrency, Growth Management	October 10, 2017
Cam Whitlock	Architects Lewis + Whitlock	October 10, 2017
Mayor Andrew Gillum	Mayor	October 11, 2017
Dustin Daniels	Chief of Staff (Mayor)	October 11, 2017
Ricardo Fernandez	City Manager	October 11, 2017
Wayne Tedder	Assistant City Manager	October 11, 2017
Janice Eliay	Assistant to the City Manager	October 11, 2017
John Powell	Environmental Services and Facilities	October 12, 2017
Russel Large	Inovia Consulting Group	October 12, 2017
Jimbo Jackson	County Commissioner	October 13, 2017
Kristin Dozier	County Commissioner	October 16, 2017
Suzanne Lex	FDOT (Emailed in Responses)	October 16, 2017
Toni Smith	Big Bend Minority Chamber of Commerce	October 17, 2017
Debbie Dantin	Dantin Consulting LLC	October 18, 2017
Bryan Desloge	County Commissioner	October 19, 2017
Sue Dick	Chamber of Commerce	October 24, 2017
Jay Revel	Chamber of Commerce	October 24, 2017
Richard Moore	Moore Bass Consulting Inc.	October 24, 2017
Kenneth Metcalf, AICP	Stearns Weaver Miller (Law Firm)	October 24, 2017
Ben Pingree	PLACE	October 24, 2017
Cherie Bryant	Tallahassee Leon County Planning Department	October 24, 2017
County Developer	Developer	October 24, 2017

Stakeholder Survey

During one-on-one interviews, participants were given a stakeholder survey. The questions are displayed in Table 14 and notes and their responses in Table 15.

The Tallahassee-Leon County Alternative Mobility Funding Systems Study is an analysis of the existing transportation concurrency system. The study will evaluate establishing a Mobility Plan that identifies multimodal improvements for walking, biking, riding transit, driving vehicles, and preparing for new car, ride, and bike sharing services and new technologies such as autonomous vehicles. The establishment of a Mobility Plan would serve as the basis to develop a multimodal mitigation system for new development and redevelopment that could replace the current transportation concurrency system. The Study will also provide a comprehensive evaluation of existing plans, programs and policies, land use patterns, travel characteristics, infrastructure, and mode share.

LAND USE

- Economic Investment
- Neighborhood Character
- Accessible Destinations
- Mixed-Use
- Infill & Redevelopment
- Coordination with local universities
- Placemaking
- Transit Oriented Development

TRANSPORTATION

- Multimodal Improvements
- Mobility, Connectivity, and Accessibility
- Car, Bicycle & Ride Sharing
- Walking, Biking, and Personal Transportation
- Automated Vehicles
- Transit (Bus, Trolley, and Rapid Transit)
- Innovative Parking Strategies
- Performance Measures

FUNDING

- Mobility Fees
- Sales & Gas Taxes
- Special Infrastructure Assessments
- Federal, State, County & Transit Funding
- Public/Private Partnerships
- Tax Increment Finance and Bonds
- Downtown Improvement Authority
- Community Redevelopment Agency

Table 14 - Stakeholder Survey Questions

1. Do you think that the current concurrency system is an effective tool for evaluating the traffic impact of new development and redevelopment and establishing required mitigation?
2. What would you describe as one strength and one weakness of the current system?
3. How do you feel about the current availability of mobility options in the City and/or County?
4. What new or improved mobility options would you like to see in the City and/or County?
5. Describe the most important outcome, issue, or desire related to mobility? For example, safety.
6. How do you feel about the current traffic conditions in the City and/or County?
7. Do you ride a bicycle? If so, how do you feel about the current bicycle conditions?
8. Do you ride the bus in Tallahassee? Would you ride in an autonomous transit vehicle?
9. Do you walk, jog, or run? If so, how do you feel about the current conditions?
10. Are there specific areas in the City and/or County that could serve as “mobility hubs,” or areas where there is currently or there is potential for people to use multiple modes of transportation?
11. Do you think the current Multimodal Transportation District in the City is achieving its purpose?
12. How would you rate the integration of technology in Tallahassee’s transportation system?
13. How would you provide mobility for the expected population growth in the City and County?
14. What would be the top roadway or intersection improvement that should be included in a mobility plan for Tallahassee/ Leon County?
15. What would be the top pedestrian, bicycle, and transit improvement that should be included in a mobility plan for Tallahassee/ Leon County?
16. What methods would you like to see explored to pay for transportation infrastructure and services?
17. Are there any additional comments that you feel are relevant to this study?
18. Would you like to be involved in a steering committee for this project?

Table 15 - Notes & Responses to Stakeholder Survey

QUESTION NO. 1 - Do you think that the current concurrency system is an effective tool for evaluating the traffic impact of new development and redevelopment and establishing required mitigation?
I don't know. I would be willing to bet none of the constituents do. Never paid too much attention to the formula. Couldn't give a direct answer. It doesn't pay for itself. Nobody addresses schools-they are separate but they shouldn't be. Good schools drive single family housing (Killearn Golf Club redevelopment didn't factor school capacity in to the equation, etc.) It is an administrative decision, not a legislative one. We delegate concurrency and have oversight but not for schools. The superintendent can wave concurrency, which is a lot of power for one person. We all need to be brought up to speed on this (Welaunee will be zoned to these Killearn schools which will be a massive problem).
I've only been here about a year and haven't been exposed to it.
No (heck no). Not a good tool. Not fair. Makes it difficult for new business to come into town and new development to occur. I've seen people come in and decide not to build when they determine concurrency fees. Can negotiate down but renders sites unbuildable. Onerous. Doesn't take into account all of the good development brings in (taxes, jobs, etc.). Also, cannot afford to pay the concurrency up front.
Absolutely not. Works opposite as it should. People can't afford it. For evaluating impact: no. A huge disincentive for folks here. The process and dollars to expand is crazy. They crank down on a lot of little things because they need money and they have a horrendous reputation for it. Discourages people from the outside from developing here. Painful. No incentive to locate in the City.
Problem: Want to be last guy in before it fails. Policies and procedures manual; significance/adverse test and DRIs: distinction between critically deficient (>120%). Two radii down around site, inner circle (about .25 miles) is easy to trip. Outer circle (1% threshold). Thresholds change when not critically deficient. May be significant but not adverse. PUV (permitted use verification) determines eligibility to do something-give if concurrency errs and might be a zoning issue. MAIN CONCERN: black box methodology. Assumptions.
Somewhat. It lacks (looks globally and doesn't focus on intersection separation). Not close to development. Requires separate studies and a lot of developers don't understand it.
Biggest concern: last man in shouldn't pay for it all
I think transportation is adequately represented; don't know history and why system is in place. Using a lot of concurrency money to pay for improving stops. If we can get a corridor representation, rather than an individual site to add amenities, we could spread out money.
Corridor study encourages vertical uses but don't have complimentary codes. Can't do it. Active use, frontage, etc. One developer was asked by the City to share a driveway and then they would only accept the project with extra fees, time extension, variance, etc. Seasonality of population (session and colleges) and RESIDUAL concurrency. Get out of town to get out of concurrency. One development required very little mitigation because they didn't want to interrupt Cascade park's public infrastructure.
No. It's inequitable.
There is an issue. The system can be improved.
No. Concurrency management hasn't proven to be fair or to target where development should occur.
Hard to say. Don't know enough about numbers. Seems growth is happening and roads aren't widening.
May be an effective tool but not fairly implemented. Not all projects are being given some requirements. Unfair outside of CRA.
No. It's too narrow. Always looking at peak-so many other ways to encourage development where you want.
I don't know. Don't have any reason to believe it's not. But I know it is a very complicated system.
Probably isn't. Particularly what we've heard from the development community is that it's not fair, it's not rational, and the last man in has to pay for everything.
Tally needs a positive business environment (see the 6 Guiding Principles from Chamber of Commerce). Need to make sure it's fair to all businesses.
Outdated, unfair, charges for backlog, is arbitrary. City: operations and maintenance-double dipping, increasing soft costs (development agreements required to lower fees), uncertainty, time delays. Cities in opposite to growth development. Improvements aren't occurring near development.
I don't know. I don't know enough about how we're doing; don't want to base answers off of what people have said. I can't tell you whether concurrency is working better than mobility fees. Development has been good/located well since I've been in office.
Development world: tough on the last guy on the block. Should be done up front. Two-sided, complicated issue. Don't know about evaluating impact. Have to pay fee and build road.
Yes-but by what measure? A better question for people going through our system. Frustrating system to implement-hard to explain to laymen. Equity issues implied.
Don't know enough about system to answer that fully.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

It's a bunch of voodoo. It makes assumptions about traffic and is only as good as its assumptions. Capture rate and everything-voodoo.
It does a good job on the roads but doesn't completely cover multimodal options.
Not familiar with current system.
As much as I dislike it, I think it is fair. It's too complicated; in their effort to be fair, they've made it so complicated-it's cumbersome for large developments. (I.E. Southwood tripped things in the NW and the project is in the SE-they love to overanalyze these things).
Pursuant to Chapter 163.3180, F.S., local governments may continue to apply transportation concurrency. Local governments that elect to repeal transportation concurrency are encouraged to adopt an alternative mobility funding system. The Florida Department of Transportation (FDOT) is a reviewing agency for any comprehensive amendments to ensure that any transportation concurrency system or alternative mobility funding system complies with Florida Statutes.
It is effective in generating some funds but it is not my impression that it has been applied equitably across the board. Timing-last one in. We do a lot of funding through Blueprint-impacts concurrency in specific areas (by providing capacity in site-specific places). I have heard of alternatives that would spread the cost across the board better. May push development where there is no development instead of infill. (English Property as example).
Didn't know what concurrency was. After explaining it: It can be.
No. There are a lot of problems with it.
Not under the current structure.

QUESTION NO. 2 - What would you describe as one strength and one weakness of the current system?

Strength: great staff moving this forward. Weakness: schools not incorporated. Roles and responsibilities of power. Working in silos.
N/A
Weakness: You have to pay the fee right off the back-after site plan review. Would be able to pay at time I get permit to build instead. Pay before any development starts. Need room to space out fees. Fees too high. The City doesn't use the money made from concurrency fees to fix the problems that they are supposed.
People locate outside of the City because the cost to locate inside is astronomical. They charge extensive amounts even on improvements to existing buildings. The design standards in the MMTD make it hard for people to build in. But at least inside of the MMTD, they allocate credits for alternative transportation options. Outside of the MMTD, developers receive no credit for multi-modal improvements. (If they put in bike lanes and add a transit opportunity but also have parking spots (in a student housing complex outside of the MMTD) the City says that this will not guarantee people will not drive. But they cannot provide zero parking spots because no one will live there). But the developer receives no incentive for providing these alternative modes of transportation. Should implement something similar to Gainesville; transit incorporated, bring in the new system slowly. Like Pasco County. Not just concurrency, but the whole package is flawed and it's getting worse. In 2011, the Community Development Act required that developers don't have to pay for already back logged roads. But this doesn't actually happen in Tallahassee because they charge a proportionate share for improvements that are significantly larger than would be needed if the roads were not already back logged. Technically, they are abiding by the law but not really. The City ignores the transit section of the growth management act.
County doesn't have an MMTD. StarMetro doesn't really go into the county. Not as formal as it should be.
Weakness: Previous answer. Too much priority on trees-ever evolving roads. Canopy Roads. Strength: Does take into account that we are constrained in MMTD and takes multimodal options. (See Intersection of Miccosukee and Miles Johnson for dangerous example of 4' tree that is entirely blocking intersection).
Weakness: last man in. Antiquated. Strength: we are aware of needs. Issue on Thomasville between Betton and I10 with no concurrency.
Don't know a lot about it but zoning funding is a strength. It could be less stringent on where it's spent.
Can't find out what you're doing until you hire a consultant. Want a user friendly system that is comprehensible, at least develop a range of estimate fees. Impact fee ordinance can be challenged (we don't have this). Cost/mile is super high in the City and it is cheaper to build your own infrastructure. The City of Tallahassee will reimburse you for your own infrastructure through MOAs. They are very good at MOAs and letting private developers do the construction themselves. Boosters, Colleetown, and the College have done a lot of this and there is a lot of different ownership of public infrastructure, which create tax breaks for these trips. Urban lanes-uber drop off/kiosk-mobility hubs-zip car stations 10 spaces. System is driving people out and don't comprehend how they are calculating fees.
Strength: accountability. Weakness: unintended consequences.
Strength: at least you know what the system is. Weakness: fair sharing of cost of need improvements.
Strength: Don't have one. Weakness: Don't know how to plan for how much you're going to have to pay. Don't know if it will help your development.
Reactionary system rather than planning system. Should have some way to anticipate where growth is happening and what impact they will have.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Weakness: Unfair inside CRA and burdens Developer. Strength: none. Should be more pro-development. Burden shouldn't be on those making improvements. Show City where things stand.
Strength: It's important to look at impacts; just too narrow. Weakness: despite MMTD, still encourages development in greenfield/further out.
Weakness: It is too complicated and slows things down. Strength: It brings organization to long range planning.
Weakness: Previous answer. Also, doesn't even out the contributions. Strength: Want some system of knowing how development is affecting infrastructure (a measurement).
Weakness: Tally is one of the most difficult places to develop because of concurrency. Strength: if you're a small developer, you can avoid paying anything (<20 lots maybe).
Strength: addresses an increase in traffic/problem. Weakness: last business bears cost. Not sharing cost of traffic. May be areas that traffic increase is not as critical a need as other areas-where money is being spent.
Weakness: last guy in. cutting back on development. Those who didn't plan for past should not be passing fees onto those who are planning for the future. Really hurting some builders. All fees here are really high in comparison to other cities and this discourages development. Strength: at least it categorizes things. Better than not having one. Review is fairly quick-maybe too quick? Overall evaluation would be better to see what effects is overall-where are we currently? Looks like we're reactive. Always behind. Who pays for existing issues? Need to plan roadways prior to development. Not being proactive. Hermitage is the only road they've done right.
Strength: you're only paying for proportionate share-fair. Can get a repeatable outcome. Weakness: uncertainty, very technical, difficult to understand.
I can't answer that because I'm not in that world. I do know that I worked on a daycare center development on Mahan and the concurrency fee was so astronomically high that they didn't end up going through with the development.
Strength: proportionate share; weakness: perception that it's still last man in.
Weakness: used to be developers came in under deminimus and were paying for existing deficiencies; don't know if they fixed this or not.
N/A
Strength: once you develop the model and submit and get the fee, you can negotiate. Flexibility. Weakness: complexity.
Strength: equality; serves as equal opportunity system. One group is not overcharged or over-penalized. Weakness: None. I am not familiar enough to highlight one.
The Department is not in a position to identify strengths and weaknesses associated with the local government's concurrency system.
Strength: need funding on local and state roads. Weakness: Not equitably applied to all development of substantial size.
Don't know about system. Maybe this is a weakness: knowledge about it. Strength: be able to determine traffic and maybe provide funding.
Weakness: It's expensive, there's unawareness, the money isn't spent, and there are operational issues: intersections with existing deficiency, inability to utilize money on different projects that would be more effective. We are currently putting traffic on the 4 busiest times; we should take the 2 hours and average them. Need to alleviate procedures, but we would have to recalculate old counts (Wouldn't take long though).
Weakness: It's very difficult, vague, and subjective. To the end user (developer): it's all over the place. It's inconsistent. Conceptually, a great idea. Killlearn Lakes: 4,000 homes with a 2 lane Bannerman Road-hindsight, wouldn't have done this. Now we're fixing this but doing it retroactively is expensive. Black hole: don't know where the money is going. Developers see it as willy-nilly. I sat on the school concurrency board and it's still Greek to me. It's a train wreck trying to understand it. Someone has to figure out how to do this properly before we run out of capacity and money.

QUESTION NO. 3 - How do you feel about the current availability of mobility options in the City and/or County?

Non-existent. Bus system= socio-economic issue; not a mobility issue. You take a bus because you can't afford a car. No mobility options.
Availability is about level of investment. A lot of money has been going into transit. Sidewalk network seems very good (less than adequate).
Depends on what standards you use. In comparison to LA/NYC, darn good. Compared to a smaller area, bad. Overall, pretty good with a few small issues. Can get around pretty well. The City needs to do a better job of fixing the roads that they identify as needing to be improved.
Don't really have any options. They don't have money for it. Concurrency Memorandum of Agreement: the money isn't going to surrounding roads [anywhere in significant benefit zone] which makes the developers feel that their money isn't helping them; they are just paying for someone else's problems. There are only mobility options within the MMTD but design standards are too tough so people don't want to build there.
I think they're fine in the city. Need more in county but hard to do. In USA, need more mobility options. Outside, don't have densities, not economically effective.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

We're continually improving-especially sidewalks and transit connectivity and access to transit. Lot of backlog but we're working on it. Looking at more innovative bicycle solutions. Welaunee: bike for both recreation and commuting. Extremely costly per user. We do a lot for sidewalks. In pretty good shape.
We're getting better. Bikes are better. Transit could be better. Problem is that 102 square miles of land is being funded with a budget for probably 50 square miles of land. So many students have moved back into the city limits that it's changed by design.
They work with us as best they can on meeting ADA requirements, more than just transportation should be considered. Working on it. Community works together on this but don't agree on priority projects. Hitting more priorities. Sidewalks must accompany new development. Issues are with older developments.
Zipcar fee, transparent, straight forward. You can't add or widen roads here-you need to be providing for pedestrians, bikers, and alternative modes.
Good.
There are a lot of options in this community.
There are a lot of options. I was involved with the mobility plan here. A few years ago, more money was put toward bike/ped than capacity and this confused FDOT and led to a couple years of money loss from FDOT to the City. We need to be careful about balancing the needs of moving people. Need to help the overall community-not just a few.
Roadways: for the most part, can get where we need to go but should consider widening in the future. Bike lanes popped up and will continue to see more in the future. Sidewalks are available on major streets. Public transportation is an issue because of profit loss for public transportation but it is available.
Inadequate. Need more pedestrian friendly options, more bike paths. Wayfinding and Moving Tallahassee: no program in place to improve on this. Not enough sidewalks. In poor repair. Needed projects everywhere; especially near schools and in neighborhoods. Huge safety issues that make it impossible to encouraging walking and biking. Bus benches are an issue because the homeless just sleep on them and make people not want to use them. The homeless are a burden on our bus transportation and create an issue of safety while walking. We need bus shelters but not benches.
Don't think Tallahassee is unusual in not embracing alternative modes. One thing we are doing well is getting more nodes of activity where people can walk. It's hard to get people out of their cars but ride sharing is changing that effect, though I'm not too sure to what extent here.
There are lots of alternatives, especially since uber became popular.
I think they're getting better. There has been a lot of emphasis on connectivity, trails, sidewalks, bike lanes, and bike safety. I am on the four county disability transportation coordination team: Dial-A-Ride and Flex-Routes: putting bus system into rural areas. It's working pretty well and there's an effort being made.
Bus system is subsidized: would rate it a C-. Runs at a deficit, not an effective mode. Sidewalks and bike lanes are improving. Drive times are generally short. There's work toward mobility. We've been ahead of the curve in terms of thinking with blueprint tax.
Growing. "We have sidewalks to nowhere"-problem. Need to finish these but doing better. More bike and ped friendly than we used to be. Small overgrown sidewalks (Leon County High School to Magnolia development)-dangerous for pedestrians. People here are environmentally conscious (or pretend to be) so they want more options supposedly but they don't want to give up the freedom and convenience of their personal cars. The transit system should be more robust and should include more of the county. Transit around Cascades, Midtown, etc. is good but hard for people who don't live there. We need to provide for the county-the residents would use it.
They're coming a long way-putting a lot in. Like the protected bike lanes: not a bike friendly town. Used to require parking spaces with buildings downtown-no longer required because no more roads can be built. More people are walking in certain areas.
City has done a good job with MMTD - wider sidewalks. Still hard to get around without car.
Going in the right direction. From a selfish perspective, I like the bike lanes. I can't ride from home to work (less than 2 miles from midtown to Virginia street) without feeling like my life is threatened. The city wants to route bikers off major roads and instead through neighborhoods which is insanely inconvenient.
Don't have any options. SBZ MOA: concurrency has to go to specific projects but currently it would be more beneficial to put it elsewhere: expires in October of next year and amending it would be hard so we should just let it die. People wonder where the money is being spent: there's a lack of transparency. There should be some money in these pots that we can tap into for other projects.
Bike/ped piece is going really well lately. There's a lot of work to do with sidewalks and walkability but downtown is good. The bus system needs more options with better headway-making it a choice rather than riding because you're forced to.
Options are limited, particularly when you get farther out into the County-particularly with sidewalks.
Adequate. The City and County have a good amount for what's there.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

I am not as encouraged in rural areas (Woodville and Hwy 27 West areas); where population is isolated. As a community, we do a good job but don't know if we serve those who need it. There are a lot of options in the city and downtown but I not as much farther out. Needy populations: elderly, isolated pockets, poor. There should be more buses available to rural communities.
The Department is not in a position to comment on current alternative mobility options. Please refer to Chapter 163.3180(5)(f), F.S., which encourages local governments to "develop tools and techniques to complement the application of transportation concurrency such as: 1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density. 2. Adoption of an area wide level of service not dependent on any single road segment function. 3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system. 4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit. 5. Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility."
We do a very good job addressing congestion with Blueprint 2000 and long range planning. We do a good job with vehicle transportation but need to stay ahead of it. Addressing old way of road system to address bike/ped. Don't have enough people using alternative modes.
There is a disparity depending on part of town you live in-based on socioeconomics. I live in the South part of Tallahassee and notice a lot of people depend on public transportation-lot to be desired in terms of mobility/options. There isn't a bus that goes near my children's school and it's a 15 minute walk; routes may want to be re-evaluated. Our agency focuses on employment and access to services; an improvement in transportation would help this, as well as many elements of the community.
Not great. I bike; there are no showers or bike racks here. There is a mentality for allowing this; needs improvement. Here, I tried to get this so that I could bike to work and it cost \$75,000 so we got creamed for it-commissioners wanting elaborate facilities-but we did it better the second time around and reused existing bathroom space.

Question NO. 4 - What new or improved mobility options would you like to see in the City and/or County?
Plan around mass transit. Facilities conveniently located and comfortable. No StarMetro buses pull up to parks (3-7pm on weekdays, there are hundreds of kids and families at ball parks for park and rec activities. Why don't buses stop there when this is supposedly a great place to raise a family?)
Better transit.
There's only so much you can do. People won't ride the bus unless it saves them time. Until it affects someone, it's not going to happen. Need to continue looking at roads. Need to continue to plan and implement. Traffic is not that bad. Need to ensure zoning is in place to ensure services (example of Publix on Bannerman Road). Planners identify where roads need to be improved and blame developers for building out. They REACT. Issue with how funds are dispersed in community.
They need money. Not going to flip around. Impact fee or mobility fee. Most folks in community don't want to pay for anything and will be politically rough but someone has to pay for it. Nodes: Bannerman. Peak hour and where you're located.
More sidewalks and bike paths in USA, outside of MMTD. Would like to explore options with StarMetro. Hard to plan with StarMetro because they don't come to our site plan meetings, don't have the funding, and aren't thinking as far into the future as we are. Wish there was more communication, though we are getting a new person at StarMetro so this may change.
Bike Share. Unsure if this will be successful. Transit system needs to be more open to bus pull-offs.
Whatever it is, it needs to have greater effort from awareness perspective on bikes/ped safety to share the road. The bus system could be improved, there could be more bike paths, and I would like to see some road closures.
Park and rides. More grant funding! Regional Transit isn't doable because taxpayers shouldn't pay for outside riders. Gadsden express is the only regional route. It's really successful but its \$1/trip so it doesn't pay for itself. Whose needs should we be serving? Tallahassee is very generous in providing for outer counties. Regional transit would only be possible with grant funding and even then, it would only help with startup. We work closely with commuters of North Florida (Jeff Holton) for carpools.
Technology-improving plus changing. Sidewalk program. Multiple funding sources. Safe and comfortable walk from downtown to cascades.
Fan of roundabouts. Midtown is crying for roundabouts.
Greater improvement on existing transportation network: looking at system as a whole rather than disjointed sections.
Be able to connect options. Connectivity. Especially bike and ped. Need to be careful where we put this.
No new. Tally is doing a good job with our size and money.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

More electric-hybrid charging stations and there should be incentives for developers or investments by the City to make this possible. Bicycle vendors: bike share programs. Work with property owners for places to set them up. Remove bike lockers. Homeless people just sleep in them and they become a safety issue.
Rapid Transit/small number of stops to get people Downtown and to Southwood (major employment centers). More flex time operating; encourage more off-peak hour driving. Express bus, uber, and autonomous vehicles.
Bike paths on Canopy Roads (bikers already use them and it's very dangerous). Could be rational improvements to county roads without ruining beauty-Blairstone is a great example of this. Roundabouts are great and I'm glad we're using more of those. There are some misplaced sidewalks in places that aren't necessary but not bad.
Improved/Expanded Flex-Routes. Put transportation into unincorporated areas. Especially Woodville and Wakulla County. An expanded bus or similar service.
Autonomous vehicles. More charge stations to encourage hybrid cars. Zip cars.
A zone to implement unique modes of transportation where experimentation with new tech will be encouraged (if feasible)-currently, there is a disparity of small projects but not deployed in a specific/comprehensive way.
Transit (more comprehensive), a trolley system downtown-continue to work on that, and behavioral changes: people complain but we don't have a traffic problem. We're spoiled.
Rule where you have to have sidewalks with new development regardless of location: sidewalks to nowhere-should instead use this money for more reasonable needs. All new roadways should have bike lanes though.
Better transit-shorter headways, better shelters, and more services.
Improved bike lanes. More public transit will be the best opportunity in the long run.
Infill development balance: realize people have impacts but encourage people to come downtown. Maybe money goes specifically to areas that need bike/ped: need to identify our exact needs. Don't have the capacity for this.
Bus. Intrastate air service (airport). Decentralization didn't work here because of the infrastructure we have. Would like to do this but infrastructure has to be improved with transit. Dial A Ride is probably getting higher usage because of this.
Based on my daily commute, bike lanes would be helpful-dangerous. Doesn't prevent people from riding but dangerous-probably a lot of accidents (especially on canopy roads). Need a way to make canopy roads bikable-Centerville and Miccosukee.
None. I think bike and ped focus is good. Not much in way of public transportation but I don't think it gets used/there's not a need. This is just my perception.
Extend possibility of transit in rural areas. Star metro options-centrally located super stops in these communities. Also, I like the Pedi-cab (cyclist pulls a cart of people-like at the football game). Carpooling would be good here. And selling the public transportation system (getting people to ride it). In Dallas, they have this really cool monorail (I believe it's called the Dallas Star) that goes everywhere you need. It probably wouldn't work here because we have a smaller population but if there is something innovative like that we could do here; even if it was only for the school year and legislative session; that would be great.
More robust bus system. Encourage workable bike/ped. More focus on public transportation, more urban infill with bike/ped access. Stick with a holistic Blueprint model. Bike, Ped, and road that are all desirable options. CRTPA recent changes may help coordination. Emphasize that public transportation is a good option for everyone; not just those that need to take it.
Public transportation. Better routes and times. Bus route is complex. Really taxing and confusing. When asked about rideshare, uber, and lyft subsidies: any new options would be great for the community. Would really make a difference.
Trails. Trailahassee-make more robust. Marketing: bring people from other cities here to use our trail system. Powerlines for bike/ped access-can we formalize this? Schools, parks, neighborhoods: connect these with trails. There are trails, just a matter of getting information about them out. Centerville will never put sidewalks on it; but there are powerline easements on either side-put trails on these. Talquin and City Electric would be receptive to this. Need a priority list of trails. There is a growing trend of walking places; emphasized by the place making campaign. Places like Midtown, Market Square, and Bannerman; Lafayette Park and Myers Park. Interconnectivity is needed but the trend is spreading.

Question NO. 5 - Describe the most important outcome, issue, or desire related to mobility? For example, safety.
1. Planning. Public in Southwood makes you drive. Don't have parking and driving problems in Tallahassee but other issues. Need to plan for/around mass transit. 2. Infrastructure. Need facilities to support services. Heat and rain-no bus shelter. Must provide shelter and make them comfortable. Infrastructure must make sense and it needs to be put around businesses.
Bike/Ped: Better connectivity. More robust system. Transit: Needs to meet needs of users.
People can get where they want to get in a reasonable amount of time. Not a safety issue. How many dollars of human hours and gas are wasted when you are stuck in traffic? Also, think of the carbon dioxide emitted into the air. Building brings other values besides money.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Incentivizing people to locate in urban areas; nodes or downtown. People located further out should pay more; especially in residential areas.
Want to move people, not necessarily cars. Transportation methodology is more advanced for cars, but this is evolving.
Safety; Roadway Capacity; Accessibility-options for everyone.
Safety.
1. Safety. We are trying to correct a lot of safety issues on our bus system right now. It's a huge issue because we have more children riding now with our Leon County Schools ride free program that was started one year ago. They must 48" or taller to ride without an adult but that's still very young and it's a lot of liability on us, that we are taking very seriously. It allows children of single parent homes to attend schools that are better than the one they are zoned for. It's pretty good at covering all of the schools in the city but not necessarily all of the neighborhoods. 2. Accessibility.
City of Tallahassee MOA-front end agreement. FSU is different, government and students should have to pay into it. Administration cost and funding improvements. Cost per mile. Cheaper. MOA-developers and sidewalk improvements.
Safety first. Second= ease of travel.
Ability to safely convey people and goods throughout our community in an efficient manner.
Having people discuss these rationally and listen to other viewpoints. Overall needs of community. Understand others.
Limit as much time as you have to in your vehicle. Less time travelled, convenience, safety, ease of use, travability.
Safety. Promoting and having safe options, not just talking about it.
Convenience. If we're going to get people out of cars, we need to get people to other places conveniently.
Mobility.
Economic Disparity-high poverty level. Equalizing opportunities for people who want jobs but don't have access to transit to get to jobs. Ending the cycle of poverty that is entrenched in a lack of access.
Better or fairer OR ELIMINATE concurrency system.
Convenience. Making it easier for people to use our different modes of transit. I want people to take transit. College students get it ON CAMPUS but it doesn't translate off of campus and I'm not sure why; maybe because it's not convenient.
Safety. Safe mobility. Need to go further in other routes than cars. New methods because we can't keep adding roads. Gaines Street: don't want to deal with back in parking. Couldn't figure out machine. I guess it's working out okay.
Giving people options-alternatives to a car that are reasonable and safe.
Less cars on the street.
Common sense: development will completely tear it up if it doesn't make sense to them. We can't say everyone will ride the bus, etc. We need to be real about expectations.
To be able to meet mobility needs of diverse population who live here. More dependence on bus. Commuter system to include surrounding counties eventually: SuperStops in outer counties.
Downtown: convenience. Congestion-ease of traveling 4:30-5:30pm. Traffic congestion is an issue.
Adequate roadway capacity for vehicular traffic-and we have that here.
Getting people to places they can receive health services, job training, education, etc. Access to services they need to get out of poverty cycle.
The Florida Transportation Plan states the Department's goals of: safety and security for residents, visitors, and businesses; agile, resilient and quality infrastructure; efficient and reliable mobility for people and freight; more transportation choices for people and freight; transportation solutions that support Florida's global economic competitiveness; transportation solutions that support quality places to live, learn, work, and play; and transportation solutions that support Florida's environment and conserve energy.
Balance: not everyone will give up cars. Need to balance options with a holistic area focus to allow walking. Diversifying options to allow choices based on needs/capabilities.
Convenience. Not to have to drive the bus all over town. Takes three buses from my house to the mall. I don't ride it regularly so it's also possible that I took a less convenient route, but that is what I figured out how to take.
Make community more walkable. People who drive everywhere need to understand the importance of walkability.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Question NO. 6 - How do you feel about the current traffic conditions in the City and/or County?
No parking/car/traffic problems. Mass transit. Can get everywhere in 35 minutes easily.
Okay. Definitely some improvement to be made. More investment coming inside "the circle" (Capital Circle), where recently it has all been along Capital Circle.
Not bad (see previous answer). Thomasville is the worst. Blairstone Road is a major resolve of traffic and mobility. It really works, not just dollar values. Canopy Roads: if we keep them, we have to pay for it (not just monetarily, but in terms of traffic). Meridian Road, Miccosukee, etc. Canopy roads are all at capacity. We have to pay with traffic in money because of this but we shouldn't be penalizing people who develop nearby, because it is not their fault that the City has prioritized canopy roads.
I don't think it's that bad. I spend a lot of time on roads, maybe takes 30 minutes to get to Killearn at rush hour but it's not that bad.
There is a big problem with congestion: the grid breaks down outside of the City. Canopy roads need to be protected but there is also a need to alleviate traffic. What level of congestion are you willing to put up with as a community? Some of this congestion is just going to have to be accepted in certain areas.
We're doing the best we can with the roadway system we have (hub and spoke is challenging). Honestly, concerns with some areas that are expected to see development on already constrained roads (Falls Chase). No idea of a significant improvement we can make in these situations.
I travel around the state so I think we're in good shape in comparison, but it's all relative and there are a lot more cars on the road. Speed limits should be addressed/slowed down.
People complain. It's not that bad, relatively speaking. Issues that everyone has but aren't that bad in Tallahassee. Dedicated lanes for buses would be helpful but it's probably not reasonable. Signal priority would be helpful as well. We would use it sparingly. There is an issue of buses on narrow roads like Tennessee Street (and soon to be Monroe Street). Bikers ride on roads that are dangerous (like Miccosukee, Tram, etc.)
Tennessee Street-use outside lane for multi-modal/sidewalk. Speed limit on Ocala to Monroe is an issue. Placemaking on North Monroe-shorter/slower-45mph per Gaines Street. People complain about traffic here but give it 30 minutes and it will clear up.
Widened Capital Circle, Mahan, Blountstown, Thomasville, etc. Today we are good but we were not in the '90s.
Pretty good. There is far worse elsewhere.
Could be improved. We've done reasonably well over time-could do better. Need to follow through on plans. Can't keep shifting priorities-FDOT is confused about this.
Except certain times of day, it's fine. Where are all these people going on Capital Circle in the middle of the day? Pretty easy to move around-except on Capital Circle.
Miserable when school is in-there is a large population in a small area.
Comparatively not bad. More problems come when there is an accident or a tree down.
It's heavy. Depends what time you're out and around. Lot of fender benders. Thomasville Road by Baptist Church/Art School is bad. Probably need an interior road here but that won't happen. Bike trails are great.
We have a magical guessing game. No turn signals are ever used here. Traffic is clunky in places but okay in a lot of others. Other places flow well.
Depends on where you are and time. Bannerman at AM and PM peak. NE is the worst. 90-Capital Circle and Welaunee-Capital Circle: will mirror 90-Capital Circle.
Maybe knowing school hours and traffic could help?
Need to set realistic standards: know the amount of time it should take to get from one place to the next.
Not bad. People complain but we don't have a traffic problem in comparison to other places.
It's ridiculous. Truck all day long-amount of time sitting in traffic.
Some places are ridiculous but it could be worse. Certain areas are worse at certain times.
Some of it is the fact that we should have had roads years ago. DOT, CRTPA, and the City were not on the same page and we lost a lot of funding.
In perspective, not bad (compared to other cities).
We're getting worse. I've been here my whole life and I don't see us getting back to as good as it used to be. In the 90s people complained about how bad traffic was and we improved it and now we are getting worse again but perspectives have changed so people don't complain as much.
Okay, It's gotten a lot worse the last couple of years-seems to be an increasing problem (maybe because of the population increase).

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Compared to other cities, we have it made. People get that here. We went to Nashville and want to make sure we don't get their urban infill traffic issues here.
Pretty fine with the exception of 30 minutes around rush hour. Not bad compared to other cities.
Overall, reasonable. Good. During rush hour, we get into trouble but not otherwise.
I think they're adequate. People have come to expect traffic jams in the morning and afternoon but can't design roadways for this one time when it won't be used the rest of the day.
Great about them from May to late August. The roads can more than handle the permanent population. But there are a lot of people involved in legislature and students who aren't paying all of taxes (huge population of temporary citizens) that utilize our roadways. -50-60,000 students + 8-10,000 lobbyists and legislatures = wear and tear on our streets. But the roads are more than adequate for our permanent residents.
The Department is not in a position to comment.
In general, people get frustrated but better than most other places. Hot spots but effective overall. Public perception: infill vs. expand USA-public conversation is needed. Where we have issues is on legacy roads because of how we developed. One road going out to NE: need to think more holistically. Need to address legacy roads.
Depends. Not a game weekend, pretty good. You live here long enough and you learn to accept that game day weekends will be worse.
Compared to other places, pretty blessed. Spots here and there. But overall, good.

Question NO. 7 - Do you ride a bicycle? If so, how do you feel about the current bicycle conditions?
Yes. Horrible. Parts are good-infrastructure. We do bike trails well. Planning is coming into play. Do really good off road/parks and rec. 5 points (Thomasville Road) bike lane just ends. We don't do enough for bicycle infrastructure.
No-off road. Adequate but in need of improvement. The CRTPA/City is looking into this now. Bike lanes are an issue on Tennessee: want to look at parallel facilities here because we can't put bike lanes on Tennessee.
Only at the gym/San Francisco. Bicycle offerings in Tallahassee are amazing. Trails are all over, from here to Saint Marks, etc.
No. But I do have friends who do and worked with a bike task force; their concern was, it is getting better in some places, but they want an app to show safest routes. They wanted bike lanes on Gaines Street but it didn't work with the engineer's plans. Bike lanes just end throughout town and there is no continuity.
Just around my neighborhood (Southwood). I feel like it's pretty dangerous outside of the neighborhood. I don't feel comfortable biking outside of the neighborhood.
Off-road. Use to do on-road/commuting. I feel our current bike systems are adequate compared to the bikers we have here.
Yes. (a Goldwyn). I think it's difficult for typical riders, and only adequate for expert bikers.
I did. Conditions could be improved.
All buses are equipped with bike racks. Looking at putting bike racks at new stop locations, but unsure if there is a need. Issue where only two bikes can fit on a bus at a time. We have no more issues than anyone else. Don't know if they'd use multiuse paths as bikers want the most direct route, just like cars.
Own a bicycle. Ridden some. Don't feel safe biking here. People's behavior driving here is awful for bike/ped. People are aggressive drivers.
I do not. But I think they are good. We've spent a lot of time and money on this.
Some. For recreation on roads. It's good but interconnectivity needs to be improved upon.
Recreationally. It's fine for me. I drive to use the trails and we have a great trail system that will continue to improve and expand.
No. Wish city would limit bicycle travel on certain roads on certain times of the day (Centerville, Meridian, etc.: 2 lane canopy roads are dangerous for bike lane sharing). Gas tax is used on bike lanes, sidewalks, and roadways but bicyclists don't pay this use tax. Spend a lot of money on bike lanes but we tax car owners.
No. I would but not here.
Yes. Do not ride it for commuting. Off-road for exercise/recreation. Because it's for fun, I don't want to deal with the anxiety of cars. There are bike trails for commuting in other cities that work well (Copenhagen).
Yes. Not in town, on trails. They're pretty good. In the West especially. I wish they'd finish the planned bike path out to the coast: Rails to Trails.
No. My husband used to commute to work on bike.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Just recreational (times three). Plenty of options.
No.
Yes. I would not ride on the road here. Law enforcement doesn't ticket bicyclists. Dangerous, especially near campus. Maybe an educational system would help.
No. Not in Tallahassee. I do know that there are a lot of roads that I would not feel safe biking on.
Yes. I don't commute as much as I'd like. I would if the path was better. Bike lane situation has a long way to go but I do bike for fitness.
Yes. Sometimes it's real scary, but I'll get on the sidewalk if I feel unsafe. We're trying to put our greenways master plan and bike master plan together to make connectivity better. There's a lack of community knowledge about what we have.
No. Except recreationally; I wouldn't trust myself with biking on the road.
No. not anymore for safety reasons. Road biking-too many close calls. Would if there were bike lanes. Trails are great-I would do that but just haven't.
Used to. Now I don't. But there are good facilities here.
Yes, in my community (out by Lake Talquin). Not in Tallahassee. We do a great job of providing facilities for bicyclists but not protecting them. The protection is something we need to work on. Trails are great; I especially love Lake Talquin and St. Marks.
The Department is not in a position to comment.
Not as much as I hope to-will in future. Options are good; trails are really good. I hear a lot about them: improving but awareness is an issue (but improving).
No. Depends on area. Where I live, few sidewalks, narrow roads, scary for the biker and the driver. Buffered lanes downtown would probably work. There is a disparity in the south side of town. Trails between the south and downtown would be good/helpful.
Yes. I feel safe but I'm a little different than the average person. City used to have a bike coordinator. Electric bikes could work here because of the hills and the heat. Capital Health Plan or the Hospital could be natural go to for funding this.

Question NO. 8 - Do you ride the bus in Tallahassee? Would you ride in an autonomous transit vehicle?
No. I would ride in an autonomous vehicle. But needs to be less than a mile from where I am located. This is still an infrastructure issue. I don't care who's driving or not driving, but I won't walk or bike a mile to catch a bus.
No, I don't ride the bus in Tallahassee. But I would ride an autonomous vehicle.
No, I don't ride the bus in Tallahassee. One of the two interviewees may ride an autonomous vehicle. The other will not: as we become more driverless, we are taking away lower end jobs. He would be okay with it if we could figure out how to take of the lower end employment issue.
No. Generally walk to work. Live near a lot of people who do ride the bus. Very few stops have cover. Could do a lot more to make it more convenient. In last month, the City changed the way the bus routes go. Don't know what more they could do-maybe like Gainesville. Two types of riders: we should focus on them and what they need. Capacity for concurrency should be used on transit through mobility fees.
I'd like to start riding the bus but I do not. I wouldn't mind riding an autonomous vehicle. In fact, this was talked about a couple years ago-having an autonomous vehicle lane along Tennessee Street. But Cherie/Merchant's Association had an issue and it essentially died really horribly in a public meeting.
No. I would ride an autonomous vehicle when all of the bugs are worked out. I would ride the bus if it were more convenient.
No. I used to ride the bus when I biked to commute (would bike to bus stop and put bike on bus). It would be hard for me to ride in an autonomous vehicle.
I have. I love the bus. Not what I expected; more pleasant of a ride (from Southwood). I would ride an autonomous transit vehicle. I'm all for them.
Yes, we ride the bus. We would ride an autonomous transit vehicle. I think it would scare a lot of people but it is coming. Personnel costs are the highest costs.
Transportation isn't a problem. It's pedestrian and urban core that need work.
Don't ride the bus but I have. I would ride in an autonomous vehicle.
No. For City/County functions, but it's not convenient for me. No to AV.
Rarely. I would ride an autonomous transit vehicle (when bugs are all worked out).
No and no.
No but I would ride an autonomous transit vehicle.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

No. But do take trolley every now and again. Autonomous vehicles: I figure safety concerns will shake out. If having autonomous vehicles made it convenient to use them, I would. Need a way to get neighborhood leaders out walking and using the bus. Transportation Challenge of sorts?
No. And no, I'd only ride an autonomous vehicle if it were on a rail. I think the trolleys here are great.
No, I don't ride the bus in Tallahassee. But I would ride an autonomous vehicle.
No. Test drove one and it was scary-if tech gets better, maybe.
No. Maybe. A shift to autonomous will lead to more commercial space and no parking.
No. But yes to autonomous.
No. But yes, if it was within a zone area as a quicker way to get around-like Downtown and Cascades, etc.
No. I've never rode the bus here. I don't think I'd ride an autonomous transit vehicle. It depends. Maybe if it were on a track because I don't think we're ready for it. I won't get in an autonomous bus or car but I will get on a monorail.
No. I would ride an autonomous vehicle and I'd like to see more park and rides.
No. I would not ride an autonomous vehicle.
No. I would ride an autonomous vehicle
No. Maybe; I'm not sure they are ready yet.
Not here. But I would potentially ride an autonomous transit vehicle.
I rode the bus in the past. I would ride an autonomous transit vehicle.
No. I would ride an autonomous vehicle
No. It's not convenient for me. Autonomous is yet TBD. I like control but I'd be open to it if it didn't freak me out.
No, I used to but don't anymore. I probably would not ride an autonomous transit vehicle because of control issues but I'm excited for it.
No. I would ride an autonomous transit vehicle. A circulator around neighborhoods, taking you out to dinner, etc. would be appealing.
No and no. I live out in the County on N. Meridian so it wouldn't be convenient for me. Maybe a park and ride would work, but honestly, I wouldn't use that either.
No and no.
The Department is not in a position to comment.
Not often. Possibly would take an autonomous transit vehicle. Uber and other options have helped a lot; and the trolley-rhythm bus. Especially at night.
Have ridden it but hope not to ride it again. I'm unsure about an autonomous transit vehicle.
Have, but only promotionally. I get the idea that it's not well ridden (only by poor and students). When gas got out of control, people complained about buses. Yes, I'd ride an AV in a heartbeat. The way cities and counties will develop because of these in the future is so different.

Question NO. 9 - Do you walk, jog, or run? If so, how do you feel about the current conditions?
Walk. Heat and safety issues. Live Oak Plantation Road has no sidewalks. Still an infrastructure issue. Should be implementing bikes and sidewalks in neighborhoods.
No. I walk on the greenway. There seems to be a decent amount of sidewalk coverage but it does need improvement.
Only at the gym/San Francisco. Multi-use trails, sidewalks, and greenways are all great here.
Yes. In favor of more stuff on sidewalks. I live in an older part of town. A month ago, the City painted crumbling sidewalks in florescent pink so that people would see them and not fall. But they didn't fix them. There is tension of where to put sidewalks but where there is a large contingency of people who need to walk, there should be a focused effort on sidewalks.
I do. I feel fine about that. There is an issue where they don't go through all the way (connectivity) but it's generally okay.
Yes. Pretty good. Current conditions are pretty good and the trails are nice.
Walk. Walking is pretty good. Will have a lot more sidewalks coming soon.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Yes, no, and no. 6th/Mitchell area: sidewalk stops; no pedestrian connectivity; whole Midtown/aged areas need new sidewalks and wider sidewalks. Sidewalk improvement is a driver for everything.
Lighting is spotty/trees versus walking. Signalization and count down is not always good. Disconnect route on sidewalks-Duval-need to fill sidewalk gaps. There is not a safe and comfortable walk between downtown and cascades. A lot of disconnected routes-specifically next to state buildings. Conflict between street trees, lights, fiber optic poles, etc. No room for sidewalks. City specs. Are terrible. Competing requirements of City departments that haven't been overlaid. Gas, light, electric, etc. This creates an issue for infrastructure. There are a lot of funding sources in TLC (DIA, Blueprint, etc.) but administration costs are probably higher than the funding. Lots of oak trees make a need to put street lights down low, which is more expensive. Light signalization is iffy and timelines are tight.
Walk. Very walkable city.
Walk. Rarely jog. Downtown connectivity is pretty good. Can be improvements for safety-crossing major thoroughfares. Residential areas need a lot of help with connectivity. Need greater effort to separate pedestrians from cars.
Occasionally. It's fine/good. Plenty of opportunities to do that here-for all levels.
In my neighborhood I feel fine. Walk my dog but not as a means of transportation.
All. Sidewalks are awful where they exist.
Mostly walk. They're okay. Safe enough. Try to do it in daylight hours.
Used to jog; plenty of places to jog in Tally. Plenty of places to walk. Could walk into town from Thomasville Road if I wanted to. Downtown walkability is great.
Walk. Good for me. I live in Midtown, where you can walk to a lot of places and there are mostly sidewalks.
Yes, and fine. (Times two).
Yes. It's okay. Bit of connectivity in Cascades/trail systems. Wish there were sidewalks on canopy roads/residential areas. Need reflectors on bikes at night.
Yes. There are no problems.
Yes. My neighborhood is not bad for that.
Yes. There are plenty of places to walk.
Runner. They're fine. I live downtown, run through cascades and neighborhoods.
Yes. My particular location: one side of the street has terrible asphalt path with tons of pot holes (midtown). Generally, downtown is good. Work is going in the right direction. But Thomasville Road is the worst; tons of pot holes.
Yes. We're pretty blessed to have the ability to walk here. Some areas have less but we are doing well. Blueprint2020 committed \$25 million to city sidewalks and \$25 million to county sidewalks. I think the city could use more of the money than the county but it was a political move to split it 50/50. This could potentially change. The city has also put an additional \$20 million toward sidewalks.
Yes. In my neighborhood. We have good infrastructure there.
Not really. If I run, it's usually on a trail. Pretty good, love the trails-they're very well maintained and wide.
Yes. The conditions are fine for what we have.
Yes. From my neighborhood, ample paths, trails, sidewalks, etc. Any experience is available in Tallahassee-there are a ton of amenities. Trails are great; I especially love Lake Talquin and St. Marks.
The Department is not in a position to comment.
Yes, walk. Many places are really good; still have legacy issues-neighborhoods developed without sidewalks. Old development doesn't feel as safe as new way of developing.
Jog-in Cascades. Not on the street. Prefer running in circles. Hadn't considered safety issues-my son runs up and down Adams Street and he's always been fine.
Yes. Okay. Much prefer to have trails than sidewalks. Cascades, St. Marks, can we pull more trails through? It could be better. Timberlane Road originally didn't have sidewalks-fixed this. Need a trail system connecting NE residents to other places-need a priority list. Good things: St. Marks, Sea Trail, Blueprint Trails, 10 mile trail on Bannerman, connecting Apalachee Regional Park with J. Alford Greenway and Lafayette-bike/walk park to park.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Question NO. 10 - Are there specific areas in the City and/or County that could serve as "mobility hubs," or areas where there is currently or there is potential for people to use multiple modes of transportation?
College Town is a great place to start. Madison Mile and Gaines Street. Some type of free trolley system should be implemented and the bus should be removed. This is part of the paradigm shift in terms of how people view the bus. Especially if there could be a trolley running down the median (don't need the wire and rail, but an open-air transit). College kids will take mass transit. Start with them and branch out. Lunchtime trolley that the city implemented was great but they didn't give it enough time to catch on.
Universities. Star Metro Super Stops are also a good place, but I'm not entirely sure if their placement is correct-don't know much about their locations. Malls could also work.
Canopy, Southwood, the new communities and new roadways that we are doing. All new roads have a multi-use trail. Trolley in Downtown (as long as it's consistent). Only works where there is intensity.
Off Bannerman; nodes; Mahan area just exploded; Welaunee; Killearn; North East: lot of traffic. South East: Focus on transit. North Monroe: people won't build because of concurrency.
County: not. Talk about Woodville (no sewers in place and this would cost \$60-\$70 million. Would like to do this but very difficult to afford) and Miccosukee (So far out and has a deep history). But both these areas have carve outs to make them actual little towns. Bradfordville has become more urbanized and has specific zoning and such. Fort Braden is too far out.
Falls Chase area potentially will be-could help solve the problems they are experiencing. Market District could be. Potentially South City. Downtown Area. Universities. South Wood.
Could do better at bringing people around downtown to then use non-automobile modes downtown.
1. Orange Avenue and Meridian. We are building a super stop here soon. Would like to have four super stops (one in each quadrant). Welaunee development is giving land for a super stop; would be good to include bike lockers and other facilities at bus super stops as there will be a ton of people out there soon. Buck lake and 90 maybe as well.
Midtown-only missing higher density residential-lot of ideas (underlying financial-credibility), Density-DMS, city Parking Decks, Parking spaces-bond issue, City is using CRA bonds to pay for public parking at Cascades development-wrap around to parking. Kleman plaza deterring people downtown. Parking garages: buy air rights and build housing on top. What can the market support though? More could be done at Kleman Plaza-issue of finding Kleman Plaza and declining maintenance.
Downtown. Midtown, Gaines, Cascades-connect with trolley.
CK Steele. Not a lot other than that.
Has to be studied further. Need to be careful on where these hubs are located and the community must accept them.
Don't think it would work in Tallahassee. With exception of state departments downtown and colleges, the population is spread out. Suburban community development that doesn't have the density for this.
FSU, TCC, FAMU, University Village, Ocala Corners, Midtown, Gaines Street, Challenger Center Downtown. There should be a ride share or SLUG lot in large areas but that may not work here because there isn't space for one.
Close to entrance of Killearn, near I-10; park and ride: don't know how well it's used. Midtown. Southwood.
C.K Steele Plaza; Uber has changed everything: increased traffic volume though.
There has been talk about doing that in the Killearn Area, in Killearn Lakes. It has been tried but takes a lot to get people out of their cars. Killearn Express bus didn't last.
Downtown and campuses; downtown and midtown (or combine this into one).
Gateway projects: make places and then link them.
Campus, Downtown, midtown: connecting "talent" locations.
Could work if downtown was denser and had one line connecting to equally dense place. The State is decompressing downtown to move to Southwood, Dole Conner (jail) and out NE: moving all state employees that don't support the executive branch out of downtown. We're on the edge of momentum, not sure if we're ready for it.
Capital Cascades, Collegetown, Midtown, Downtown, Killearn, Bannerman, Southwood, Fort Braden, Woodville, Buck Lake shopping center is next big boom, Welaunee is also next big boom, Tallahassee Mall, and Governor's Square Mall.
Collegetown, Downtown, and Capital area.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Yes. There have been a lot of proposal of many small areas but I think we should just focus on a couple to make them effective. Downtown somewhere and maybe somewhere in the NE/Capital Circle area. Wouldn't try to make a lot of smaller ones.
Maybe universities and places people conglomerate (midtown, Killearn, hospital, state buildings). Would need a study to determine these places.
Orange and Meridian (super stop future location), somewhere in the North also (additional super stop location), we're trying to focus on the south side a lot because they don't have cars and need alternative transportation. How do you connect workers in the south to jobs in the north? Woodville, Fort Braden-hub that could grow more and would serve as a great park and ride spot, Mahan Drive, Woodville, Jefferson, and Wakulla county residents: meeting spot to bus in all those who drive
Points of entry into the county: Jefferson-eastern end of Apalachee, Gadsden-Monroe Street, Wakulla-Crawfordville road. Where you could capture major commuting populations. Southwood, Welaunee, Apalachee PUD: Piney-Z.
NE: tremendous amount of us who commute Downtown. Capital Circle and Thomasville-we all pass through these areas on our way to work.
Not that I can think of.
Woodville community-only other incorporated municipality out west. The Woodville parks specifically; they are about three miles past where the buses stop now on Capital Circle and they serve as the community hub with the library and other services all located in one strip. Silver Lake Road/Getty Road area on Highway 27 W. East: Chaires cross road and 90. North: outside of Chalice High: a lot of housing development going on out there.
The Department is not in a position to comment.
Hubs are a great idea in general. SW Area: lots of sites-ways to look at Innovation Park (lots of employees), to see if they could get a bus, carpool, etc. and residents. NE: Could use a better bus system with mixed income and affordable housing.
C.K. Steele Plaza/transit station. Between Orange and Magnolia: Monroe Street shopping centers in south side could be a good spot. A lot of people walk and utilize multiple modes here.
Placemaking Districts: Market Square, Midtown, FSU, Bannerman, Lafayette Park, Myers Park (sidewalks, trails, etc.). Should start from the middle and go out: take areas near Downtown and go out to places like Market Square and connect them.

Question NO. 11 - Do you think the Multi-Modal Transportation District in the City is achieving its purpose?
No
N/A
Don't know about where it is located. Don't know how it will help me-the City talks about being multimodal to make people feel good about it but I don't believe the culture is here yet. Closer to campus is a good place to start. Only works if it is used. Only works when I don't have a place to park. Need a parking garage in Midtown. When people are forced to use multimodal transportation, it is an advantage. In Iran, they banned people from taking a car within a radius of the Downtown. This tactic can be used in certain areas if there is good alternative transportation within the area. Midtown/College Town/etc.
No.
I think so. Not being a city employee, I am not certain. But it appears so.
Got a lot of room for improvement. Needs to shrink-I think it's too large. Not specific enough on design standards. Corridor specific approach should be better integrated.
No. A lot has to do with growth in MMTD: how do we design buildings to better accommodate alternative modes of transportation?
No? Not sure of the purpose of the MMTD.
Kleman Plaza; City Hall-Mobility Hub. New Arena district-convention center. MMTD is advantageous to developers. There are none too little concurrency fees in the MMTD. Works for young people with smaller space and amenities. Land use issues with density and transit-you can't have both. Public infrastructure drives private investment.
Yes, but too broad-large.
It may be working to that. Improving. Don't know that it is working alone.
Partially. Still a black box-how into this and a lot of people don't know where the money is going. Having system is better than not having it. Better than nothing.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Yes (when you have a developer and city working together with the ability to make compromises. And it is achieving it in CRA and Gaines Street when developers are incentivized more than others: waiver of storm water fees, etc.-BIAS and INEQUITABLE). It is not achieving its purpose when the City fights with DOT because the wants and demands are divergent. Fails when signage issues (one of many examples) aren't taken into consideration. There is an issue with vehicle verse pedestrian: archaic signage rules won't promote development and won't conform to the MMTD. The City and developers don't compromise.
Wouldn't want to get rid of it because it's a relief from concurrency. We wouldn't be able to get development in those areas with fees.
Don't know what the MMTD is. Misguided in fact that they aren't requiring parking out front: AT&T and such on Magnolia. Provides no access to businesses and is extremely costly to developers.
Probably not. Could be better. Might be doing some good but I can't say that with confidence so big maybe.
No (times four). It's not possible to work in these low density places (Magnolia). Architectural form that looks walkable but people drive there-parking in back. People don't want to walk on this road. If we had better design standards that mimic culture of our community. LANDSCAPING. This community has a DAN for what it will do and you can't force it. There is an execution issue with the MMTD in the City-trying to apply plans that require density in mid-density area. MM < 2% of traffic. The MMTD is driving buildings to the road, guaranteeing that the road will never be widened; intentionally not allowing for lane expansion; legislating our way into transit but will take forever to get there.
I don't know. Show me the numbers.
Don't know where it is/can't comment on it. Not that used? Most people mostly drive there.
Making progress. Especially with sidewalk construction. Utility problems and conflicts with DOT that get in the way because corridor studies weren't done before it was implemented. Implementation problems create piecemeal development patterns. It has a great purpose and it looked better on paper. It would be more effective if it was a smaller area that was analyzed up front (corridor studies, etc.) and acknowledging development patten we want to see. A lot of utility issues prevent the things we envision from being physically possible and then DOT will only build an 8' sidewalk (we require 10') and people complain that it doesn't make sense and it makes us lose our credibility. There wasn't enough discussion with the community on trees and buffers and urban style before implementation either. People don't understand guidelines and complain about things such as West Tennessee Street, where there used to be a 20' road buffer of trees that can no longer exist and they don't like the new style out there.
Not that I can tell. From architect's perspective, they are trying to force building development (architectural gymnastics) on Magnolia and roads where it doesn't work. I appreciate what they are doing but it's not successful. Gaines street did well but no other roadways. I don't know how to make that urban feel work here.
From a physical form: yes. Still don't have enough mass transit to support it. The community doesn't see the value in transit and it's very costly.
May be too big. May want to concentrate it. Our habits are different.
Don't know about it.
I understand its purpose and that's what I have a problem with. It's a great concept to have buildings pushed forward and parking behind it but unless you live in Orlando (where it's flat), this doesn't work. If it were confined to the Downtown district that would work/be more practical. I have so many issues with it. I don't like the requirement to have bike lockers-homeless people use them and no one actually uses them for bikes-it's an inefficient use of space. On a new development we did on Park and Magnolia, we were forced to put stairs in to make the design work and it was difficult to construct.
The main purpose is bike/ped/transit promotion and the district lines major DOT roadways that are solely trying to move cars. This is counter-intuitive and the City doesn't even own any of these roadways so it doesn't make sense that they should try and regulate them. Further, the bus system is terrible, biking is dangerous, and it's hilly. Until the City of Tallahassee gets public transit that works properly, everyone will drive. I would love a walkable district but it has to be a destination and it has to be a place where everyone parks outside of the district and walks or takes public transit into it. I do see light rail being a viable option here-just like the trolley system in San Francisco because we have a similar topography. The bus is trashy and associated with poor people but it also takes too long. No one wants to wait an hour at the bus stop and then be driven all around town to get to where they are going. The MMTD is a case where they put the car before the horse. They just slapped it where it is without thinking about the necessary conditions that should have been there first.
Didn't know about the MMTD. Do not think I see bicycling happening in that area. Significant walking traffic though. Available to pedestrians for sure.
The Department is not in a position to comment.
No. It served us well at first. More of an academic overlay-need more flexibility (Magnolia Grove=example). Gaines Street = model that actually worked. Areas that are working well. FDOT Complete Streets Guidelines: S. Monroe is getting a lot of attention.
Yes. But I don't know if it's because there are alternatives. It might just be because there are so many students in this area.
Not sure I could articulate this. 90% in City's hands.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

The MMTD is too big and getting breaks. The MMTD is 18 square miles and requires 8-14 foot wide sidewalks but there isn't any ROW to do this. We could use eminent domain to widen sidewalks but the City is choosing not to. They include 50-60% of their concurrency/construction costs as ROW when it should only be 20-40% (in Tallahassee, staff are overcharging for ROW).

Question NO. 12 - How would you rate the integration of technology in Tallahassee's Transportation system?
I don't know. They have Wi-Fi and the app to track the bus routes. We don't run it. It is just keeping up with the times, rather than being innovative. All a City issue because they run the buses.
Very good. This is one of my pet projects. ITS Master Plan Update. Technology is where transit will get the most bang for its buck.
Light systems synchronization is pretty good. All I know about. I don't use transit enough to have an opinion. Tennessee Street/Gaines/Cascade are good places to start an underground metro. If there were a train from Killlearn, that would be good. Except that jobs aren't located in one spot. The way we live won't work with a train or metro.
Don't know enough about it.
They are.
Pretty good. Traffic Signal System: High on Technology. Greater use of roundabouts.
Pretty good. Not enough information to be more knowledgeable on the subject.
Having some internal technology issues and trying to negotiate a better system right now. Overall, really good in the City of Tallahassee.
Signalization issues. Technology integration is okay.
Not high on bus. But cars is no different than everywhere else.
Technology out there to do this (google, waves, etc.) but not necessarily from government. It's pretty good.
Very good. I'm biased because I was involved with writing the software for the signal system. But it could be better. There is a good partnership with DOT here and it's better than a lot of other places in the state.
Wouldn't. The only tech used is the I-phone telling you long it takes to get from point A to point B. Nothing to do with the City. Reactive. ITS-Signal prioritization is awful. Traffic light timing could be improved. (Thomasville and Capital Circle is bad. When Publix was built on Capital Circle NE near Market district, streetlight wasn't ever re-timed because it backs up. Need a few tweaks and updates.
DigiTally app is awesome but lots of quirks to work out. Heard the bus app is great but haven't used it. Signalization is great for emergency vehicles.
We are pretty far behind the curve.
Pretty good. Mainly about traffic light coordination. City does good job of staying on top of that. Would encourage the use of a yellow left turn arrow on many roads that could allow for better traffic flow (instead of no turning at all hours of the day).
We have technology? Minimal.
Do we have technology? Very low. Cameras on principle corridors. FSU is ahead of the City; with parking app and such. Having to use quarters for parking tolls is insane.
Parking meters should be on credit cards; not quarters.
Don't know what to compare it to but probably an F. Could be more technologically advanced. Signalization for crosswalks isn't great. When I think of tech, I think of communication and we don't have a lot of that. Other person thinks about data they are using to measure progress and isn't sure about that.
Light cameras were a bust. Light timing system exists. Flashing crosswalk. I think they're doing pretty good. That's not where our weakness is. Some lights go really fast though.
Taking good steps: StarMetro app. Don't have anything like larger communities with big electric signs and such but it's not applicable here because our traffic delays are not very long and it wouldn't help any.
Pretty good. I don't know much about it. Traffic flow is good. Red light cameras did more danger than good.
It's getting very good. Maps of bus that are active. On google maps you can see the roads that are closed. But these aren't all connected-there's a lot of technology available. It would be a good idea to combine all of our aps and information into one: roadway works, sewer, bus, bike, trails, etc.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Bus apps: don't do pings but show schedule changes. May want to explore real time indicators. More information could benefit people; like setting up reminder pings and professionalizing the app. It should make the bus look like a business, not a charity. Smart phones are pretty ubiquitous now so we should use them. People question our traffic signalization and I'm sure something could be done there. We haven't reached full tech. yet.
Far way to go on this front, from what I know about it.
On a scale of 1-10, I'd say an 8. It's pretty good here.
Amazed at what we're able to do with technology on roadways. I had the chance to tour the safety complex and was amazed at the tech and planning that goes into it. I think we are doing fine on that end.
The Department is not in a position to rate the integration of technology in Tallahassee's transportation system. However, the Department recognizes that the City/County has made a significant investment in the Regional Transportation Management System (RTMS). In addition, the Department supports the continued partnership with the RTMS operations.
Hawk Walks-Education-People are becoming aware. More pedestrian only tech can help in a lot of areas. Red light cameras: may have helped reduce some incidents but gone now. Planning data is more robust now than it used to be. Wi-Fi tracking of where people turned in Midtown Study was amazing. Round about might count as tech? People are understanding how to use them now. Traffic engineering included at CDA was great; and they work on signalization.
App is up to date and innovative. Fairly good on tech here.
Okay. Wi-Fi on buses? AV? Not sure in comparison to what's out there.

Question NO. 13 - How would you provide mobility for the expected population growth in the City and County?
Not my wheel house. I'm unincorporated and we don't have infrastructure. Carolina Oaks Voucher system relocated from intercity Tallahassee to unincorporated Leon County because that is where they could find affordable housing that they could use the vouchers on. But there aren't services and infrastructure out there which left teens stranded during the summer and led to an increase in Pedi-theft. The City needs to think more about where they are building affordable housing and infrastructure; we get requests to build affordable housing out there by a lot of developers because it is less expensive but there are so many services issues. City issue. Need to tie transit to land use.
Improve options. Land uses are separated right now. I don't know if you can get choice riders with this type of development.
Population growth will be on the north east side of town. (Welaunee, Canopy, etc.). This will be a problem when road dumps onto Capital Circle /Centerville. It almost needs a fly over road, which is something that needs to be thought of now.
Money. Create hubs. Land Use: DOT Smart Streets. Replace lights with roundabouts.
Need to be collecting more (traffic counts). County: counting is highly variable, do a ton one year and none the next. There needs to be a better connection between development and relationship to transportation. Volumes are lagging (from previous years, not up to date). Need a more user-friendly system that lay people can understand.
Wider sidewalks and a transit system that works better.
Improve bus system. (Reduce headways).
The population is surely less than the census says-there are a lot of transient populations. Look at future growth areas and plan for ridership. Population won't grow that drastically. Good to focus on growth within the City-will help with StarMetro provisions. We are lucky to be a slower growth area, but want to focus growth inside City limits.
Uber/Lyft, have to be able to keep up with technology.
Spoke system of Canopy roads: jump canopy roads and create roads parallel to them for traffic. Leave the canopy roads for bike and pedestrian traffic.
City: increase pedestrian and bus transportation opportunities. Far away from density needed to support rail. County: improve roadway network and stop protecting trees.
Look at all options. We've got priorities for this growth on the books/planned for. We need to keep moving along with these projects.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Widen roads, build on alternative roads. More proactive in knowing where growth will happen and what transportation they will take. Need to put transportation and land use together. Identify where there is land to build. The City, County, and planners need to look at growth patterns. Where is it going? Who is it going to? How will they get around? City and County put nothing aside for future growth. They tax citizens and business people for what they should have prepared for. Need a system that saves money/plans for growth; not to charge the citizens. There isn't any financial planning for future growth in Tallahassee and we need this. Gas tax should only be used on roadways; maybe set up an alternative system for other roadways. As development occurs, we should widen roadways to match. Need transparency-especially if we're going to add a tax/fee: communication. How do you show the people their tax is being used well? Blueprint style project list for gas tax. Need to do a better Job at communicating Federal and State Roads they are pursuing. DOT/Fed/State money transparency. Committee should be created to prioritize projects.
Issue with parking/population: Monorail: where is demand? Roads; step away from preservation of trees: need a good balance. Decide what to do with the trees.
Have to have different approaches for different communities. Have to keep students out of cars. Focus on major work hubs and those populations. Financial incentives for state employees to not drive.
Don't have an answer. They've done good job with Thomasville Road. It's taken way too long to finish Capital Circle and finishing that by the airport is very important.
Division of Elder Care Services is working on drawing retiring populations into Tallahassee. They examined the nursing homes here and realized that they are being built in isolation. There is nothing nearby the nursing homes for the residents to go to shop, dinner, movie, etc. Focus on providing for retirees; locate services near homes and or have a great bus system to alleviate issue of getting around.
There isn't much population growth expected. Not doing a good enough job projecting growth in corridors that are already near capacity. Behind car problems/resolutions. Traffic is based on where good... E/NE is where growth will happen because of schools: how to redirect growth (by improving other schools).
An older population is coming here with health issues and they have no way of getting around without cars. We need to do a village's concept. Seniors driving is a huge issue. Need an alternative to driving.
Have to plan for more mass transit. Eventually off-ground elevated rail will come up. New interchange.
Don't see us having densities to get beyond buses. If we could get more riders and connect the grid more that would be great. Maybe a limited light rail on FSU campus because it's getting larger and more linear (they've talked about implementing this on campus).
Zero emission buses are appropriate for now. Get more people on bikes and buses-move people closer to work. Density doesn't exist. Cultural issue here too.
Urbanize entire area. Have to have people to work together on alternatives, then we will get services. Mass transit that's convenient. If it were able to get people too many places, not just to and from work as well. Neighborhoods will complain but new wave is slowly transitioning and we have to be ready for it. Elderly communities are being built out where there are no services and there should be rules against this. Weems Road bi-passing Capital Circle.
Consider shoulders on major thoroughfares (like Tennessee). This would slow traffic down and be good for businesses. We need some form of light rail eventually (would make the super stops more effective by connecting them).
Not sure.
Make roadway capacity available-usually involves widening. Don't see people getting out of their cars here.
Where development is occurring: address that with developers and their role. More houses are wanting to be built than we can physically build. The Chamber and business community should also have a role where development is going. Need to look at the concurrency system as we develop North of I-10 and east of town.
Something in the middle of large bus system that won't work here, hubs, park and ride. I would love to see light rail to the coast. Not as optimistic about Amtrak. Need to focus on regional impact.
Renovation to streets: widening them, tweaking bus system-encourage more transit use, work closely with universities. The city could use transit as a selling point which will promote economic development and benefit our community in numerous ways.
Trails. Make it difficult for people to move too far out. If people want to move far out, they will have to accept a lack of services. Educate people on this.
Focus on intersections instead of improving capacity/widening roads. Look at if its access management or something else, instead of just widening.

Question NO. 14 - What would be the top roadway or intersection improvement that should be included in a mobility plan for Tallahassee/ Leon County?

Another City of Tallahassee question. But depending on which side of the City you are coming from: Thomasville and Capital Circle (NE), Monroe/Adams, Apalachee/Mahan, and one other that I couldn't write down.

ITS. Thomasville Road Interchange. Capital Circle.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Capital Circle and Centerville Road: flyover around Centerville-get rid of light. Mahan and Capital Circle (will get worse on Mahan-also suggest flyover). I10 and Welaunee interchange will remove cars from Thomasville. Should make a way to get from I-10 to back of Killearn.
Capital Circle and Mahan. Thomasville Road. Downtown (Parking could be better and there could be better signage and more spots). People don't know back roads but I don't think traffic is a big deal/issue.
Capital Circle and Tennessee Street is number one-horrible. Woodville Highway needs work but we can only afford intersection improvements. A lot of residential commuters in Wakulla County-an issue because housing is cheaper there and there is only one or two routes to get back and forth. Bannerman: we're redoing portions of this. Buck Lake Road is bad because the subdivision came before the comprehensive plan and it is backlogged.
Mahan/Capital Circle (flyover).
1. Capital Circle NE and Blairstone/Welaunee Boulevard. Thomasville-I-10 is going to be a HUGE issue with upcoming development. 2. 5-points (Thomasville and Meridian).
Killearn/Thomasville. Tennessee Street between Ocala and Monroe and Monroe from I10 to Tennessee (all the way down) slow down our buses a lot. There is an issue with our voice on road diets that can't accommodate bus widths.
All about rethinking urban core. Wider sidewalks. Better bike lanes. Transit improvements. Intersection connectors but no new widening or roadways. Calhoun South on Crawfordville: fixing now. Almost exclusively need to make more multi-modal improvements. Downtown is not conducive to 18 hour downtown. Duval Bridging Downtown and Midtown. Rethink how people get around. Tennessee: not against closing outside lanes. Can't widen it, can't change flow. Give more to the sidewalk. Slow speed limit down. Ocala-Monroe is an issue. Monroe: N Stretch. Placemaking. Ped. Friendly and aesthetically pleasing. Shouldn't have to maintain 45 mph through downtown. Gaines=successful experiment. Behavior changes. People will find different routes.
Roundabout at four points in Midtown.
Centerville/Meridian: increase capacity. Maybe Miccosukee but don't travel on this enough to know. Bannerman Road improvements (ongoing). Pedestrian Bridge on Monroe Street worked well.
(1) Capital Circle/US 90-absolute worst. (2) Capital Circle/Welaunee/Centerville-this is bad now and is going to continue to get worse. A lot of people are probably saying the Thomasville Road Interchange but I don't think that is as bad as these bottlenecks.
Widen Mahan Drive past I-10. Jump Canopy on Meridian and add a new N-S road. Thomasville Road and 7th Avenue intersection. Meridian! Centerville: maybe add parallel road here. There are a lot of outdated roadways in Tallahassee. Need to reconsider canopy roads. Bannerman Crossing. Could offer more transit/improve traffic on Tennessee.
Tennessee Street. Maclay Road. Intersection of 7th and Thomasville (5 points). Pensacola from Stadium to TCC needs more pedestrian accessibility. Bellevue Way: Aden to homeless shelter needs to be underground stormwater and put in sidewalks-no sidewalk or bike lane but huge ditch. Back up parking doesn't work and there is a huge issue in neighborhoods with drainage ditches in the place of sidewalks. Archaic.
Rest of Capital Circle improvements by Airport (maybe in the works?). Need to focus on ride sharing/transit from Wakulla County: high safety issues. There are major improvements being made to Thomasville Road by the State; we can't keep expanding roadways because we don't have any room. There have been a lot of plans but no implementation.
Thomasville Road and 7th. Capital Circle and Blairstone. But I don't know what you could do to either one to improve them.
Tennessee Street. Thomasville Road. I'd like to see more roundabouts because people are getting used to them and they're great, but I don't have any specific intersections in mind.
Thomasville. 90-Capital Circle. Welaunee-Capital Circle. 5 points. Would like to see more roundabouts.
Pedestrian safety needs to be increased on all major 4-lane roads (like Monroe and Tennessee). But there isn't much we can do here. Monroe and Orange. Tennessee and Franklin. Any large intersection downtown. Especially dangerous for pedestrians.
(1) Crawfordville highway should be ranked highest for area and hurricane evacuation route. For me, #1 is Woodville highway. Should focus on evacuation routes (can get DOT money), the spider web on capital circle and Thomasville, Orange Avenue, Springhill Road. Inward and the southern part of the county are nightmares-all of the money is currently going to the north. Welaunee interchange will be huge help to Thomasville issue.
Mahan and Capital Circle: so much growth in East -we've talked about doing a grade separation here. Any intersection on Tennessee Street for safety purposes-Tennessee and Macomb is probably worst (most accidents occur here).
Re-route traffic around midtown: limited access roadway. No trucks or deliveries around all businesses. Or low volume traffic. Would help encourage the development and pedestrian flow they want to happen here. People may not like it but it would create a great place. 5 points: Meridian, Thomasville, and 7th Avenue intersection.
All of 2020 blueprint sales tax projects are good. All of our priority list. Can't think of any that aren't on these lists.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Have to figure out how to make major roads pedestrian friendly (chirps, no right turns, etc.) so that pedestrians can cross safely. Need to analyze how to make crossing more safe.
Capital Circle and Mahan is definitely number one.
Timberlane Road just North of I-10. Stretch going west from Thomasville Road. Bannerman-capacity isn't available in the PM.
Roadways on campus and roads for commuters coming into city to work. The route from west Tallahassee to downtown is complicated; especially since Pensacola Street has been closed for construction. Complete Capital Circle to Woodville Highway; the FSU Gateway Project. Anything to improve road safety, I will support. Most of the roads I can think of are already planned to be fixed.
Legacy Roads/Arteries: SW Trans. Area: Orange Avenue, Lake Bradford (Study); gateway district. N. Monroe. S. Monroe. Tharpe. Williams and Old St. Augustine Intersection: lots of questions and accidents. Local areas: Midtown (walkability/expansion). Welaunee, Shamrock, and Thornton Road: If we want to protect canopy roads, need to address this.
I take a lot of side streets. Can't think of any one that is consistently bad. Actually, 5 points on Thomasville is always awful. I avoid that intersection because it confuses me and many other drivers.
Bannerman is number 1. It's in the transportation plan, just a matter of how fast we can do this. Thomasville. Monroe.
Bannerman: roundabout? Mahan: grade separation needed, but people stopped it. Capital Circle. Centerville-creative solutions needed. We've talked about a lot of these but nothing has ever been done. Like CDD-condemnation of eminent domain to put in sidewalks.

Question NO. 15 - What would be a top pedestrian, bicycle, and transit improvement that should be included in a mobility plan for Tallahassee/Leon County?
Start with campuses and campus housing and then work your way out. Immediate and direct impact. Have presidents of schools ban cars from freshmen.
Completely integrate the bicycle network. Transit-I don't know. Do improvements at CK Steele improve mobility? Ped-completion of greenway maybe?
I think we do a great job with it. Any areas around campus: Pensacola and Tennessee: improvements to existing facilities.
Ped: Sidewalks; need to focus on repairing old ones. Bike: Steve VanCore (Bike Advocate); Elizabeth Davenport (FAM). Connect bike lanes. Ask bikers where safe places are. Schools and downtown areas. Instead of sidewalks, do as wide a trail as possible to accommodate multiple modes and create a more comfortable experience. Refugees are locating out on Apalachee creating more biking and transit ridership out there. Canopy Roads are not bikable but they would be nice to bike on. It's cheaper to make a large bike/ped trail then a sidewalk.
Transit: need more in county. Perhaps an agreement. Need to make buses more attractive to folks. Bike, ped, and transit: fine in the MMTD, don't know what particular projects are programmed for in the concurrency fees of the MMTD.
Overhead crosswalks (no specific locations), bus pull offs.
Ped: bring more attention to intersections where cars turn right. DOT could put extra lights on pedestrian crossings at night. Bike: more lanes. Bus: more buses. Getting 12-15 new buses soon; need to reduce headways.
Combination of infrastructure amenities: sidewalks and super stops connectivity.
TOD/TND. Overlays: Gaines Street style plan. Suburbs to urban code.
Continuation of Trolley.
Ped: where do people walk in grass? Connectivity of residential areas to commercial and other uses. Don't have to widen roads to improve things. Bus: don't what issues there are but there aren't a lot of people who ride. There is an issue. Personally, it is not convenient for me. Capital Circle: what not to do with driveways.
Connectivity study is needed first. We need to continue capital city to seas trails project because this will spur economic development to help pay for others.
Just roads. Safety stand point must be number one. Limit bicycles on certain roads at certain times. Issue with density.
Increasing public safety will promote alternative modes of transportation. We need massive bike improvements: follow through on Moving Tallahassee Plan. Transit should include a bike-share program. Concurrency and increased development should tie into an increase in police force and control. No cops were added with an increase in population and addition of a homeless shelter to this side of town-super negative impact on perception of safety and crime. Need bike lanes on this side of town. Need to make railroad path safer: more maintenance and patrolling. There should be bike lanes for students that are separate from the cars. Bike over passes and bridges: Tennessee Street, Dewey, Basin, and Woodward (like the one on Monroe). Why are we putting money where we are? The bike/ped bridge over Monroe was receiving significantly less traffic than the area around the campuses.
Wide, safe bike lanes from student housing to campuses. Have to be wide and separated from vehicle traffic. Having safe ways to cross: recognizing high pedestrian traffic needs even if there isn't an intersection (like the blinkers in Midtown).

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Bike and Ped: Canopy Roads: walking and biking trails-hugely expensive and controversial. Transit: Maybe smaller buses running more frequently. Don't know if that is cost prohibitive.
Buses need to be cooler to ride (which is getting better). Need to sexy them up. Marketing could help. We're rocking along on our bike-ped-transit improvements. But the temperature is also an issue with promoting bike and ped networks.
Consistency and understanding network (connectivity).
Combining tech and networking with system/community.
Hodge podge of paths. Rails to trails. Need to focus on big tickets: downtown to cascades to etc.: network of impressive trails.
Convenience with transit and usability. Remind bikers to obey traffic laws.
All new construction should have bike lanes. Retrofit existing roads. Bus stops at Walmart on Tennessee Street-need bus to go to county line.
Transit: starting to focus more on urban area: we should do more on corridors. Previously, StarMetro was focusing on decentralization and now they are focusing on the urban core and this is good. Sidewalks on Centerville went over really well (canopy road). A lot of people walk out there early in the morning and it's hard to see them. Bike and Ped is all about recreation right now and we need to focus more on safety.
Bike path continued (stops at Waverly hills)-continue to town and midtown. Thomasville and Monroe: more bike and ped improvements.
Mass transit: straight shot from outside of town to downtown and it needs to go until 7pm (convenient for me to use it to get to and from work). FAMU trail has opened the way-an impressive amount of people use these things; more than most realize.
Didn't get to this answer.
Not sure. Maybe in Weems Community-lots of homes and the opportunity to walk to Costco, Tom Brown, etc.
Efficient, clean, regular transit facility. A trolley system-short, linear distance to Downtown. Don't have a good grid for transportation.
Pensacola Street and White Drive. There are no crosswalks because there isn't the car traffic to support a light but they relocated the homeless shelter on Pensacola and this is a significant issue on all fronts. This is the most crowded road in terms of pedestrian traffic (Pensacola) because the shelter solicits tons of people out on the road 24-7. This has caused crime, safety, drug, human, and all kinds of issues. And before they fix it, someone will be killed on that roadway. This is an issue for the people that are out there, as well as those who prey on them.
Hubs-getting more efficient transportation system. Lot of pedestrian issues are being addressed already.
South Tallahassee: more sidewalks, wider streets, buffered bike lanes. South City by the public housing development has no curbs, small roads with people parked on the side, bus stops in the road, and the road just drops off into a ditch. This really needs to be addressed. Putnam: East of Monroe is barely wide enough for anything. Bicyclists and Pedestrians and people waiting for buses have to alternate between being in the road and being in a ditch.
Bannerman. Centerville: use powerline easements to make trails.
We are so far behind in sidewalks. We have had sidewalk requirements since 1988 (Should have started these earlier) and we need strong staff to implement these. An AV costs \$250,000-\$300,000 and can run all day long, be accessed by an app, more reasonable cost for transit-would be more attractive for private development.

Question NO. 16 - What methods would you like to see explored to pay for transportation infrastructure and services?
I don't know. Universities could help out a lot. In Baton Rouge, they charge a \$25 fee during football weekends for people to park/drive within a certain perimeter of the university (municipal impact fee). Increase gas taxes? Add impact fees? Strengthen concurrency to be effective? We're the cheapest place to live, do business, etc. We don't pay state income tax, have limited business taxes, no impact taxes, adding sidewalks in lieu of putting sidewalks in front of your development is cheaper for developers...we need to get creative with transportation funding. Everything is on the table.
Impact Fee/ Mobility Fee.
Sales tax, method that spreads the cost to the whole community. Remove last in payment. No other services work like transportation concurrency and it is not fair. Toll road (would warm up to this if we had to) if it provides value to me. There should be a limit on the fees that can be charged. Private-public partnerships. An additional one cent sales tax from BluePrint (could split with schools). Blue Print > City running these fees.
Mobility fee. Impact fee. The Ad Valorem Taxes here are very low in comparison to the rest of the state but people still complain about them.
Mobility fee concept. Issue is political. It's hard to sell to those who live far out. We can do it but need to do a lot of public outreach. Commissioners (some) would support.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Mobility fee. More permitting fees for maintenance of traffic, etc. Some constant flow of funding coming in not dependent on gas/sales tax. A utility fee on users to pay for infrastructure, not only for the developers to pay.
Increase gas tax. Should work like a percentage of the cost of gasoline going to transit.
All methods. Doing a lot of private sector (universities) negotiations to alleviate tax payers. Federal Transit Administration: a lot of transit money goes to rail; which we don't have. Unsure but maybe public-private partnerships.
Want transparency. Wouldn't mind a mobility fee if it gives me something. TOD overlays-relax standards. Wouldn't mind a fee system if there were advantages such as transit. Uber/Lyft lanes. 19 square miles MMTD. Zip car lanes are going into Cascades development. Not going to work in the suburbs. Amazon lockers. Planning for FedEx trucks.
Sales tax and DOT funding.
Property taxes State tax for transportation. Opposed to tax increase for transportation. Work with the funding mechanisms that are already in place.
Mobility Fees. Gas Tax. Sales Tax.
Savings account: plan ahead. Gas tax: increase? No transparency to see if this is effective and where money is going. Need to see planned growth. BluePrint needs to do a better job of gauging overall impacts of projects and which are most needed. Maybe create a transparent project list that gas tax will be used towards.
Penny Sales Tax. Already have the highest millage in the State? Charter with other cities? This is the largest community of exempt projects: churches, government, federal, and state facilities. There should be something they have to contribute to transportation. This creates a huge disparity and we need to put something into exemptions to make them pay for transportation, safety, etc.
Better if we spread the pain more thinly. Never makes sense to place burden on last one in. Though legislation has tried to prevent that from happening, we don't do it that well. Politically, it makes sense to charge new development...we have the same issue with school concurrency. Developers don't understand why they didn't have to pay for their first development and then had to pay with their second.
Increase gas tax. Statewide and nationwide. Eisenhower did this with the interstate and it was fine. I don't think it's an issue, even if we added \$0.20 to the gas tax; the demand would not go away.
Have to make an argument that it will help to pay taxes. User fees have to be incorporated at some level. See if the voters would approve: have to show benefits to everyone. May have an extra 0.5% sales tax available (1% to blueprint and 0.5% to schools, and we're allowed to have 2%). This has to be really thought out.
Used to be a tax-funding mechanism to pay for transportation. Evaluate cost to implement system where. Mobility fee is basically an impact fee. Capital expenditure. Can't spend this on operating and maintenance for bus. Determine deficit, how would we make up deficit? Base line of information to get alternative county. Marion County lowered impact fee over a broad base so it was less painful. Mobility fee: concern: easy way back to mobility fee system. Last 0.5% sales tax may have to be on health care. Impact fees: dependent on building and district. Repealed because of home builders. How much has been average collection of concurrency? Project that to see what money we're working with. Issue in Alachua county: capital being collected for operations on bus system.
More fuel efficient cars will lower gas taxes. Tire tax (not tracking your car but reflective of miles driven). Oil change per mileage? TOO DIFFICULT. This would become a statewide issue and would difficult to enforce. I don't like the idea of tolls or tracking vehicles. I'm willing to entertain mobility fee but don't know the merits of it.
*DOT: need to work better with DOT and Blueprint to get money/projects we all want. City and County need to pay some-common goal/merging. Need a better way to charge those coming in to visit and work. But our gas and sales tax are already high.
Something more predictable on the development side: impact fee. Easy to calculate up front and don't have uncertainty. Credits that planners like could be integrated into a fee system but this counters the point of having a system in the first place. Need to have a fee system that charges different fees in different areas. Maybe not implement fees at all. We don't collect that much in concurrency fees anyways and this could be highlighted as a way to promote development. We could pay through existing revenues or other means because concurrency doesn't pay for itself.
Don't burden property owners. Should be on vehicle drivers or a fair split.
Mobility fee is key. It's simple, plain, everyone can understand it, and it gives us the ability to control growth. How you spend mobility fees will be key: have to sell this. Maybe it should be community driven-maybe like MOA but should have ability to make changes when necessary. Having the ability to adjust on the run. Accountability and transparency is really important. The community won't get involved unless you knock on their door. Cannot get people interested in the comprehensive plan amendment meetings we're having now. But they will come and complain after the amendments are passed. We need a way to reach the community. I would approve of a Blueprint approach; it was approved by 65% of our residents.
Everyone pays. People want to see paying for transportation prioritized with their tax dollars. People want to see improvements. Jointly funded by taxation, our budget, and developers paying. We can't subsidize it entirely.
1 cent sales tax like Blueprint is a good option-seems to work well and is supported.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Gas tax is very appropriate. Blueprint has done a good job-has the ability to manage that type of project whereas the city and county public works does not have that capacity.
Concurrency and what its value is. Lean on development community to do their part. Gas tax wouldn't be voted on by me-we would need a lot of documentation on what would be generated to support that. I would need a lot of research to show why a mobility fee would work. It was discussed in 2016 and never made it past discussion because of a staunch distaste by the citizens and myself. We tax our citizens a lot and can't add anything else to their plate.
The Department is not in a position to comment.
List of projects-Penny Sales tax is really good. Must maintain penny sales tax. Making an impact fee-some structure that looks at commercial and residential development that is fairer. This community will invest in itself (shown by gas tax increase, penny sales tax) and people understand this.
Penny tax increase to fund. Penny tax on fast food. Tax on football games: creative tax that people can't see. If you do it in a way that doesn't impact them extremely or that they can choose to avoid (like fast food or football games), it will be passed.
Increase in gas tax (what I'm really about but most people won't be); an option where you 'pay as you go.' Concurrency of some sort is going to be necessary to make development pay in some way. Impact fees aren't really fair. Should include incentives for urban development and for providing alternative transportation infrastructure.
As long as fee is amenable. If a lot of developers are external now, fee may be approved. Local developers and builders are the ones in opposition. City aggregation for concurrency just changed in September (29th): it's now more retroactive and reasonable/fair. There is an issue with including the cost of transit here, like's Jonathan's ideas and private-public focused process. Right now, developers don't get credit for making operational improvements. Need staff that is willing to make decisions that allow negotiation if you're going to use this system. Some of them are good/very well rounded but staff need to be empowered to make decisions if it is not going to be a "look up" approach. I always look at Osceola's fee as an example and it is higher there than here. A mobility fee would probably be higher but the current system is not good and it's harder. Developers just want to know what fee will be going into the project-this is the biggest problem. But if the costs will be higher, it won't work. It's hard to say what a good solution is. Now, we collect all this money and don't spend it. The Tallahassee Mall paid \$800,000 in impact fees and got it back because it wasn't spent in 5 years. SBZ: money for Bannerman-owner gave the County the ROW in 2013 and the County said they didn't have enough money to widen the road but I found \$2 million in their bank for this. We persuaded the county to do this. There is still money left afterward because we only spent about \$1.4 million Right now, there is about \$2 million in the City's budget. Leon County's impact fee was a problem because local people can't compete with big developers. Studies on trip generation were used to find it but the County Board ended up killing it. I don't do concurrency evaluation anymore because the City and County do it for developers, I just go into dispute over it. The process is cumbersome. Mainly local folks complain that it's high (for single family and commercial development). PF Changs won't come here because they heard the fees are horrible. We need a streamlined trip-trip system that improves access management and fixes intersection operation. Need someone who is separate in charge of making mobility improvements because the City/County can't handle it. Don't like to put money toward transit because it isn't used. No one spends the money in the City/County so multimodal things could be done. Need a more multimodal application that is creative; not standard.

Question NO. 17 - Are there any additional comments that you feel are relevant to this study?

Wanted to know who was funding the study. MSTU (municipal sales tax) instead of property tax- we are becoming less reliant on ad valorem tax and more on MSTU.
No.
Want us to try and figure out how much development is paying for itself. On Canopy (residential project), FSU did a study over the life of a project to determine how much it was bringing in. Also want to know if Mobility Fees are working where they have been implemented. Concurrency penalizes people who want to buy homes. We pass the fee to home buyers. Thomasville Road homes-new residents have to pay more for new homes. Same with school concurrency. Penalty. Have gone to City hall but need more fair method to pay for roads, like Blue print. So those who use roads pay for it. The fees are so high, nobody can build here. Culture and need for public transit in Tallahassee. Problem: it takes too long to build/fix problems. Maybe try staggering the end of the work day to limit traffic (since there are so many state and local agencies downtown, this is very doable). It would remove peak hours and they talked about doing this here many years ago but it never happened. Ban driving downtown after a certain hour.
What they currently have is really hurting economic development. Blueprint was created as a way to allow for more roadway developments but it is only voting for certain roads. Not much success in providing for greater capture rates; part of the problem is DOT but the Southwood Capture would have been greater if services were located on the other side of the road. Maybe new so not retrofitting older. People like walking/biking if they have the ability to do so. Concurrency exception areas. Tallahassee is not creative in allowing alternative funding options. Need to include transit funding.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

SBZ=triage. Not working well. Just getting more congested. QRS=engine for concurrency calculations, GNE=model viewer for concurrency. Model is run by Ryan Guffey (county) and Heather (City). The model determines whether or not the development trips a segment. City and County overlap but do things a little differently. County only charges for mitigation in the peak direction but the City charges for both directions. The City charges \$6.5 million per lane mile but the County is variable. The County decides price based on facility: If it is a state road, they charge the DOT cost estimate. If it is a county road, they call public works to determine the approximate cost of repair. This all goes into the proportionate share methodology. The City vs County physical differences influence cost as well (County has more drainage issues which makes it more expensive). The County does an annual report every January or February on Concurrency: The Concurrency Management Annual Report. ITIN and CTAN are variables that determine thresholds (generally 1% and 3%). Reach out to Artie White and Lynn Barr about bike information. On CMS (concurrency tables): red highlighting means roads are critically deficient, orange highlighting means they are failing, and yellow highlighting means they are concerning to Ryan G but not actual anything. There were two planners before Ryan G that set up the concurrency. Tim Allen (deceased) was the original creator.
Don't know if the City/County has a great formal plan for future planning. We should reach out to those who will oppose a mobility fee now to prevent them from jumping in opposition toward the end of the project.
Marketing of transportation system > park and ride doesn't work. Park and ride at target that worked when gas was expensive and then died down. Free lunchtime trolley was successful but may not be economically feasible. The bus system is currently set up for those who need it and students. All campus routes circulate, which isn't super convenient. Doing more work on improving bus shelters.
PM Ped hour traffic exodus. Crawfordville: four lane widening. Tree mitigation. Coverage 95%. City has improved greatly but regulators first, builders second. Leon County is worse. Design works helps but is eh-don't like design works. Looking at CRTPA planned roads, seems excessive and very expensive. Over accommodating development. Urban code and Gaines Street plans are different-Gaines Street was allowed by right and the City still hasn't changed their codes to match. It took years to bypass public and commission issues. What are they doing on Blairstone?? It's really expensive. And Tram Road-there is no new development there. Weems Road and Tharpe Street. Infrastructure is one size fits all by the city code and this is an issue. If you build more than 90% impervious, there is a heavy fee (separate from storm water). Tree mitigation is an issue outside of the MMTD. Still have to pay for the MMTD. WMD City Storm water conflict in storm water development. Variance protect. Truck route bypass. Blairstone Road. Lake Bradford/Spring Hill-widen road. Tram Road. William Road-Lincoln High School. City resolution versus promoters (us vs. them). Facilitators vs. Regulators-active frontage-side setback. As built. Gaines Street. City Utility conflicts, city infrastructure and accountability. Trees/sidewalk conflicts. Utility conflicts. Madison Street. Street trees and utilities. No central accountability with city infrastructure-multiple contractors with public works. Blueprint is the only reason we are getting DOT money in TLC.
To protect LOS of networks, greater adherence to standards and less giving in to political pressure from developers or property owners: comprising network. Capital Circle was created as a bypass but now it has so many commercial spaces that it has ruined bypass ability.
We need to see DOT as a partner, rather than an adversary.
Don't like the word mobility. Need to call it what it is (transportation): need something that means something to everyone. Need to have developer input on what projects are approved-need to accommodate some of their traffic. Take better care of our money and how you spend it. Don't be arbitrary. Need to know where money (gas tax) is going. Need to show community where it's going. Proactive. Involved in impact fee system and it's still unknown where that money is and where it went. From the business community, where is the money going?
There is an issue with discrimination on forcing a traffic analysis: developments on Gaines Street/within the CRA receive more incentives. Need to evaluate where and why we are putting money into certain areas. Who are we serving?
Other places do it better. It's about investments and marketing. We need to think ahead: autonomous vehicles and those implications.
Big selling point: need to make it equitable. Want to encourage reasonable and wise growth so don't want it to come off as punishment. But citizens need to pay for it.
Make sure Jonathan knows we have a baseline. Want to know capital we are trying to secure on an annual basis. Must include LU. Some people will be very resistant to a mobility fee (those who don't currently pay concurrency). The Grove on Magnolia: half of project is in the incentive zone and the other is outside of it. Not using credits in places near them. Directing dollars out to edge of city. Staff-driven, nerdy, techy system that commissioners don't understand -too complex and too complicated. Decisions are being delegated too far down the line of staff. They are charging for deficiencies; they charge more the worse the backlog gets. More work force housing is in Wakulla than TLC because of the cost to develop here. We're becoming a bedroom community and we should do a park and ride there. Concurrency misses this population. The planning department is creating policy making objectives that disconnect with the city's goals > short-lived ideas that don't fit here. "Flavor of the day" from planning conferences. Don't start and finish one thing. Examples of this include the Tennessee lane closure idea, converting the Civic Center lane into a bike lane, and canopy roads: want residential and non-residential on Welaunee Boulevard.
Blueprint is working with Ghazvini on roadway in Welaunee. Impact fees were huge here. You should get on the bus and talk to the riders.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Should put storm systems in ditches and build roads/sidewalks on top of these on canopy roads: super expensive though. Builders expect to pay some user fee but it's so expensive here that it is pushing development away. Need to build big enough to start with, rather than expand later. City and County have not gotten along with DOT. Really far behind compared to our district and state. It takes forever to get things done here. Need to speed up process. Stop talking-just do it. Antiquated system-no one asks DOT to fix roads. We are on a waiting spell: Leon County gets about 4% of DOT funding; at least we have a list now but it needs to be worked out. Woodville, Orange, Crawfordville, and Capital Circle: DOT would have paid for ten years ago but CRTPA had only bike lanes and roundabouts on their list-which didn't involve urban capacity projects (which is what DOT wants to fund). This issue with DOT funding led to CRTPA previous leader resigning. Greg Slay is here now and he just needs to get going on improving this. The city and county need to have joint goals but they hate the term 'consolidation.' Woodville isn't growing well because of concurrency issues.
We want to develop responsibly and be known as a community that develops responsibly. The process should be fast, efficient, and fair-we want our community to be known for having this kind of system rather than a long, insane process.
New folks are getting drowned out by the old folks (in terms of complaints/visions) and the new folks give up earlier (Myers Park example). We need to reach out to the younger group. We need to plan for the younger people as well because this is who we will be providing this for.
I've been working with the FSU engineering school for grants-we just secured one to monitor pollution at intersections (for \$5 million maybe). A lot of smart cities grants are being submitted and this involves a proposal to put in small monitors tied to traffic counts and other data. Bulk of my environmental work is in contamination (MS4, municipal sewer, and swale). Growth Management handles bioswales and such. The Brownfields Program on Gaines Street and 300 properties on S. Monroe corridor have secured over \$200 million in federal funds and just secured another \$300,000 from EPA. Doesn't preclude us from using funds in other areas but haven't had developers interested in this (See Brownfields Maps).
Lafayette Street design-build: really good example of a mobility project that worked. Indian Head acres-City is doing something there too. Great that we're reaching out to private sector and this is really important (our outreach list).
Ox Bottom Road just had 400 homes approved to be built and there is an issue with school, traffic, and congestion capacities. The citizens are fighting this and there are projects like this all over our city. We have a dynamic community and a unique opportunity (problem) to address traffic in the Fall and Spring. Can't overbuild; infrastructure is adequate but could use improvements of course. We do a good job of providing roads and services.
We don't think regionally enough. From economic development of transportation, all are going to be regional. Would be in our interest to focus more regionally. Ways of looking at shared benefits/partnerships with other counties. Need to talk more about the shared benefit because outer communities do not like to think of themselves as reliant/subservient to Leon County/Tallahassee.
This has been really enlightening. Glad to know you are addressing the issue of multiple modes of transportation in Tallahassee.
Tallahassee is getting better but we have a long way to go. How do you fix things like Monroe? Need to keep expanding our trail network; this is a quality of life issue and a huge draw for population. It is low cost and large benefit. Mahan and Capital Circle are good examples of roadways.
Costs and list of projects=big concern. Putting in Planner's dreams of 18ft sidewalks will astronomically increase fees. Would love to look at project trip generation in phase 2. Like idea of including all funding mechanisms. Jonathan's approach sounds good. I like the option for developers to build improvements and get credits. You may want to talk to more external developers. How many developers are internal or external? Not a lot of local developers doing as much; most are external; and external would like a mobility fee but internal would not. There are probably 4 community development districts: CenterPoint, Welaunee, Southwood, and Fallschase. CDD could get the right to make eminent domain to give developers the right to use eminent domain. It's better to work with developers. I would like to see a trip characteristics study/counts. You should talk to Russel Price (Rusty) from NEBA. He was involved in the impact fee study; he may be more negative about the old impact fee. Take into account reasonable assumption of funded projects planned already to reduce a mobility fee (sales tax, gas tax, DOT funding). A list of real improvements is better than a big project (Wouldn't develop improvements until all of costs/fees are collected: Bannerman because \$2/40 million was collected, even though something could be done for \$2 million). Would like to actually see improvements being made to the roads.
There should be an alternative that considers no concurrency because we are a slow growth area and need to spur development. Lower LOS on the edges would discourage sprawl. We need to evaluate this alternative-limiting growth by not providing a good LOS. How do you assess needs? Look at LOS standards here-may be out of context/can be lowered. MPO issue with needs assessment. Plan must speed outcomes and be Tallahassee-focused. Blueprint isn't the answer to all of our issues but it works here-this needs to be creative. Need value proposition to every constituency-cogent, straight forward, action. Neighborhoods push back on infill development. This can't be prohibitive to development; need better link between fee and solution. Backwards approach to determine fee needs (look at what we collect through concurrency and try to generate that). Affordable and has benefit and is fair; scalable. Negotiating fee complaints-don't want fee to be debatable. Want to do bike and ped in certain urban areas but not trolleys or unrealistic ideals; focus on environment. County has been pushing for a mobility fee since 2011. Guiding principles for chamber of commerce.

Table 15 - Notes & Responses to Stakeholder Survey (cont.)

Question NO. 18 - Would you like to be involved in a steering committee for this project?
No. This is a city issue. I would recommend the best and most informed be on the steering committee. If you wanted some county commissioners, I would recommend the two at large county commissioners: Nick Maddox and Lindley.
Yes.
Yes and Yes. Very interested in this issue.
Yes.
Yes. Absolutely.
Yes. And Yes, if it becomes a mobility fee.
Yes. I'd love to be. I serve on the Bike and Ped Council.
No, no, and yes.
Two yeses.
No
Sure.
Sure.
Sure.
Yes. NEBA for sure.
Sure.
Yes.
I don't think that I'm qualified.
I don' know. Pretty buried in things right now. Definite maybe.
Chamber, yes. Number of representatives will be determined based on stakeholder committee size.
Yes.
Yes. Growth Management definitely wants a representative but who it is will depend on the scope (whether it will be more technical or opinion based).
No. I'm too stretched.
Yes. Well I don't know. I wouldn't mind because I'm so familiar with this but I have little time and it may not be in the best idea because of my position and involvement of approving final plan. I'd be interested in it but don't know that I should be involved in formulating the plan.
Didn't get to this question.
I don't think so only because of my lack of information on this subject.
Yes.
With my limited knowledge of system, probably effective at evaluating but I wouldn't think there's a lot of mitigating. There is not a lot of data and analysis done; it's a relatively new system.
It would depend on time commitment-but maybe. If you need more opinions, etc.
The Department is always willing to assist and provide input regarding to state transportation facilities and operations within the Tallahassee and Leon County.
Sure. This is something really important to me.
Yes.
Yes. I'd be happy to but I am gone a lot so you may not want me.
I would love to be. I want to try and help.

Table 16 summarizes the results of quantifiable answers. It is important to note that not all of these questions were answered by every stakeholder and thus the numbers vary. The subsequent tables 17 -21 represent the responses received and provide a ranked summary of transportation infrastructure improvements.

Table 16 - Survey Responses Summary

Number 1: Do you think that the current concurrency system is an effective tool for evaluating the traffic impact of new development and redevelopment and establishing required mitigation?			
Yes	No	Unsure	
2	14	16	

Number 3: How do you feel about the current availability of mobility options in the City and/or County?		
Good	Bad	Average
12	6	8

Number 6: How do you feel about the current traffic conditions in the City and/or County?		
Good	Bad	Average
8	9	9

Number 7: Do you ride a bicycle? If so, how do you feel about the current bicycle conditions?		
Good	Bad	Average
4	3	6

Number 8, Part 1: Do you ride the bus in Tallahassee?	
Yes	No
4	30

Number 8, Part 2: Would you ride in an autonomous transit vehicle?		
Yes	No	Maybe
21	7	5

Number 9: Do you walk, jog, or run? If so, how do you feel about the current conditions?		
Good	Bad	Average
5	4	3

Number 12: How would you rate the integration of technology in Tallahassee's Transportation system?			
Good	Bad	Average	Unsure
6	1	2	2

Table 17 - Stakeholders' Suggestions for Bicycle and Pedestrian Improvements

Suggestion	Number of Stakeholders Who Made Suggestion
Integrated Bike-Ped-Transit	8
More Bike Lanes	6
Trails	6
Integrated Bike Network	4
Universities	4
More Buses	3
Canopy Roads	2
Extend Bus into the County	2
Improve Bus Perception	2
Increase Public Safety	2
Overhead Crosswalks	2
Pedestrian Crossing Lights	2
Student Housing	2
Trolley	2
Bannerman	1
Bus Pull-Offs	1
Centerville	1
Downtown	1
Limit Bicycles on Roads at Times	1
Pensacola Street	1
South Tallahassee	1
SuperStop Connectivity	1
TOD/TND Overlays	1
Weems Community	1

Table 18 - Stakeholders' Suggestions for Roadway Improvements

Suggestion	Number of Stakeholders Who Made Suggestion
Thomasville Road	8
5 Points (Thomasville and Meridian)	7
Mahan and Capital Circle	7
Tennessee (Ocala to Monroe)	6
Thomasville and Capital Circle NE	6
Capital Circle NE and Blairstone/Welaunee	4
Pedestrian Crossing	4
Bannerman	3
Downtown	3
Monroe and Orange	3
Blueprint List	2
Capital Circle and Centerville	2
Centerville/Meridian	2
Mahan Road (Past I-10)	2
Monroe	2
Woodville Highway	2
Apalachee/Mahan	1
Capital Circle and Tennessee	1
Crawfordville Highway	1
Maclay Road	1
Meridian	1
Monroe (I-10 to Tennessee)	1
Monroe/Adams	1
Pensacola (Stadium to TCC)	1
Shamrock	1
Springhill Road	1
Tennessee and Franklin	1
Tharpe	1
Thornton Road	1
Welaunee	1
Williams and Old Saint Augustine	1

Table 19 - Stakeholders' Suggestions for Mobility Hub Locations

Suggestion	Number of Stakeholders Who Made Suggestion
Downtown	12
Midtown	9
Universities	7
Southwood	6
Collegetown	5
Killearn	5
North East Tallahassee	5
South East Tallahassee	5
Welaunee	5
C.K. Steele	4
Woodville	4
Bannerman	3
Cascades	3
Fort Braden	3
StarMetro SuperStops	3
Buck Lake and 90	2
Mahan	2
Malls	2
Market District 2	2
State Buildings	2
Apalachee PUD	1
Bradfordville	1
Canopy	1
Chaires and 90	1
Falls Chase	1
Gateway Projects	1
Hospital	1
Lafayette Park	1
Meyers Park	1
Nodes	1
North Monroe	1
Piney-Z	1
Points of Entry into the County	1
Silver Lake Road and Getty Road	1
South Tallahassee	1
South West Tallahassee	1

Table 20 - Stakeholders' Suggestions for Providing for Population Growth

Suggestion	Number of Stakeholders Who Made Suggestion
Better Transit	7
Balance Alternative Modes of Transportation	5
Limited/Light/Mono-Rail	5
Trails	3
Widen Roads	3
Combine Transportation and Land Use	2
De-Incentivize Driving	2
Hubs	2
Increase Pedestrian Opportunities	2
Inside City Limits	2
Location of Nursing Homes	2
North East Tallahassee	2
Plan Ahead	2
Affordable Housing Sites	1
Build Alternative Roads	1
Canopy Roads	1
DOT Smart Streets	1
Intersections	1
New Interchange	1
Redirect Growth by Improving Schools	1
Roundabouts	1
Shoulders on Major Thoroughfares	1
Uber/Lyft	1
Urbanization	1
Wider Sidewalks	1

Table 21 - Stakeholders' Suggestions for Improved Transportation Options

Stakeholder's Suggestions for Improved Transportation Options	
Suggestion	Number of Stakeholders Who Made Suggestion
Better/More Transit	11
More Bike and Ped	8
Connectivity	3
Plan Around Mass Transit	3
Secure Funding	3
Autonomous Vehicles	2
Bike Paths on Canopy Roads	2
Bike Share	2
Electric-Hybrid Charging Systems	2
Encourage Infill	2
Roundabouts	2
Trails	2
Bus Pull-Offs	1
Carpool	1
Ensure Zoning is in Place for Services	1
Improve Technology	1
More Bus Shelters	1
Park and Rides	1
Pedi-Cab	1
Rapid Transit	1
Remove Bike Lockers	1
Remove "Sidewalks to Nowhere"	1
Road Closures	1
Uber	1
Zip Cars	1
Zone to Test New Modes of Transportation	1

Community Outreach Survey

Table 22 summarizes the results of the community survey that was presented to community members at a two-part charrette workshop on November 2, 2017 and a presentation at a Network of Entrepreneurs and Business Advocates (NEBA) meeting on November 28, 2017. It is important to note that not all of these questions were answered by every respondent and thus the numbers vary.

Table 22 - Responses to Community Survey

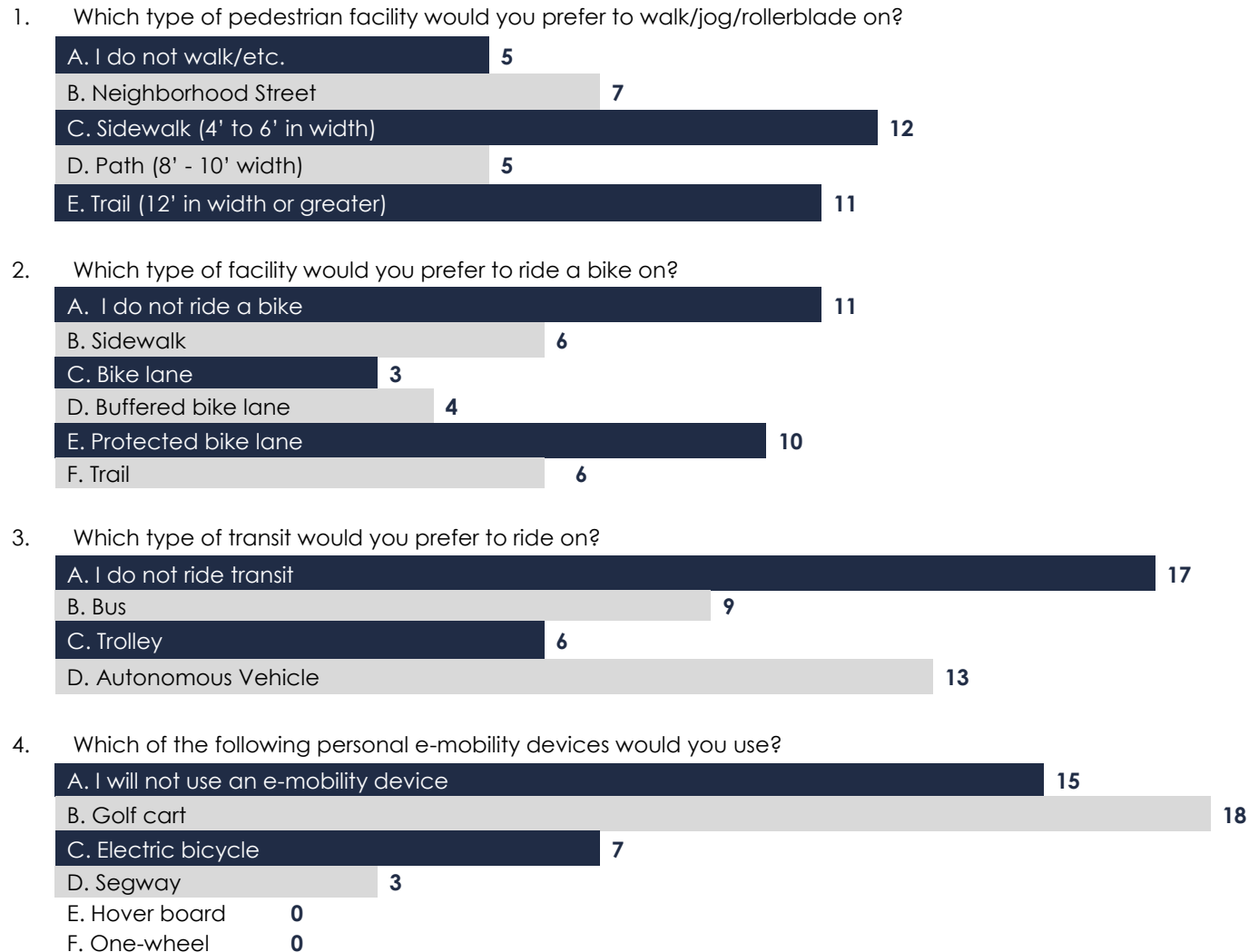
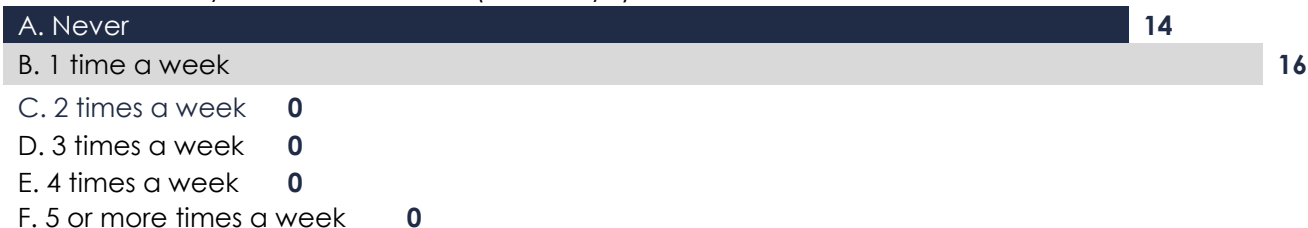
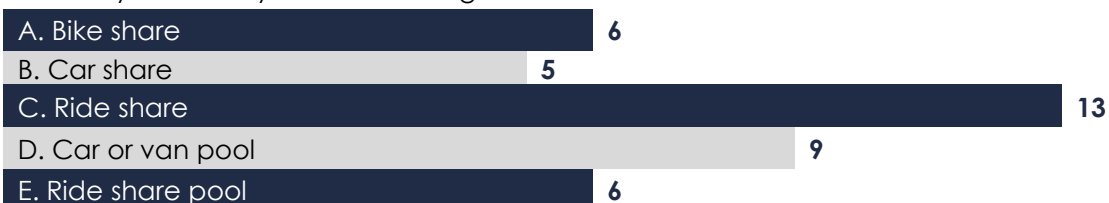


Table 22 - Responses to Community Survey (cont.)

5. How often do you use a ride share (uber or lyft) service?



6. Would you use any of the following services?



7. Which type of road improvements should be prioritized?

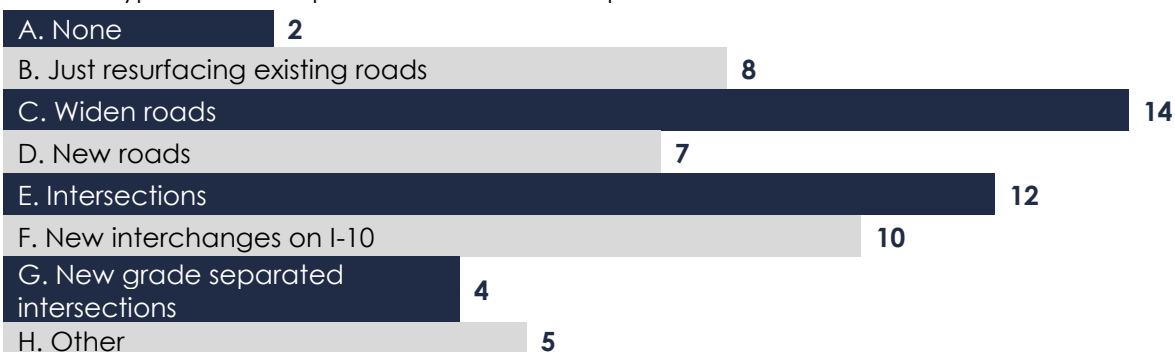
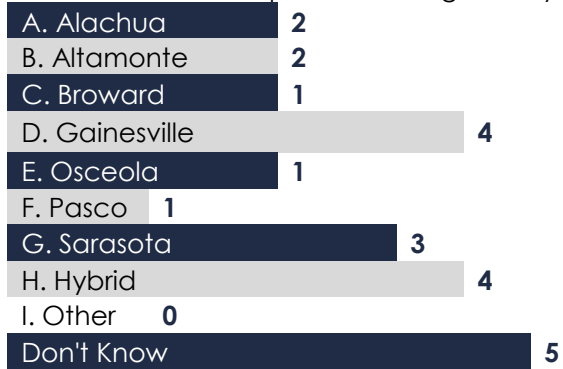
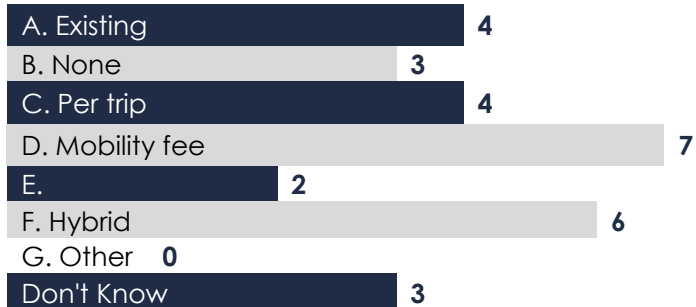


Table 22 - Responses to Community Survey

8. Should any of these mobility models serve as a guide to develop a Leon County/Tallahassee specific alternative transportation mitigation system?



9. Which types of transportation mitigation systems do you prefer?



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APPENDIX E - SUMMARY OF RESOURCES

- ◇ 2018-2022 CRTPA Priority Project List (2017)
- ◇ 2018-2027 Broward County Transit Development Plan (2017)
- ◇ 6th Avenue Pedestrian Enhancements, CRTPA (2013)
- ◇ Airport Gateway: Springhill Road and Lake Bradford Road, Blueprint (2017)
- ◇ Alachua County Mobility Fee (2011)
- ◇ Alachua County Mobility Plan (2010)
- ◇ Altamonte Springs Mobility Fee and Technical Report (2015)
- ◇ Annual Federally Obligated Project List, FDOT (2016)
- ◇ Bicycle and Pedestrian Master Plan, Renaissance Planning Group (2004)
- ◇ Bike Route System, Blueprint (2017)
- ◇ Blueprint 2000, Monthly Budget Report (2017)
- ◇ Capital Cascades Sector Plan, Tallahassee-Leon County Planning Department (2005)
- ◇ Capital Circle Southwest, Blueprint (2017)
- ◇ City of Jacksonville Mobility Plan (2011)
- ◇ City of Jacksonville 2030 Multimodal Transportation Study (2011)
- ◇ City of Tallahassee Budget (2017)
- ◇ City of Tallahassee Concurrency Management System Policy & Procedures Manual, City of Tallahassee Growth Management (2011)
- ◇ City of Tallahassee, Leon County, & Florida Department of Transportation Memorandum of Agreement (MOA) (2009)
- ◇ County Roadway Function Classification Maps (2010)
- ◇ CRA Downtown Reconnaissance & Strategic Assessment (2013)
- ◇ CRTPA Connections 2040 Regional Mobility Plan (LRTP), Kimley Horn (2016)
- ◇ CRTPA FY 2016 Budget (2016)
- ◇ CRTPA FY 2017-2021 Transportation Improvement Program (2017)
- ◇ CRTPA Moving Tallahassee Cars Optional Plan (2012)
- ◇ CRTPA Regional Transit Study, HDR (2010)
- ◇ CRTPA Trails Master Plan (2011)
- ◇ CRTPA Transit Development Plan, Nelson\Nygaard Consulting Associates, Inc. (2015)
- ◇ CRTPA Unified Work Plan (2017)
- ◇ FDOT Tennessee Street Traffic Mobility and Alternatives Study (2014)
- ◇ Florida A&M Entry Points, Blueprint (2017)
- ◇ Florida Statutes (2017)
- ◇ Greenways Master Plan, Tallahassee-Leon County Planning Department (2015)
- ◇ Lake Bradford Sector Plan, Tallahassee-Leon County Planning Department (2000)
- ◇ Lake Lafayette and St. Marks Regional Linear Park, Blueprint (2017)
- ◇ Leon County Annual Report (2016)
- ◇ Leon County Budget (2016)
- ◇ Leon County Budget (2017)
- ◇ Leon County Charter (2010)
- ◇ Leon County Concurrency Management Policies & Procedures Manual (2006)
- ◇ Leon County FY 2015-2016 Annual Performance & Financial Report (2016)
- ◇ Leon County Strategic Plan 2017-2021 (2017)

- ◇ Livable Infrastructure for Everyone, Blueprint (2017)
- ◇ Multimodal Transportation District (MMTD) Plan, Tallahassee-Leon County Planning Department (2008)
- ◇ Monroe-Adams Corridor Action Plan, Tallahassee-Leon County Planning Department (2011)
- ◇ Notheast Connector Corridor, Blueprint (2017)
- ◇ Northeast Gateway: Welaunee Critical Plan Regional Infrastructure, Blueprint (2017)
- ◇ North Monroe Gateway, Blueprint (2017)
- ◇ Northwest Connector Corridor, Blueprint (2017)
- ◇ Office of Economic Vitality
- ◇ Orange Avenue/Meridian Road Placemaking, Blueprint (2017)
- ◇ Orange Avenue Widening, Blueprint (2017)
- ◇ Osceola County Mobility Fee Technical Memorandum (2015)
- ◇ Osceola County Mobility Plan and Mobility Fee (2015)
- ◇ Penny Sales Tax List of Projects, Blueprint (2017)
- ◇ Sarasota County Mobility Plan and Fee Technical Report (2015)
- ◇ Sarasota County Mobility Plan and Mobility Fee (2015)
- ◇ Sarasota County Road Impact Fee Update (2014)
- ◇ South Monroe Sector Plan, Tallahassee-Leon County Planning Department (2003)
- ◇ Southside Area Comprehensive Report, Tallahassee-Leon County Planning Department (2016)
- ◇ Southside Gateway Enrichment, Blueprint (2017)
- ◇ StarMetro Enhancements, Blueprint (2017)
- ◇ Tallahassee Democrat
- ◇ Tallahassee-Leon County Comprehensive Plan (2017)
- ◇ TLCGIS
- ◇ United States Census (2017)
- ◇ Westside Student Corridor Gateway, Blueprint (2017)
- ◇ Woodville Highway Corridor Master Plan, Kimley Horn and Atkins (2011)
- ◇ Year 2035 Livable Community Reinvestment Plan, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (2010)



ALTERNATIVE MOBILITY FUNDING SYSTEM STUDY OVERVIEW

In 2017, the City of Tallahassee and Leon County jointly funded an Alternative Mobility Funding Systems Study (AMFSS) to review and recommend alternative mobility funding systems to replace the current transportation concurrency system.

An evaluation of the following seven Florida communities with an adopted alternative mobility funding systems was undertaken: Alachua County; Altamonte Springs; Broward County; City of Jacksonville; Gainesville; Osceola County; and Sarasota County.

The AMFSS consisted of a comprehensive review and analysis of the following: (1) current transportation concurrency system; (2) assessment of existing conditions; (3) review of land use and development patterns; (4) availability of funding sources; and (5) projected growth and future travel demand.

The AMFSS also held numerous stakeholder meetings and engaged the community to solicit feedback on current conditions, challenges, and opportunities. The primary feedback received was as follows: (1) traffic is largely an AM and PM peak hour issue; (2) an expanded trail network is a top priority; (3) expansion of star metro transit was not as big of a priority; (4) intersections are the primary location where improvements are needed; (5) there was a willingness to try autonomous microtransit vehicle (AMTV) circulators between neighborhoods, employment, retail, and restaurants; (6) ride-hailing services (e.g. Uber and Lyft) will likely continue to grow in use; and (7) there is a desire for more restaurants, cafes, and shops near neighborhoods.

The following are six options identified in the AMFSS: (1) eliminate transportation concurrency; (2) keep the current system in place; (3) road impact fees; (4) per person trip or per vehicle trip fees; (5) mobility fees; or (6) tiered mobility fees or tiered mobility mitigation.

Based on public outreach efforts, a comprehensive review of existing conditions, current plans, future projections, and a thorough analysis of communities with alternative mobility funding systems, it is recommended that the most appropriate Alternative Mobility Funding System for Leon County and the City of Tallahassee would be a Tiered Mobility Fee (TMF) to accomplish the following: (1) provide personal mobility, (2) meet the dual rational nexus and rough proportionality tests, and (3) replace the existing transportation concurrency system. A Tiered Mobility Fee (TMF) will be based first based upon one or more mobility plans, which provide a planning benefit beyond just the basis for a mobility fee. The mobility plans will establish requirements for evaluating quality of service (QOS) and level of service (LOS) standards to plan for improvements needed to accommodate new growth.

TMF system could consist of the following three tiers for mobility plans and fees: **(Tier I)** the Multimodal Transportation District (MMTD), **(Tier II)** inside Capital Circle or inside the Urban Service Area, and **(Tier III)** either outside Capital Circle or outside the Urban Service Area. The net impact of the TMF may result in lower fees within Tier I, higher fees within Tier II, and the highest fee for Tier III where there is a greater need for new and wider collector and arterial roads. The three tiers would be further refined during the next phase of the AMFSS.



ALTERNATIVE MOBILITY FUNDING SYSTEM STUDY OVERVIEW

The following are the unique features that could be incorporated in each mobility plan for the three tiers to proactively identify for multimodal improvements, versus reactively regulating development under the current transportation concurrency system, and provide the basis for a potential mobility fee:

TIER I (MMTD)

- Prioritize trails and protected bike lanes;
- Enhance landscape, streetscape, and lighting;
- Emphasize visible and safe crosswalks;
- Explore new mobility technology;
- Establish a multimodal quality of service (QOS) standard;
- No roadway LOS standard;
- Roadway improvements that enhance the grid network;
- Intersection improvements with enhanced pedestrian and bicycle facilities; and
- Promote Trail Oriented Development (TrODs) and mixed-use areas.

TIER II (Inside Capital Circle or Inside the Urban Service Area)

- Include collector and minor arterial road projects;
- Include intersection improvements;
- Establish areawide roadway level LOS standards;
- Emphasize pedestrian and bicycle improvements, and technology;
- Establish multimodal QOS standards;
- Plan for TrODs and mixed use areas; and
- Support infill and redevelopment.

TIER III (Outside Capital Circle or Outside the Urban Service Area)

- Include collector and arterial road projects;
- Provide for intersection improvements;
- Establish areawide roadway LOS standards;
- Support connectivity and mixed-use;
- Provide pedestrian and bicycle improvements as part of Complete Streets;
- Consider multimodal QOS standards; and
- Plan for greater use of golf carts for mobility;

A TMF, based on one or more adopted mobility plans, would provide a revenue source to fund the improvements identified in mobility plans such as trails, bike lanes, new mobility technologies, intersection, and road improvements. It is also recommended that a greater emphasis be placed on public/private partnerships to engage the private sector in construction of multimodal improvements and building mixed-use developments with the density and intensity needed to support multimodal transportation.

MOBILITY PLAN & MOBILITY FEE OVERVIEW

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for local governments. In 2013, the Legislature, through an update of the Community Planning Act, encouraged local governments to adopt alternative mobility funding systems, such as Mobility Plans and Fees, as an alternative to transportation concurrency, proportionate share and impact fees. In 2019, the Legislature required the procedures for developing mobility fees be the consistent with Florida Statute 163.31801, otherwise known as the Impact Fee Act.

A proactive Mobility Plan provides local governments with flexibility to determine how best to move people, and meet future personal travel demand, in its community; unlike transportation concurrency which is a one size fits all approach focused on moving cars.

The integration of land use, transportation and parking in a Mobility Plan allows a community to transition from a focus on primarily moving cars to one focused on safely providing mobility and accessibility for people of all ages and all abilities consistent with Florida Statute 163.3180 (5)(f).

A Mobility Plan can be used as an effective tool to encourage mixed-use, infill and redevelopment and to ensure the design of complete streets to promote people walking, bicycling, scooting, riding transit, using ride-hailing and car sharing services and driving shorter distances.

Elements of a Mobility Plan include establishment of mobility standards intended to proactively plan for sidewalk, paths, trails, green bike lanes, protected bike lanes, mobility hubs (super transit stops), intersection and improvements; as opposed to reactively regulating development through transportation concurrency. Plans may also include transit, autonomous transit and trolley service; along with shared micromobility programs such as electric bike share and electric scooter share.

A Mobility Fee is a funding source available to local governments that repurposes revenues away from funding road capacity to one that funds multimodal projects based on a Mobility Plan. The intent of a Mobility Fee, per Florida Statute 163.3180 (5)(i), is to serve as an alternative and a replacement of transportation concurrency, proportionate share, and road impact fees that primarily fund automobile capacity, with a revenue source that funds projects for moving people.

The enactment of a Mobility Fee is intended to provide a simplified, streamlined and equitable process that allows new development to mitigate its transportation impact through a one-time payment to fund mobility projects established in a Mobility Plan.

Mobility Fees can be designed to assess varying rates within different assessment areas, where fees would be lower in areas such as a Downtown or for specific development patterns, such as mixed-use, and higher for strip retail or stand-alone subdivisions or office parks.

Local governments may still require site access assessments, (aka traffic studies) for site related improvements such as turn lanes, traffic signals and safety improvements as well as to evaluate the need for site related pedestrian, bicycle and transit improvements and multimodal connectivity.



NUE URBAN CONCEPTS

Land Use • Transportation • Parking • Impact & Mobility Fees • Traffic • Funding

MOBILITY FEE EXAMPLES

The City of Altamonte Springs, Alachua, Osceola and Sarasota Counties were four of seven local governments identified in the Alternative Mobility Funding System Studies (AMFSS). The City and each County elected to adopt a streamlined mobility fee process where a predetermined schedule was prepared.

Broward and Duval Counties and the City of Gainesville are the other three local governments that were evaluated as part of the AMFSS; each of which requires conducting a separate development specific study to determine the mitigation fee required.

Altamonte Springs, within Seminole County, Broward, Duval and Sarasota Counties all have an infrastructure sales tax in place to assist with funding transportation improvements. Alachua and Osceola Counties, and the City of Gainesville, within Alachua County, do not have infrastructure sales taxes in place. The seven local governments evaluated as part of the AMFSS have witnessed significant growth since the adoption of a mobility plan and fee.

The City of Altamonte Springs, Alachua, Osceola and Sarasota Counties each adopted tiered mobility fee funding systems (see attached). Altamonte Springs, Alachua and Osceola Counties had the lowest fees for transit oriented developments. Sarasota County adopted its lowest fee where it wanted to promote urban infill. Each local government had a middle tier for mixed-use developments or activity centers. Development in the middle tier paid a higher fee than the lowest tier, but a lower fee than the highest tier. Each local government also had a mobility fee tier for more traditional suburban residential, office and retail development. Alachua, Osceola and Sarasota charge higher rates for rural residential (Alachua separate rural road impact fee).

Sarasota County is the closest comparable local government to Leon County of the seven local governments evaluated in the AMFSS. Sarasota and Leon County have similar land development pattern, they are both regional job centers, feature high seasonal populations, along with an Interstate system 6 miles from its downtown, an infrastructure sales tax, and a previously strong transportation concurrency system.

The Sarasota County Mobility Plan features new roads and the widening of existing roads, both designed as complete streets, in suburban and developing areas. Within the urbanized areas of Sarasota County, the Mobility Plan features the retrofit of existing roads to add sidewalks, bike lanes, trails, transit facilities and intersection improvements.

The tiered mobility fee schedule for Sarasota County provides a comparable example of what the potential rates of a tiered mobility fee could look like in Tallahassee / Leon County. The Sarasota County mobility fee schedule was recently updated to add tiny homes, workforce housing, and micro-apartments.

2013 ALACHUA COUNTY MULTI-MODAL TRANSPORTATION MITIGATION			
		2013	
	MMTM	MMTM	MMTM
	Non	TND	TOD
RESIDENTIAL:	TND/TOD		
RESIDENTIAL URBAN SERVICE / CLUSTER AREA:			
All Residential per 1,000 FT ²	\$ 3,164	\$ 2,494	\$ 1,851
Residential Expansion per 1,000 FT ²	\$ 1,582	\$ 1,247	\$ 929
RECREATION:			
Park Per Acre	\$ 1,706	\$ 1,450	\$ 1,194
Golf Course Per Hole	\$ 21,480	--	--
Racquet/Tennis Club Per Court	\$ 11,592	\$ 9,855	\$ 8,114
Health/Fitness Club Per 1,000 FT ²	\$ 9,864	\$ 8,384	\$ 6,904
Recreation/Community Center Per 1,000 FT ²	\$ 6,853	\$ 5,825	\$ 4,798
INSTITUTIONAL PER 1,000 FT²:			
Private School (K-12)	\$ 3,502	\$ 2,977	\$ 2,480
Place of Worship	\$ 3,256	\$ 2,767	\$ 2,306
Day Care Center	\$ 4,702	\$ 3,997	\$ 3,291
Library	\$ 6,092	\$ 5,178	\$ 4,264
OFFICE PER 1,000 FT² :			
Businesses & Professional Services (less than 50,000 FT ²)	\$ 4,899	\$ 4,164	\$ 3,429
Businesses & Professional Services (50,000 FT ² & greater)	\$ 6,537	\$ 5,556	\$ 4,576
MEDICAL BUILDINGS PER 1,000 FT²:			
Medical / Dental Offices	\$ 7,133	\$ 6,063	\$ 4,993
Hospitals	\$ 6,684	\$ 5,682	\$ 4,679
Nursing Home	\$ 1,934	\$ 1,644	\$ 1,354
INDUSTRIAL BUILDINGS PER 1,000 FT²:			
Industrial, Manufacturing, Warehousing	\$ 4,384	--	--
Mini-Warehousing	\$ 1,393	--	\$ 697
GENERAL COMMERCIAL RETAIL PER 1,000 FT²:			
Small Scale Retail Store (less than 20,000 FT ²)	\$ 8,231	\$ 6,585	\$ 4,938
Medium Scale Retail Store (20,000 to 50,000 FT ²)	\$ 13,697	\$ 11,642	\$ 9,588
Large Scale Retail Store (greater than 50,000 FT ²)	\$ 21,898	\$ 18,614	\$ 15,329
Large Scale Retail Superstore	\$ 38,640	\$ 32,844	\$ 27,048
Large Scale Wholesale Club - Membership	\$ 24,870	\$ 20,080	\$ 16,540
Grocery Store	\$ 21,775	\$ 18,509	\$ 15,242
Pharmacy with Drive-Thru	\$ 14,897	\$ 12,662	\$ 10,428
Restaurant with Drive-Thru	\$ 26,295	\$ 22,351	\$ 18,406
Car Sales	\$ 15,764	--	--
Auto Parts Stores	\$ 14,950	--	--
Tire & Auto Repair	\$ 5,518	--	--
NON-RESIDENTIAL:			
Hotel Per Room	\$ 4,708	\$ 3,767	\$ 2,825
Movie Theater Per Screen	\$ 22,410	\$ 18,096	\$ 14,904
Bank with Drive-Thru Per Drive-Thru Lane	\$ 20,519	\$ 17,441	\$ 14,364
Convenience Market & Gas Per Pump	\$ 33,085	\$ 28,123	\$ 23,160
Quick Lube Vehicle Service Per Bay	\$ 6,243	\$ 5,254	\$ 4,327
Car Wash Per Stall	\$ 6,585	\$ 5,541	\$ 4,563

CITY OF ALTAMONTE SPRINGS

Attachment #4
Page 3 of 6

Mobility Fee Schedule Category/Land Use Type***	Mobility Fee	Activity Center Mobility Fee	Transit Oriented Area Mobility Fee	Current Roadway Impact Fee
<i>Residential Per Dwelling Unit</i>				
Single Family Detached & Duplex	\$996	\$846	\$697	\$996
Multi-Family Apartments & Condos	\$692	\$588	\$485	\$692
Single Family Attached & Townhomes	\$617	\$524	\$432	\$692
Mobile Home	\$530	\$450	\$371	\$707
Active Adult, Continuing Care (55+ Age Restricted)	\$335	\$285	\$242	\$362
<i>Recreation per 1,000 sf</i>				
Health/Fitness Club per 1000 sf	\$2,996	\$2,546	\$2,097	\$3,427
Recreational Community Center per 1000 sf	\$2,051	\$1,743	\$1,436	*\$3,427
<i>Institutional per 1,000 sf</i>				
Private School (K-12)	\$557	\$473	\$390	*\$3,300
College, University	\$1,308	\$1,112	\$916	*\$3,300
Place of Worship	\$650	\$553	\$455	\$948
Day Care Center	\$1,469	\$1,248	\$1,028	\$3,300
<i>Office per 1,000 sf</i>				
Less than 50,000 sf	\$984	\$836	\$689	\$1,381
50,000 sf or Greater	\$1,157	\$984	\$810	\$1,176
<i>Medical Buildings per 1,000 sf</i>				
Medical, Dental Offices	\$2,366	\$2,011	\$1,656	\$3,760
Hospitals	\$1,670	\$1,419	\$1,169	\$1,717
Nursing Home	\$754	\$641	\$528	\$1,717
<i>Industrial Buildings per 1,000 sf</i>				
Warehousing, Manufacturing, Industrial	\$455	\$387	\$319	\$725
Mini-Warehousing	\$260	\$221	\$182	\$260
<i>General Commercial Retail per 1,000 sf</i>				
Neighborhood Retail (10,000 sf or less)	\$1,635	\$1,390	\$1,145	\$4,452
Community Retail (greater than 10,000 sf to 100,000 sf)	\$2,450	\$2,083	\$1,715	\$3,406
Regional Retail (greater than 100,000 sf)	\$3,684	\$3,131	\$2,579	\$3,744
Sit Down Restaurant	\$4,005	\$3,404	\$2,893	\$6,881
Restaurant with Drive-Thru	\$6,387	\$5,429	\$4,471	\$26,850
Car Sales	\$3,205	\$2,725	\$2,244	\$3,406
Tire & Auto Repair	\$1,520	\$1,292	\$1,064	\$4,452
<i>Non-Residential per Unit of Measure</i>				
Assisted Living per Room	\$251	\$213	\$175	\$362
Hotel per Room	\$899	\$764	\$629	\$928
Movie Theater per Seat	\$212	\$180	\$149	**\$3,406
Bank, Savings with Drive-Thru per Drive-Thru Lane	\$3,070	\$2,609	\$2,149	**\$4,625
Convenience Market & Gas per Fuel Position	\$6,207	\$5,276	\$4,345	\$27,282
Quick Lube Vehicle Service per Bay	\$882	\$749	\$617	*\$4,452
Car Wash per manual self-serve Bay	\$2,381	\$2,024	\$1,666	*\$4,452

* The land use is not specifically listed in the current roadway impact fee schedule, fee based on closest land use

** The land use is based on 1,000 sf in the current roadway impact fee schedule (sf = square feet)

***The schedule of uses is subject to compliance with permitted uses in the City's Land Development Code

Land uses that use square feet as the rate of measure are based on gross square feet of building (sf = square feet)

The technical analysis in this Report will document the methodologies utilized to calculate the Mobility Fee Schedule as shown below.

MOBILITY FEE SCHEDULE CATEGORY/LAND USE TYPE	MOBILITY FEE	MIXED- USE	TRANSIT ORIENTED
Residential Per Dwelling Unit			
Single Family	\$4,585	\$3,439	\$2,293
Rural Single Family	\$7,247	N/A	N/A
Multi-Family	\$3,203	\$2,402	\$1,602
Townhome/Urban Flat/Condo	\$2,798	\$2,099	\$1,399
Mobile Home	\$2,403	N/A	N/A
Active Adult	\$1,715	\$1,286	\$857
Assisted Living/Care	\$1,137	\$853	\$568
Recreation/Entertainment per specific unit of measure			
Marina per Berth	\$1,774	\$1,330	N/A
Golf Course per Hole	\$5,354	\$4,016	N/A
Amusement Park per Acre	\$9,576	N/A	N/A
Multipurpose Recreational Facility per Acre	\$7,616	\$5,712	\$3,808
Movie Theater per Seat	\$899	\$674	\$449
Racquet/Tennis Club per Court	\$5,224	\$3,918	\$2,612
Health/Fitness/Athletic Club per 1,000 FT2	\$5,687	\$4,266	\$2,844
Recreational Community Center per 1,000 FT2	\$5,068	\$3,801	\$2,534
Institutional per 1,000 FT2			
Place of Assembly	\$1,891	\$1,418	\$945
Day Care Center	\$3,416	\$2,562	\$1,708
Office per 1,000 FT2			
Less than 20,000 FT2	\$1,366	\$1,025	\$683
20,000 FT2 to 100,000 FT2	\$2,886	\$2,165	\$1,443
Greater than 100,000 FT2	\$4,623	\$3,467	\$2,312
Medical Buildings per 1,000 FT2			
Medical/Dental Offices	\$5,008	\$3,756	\$2,504
Hospitals	\$5,498	\$4,123	\$2,749
Nursing Home	\$1,341	\$1,006	\$671

MOBILITY FEE SCHEDULE CATEGORY/LAND USE TYPE	MOBILITY FEE	MIXED- USE	TRANSIT ORIENTED
Industrial Buildings per 1,000 FT2			
Warehousing/Manufacturing/Industrial	\$2,024	\$1,518	\$1,012
Mini-Warehousing	\$916	\$687	\$458
General Commercial Retail per 1,000 FT2			
Neighborhood Retail (<20,000 FT2)	\$3,227	\$2,420	\$1,614
Community Retail (20,000 FT2 to 100,000 FT2)	\$6,823	\$5,117	\$3,411
Regional Retail (Greater than 100,000 FT2)	\$11,795	\$8,847	\$5,898
Variety/Dollar Store	\$4,663	\$3,497	\$2,331
Factory Outlet Center	\$8,713	\$6,535	\$4,357
Grocery Store	\$8,788	\$6,591	\$4,394
Pharmacy with Drive-Thru	\$6,807	\$5,106	\$3,404
Restaurant with Drive-Thru	\$7,091	\$5,319	\$3,546
Car Sales	\$9,868	\$7,401	\$4,934
Auto Parts Store	\$6,762	\$5,072	\$3,381
Tire & Auto Repair	\$3,865	\$2,899	\$1,932
Non-Residential per specific unit of measure			
Hotel per Room	\$3,332	\$2,499	\$1,666
Resort Hotel with Conference Center per Room	\$5,664	\$4,248	\$2,832
Bank/Savings with Drive-Thru per Drive-Thru Lane	\$5,461	\$4,096	\$2,730
Convenience Market & Gas per Fuel Position	\$8,627	\$6,471	\$4,314
Quick Lube Vehicle Service per Bay	\$1,569	\$1,176	\$784
Car Wash per Stall	\$2,647	\$1,985	\$1,324

Sarasota County Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee	2013 Full Impact Fee Rate
Residential Per Dwelling Unit				
Single Family				
Less than 1,500 sq. ft.	\$3,603	\$2,703	\$1,892	\$3,808
1,500 - 3,500 sq. ft.	\$4,734	\$3,551	\$2,485	\$4,935
Greater than 3,500 sq. ft.	\$5,389	\$4,042	\$2,829	\$5,512
Rural Single Family	\$7,184	N/A	N/A	N/A
Tiny Home	\$2,338	\$1,754	\$1,228	N/A
Multi-Family	\$3,116	\$2,337	\$1,636	\$4,216
Multi-Family (Less Than 750 sq. ft.)	\$2,076	\$1,557	\$1,090	N/A
Micro-Apartment (Less Than 500 sq. ft.)	\$1,558	\$1,169	\$818	N/A
Townhome / Condo / Urban Flat	\$2,722	\$2,042	\$1,429	\$4,541
Mobile Home / RV	\$2,338	N/A	N/A	\$2,719
Adult Congregate Living Facility	\$1,106	\$829	\$581	\$1,101
Recreation / Entertainment per specific unit of measure				
Marina per Berth	\$654	\$490	\$343	\$894
Golf Course per Hole	\$6,354	\$4,766	\$3,336	\$1,523
Multipurpose Recreational Facility per Acre	\$7,142	\$5,356	\$3,749	\$8,947
Movie Theater per Seat (RIF PER SCREEN)	\$356	\$267	\$187	\$12,962
Racquet/Tennis Club per Court	\$6,199	\$4,650	\$3,255	\$8,947
Health/Fitness/Athletic Club per 1,000 FT ²	\$6,750	\$5,062	\$3,544	\$8,947
Recreational Community Center per 1,000 FT ²	\$6,015	\$4,511	\$3,158	\$8,947
Institutional per 1,000 FT²				
Private School (K-12)	\$1,450	\$1,088	\$761	\$3,666
Place of Assembly	\$1,695	\$1,271	\$890	\$3,104
Place of Assembly with Private School (K-12)	\$3,349	\$2,511	\$1,758	\$6,770
Day Care Center	\$4,083	\$3,062	\$2,143	\$6,053
Hospitals	\$3,644	\$2,733	\$1,913	\$4,995
Nursing Home	\$1,584	\$1,188	\$831	\$2,871
Office per 1,000 FT²				
Office / Medical / Dental / Research	\$4,327	\$3,245	\$2,272	\$5,768
Industrial Buildings per 1,000 FT²				
Warehousing / Manufacturing / Industrial	\$1,984	\$1,488	\$1,042	\$2,580
Mini-Warehousing	\$617	\$463	\$324	\$946
General Commercial Retail per 1,000 FT²				
Neighborhood Retail (less than 10,000 FT ²)	\$3,811	\$2,859	\$2,001	\$10,780
Community Retail (10,000 FT ² to 100,000 FT ²)	\$7,162	\$5,372	\$3,760	\$10,780
Regional Retail (greater than 100,000 FT ²)	\$9,365	\$7,024	\$4,917	\$10,780
Variety / Dollar Store	\$8,260	\$6,195	\$4,336	\$10,780
Discount Superstore with Grocery	\$12,730	\$9,547	\$6,683	\$10,780
Wholesale / Discount Club - Membership	\$10,485	\$7,864	\$5,504	\$10,780
Grocery Store	\$10,379	\$7,784	\$5,449	\$10,780
Pharmacy / Dispensary with Drive-Thru	\$11,921	\$8,941	\$6,259	\$10,780
Fast Food / Fast Casual Restaurant	\$17,374	\$13,031	\$9,121	\$26,093
Car Sales	\$5,983	\$4,487	\$3,141	\$4,984
Auto Parts Store	\$7,986	\$5,990	\$4,193	\$12,669
Tire & Auto Repair	\$3,295	\$2,471	\$1,730	\$4,984
Non-Residential per specific unit of measure				
Hotel / Lodging per Room	\$2,267	\$1,700	\$1,190	\$1,931
Bank/Savings with Drive-Thru per Drive-Thru Lane	\$8,598	\$6,448	\$4,514	\$7,013
Convenience Market / Gas Station per Fuel Position	\$21,734	\$16,300	\$11,410	\$20,701
Quick Lube Vehicle Service per Bay	\$2,470	\$1,852	\$1,297	\$4,984
Car Wash per Stall	\$6,668	\$5,001	\$3,501	\$4,984

**Leon County
Board of County Commissioners**

**Notes for Workshop
Agenda Item #2**

Joint County-City Workshop

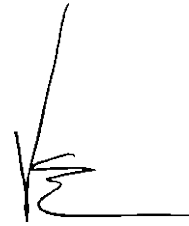
Workshop Item #2

October 15, 2019

To: Honorable Chairman and Members of the Board

From: Vincent S. Long, County Administrator

Title: Informational Workshop on the Tallahassee-Leon County Comprehensive Plan



Review and Approval:	Vincent S. Long, County Administrator
Department/ Division Review:	Alan Rosenzweig, Deputy County Administrator Ken Morris, Assistant County Administrator Benjamin H. Pingree, Director, Planning, Land Management, and Community Enhancement (PLACE) Cherie Bryant, Director, Planning Department
Lead Staff/ Project Team:	Artie White, Administrator, Comprehensive Planning

Statement of Issue:

As requested at the February 26th Joint County-City Workshop, this item provides for a joint County-City informational workshop on the Tallahassee-Leon County Comprehensive Plan. Also, as requested at the May 28th Board meeting, this item includes information on how the Comprehensive Plan supports the development of affordable housing.

Fiscal Impact:

This item has no fiscal impact.

Staff Recommendation:

Option #1: Accept the status report on the Tallahassee-Leon County Comprehensive Plan.

Report and Discussion

Background:

This joint workshop and status report support the following FY2017-FY2021 Strategic Initiatives:

- *Complete a comprehensive review and revision to the Land Use Element of the Comprehensive Plan, including a review of inclusionary housing. (2016-25)*
- *Evaluate incorporating social infrastructure into the comprehensive plan land use element update. (2018-17)*

These particular Strategic Initiatives align with the Board's Quality of Life and Governance Strategic Priorities:

- *(Q5) Support strong neighborhoods.*
- *(G3) Sustain a culture that respects, engages, and empowers citizens in important decisions facing the community.*
- *(G5) Exercise responsible stewardship of County resources, sound financial management, and ensure that the provision of services and community enhancements are done in a fair and equitable manner.*

This joint workshop and status report contribute to Leon County's efforts to build social infrastructure by facilitating a discussion among the Board and the City Commission on Comprehensive Plan goals, objectives, and policies that will ultimately shape the way Leon County grows and develops in the future, supporting strong neighborhoods, enhancing public spaces, addressing issues like affordability and access to the places people need to go to meet their daily needs, and creating activity centers where people meet and interact.

On January 22, 2019, the Board requested that staff coordinate with the City to schedule a joint informational workshop on the Comprehensive Plan. Following this meeting, staff provided information about the 2019 Comprehensive Plan Amendment Cycle and the Land Use Element Update at a Joint Workshop on February 26th. At this workshop, the Board and the City Commission requested staff to develop a timeline for a possible future joint workshop on the fundamentals of the County-City Comprehensive Plan. At its May 28th meeting, the Board requested that the joint workshop also address how the Comprehensive Plan supports the development of affordable housing. The materials included in this agenda item address the fundamentals of comprehensive planning and the Joint Tallahassee-Leon County Comprehensive Plan, as well as information on how the Comprehensive Plan supports the development of affordable housing.

Analysis:

General Overview of Comprehensive Plans

According to the American Planning Association, “the local comprehensive plan, sometimes referred to as the general plan or the master plan, is the foundational policy document for local governments. It establishes a framework to guide public and private decisions about future growth, preservation, and change within a municipality or county over the next 20 to 30 years.”

In Florida, local government comprehensive plans establish this framework by providing “the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of the area that reflects community commitments to implement the plan and its elements.”

Why Adopt a Comprehensive Plan

Florida Statutes mandate local government planning, and adopting a comprehensive plan provides a community many benefits beyond complying with statutory requirements. According to the Florida Department of Economic Opportunity:

The comprehensive plan serves as a blueprint for future commercial and residential land uses, housing, and conservation, as well as cultural and recreational amenities. An important component of the comprehensive plan is identifying the new infrastructure and growth demands needed to support the future physical and economic development of the community. Strategic investments made now in infrastructure, housing, recreational amenities, and education will create communities where families will want to live, where companies will want to do business, where jobs will be available, and where people will come to work and play.

To aid in “identifying the new infrastructure and growth demands needed to support the future physical and economic development of the community,” the Tallahassee-Leon County Comprehensive Plan includes the Urban Services Area. The purpose of the Urban Services Area is to “Direct development to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner.”

Local government comprehensive plans also provide a vision for how communities will look in the future. Florida Statutes require that local government comprehensive plans “establish meaningful and predictable standards for the use and development of land and provide meaningful guidelines for the content of more detailed land development and use regulations.” The use and development of land outlined in Florida comprehensive plans include areas of the community that are protected from development as well as areas where development is allowed and even encouraged through a variety of investments and incentives.

Specific Requirements for Comprehensive Plans

In Florida, the requirements for local government comprehensive plans are outlined in Section 163.3177, Florida Statutes.

These requirements include the following:

Surveys, Studies, and Data: All mandatory and optional elements of the comprehensive plan and plan amendments shall be based upon relevant and appropriate data and an analysis by the local government. Local governments are not required to collect original data. Surveys, studies, community goals and vision, and other data can be used to comply with this requirement.

Population Estimates: Local government comprehensive plans must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period. These estimates should account for both permanent and seasonal populations.

The current medium population estimates for Leon County are included in Table 1:

Table 1. Leon County Population Estimates and Projections

2010 Census	2018 Estimate	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection	2045 Projection
275,487	292,332	298,300	311,900	322,800	331,500	339,200	346,000

Coordination of Elements: The various elements of local government comprehensive plans must be consistent. Each map depicting future conditions must reflect the principles, guidelines, and standards within all elements and each such map must be contained within the comprehensive plan. This coordination of elements is generally referred to as “internal consistency.”

Capital Improvements Element: A Capital Improvements Element that outlines principles for construction, extension, or increase in capacity of public facilities (transportation, sanitary sewer, solid waste, drainage, potable water, educational, parks and recreational facilities), as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The Capital Improvements Element must cover at least a 5-year period.

The Capital Improvements Element must also have a schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.

Coordination with Other Jurisdictions: Local governments are required to coordinate their local comprehensive plan with the comprehensive plans of adjacent municipalities, the county they reside in, adjacent counties, or the region; with the appropriate water management district’s regional water supply plans. Leon County and the City of Tallahassee have a joint comprehensive

plan, enhancing the coordination between the County and the municipality. Transportation is coordinated with local governments adjacent to Leon County through the adoption of the Regional Mobility Plan into the Mobility Element. Specific policies are also coordinated with adjacent local governments. For example, policies related to the Primary Springs Protection Zone were coordinated with Wakulla County. As amendments to the Tallahassee-Leon County Comprehensive Plan are proposed and adopted, they are submitted to the Apalachee Regional Planning Council and the Northwest Florida Water Management District for review in addition to the review by the State.

Planning Periods: Local government comprehensive plans must have at least two planning periods: one covering at least the first 5-year period occurring after the plan's adoption and one covering at least a 10-year period. The long-term planning period for the Tallahassee-Leon County Comprehensive Plan is 2030. The planning period may be updated with the Land Use Element Update to extend to 2045 based on current population projections and to be consistent with the update to the Regional Mobility Plan.

Required Elements: Local government comprehensive plans in Florida must contain at least the following Elements:

- Land Use Element
- Capital Improvements Element
- Transportation Element [Mobility Element]
- A general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge Element [Utilities Element]
- Conservation Element
- Recreation and Open Space Element [Parks and Recreation Element]
- Housing Element
- Intergovernmental Coordination Element

Coastal communities must also have a Coastal Management Element; however, this does not apply to Leon County.

In addition to the required elements, the Tallahassee-Leon County Comprehensive Plan also includes:

- Economic Development Element
- Historic Preservation Element
- Public School Facilities Element

In the Land Use Element, each future land use category must be defined in terms of uses included, and must include standards to be followed in the control and distribution of population densities and building and structure intensities. The proposed distribution, location, and extent of the various categories of land use are required to be shown on a land use map or map series. This map is called the Future Land Use Map, often referred to as the FLUM. The Future Land Use Map Series in the Tallahassee-Leon County Comprehensive Plan also shows the Urban Services Area.

Compliance and Consistency

Compliance: Local government comprehensive plans must comply with Florida Statutes. In Florida, the definition of “comprehensive plan” is “a plan that meets the requirements of ss. 163.3177 and 163.3178.” Every seven years, local governments are required to perform an Evaluation and Appraisal Review (EAR) to determine if plan amendments are necessary to reflect changes in state requirements.

Consistency: Local land development regulations and development orders are required to be consistent with a local government comprehensive plan. Amendments to the County’s and the City’s land development regulations, as well as annexations, are reviewed for consistency with the Tallahassee-Leon County Comprehensive Plan.

Additionally, regional and state entities often request consistency reviews when developing plans. For example, the Florida Department of Environmental Protection requested a consistency review for their Draft Lake Jackson Aquatic Preserve Management Plan and the Florida Forest Service request a consistency review for their Draft Plank Road State Forest 10-Year Management Plan.

The Tallahassee-Leon County 2030 Comprehensive Plan

Leon County and the City of Tallahassee developed their first joint comprehensive plan in 1981. As a result of growth management legislation at the State level, the Tallahassee-Leon County Comprehensive Plan was rewritten in 1990.

The Tallahassee-Leon County Comprehensive Plan is comprised of a Vision Statement, a Glossary, and the following eleven elements:

- Land Use Element
- Capital Improvements Element
- Mobility Element
- Utilities Element
- Conservation Element
- Parks and Recreation Element
- Housing Element
- Intergovernmental Coordination Element
- Economic Development Element
- Historic Preservation Element
- Public School Facilities Element

Each element contains various goals. The goals are then divided into different objectives. The objectives are in turn divided into different policies. Policies represent the specific strategies to take to accomplish the objectives. Accomplishing each of the objectives should result in the overall goal being accomplished.

Key Highlights of the Tallahassee-Leon County 2030 Comprehensive Plan

The following are key highlights that are specific to the Tallahassee-Leon County Comprehensive Plan and represent core strategies for managing growth in Tallahassee and Leon County.

Urban Services Area: The Land Use Element includes the Urban Services Area strategy. The Urban Service Area (USA) concept is “based upon a desire to have Tallahassee and Leon County grow in a responsible manner, with infrastructure provided economically and efficiently, and surrounding forest and agricultural lands protected from unwarranted and premature conversion to urban land uses. The Urban Service Strategy provides for well-managed, orderly growth, which preserves natural resources and promotes fiscal responsibility.” The Urban Services Area works by generally directing growth to areas with existing infrastructure, identifying where urban infrastructure and services are planned to be provided, and identifying areas outside of the Urban Services Area where urban infrastructure and services are not to be provided.

This strategy works to prevent urban sprawl; thereby protecting rural lands, environmentally sensitive areas, and forested areas, reducing traffic and vehicle miles traveled, and promoting the redevelopment of previously developed areas versus the development of currently undeveloped areas. This tool also works to prevent backlogs in the need for infrastructure spending. For example, by preventing the development of subdivisions in areas without urban infrastructure and services, the Urban Services Area concept prevents the future need and cost for the County or the City to retrofit these subdivisions with sewer lines.

Redevelopment: Complementing the Urban Services Area concept, the Land Use Element includes a focus on redevelopment. The Land Use Element specifically states that redevelopment strategies “should be implemented in such a manner as to convey an economic advantage for redevelopment without compromising the urban design and environmental quality of the community.” For example, policies were adopted into the Plan to promote redevelopment along Gaines Street, which has seen many significant private investments following the public investments made along the corridor.

Complete Streets: The Mobility Element includes a complete streets policy. Complete Streets is an approach to transportation planning and engineering intended to provide streets that are sensitive to their surrounding context (rural, suburban, urban, residential, commercial, etc.) and that address the needs of all users. The complete streets policy states, “The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.”

The application of the complete streets policy is visible on many corridors in the community today. Franklin Boulevard is one example. When Franklin Boulevard was redesigned to address reoccurring flooding, the redesign incorporated facilities to address the needs of more user types. Franklin Boulevard now includes vehicular travel lanes, bicycle lanes, a sidewalk, enhanced crosswalks, and a shared use path. Staff also works with the Florida Department of Transportation to apply complete streets principles so that state roads better match the surrounding context and addresses the needs of users in the area when the roads are redesigned and resurfaced. The most recent example of this is South Monroe, which will be resurfaced between Paul Russell Road and Perkins Street in 2021. The Florida Department of Transportation is currently working in the design of this section of South Monroe Street with input from County and City staff. The design will most likely include wider bicycle lanes, narrower travel lanes, and allowances for redevelopment to include wider sidewalks.

Southern Strategy Area: The Southern Strategy Area is incorporated into the Land Use Element of the Comprehensive Plan. According to Land Use Element, “The goal of the Southern Strategy is to encourage quality land development and redevelopment which results in increased population growth toward the southern part of the Tallahassee urban area, to retain and increase employment opportunities, and to attain an income mix in the Southern Strategy Area that is comparable to the remainder of the urbanized County.”

Conservation and Preservation Areas: The Conservation Element defines both “Conservation Areas” and “Preservation Areas” based on the location of specific natural features. Natural features, such as wetlands, significant slopes, and floodplains, are identified on sites proposed for rezoning or development. Regulations for Conservation Areas and Preservation Areas limit allowable development in these areas.

Canopy Roads: Canopy Roads are a valuable resource in our community. The Conservation Element sets the parameters for the Canopy Roads program, including the protection, management, and expansion of canopy roads.

Greenways: The Conservation Element provides for the implementation of a countywide greenways network. According to the Conservation Element, “It shall be the intent of the greenways network to provide for integrated natural resources management and protection, resource-based recreation, educational and historical interpretive opportunities, and increased opportunities for alternative modes of transportation with an emphasis on connectivity among these resources.” This objective and associated policies are accomplished through the maintenance of the Greenways Master Plan and the implementation of projects from the Master Plan, including Blueprint IA implementation of projects from the Greenways Master Plan.

Wakulla Springs Protection: The Conservation Element and Land Use Element contains policies to protect Wakulla Springs by establishing a Primary Springs Protection Zone (PSPZ). The PSPZ is based on the Leon County Aquifer Vulnerability Assessment. The policies associated with the PSPZ set parameters for more detailed land development regulations that minimize adverse impacts of development on groundwater recharge quality and quantity.

Lake Protection: Lake Jackson is designated as both an Outstanding Florida Water (OFW) and Aquatic Preserve and is one of the most unique waterways in Florida. To ensure that development and redevelopment within the Lake Jackson basin occurs in a sustainable and environmentally sound manner with minimal impact to water quality, the Lake Protection Land Use Category sets requirements for land development regulations to establish volume control based stormwater treatment standards.

Economic Development Element: While not required by the State of Florida, our community has an Economic Development Element as part of the Tallahassee-Leon County Comprehensive Plan. The Economic Development Element focuses on increasing new businesses, growing existing and local businesses, and attracting companies that provide sustainable, long-term high-wage jobs. The Joint County-City Economic Development Organization, the Office of Economic Vitality, supports the concepts contained in the Economic Development Element.

Historic Preservation Element: While not required by the State of Florida, our community has a Historic Preservation Element as part of the Tallahassee-Leon County Comprehensive Plan. The Historic Preservation Element outlines the partnership with the Tallahassee Trust for Historic Preservation and recognizes Local and National Registers of Historic Places.

Levels of Service Standards: Consistent with Florida Statutes, various Elements of the Tallahassee-Leon County Comprehensive Plan include level of service standards for services and infrastructure. For example, the Mobility Element identifies peak hour roadway level of service based on the functional classification of the road and whether the road is within or outside of the Urban Services Area. The Parks and Recreation Element includes level of service standards, presented as acres per 1,000 population, for different types of parks. Other levels of service standards are included in the Capital Improvements Element and the Utilities Element. These levels of service standards help staff identify needed improvements and guide the budget development process to address these needs.

Affordable Housing: The Tallahassee-Leon County Comprehensive Plan addresses affordable housing primarily in two different Elements: the Land Use Element and the Housing Element. Housing affordability is addressed in the Land Use Element primarily by addressing supply, housing types, and housing location. The land use categories on the Future Land Use Map within the Land Use Element include parameters for residential densities and housing types allowed. The Land Use Element also addresses the location of housing and the proximity of housing to other uses. Using the comprehensive plan to promote residential development in close proximity to nonresidential uses, transit, and non-motorized transportation infrastructure can help those who are fiscally constrained utilize more affordable modes of transportation.

In addition to housing supply and housing location, the Comprehensive Plan addresses affordable housing by providing a framework of programs that are aimed at helping people stay in their homes and helping people afford housing. This framework is primarily addressed in the Housing Element. The Housing Element consists of three sub-elements:

- A Joint Housing Element
- A City of Tallahassee Housing Element, and
- A Leon County Housing Element.

The Joint Housing Element focuses primarily on identifying locations for affordable housing based on the availability of services, the location of student housing in proximity to the universities and community college, and energy efficiency of new housing construction.

The City's Housing Element established the City's Affordable Housing Advisory Committee and addresses funding affordable housing programs and services. These programs and services include the production of affordable housing, housing rehabilitation, specialized housing for people with special needs, and providing services for people experiencing homelessness.

The Leon County Housing Element addresses the administration of housing programs, monetary incentives (such as a down payment assistance program and regulatory incentives and streamlined

processing) to encourage the private sector to develop cost saving and innovative techniques for affordable housing initiatives, housing rehabilitation programs, and neighborhood viability.

Beyond the parameters established by the Comprehensive Plan, the City and County have departments that implement housing programs: The City of Tallahassee Housing and Human Services Department and the Leon County Office of Human Services & Community Partnerships. The City and County both have Affordable Housing Advisory Committees which meet regularly to provide guidance on specific actions or initiatives to encourage or facilitate affordable housing.

Evaluation and Updating the Comprehensive Plan

The three general ways in which the Tallahassee-Leon County Comprehensive Plan is kept current are as follows:

- Annual Comprehensive Plan Amendments
- Evaluation and Appraisal Reviews
- Updates necessary to comply with new statutes or local policy directives (The next workshop item considering a change from concurrency to a tiered mobility fee would be an example)

Annual Comprehensive Plan Amendments: Comprehensive Plan Amendments are generally aggregated into an annual cycle, though out-of-cycle amendments may be initiated by the Board or the City Commission. Aggregating the amendments into a single cycle provides for the more efficient use of budget and staff time, and makes it easier for the public to follow what is being proposed. These amendments to the comprehensive plan are either:

- Map amendments: Map amendments change the designation of property on the Future Land Use Map (FLUM).
- Text Amendments: Text amendments are changes to goals, objectives, or policies, and other maps, charts, or figures other than the future land use map, such as the Land Development Matrices, the Downtown Overlay Map, etc.

Map amendments that involve more than 10 acres of land are considered large-scale amendments and require both a transmittal public hearing (the amendment is submitted to the state land planning agency and other review agencies) and an adoption public hearing (the amendments are submitted back to the state land planning agency and review agencies following adoption). Map amendments involving 10 acres or fewer only require an adoption public hearing before being submitted to the state land planning agency and review agencies.

Similar to large-scale map amendments, text amendments require both a transmittal public hearing and an adoption public hearing.

Evaluation and Appraisal Reviews: At least once every seven years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect changes in state requirements. While other amendments can be made, this primary focus of the Evaluation and Appraisal Review (EAR) is to maintain compliance with Florida Statutes. Local governments have one year to submit amendments necessary to reflect changes in state requirements identified

during the EAR process. The last EAR was completed for the Tallahassee-Leon County Comprehensive Plan in December 2015. The next EAR will be required by January 1, 2023.

Updates necessary to comply with new statutes or local policy directives: In addition to the annual amendment cycles and the EAR process, amendment packages are brought forward as needed to reflect statutory requirements or significant local policy direction. The Comprehensive Plan Reform effort was completed in 2006 to address problems that had been previously identified in implementing the Tallahassee-Leon County Comprehensive Plan, including the lack of clarity of the mixed land use category and problems with its format and usability. One of the main outcomes of this effort was the conversion of Mixed Use land use categories to more specific land use categories. The Land Use Element Update is a large update that is currently underway.

Conclusion

Comprehensive Plans are foundational policy documents provide a long-term (20 to 30 years) vision for how growth will occur in a community. The Tallahassee Leon County Comprehensive Plan currently provides a vision for growth in the County and City to the year 2030. The Tallahassee-Leon County Comprehensive Plan includes a number of strategies intended to focus growth in areas with infrastructure that can support development balanced with strategies for protecting and preserving our environmental, rural, and historic resources. The Tallahassee-Leon County Comprehensive Plan also provides parameters for how affordable housing is addressed. The information contained in this agenda item provides fundamentals of comprehensive plans in general and more detailed information about the growth and preservation strategies specific to Tallahassee-Leon County.

There are several reasons why the Comprehensive Plan may be amended annually. The overall planning period for the Comprehensive Plan goes to the year 2030; however, it is important that there is enough flexibility in the process to allow for adjustments that account for changing population projections, changing demographics, changing market conditions, changing technologies, and other changes in the community that have occurred or will occur since the Comprehensive Plan was written and adopted in the early 1990s.

There is also a need to revisit land uses regularly. For example, as the City moves towards building solar energy facilities, there may be a need to change the designation of these areas to the Government Operational land use category. As the County or the City acquires property for parks or community centers, land use amendments may be needed to designate the property with either the Government Operational or Open Space land use. In addition to local government led changes, private and other public entities may need amendments as well. Recently, Holy Comforter Episcopal School identified a need to expand and needed a Comprehensive Plan amendment to do so. Florida State University wanted to open a clinic as part of their medical school and went through the comprehensive plan amendment process on the property where this is now located.

There are also amendments that are driven by other studies or planning efforts. For example, as the Capital Region Transportation Planning Agency (CRTPA) updates the Regional Mobility Plan every five years, amendments are needed to adopt the recommendations into the Mobility Element. Neighborhood plans, placemaking plans, sector plans, area plans, and other such plans may include recommendations that require amendments to the comprehensive plan. The annual process

provides the flexibility for the comprehensive plan to remain relevant and effective, and gives the public a mechanism to be informed and involved with the opportunity to provide input on proposed changes.

Options:

1. Accept the status report on the Tallahassee-Leon County Comprehensive Plan.
2. Board direction.

Recommendation:

Option #1