



February 26, 2021

Mr. Kenyon S. Atlee
Atlee Development Group, Inc.
5801 Timuquana Road, #301
Jacksonville, FL 32210

**RE: Traffic Analysis
Matador Drive Subdivision
Jacksonville, Florida**

Dear Mr. Atlee:

Kimley-Horn understands that Atlee Development Group, Inc. (the Applicant) is currently working to rezone the property located north of the Matador Drive / Zapata Drive intersection in Jacksonville, Florida. The Applicant proposes to remove one existing single-family home and construct 64 new single-family homes on the property. A conceptual site plan is attached, and the project location is shown in **Figure 1**. Access to the subdivision is proposed via the northern end of Matador Drive. The existing single family-home on the northern end of Matador drive is proposed to be demolished to allow for access to the proposed subdivision. Kimley-Horn has completed a trip generation and project traffic distribution analysis for the proposed project.

Trip Generation

The trip generation potential for the proposed subdivision was calculated based on the Institute of Transportation Engineer's (ITE's) publication entitled *Trip Generation, 10th Edition*. Trips anticipated to and from the proposed subdivision were calculated using the regression equations for ITE Land Use Code (LUC) 210 (Single-Family Detached Housing). Because 64 new homes are proposed and one existing home is proposed to be demolished, trip generation was calculated for 63 single-family homes, which represents the net increase in homes proposed by the project. As shown in Table 1, 63 homes are anticipated to generate approximately 680 daily trips, 50 AM peak hour trips (13 inbound trips, 37 outbound trips), and 65 PM peak hour trips (41 inbound trips, 24 outbound trips).

Table 1: Proposed Project Trip Generation

LAND USE	INTENSITY	DAILY	AM PEAK HOUR		PM PEAK HOUR			
		TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT
Single-Family Detached Housing	63 d.u.	680	50	13	37	65	41	24
Trip Generation Rates: <u>Daily</u> Single-Family Detached Housing [ITE 210] $\ln(T) = 0.92 \ln(X) + 2.71$ <u>AM Peak Hour</u> Single-Family Detached Housing [ITE 210] $T = 0.71(X) + 4.80$ (25% in, 75% out) <u>PM Peak Hour</u> Single-Family Detached Housing [ITE 210] $\ln(T) = 0.96 \ln(X) + 0.20$ (63% in, 37% out)								

The trip generation for the proposed development was compared to the trip generation potential for uses allowed under current zoning of the property. Under current zoning (Public Buildings and Facilities-2), a school could be developed on the property. The existing parcel on which the project is proposed is about 20 acres in size and includes the existing Church at Sun Coast. The project proposes to divide the parcel to allot approximately 10 acres for the proposed subdivision and 10 acres for the existing church.

The school enrollment for a 10-acre parcel was estimated based on a review of schools in the vicinity of the project. Table 2 shows several schools in the surrounding area on properties that are close to 10 acres. Table 2 also shows the student enrollment at these schools and the number of students per acre. As shown in Table 2, the average number of students per acre for the five schools reviewed is 55 students per acre. Therefore, on a 10-acre parcel, it was estimated that a school with 550 students (10 acres time 55 students per acre) could be developed. School enrollment data is attached.

Table 2: Review of School Enrollment in Nearby Schools

School	Acres	Student Enrollment	Students Per Acre	Grade Levels
Duval Charter School at Westside	9.62	845	87.8	K-8
Cedar Hills Elementary School	11.03	540	49.0	Pre-K-5
Jacksonville Heights Elementary School	11.46	726	63.4	K-5
Timucuan Elementary School	10.21	594	58.2	K-5
S.O.S. Academy	10.06	175	17.4	6-8
Average	10.48	576	55.0	-

The trip generation for a 550-student private school was calculated based on ITE LUC 534 (Private School (K-8)). As shown in Table 3, a 550-student private school would have the potential to generate 2,261 daily trips, 490 AM peak hour trips (270 inbound trips, 220 outbound trips), and 143 PM peak hour trips (66 inbound trips, 77 outbound trips). The 143 PM

peak hour trips represent the trips anticipated during the peak hour of between 4:00 PM and 6:00 PM, not the PM peak hour of school traffic. During the PM peak hour of school traffic, which would typically occur before 4:00 PM, a 550-student private school is expected to generate more than 143 trips.

Table 3: Trip Generation Potential for Current Zoning of Property

LAND USE	INTENSITY	DAILY	AM PEAK HOUR		PM PEAK HOUR			
		TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT
Private School (K-8)	550 students	2,261	490	270	220	143	66	77
Trip Generation Rates: <u>Daily</u> Private School (K-8) [ITE 534] T = 4.11(X) <u>AM Peak Hour</u> Private School (K-8) [ITE 534] T = 0.85(X) + 22.17 (55% in, 45% out) <u>PM Peak Hour</u> Private School (K-8) [ITE 534] T = 0.26(X) (46% in, 54% out)								

When comparing the proposed project trip generation to the trip generation potential for the current zoning of the property, the proposed single-family homes would generate 1,581 fewer daily trips, 440 fewer AM peak hour trips, and 78 fewer PM peak hour trips than a 550-student private school.

Trip Distribution

The trip distribution for the proposed project was determined using the Northeast Regional Planning Model – Activity Based (NERPM-ABv3). The Transportation Planning Organization’s (TPO’s) 2020 network data and 2022 zonal data were used as the basis for the modeling. The model traffic distribution output is attached. One adjustment was made to the model based on engineering judgement. The model predicts that of the 52 percent of traffic distributed east of Matador Drive, all 52 percent will use Sharbeth Drive. This was revised to show a portion of this 52 percent using Zapata Drive and the remaining portion using Sharbeth Drive. The project traffic assignment is illustrated in Figure 2. The project traffic volumes are shown in Figures 3 and 4 for the AM and PM peak hours, respectively.

The City of Jacksonville’s latest Road Links Status Report (2019) was reviewed for the roadway segments nearest the project. Ricker Road between Old Middleburg Road and 103rd Street and Firestone Road between 103rd Street and Wiley Road were included in the City’s status report. The traffic data published by the City for these two roadway segments is shown below in **Table 4**.

Table 4: Data from City of Jacksonville 2019 Road Links Status Report for Nearby Segments

Roadway	From	To	Daily Capacity	2019 Average Daily Traffic	Daily Capacity Available	2019 Daily Volume to Capacity Ratio	2019 PM Peak Hour Traffic	2018 Average Daily Traffic
Ricker Road	Old Middleburg Road	103rd Street	11,232	7,597	3,635	0.68	593	7,694
Firestone Road	103rd Street	Wiley Road	11,232	5,164	6,068	0.46	448	5,381

As shown in Table 4, these segments operated well under capacity in 2019. Also, the daily traffic reported in 2019 is slightly lower for each of these segments than the daily traffic reported in 2018. The maximum project traffic distribution along any portion of Ricker Road is anticipated to be approximately 40 percent, which would equate to approximately 272 daily trips or approximately 2.4 percent of the daily capacity of Ricker Road. The maximum project traffic distribution along any portion of Firestone Road is anticipated to be approximately 33 percent, which would equate to approximately 224 daily trips or approximately 2.0 percent of the daily capacity of Firestone Road. Based on this analysis, the project is not anticipated to cause capacity deficiencies to the surrounding roadway segments. The City's 2019 Road Links Status Report is attached.

Please find attached the following:

- A. Attachment 1: Conceptual Site Plan
- B. Figure 1: Project Location Map
- C. School Enrollment Data
- D. Attachment 2: NERPM Distribution Output
- E. Figure 2: Project Traffic Assignment
- F. Figure 3: Project Traffic Volume: AM Peak Hour
- G. Figure 4: Project Traffic Volume: PM Peak Hour
- H. City of Jacksonville 2019 Road Links Status Report

Please contact me at (904) 828-3900 or jack.hulsberg@kimley-horn.com should you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.



Jack Hulsberg, P.E.
Transportation Engineer

NO.	DATE	DESCRIPTION	REVISIONS
0001	06-25-2020	REVISED PER COMMENTS	
0002			
0003			
0004			
0005			

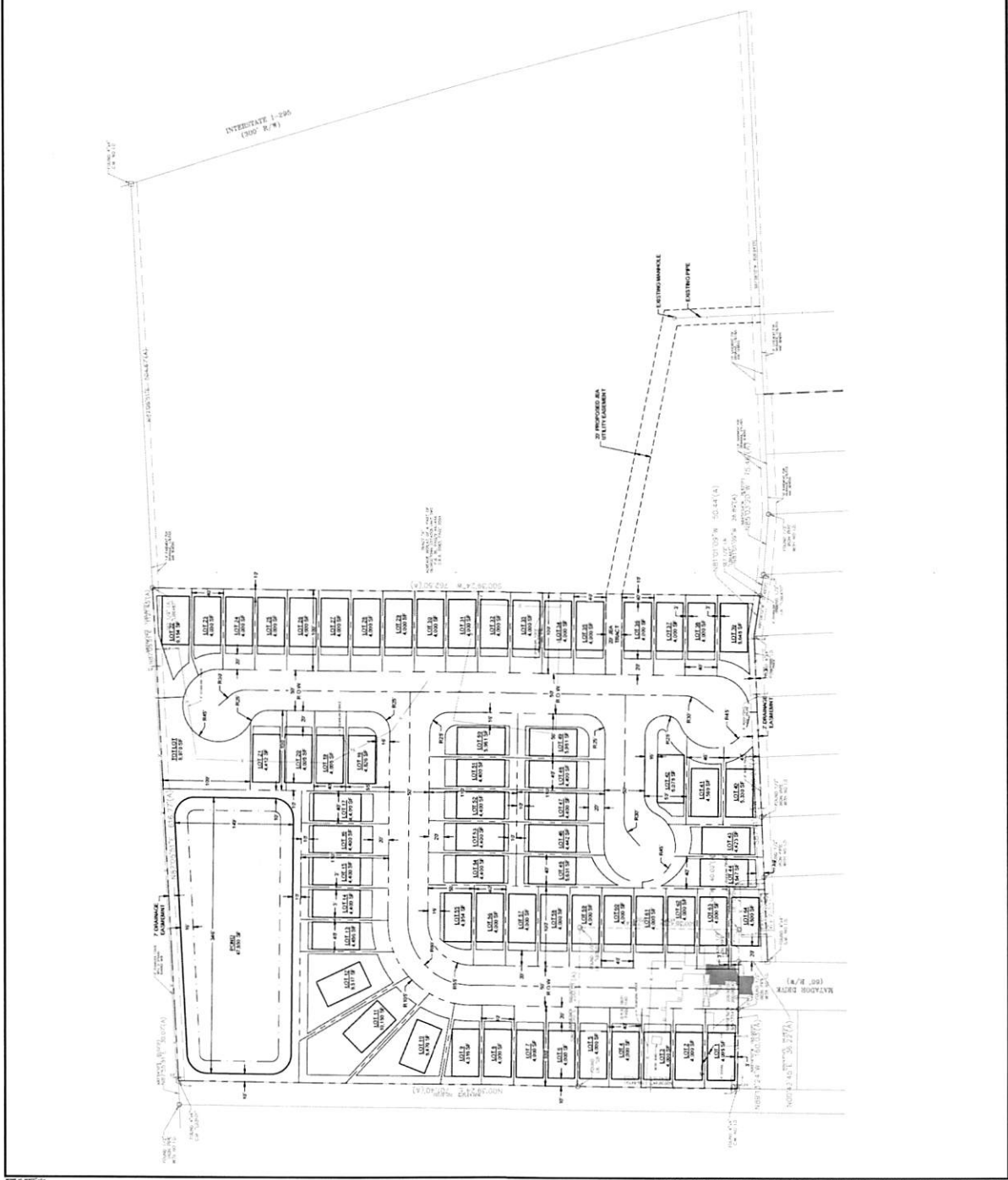
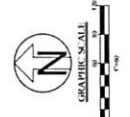
REGISTERED ENGINEER
STATE OF FLORIDA
NO. 12458
COURTNEY M. MANNING

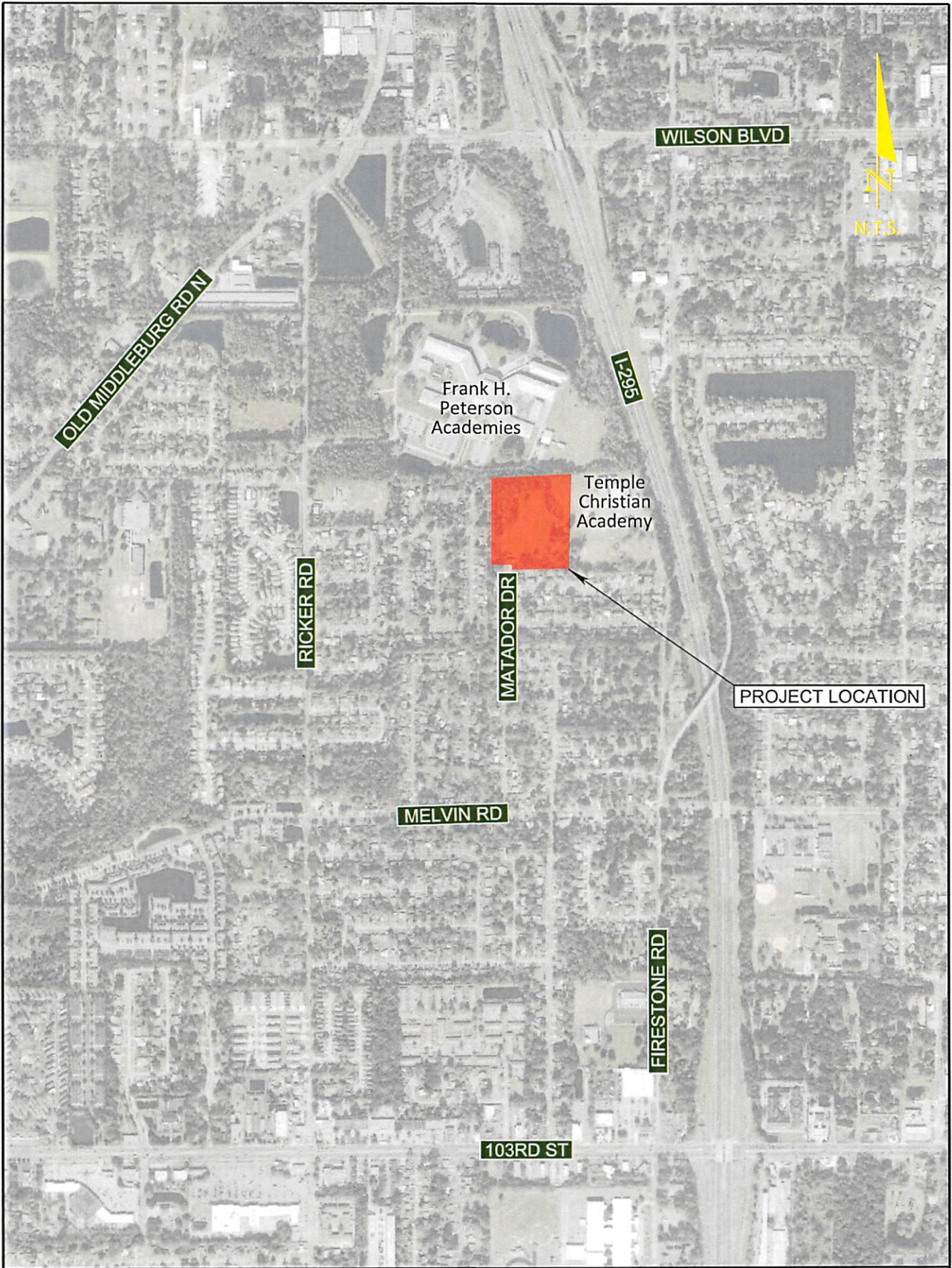
SITE DATA TABLE

ITEM	DESCRIPTION	DATE
1	EXISTING SURFACE ELEVATION	06/25/2020
2	PROPOSED FINISH ELEVATION	06/25/2020
3	PROPOSED FINISH ELEVATION	06/25/2020
4	PROPOSED FINISH ELEVATION	06/25/2020
5	PROPOSED FINISH ELEVATION	06/25/2020
6	PROPOSED FINISH ELEVATION	06/25/2020
7	PROPOSED FINISH ELEVATION	06/25/2020
8	PROPOSED FINISH ELEVATION	06/25/2020
9	PROPOSED FINISH ELEVATION	06/25/2020
10	PROPOSED FINISH ELEVATION	06/25/2020
11	PROPOSED FINISH ELEVATION	06/25/2020
12	PROPOSED FINISH ELEVATION	06/25/2020
13	PROPOSED FINISH ELEVATION	06/25/2020
14	PROPOSED FINISH ELEVATION	06/25/2020
15	PROPOSED FINISH ELEVATION	06/25/2020
16	PROPOSED FINISH ELEVATION	06/25/2020
17	PROPOSED FINISH ELEVATION	06/25/2020
18	PROPOSED FINISH ELEVATION	06/25/2020
19	PROPOSED FINISH ELEVATION	06/25/2020
20	PROPOSED FINISH ELEVATION	06/25/2020
21	PROPOSED FINISH ELEVATION	06/25/2020
22	PROPOSED FINISH ELEVATION	06/25/2020
23	PROPOSED FINISH ELEVATION	06/25/2020
24	PROPOSED FINISH ELEVATION	06/25/2020
25	PROPOSED FINISH ELEVATION	06/25/2020
26	PROPOSED FINISH ELEVATION	06/25/2020
27	PROPOSED FINISH ELEVATION	06/25/2020
28	PROPOSED FINISH ELEVATION	06/25/2020
29	PROPOSED FINISH ELEVATION	06/25/2020
30	PROPOSED FINISH ELEVATION	06/25/2020
31	PROPOSED FINISH ELEVATION	06/25/2020
32	PROPOSED FINISH ELEVATION	06/25/2020
33	PROPOSED FINISH ELEVATION	06/25/2020
34	PROPOSED FINISH ELEVATION	06/25/2020
35	PROPOSED FINISH ELEVATION	06/25/2020
36	PROPOSED FINISH ELEVATION	06/25/2020
37	PROPOSED FINISH ELEVATION	06/25/2020
38	PROPOSED FINISH ELEVATION	06/25/2020
39	PROPOSED FINISH ELEVATION	06/25/2020
40	PROPOSED FINISH ELEVATION	06/25/2020
41	PROPOSED FINISH ELEVATION	06/25/2020
42	PROPOSED FINISH ELEVATION	06/25/2020
43	PROPOSED FINISH ELEVATION	06/25/2020
44	PROPOSED FINISH ELEVATION	06/25/2020
45	PROPOSED FINISH ELEVATION	06/25/2020
46	PROPOSED FINISH ELEVATION	06/25/2020
47	PROPOSED FINISH ELEVATION	06/25/2020
48	PROPOSED FINISH ELEVATION	06/25/2020
49	PROPOSED FINISH ELEVATION	06/25/2020
50	PROPOSED FINISH ELEVATION	06/25/2020
51	PROPOSED FINISH ELEVATION	06/25/2020
52	PROPOSED FINISH ELEVATION	06/25/2020
53	PROPOSED FINISH ELEVATION	06/25/2020
54	PROPOSED FINISH ELEVATION	06/25/2020
55	PROPOSED FINISH ELEVATION	06/25/2020
56	PROPOSED FINISH ELEVATION	06/25/2020
57	PROPOSED FINISH ELEVATION	06/25/2020
58	PROPOSED FINISH ELEVATION	06/25/2020
59	PROPOSED FINISH ELEVATION	06/25/2020
60	PROPOSED FINISH ELEVATION	06/25/2020
61	PROPOSED FINISH ELEVATION	06/25/2020
62	PROPOSED FINISH ELEVATION	06/25/2020
63	PROPOSED FINISH ELEVATION	06/25/2020
64	PROPOSED FINISH ELEVATION	06/25/2020
65	PROPOSED FINISH ELEVATION	06/25/2020
66	PROPOSED FINISH ELEVATION	06/25/2020
67	PROPOSED FINISH ELEVATION	06/25/2020
68	PROPOSED FINISH ELEVATION	06/25/2020
69	PROPOSED FINISH ELEVATION	06/25/2020
70	PROPOSED FINISH ELEVATION	06/25/2020
71	PROPOSED FINISH ELEVATION	06/25/2020
72	PROPOSED FINISH ELEVATION	06/25/2020
73	PROPOSED FINISH ELEVATION	06/25/2020
74	PROPOSED FINISH ELEVATION	06/25/2020
75	PROPOSED FINISH ELEVATION	06/25/2020
76	PROPOSED FINISH ELEVATION	06/25/2020
77	PROPOSED FINISH ELEVATION	06/25/2020
78	PROPOSED FINISH ELEVATION	06/25/2020
79	PROPOSED FINISH ELEVATION	06/25/2020
80	PROPOSED FINISH ELEVATION	06/25/2020
81	PROPOSED FINISH ELEVATION	06/25/2020
82	PROPOSED FINISH ELEVATION	06/25/2020
83	PROPOSED FINISH ELEVATION	06/25/2020
84	PROPOSED FINISH ELEVATION	06/25/2020
85	PROPOSED FINISH ELEVATION	06/25/2020
86	PROPOSED FINISH ELEVATION	06/25/2020
87	PROPOSED FINISH ELEVATION	06/25/2020
88	PROPOSED FINISH ELEVATION	06/25/2020
89	PROPOSED FINISH ELEVATION	06/25/2020
90	PROPOSED FINISH ELEVATION	06/25/2020
91	PROPOSED FINISH ELEVATION	06/25/2020
92	PROPOSED FINISH ELEVATION	06/25/2020
93	PROPOSED FINISH ELEVATION	06/25/2020
94	PROPOSED FINISH ELEVATION	06/25/2020
95	PROPOSED FINISH ELEVATION	06/25/2020
96	PROPOSED FINISH ELEVATION	06/25/2020
97	PROPOSED FINISH ELEVATION	06/25/2020
98	PROPOSED FINISH ELEVATION	06/25/2020
99	PROPOSED FINISH ELEVATION	06/25/2020
100	PROPOSED FINISH ELEVATION	06/25/2020

BENCHMARKS
DESCRIPTION BENCHMARK ELEVATION
BM1 100.00
BM2 100.00
BM3 100.00

LEGEND
GENERAL REMARKS TO NOTES
CENTERLINE
PROPERTY LINE
PROPERTY LINE





MATADOR DRIVE SUBDIVISION
TRAFFIC IMPACT ANALYSIS

PROJECT LOCATION MAP
JACKSONVILLE, FLORIDA

FIGURE 1

[Edit School Profile](#)

9238 103rd St

[Jacksonville, FL 32210](#)

[View full size](#)

[Get directions](#)

Tel: [\(904\) 421-0250](#)

www.westsidecharter.org

SAVE SCHOOL

Duval Charter School At Westside serves 845 students in grades Kindergarten-8.

The percentage of students achieving proficiency in math is 33% (which is lower than the Florida state average of 58%) for the 2017-18 school year. The percentage of students achieving proficiency in reading/language arts is 36% (which is lower than the Florida state average of 55%) for the 2017-18 school year.

Duval Charter School At Westside placed in the bottom 50% of all schools in Florida for overall test scores (math proficiency is bottom 50%, and reading proficiency is bottom 50%) for the 2017-18 school year.

Minority enrollment is 80% of the student body (majority Black), which is higher than the Florida state average of 62% (majority Hispanic and Black).

School Overview

Duval Charter School At Westside's student population of 845 students has stayed relatively flat over five school years.

School Type	Charter School
Grades Offered	Grades Kindergarten-8
Total Students	845 students

6534 Ish Brant Rd
[Jacksonville, FL 32210](#)

(School attendance zone shown in map)

[View full size](#)

[Get directions](#)

Tel: [\(904\) 573-1050](tel:9045731050)

dcps.duvalschools.org

SAVE SCHOOL

Cedar Hills Elementary School serves 540 students in grades Prekindergarten-5.

The percentage of students achieving proficiency in math is 37% (which is lower than the Florida state average of 58%) for the 2017-18 school year. The percentage of students achieving proficiency in reading/language arts is 26% (which is lower than the Florida state average of 55%) for the 2017-18 school year.

Cedar Hills Elementary School placed in the bottom 50% of all schools in Florida for overall test scores (math proficiency is bottom 50%, and reading proficiency is bottom 50%) for the 2017-18 school year.

The student:teacher ratio of 15:1 is lower than the Florida state level of 16:1.

Minority enrollment is 77% of the student body (majority Black), which is higher than the Florida state average of 62% (majority Hispanic and Black).

School Overview

Cedar Hills Elementary School's student population of 540 students has grown by 9% over five school years. The teacher population of 35 teachers has grown by 16% over five school years.

Grades Offered	Grades Prekindergarten-5
Total Students	540 students

7750 Tempest St S

[Jacksonville, FL 32244](#)

(School attendance zone shown in map)

[View full size](#)

[Get directions](#)

Tel: [\(904\) 573-1120](tel:(904)573-1120)

dcps.duvalschools.org

SAVE SCHOOL

Jacksonville Heights Elementary School serves 726 students in grades Kindergarten-5.

The percentage of students achieving proficiency in math is 45% (which is lower than the Florida state average of 58%) for the 2017-18 school year. The percentage of students achieving proficiency in reading/language arts is 33% (which is lower than the Florida state average of 55%) for the 2017-18 school year.

Jacksonville Heights Elementary School placed in the bottom 50% of all schools in Florida for overall test scores (math proficiency is bottom 50%, and reading proficiency is bottom 50%) for the 2017-18 school year.

The student:teacher ratio of 15:1 is lower than the Florida state level of 16:1.

Minority enrollment is 85% of the student body (majority Black), which is higher than the Florida state average of 62% (majority Hispanic and Black).

School Overview

Jacksonville Heights Elementary School's student population of 726 students has grown by 25% over five school years.

The teacher population of 49 teachers has grown by 22% over five school years.

Grades Offered

Grades Kindergarten-5

Total Students

726 students

5429 110th St

[Jacksonville, FL 32244](#)

(School attendance zone shown in map)

[View full size](#)

[Get directions](#)

Tel: [\(904\) 573-1130](#)

dcps.duvalschools.org

SAVE SCHOOL

Timucuan Elementary School serves 594 students in grades Prekindergarten-5.

The percentage of students achieving proficiency in math is 35% (which is lower than the Florida state average of 58%) for the 2017-18 school year. The percentage of students achieving proficiency in reading/language arts is 24% (which is lower than the Florida state average of 55%) for the 2017-18 school year.

Timucuan Elementary School placed in the bottom 50% of all schools in Florida for overall test scores (math proficiency is bottom 50%, and reading proficiency is bottom 50%) for the 2017-18 school year.

The student:teacher ratio of 17:1 is higher than the Florida state level of 16:1.

Minority enrollment is 78% of the student body (majority Black), which is higher than the Florida state average of 62% (majority Hispanic and Black).

School Overview

Timucuan Elementary School's student population of 594 students has stayed relatively flat over five school years.

The teacher population of 36 teachers has stayed relatively flat over five school years.

Grades Offered

Grades Prekindergarten-5

Total Students

594 students

- [School Reviews](#)

[Edit School Profile](#)

6974 Wilson Blvd

[Jacksonville, FL 32210](#)

[View full size](#)

[Get directions](#)

Tel: [\(904\) 573-0880](#)

www.sosjax.org

[REQUEST INFO](#)

[SAVE SCHOOL](#)

School Of Success Academy-sos serves 175 students in grades 6-8.

The percentage of students achieving proficiency in math is 30-34% (which is lower than the Florida state average of 58%) for the 2017-18 school year. The percentage of students achieving proficiency in reading/language arts is 25-29% (which is lower than the Florida state average of 55%) for the 2017-18 school year.

School Of Success Academy-sos placed in the bottom 50% of all schools in Florida for overall test scores (math proficiency is bottom 50%, and reading proficiency is bottom 50%) for the 2017-18 school year.

Minority enrollment is 90% of the student body (majority Black), which is higher than the Florida state average of 62% (majority Hispanic and Black).

Top Placements

School Of Success Academy-sos places among the [top 20% of public schools in Florida](#) for:

- Category Attribute
- Percent Eligible For Free Lunch [Largest percent of students eligible for free lunch \(Top 20%\)](#)
- Community Size [Largest student body \(number of students\) \(Top 20%\)](#)

School Overview

School Of Success Academy-sos's student population of 175 students has declined by 5% over five school years.

School Type

[Charter School](#)



Matador Drive Subdivision Project Distribution
 NEPRMAB1v3 Year 2020 Network

C:\FSUTMS\D2\NERPMAB1v3\Master\Base2010\MatadorDrive\output\LOADED_CombinedPeriods.NET 2/17/2021 10:15 AM

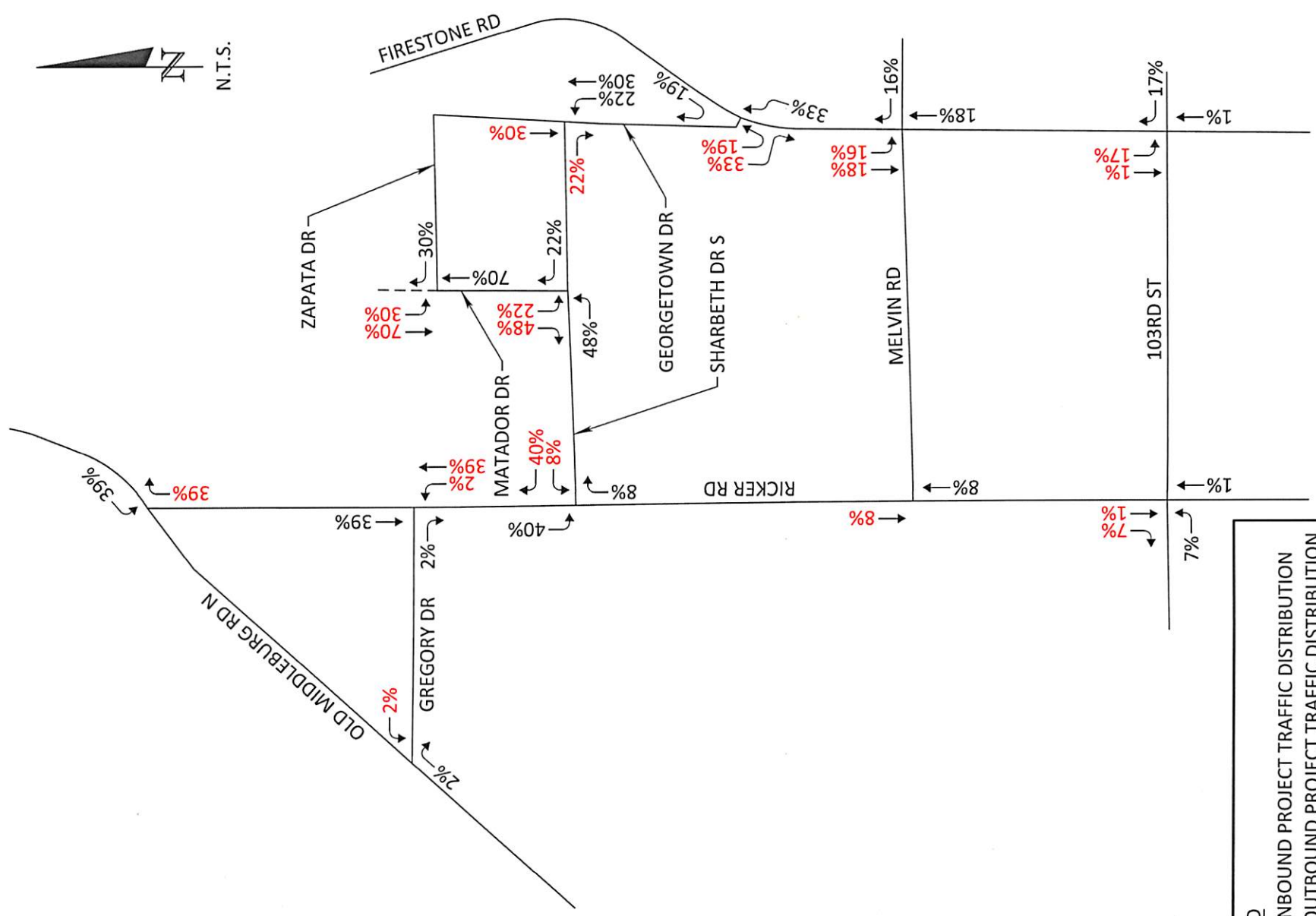
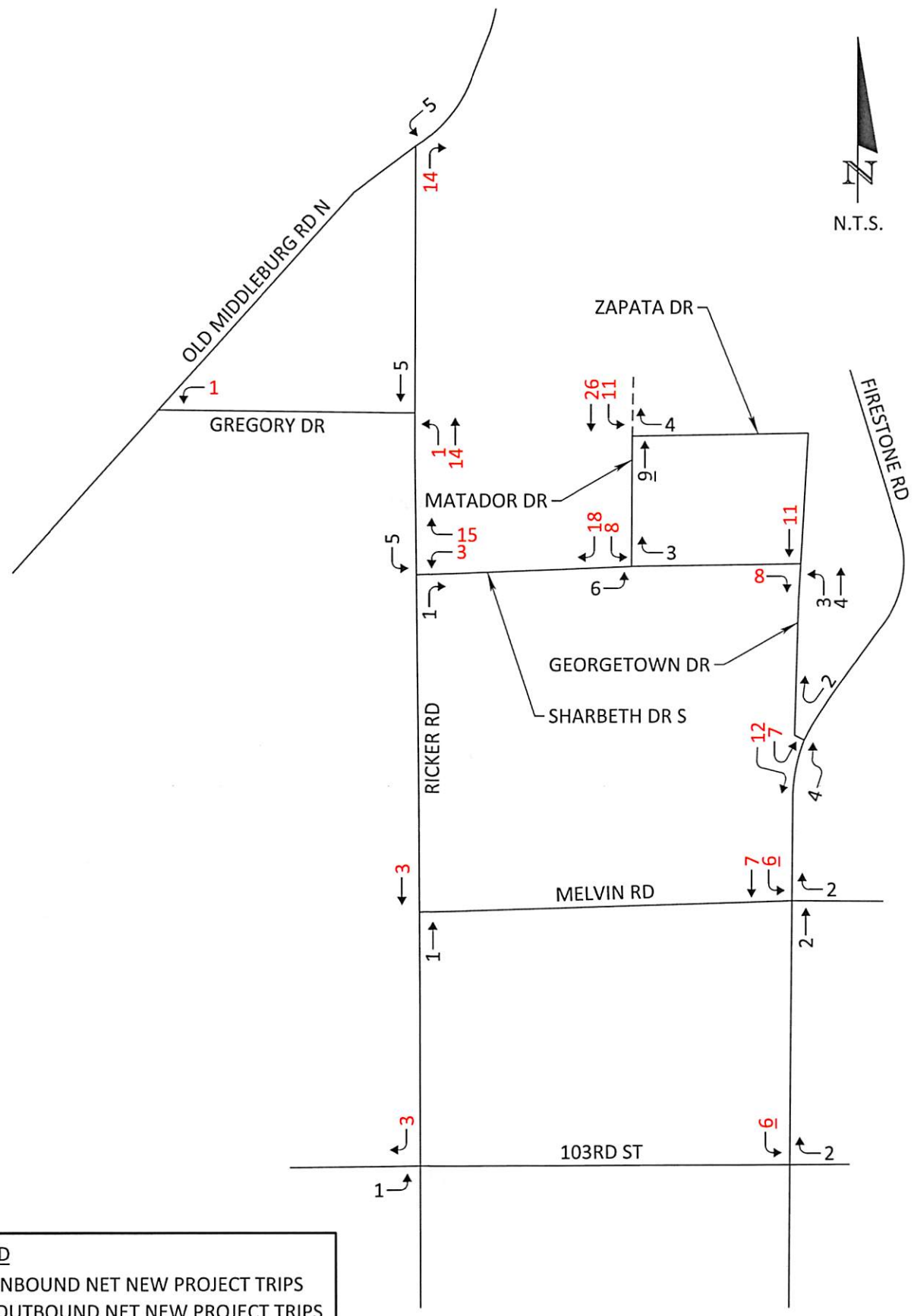


FIGURE 2

PROJECT TRAFFIC ASSIGNMENT

MATADOR DRIVE SUBDIVISION
 TRAFFIC IMPACT ANALYSIS

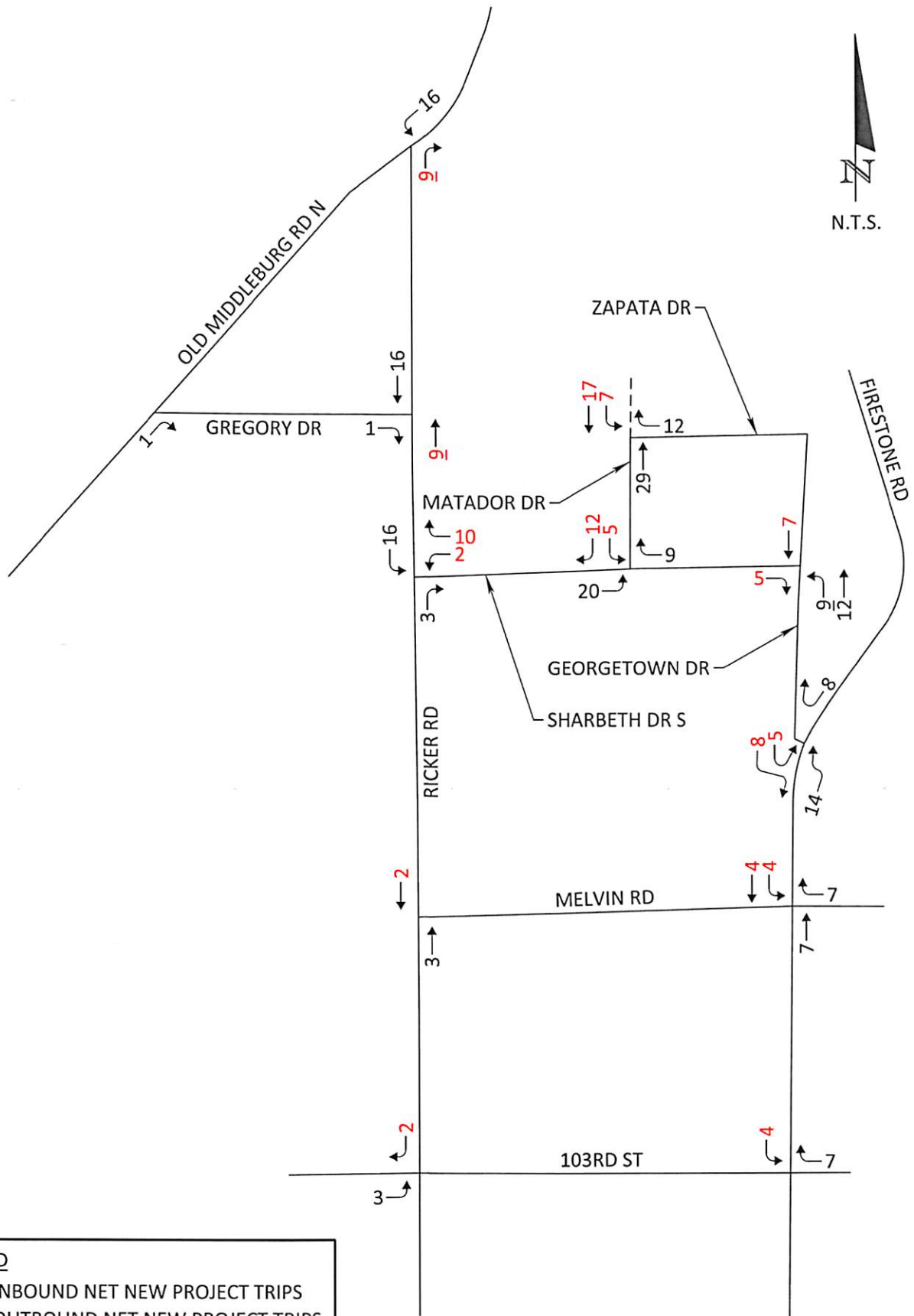


LEGEND
 XX INBOUND NET NEW PROJECT TRIPS
 XX OUTBOUND NET NEW PROJECT TRIPS

MATADOR DRIVE SUBDIVISION
 TRAFFIC IMPACT ANALYSIS

PROJECT TRAFFIC VOLUME
 AM PEAK HOUR

FIGURE 3



MATADOR DRIVE SUBDIVISION
TRAFFIC IMPACT ANALYSIS

PROJECT TRAFFIC VOLUME
PM PEAK HOUR

FIGURE 4

City of Jacksonville
2019 Local Traffic Counts

Link Id Number	Facility Name ²	From To	Roadway Type ³	Posted Speed	Lanes	Max Daily Capacity ⁴	2019 Average Daily Traffic	2019 PM Peak Hour Traffic	Daily % Cap Used	Daily Capacity Available	Volume to Capacity Ratio	2018 Average Daily Traffic	2018 PM Peak Hour Traffic
807	EAST UNION ST	A. PHILIP RANDOLPH BLVD TO LIBERTY ST	CURRENTLY NOT CLASSIFIED	30	2	11,232	1,936	248	17.24%	9,296	0.17		
378	EASTPORT RD	MAIN ST TO FAYE RD	COLLECTOR	35	2	11,232	7,313	566	65.11%	3,919	0.65	6,919	568
379	EASTPORT RD	FAYE RD TO ZOO PKWY/HECKSCHER DR	COLLECTOR	35	2	11,232	3,186	220	28.37%	8,046	0.28	3,218	411
313	EDGEWOOD AVE	CASSAT AVE TO POST ST	COLLECTOR	30	4	22,815	6,366	567	27.90%	16,449	0.28	6,489	597
315	EDGEWOOD AVE	POST ST TO ROOSEVELT BLVD	COLLECTOR	35	2	11,232	4,780	403	42.56%	6,452	0.43	4,648	385
314	EDGEWOOD AVE	ROOSEVELT BLVD TO ST. JOHNS AVE	COLLECTOR	30	4	22,815	9,379	758	41.11%	13,436	0.41	9,242	703
753	EDISON AVE	MCDUFF ST TO FOREST ST	CURRENTLY NOT CLASSIFIED	30	2	11,232	5,381	859	47.91%	5,851	0.48	5,647	1,235
321	ELLIS RD	NORMANDY BLVD TO BEAVER ST	COLLECTOR	30	2	11,232	6,413	680	57.10%	4,819	0.57	5,923	707
322	ELLIS RD	BEAVER ST TO 12TH ST	COLLECTOR	30	2	11,232	5,164	432	45.98%	6,068	0.46	4,670	397
727	EMERSON ST	EMERSON ST EXPY TO SPRING GLEN RD	COLLECTOR	40	2	16,727	5,301	424	31.69%	11,426	0.32	5,665	369
380	FAYE RD	EASTPORT RD TO SR 9A	COLLECTOR	30	2	11,232	2,540	245	22.61%	8,692	0.23	2,409	236
381	FAYE RD	SR 9A TO NEW BERLIN RD	COLLECTOR	30	2	11,232	4,396	645	39.14%	6,836	0.39	2,678	273
273	FIRESTONE RD	MORSE AVE TO 103RD ST	COLLECTOR	35	2	11,232	8,661	618	77.11%	2,571	0.77	9,331	645
274	FIRESTONE RD	103RD ST TO WILEY RD	COLLECTOR	30	2	11,232	5,164	448	45.98%	6,068	0.46	5,381	483
762	FLAGLER CENTER BLVD	SR 9B TO OLD ST AUGUSTINE RD	CURRENTLY NOT CLASSIFIED	35	4	31,941	6,112	791	19.14%	25,829	0.19	5,174	609
419	FOREST BLVD	LIVE OAK DR TO BEACH BLVD	COLLECTOR	30	2	11,232	3,774	336	33.60%	7,458	0.34	3,926	353
320	FOREST ST	STOCKTON ST TO MARGARET ST	COLLECTOR	35	2	11,232	2,517	245	22.41%	8,715	0.22	2,327	298
470	FOREST ST	I-95 TO PARK ST	CURRENTLY NOT CLASSIFIED	35	6	48,101	15,087	1,829	31.37%	33,014	0.31	14,274	1,747
505	FORSYTH ST	I-95 TO MAIN ST	COLLECTOR (ONE-WAY)	30	2	18,252	8,665	762	47.47%	9,587	0.47	9,635	892
506	FORSYTH ST	MAIN ST TO LIBERTY ST	COLLECTOR (ONE-WAY)	30	2	18,252	6,195	806	33.94%	12,057	0.34	6,688	1,083
392	FORT CAROLINE RD	UNIVERSITY BLVD TO ROGERO RD	COLLECTOR	40	4	37,611	11,888	1,005	31.61%	25,723	0.32	15,271	1,253
393	FORT CAROLINE RD	TOWNSEND BLVD TO SR 9A	COLLECTOR	35	2	14,742	15,787	1,290	107.09%	(1,045)	1.07	15,798	1,336
524	FORT CAROLINE RD	MCCORMICK RD TO MONUMENT RD	COLLECTOR	40	2	16,727	10,281	962	61.47%	6,446	0.61	9,905	868
650	FORT CAROLINE RD	SR 9A TO MERRILL RD	COLLECTOR	40	2	16,727	8,258	755	49.37%	8,469	0.49	7,710	727
651	FORT CAROLINE RD	ST. JOHNS BLUFF RD TO MCCORMICK RD	COLLECTOR	45	4	37,611	32,310	2,916	85.91%	5,301	0.86	33,036	2,811
838	FORT CAROLINE RD	ROGERO RD TO TOWNSEND BLVD	COLLECTOR	40	4	37,611	18,696	1,500	49.71%	18,915	0.50		
282	FOURAKER RD	OLD MIDDLEBURG RD TO HERLONG RD	COLLECTOR	35	2	14,742	7,673	632	52.05%	7,069	0.52	7,675	676
283	FOURAKER RD	HERLONG RD TO NORMANDY BLVD	COLLECTOR	35	2	14,742	11,823	969	80.20%	2,919	0.80	12,081	1,054
827	FOURAKER RD	NORMANDY BLVD TO LENOX AVE	COLLECTOR	35	2	14,742	10,958	839	74.33%	3,784	0.74	10,919	883
343	GARDEN ST	JONES RD TO IMESON RD	COLLECTOR	40	2	12,744	1,478	136	11.60%	11,266	0.12	1,497	153
344	GARDEN ST	IMESON RD TO OLD KINGS RD	COLLECTOR	35	2	11,232	2,820	257	25.11%	8,412	0.25	3,110	285
770	GARY ST N	SAN MARCO BLVD TO PALM AVE (WB ONE WAY)	CURRENTLY NOT CLASSIFIED	35	3	27,486	8,529	697	31.03%	18,957	0.31	10,184	778
769	GARY ST S	PALM AVE TO SAN MARCO BLVD (EB ONE WAY)	CURRENTLY NOT CLASSIFIED	35	3	27,486	8,148	612	29.64%	19,338	0.30	9,043	715
553	GATE PKWY	SOUTHSIDE BLVD TO TOWN CENTER PKWY	COLLECTOR	40	4	39,492	18,427	1,412	46.66%	21,065	0.47	18,130	1,485
593	GATE PKWY	JT BUTLER BLVD TO BURNT MILL RD E	MINOR ARTERIAL	45	4	37,611	23,063	2,600	61.32%	14,548	0.61	17,723	2,074
652	GATE PKWY	TOWN CENTER PKWY TO JT BUTLER BLVD	COLLECTOR	45	6	56,606	41,064	3,574	72.54%	15,542	0.73	35,232	3,343
653	GATE PKWY	BELFORD RD TO SOUTHSIDE BLVD	CURRENTLY NOT CLASSIFIED	45	4	39,492	13,096	1,234	33.16%	26,396	0.33	13,442	1,194
855	GATE PKWY	BURNT MILL RD E TO I-295 EAST BELTWAY/SR 9A	MINOR ARTERIAL	45	4	39,492	17,257	1,982	43.70%	22,235	0.44		
720	GATOR BOWL BLVD	A PHILLIP RANDOLPH BLVD TO ARLINGTON EXPY	COLLECTOR	40	4	37,611	4,850	664	12.90%	32,761	0.13	5,607	742
728	GILLESPIE AVE	AIRPORT CENTER DR TO NEW BERLIN RD	CURRENTLY NOT CLASSIFIED	30	2	11,232	2,976	304	26.50%	8,256	0.26	2,837	292
729	GILLESPIE AVE	AIRPORT CENTER DR TO DUVAL STATION RD	CURRENTLY NOT CLASSIFIED	30	2	11,232	1,240	130	11.04%	9,992	0.11	1,148	116
534	GILMORE HEIGHTS	REGENCY SQUARE BLVD N. TO REGENCY SQUARE BLVD	COLLECTOR	30	4	31,941	7,624	735	23.87%	24,317	0.24	7,759	743
396	GIRVIN RD	MT. PLEASANT RD TO ASHLEY MELISSE BLVD	COLLECTOR	35	2	14,742	12,609	1,080	85.53%	2,133	0.86	11,060	1,014
654	GIRVIN RD	ASHLEY MELISSE BLVD TO ATLANTIC BLVD	COLLECTOR	35	4	31,941	8,007	769	25.07%	23,934	0.25	6,747	631
420	GLYNLEA RD	ATLANTIC BLVD TO ALTAMA RD	COLLECTOR	30	2	13,536	4,979	359	36.78%	8,557	0.37	4,153	376
461	GOLFAIR BLVD	MONCRIEF RD TO I-95	MINOR ARTERIAL	35	4	22,815	16,044	1,259	70.32%	6,771	0.70	15,876	1,254
763	GRAN BAY PKWY	PHILLIPS HWY TO OLD ST AUGUSTINE ROAD	CURRENTLY NOT CLASSIFIED	35	4	33,538	5,102	729	15.21%	28,436	0.15	4,523	608
447	GREENLAND RD	OLD ST. AUGUSTINE RD TO I-95	COLLECTOR	45	2	16,727	16,158	1,339	96.60%	569	0.97	15,991	1,434
550	GREENLAND RD	I-95 TO PHILIPS HWY	COLLECTOR	45	4	37,611	18,996	1,644	50.51%	18,615	0.51	16,882	1,497

City of Jacksonville
2019 Local Traffic Counts

Link Id Number	Facility Name ²	From To	Roadway Type ³	Posted Speed	Lanes	Max Daily Capacity [*]	2019 Average Daily Traffic	2019 PM Peak Hour Traffic	Daily % Cap Used	Daily Capacity Available	Volume to Capacity Ratio	2018 Average Daily Traffic	2018 PM Peak Hour Traffic
391	PEARL ST	44TH ST TO M.L. KING JR. PKWY	COLLECTOR	30	2	14,742	6,748	680	45.77%	7,994	0.46	6,229	518
481	PEARL ST	BAY ST TO WATER ST	COLLECTOR	30	4	22,815	3,304	331	14.48%	19,511	0.14	2,839	353
482	PEARL ST	FORSYTH ST TO WATER ST	COLLECTOR	30	4	22,815	2,362	231	10.35%	20,453	0.10	2,948	335
483	PEARL ST	ASHLEY ST W FORSYTH ST	COLLECTOR (ONE-WAY)	30	3	28,860	2,055	134	7.12%	26,805	0.07	2,209	151
507	PEARL ST	MLK JR PKWY TO 1ST ST	COLLECTOR	30	2	11,232	2,224	252	19.80%	9,008	0.20	2,104	222
687	PEARL ST	STATE ST TO BEAVER ST	COLLECTOR	30	4	22,815	2,041	156	8.95%	20,774	0.09	2,245	154
688	PEARL ST	1ST ST TO STATE ST	COLLECTOR	30	4	31,941	4,112	439	12.87%	27,829	0.13	4,484	428
366	PECAN PARK RD	DUVAL RD/INTERNATIONAL AIRPORT BLVD TO DIXIE CLIPPER DR	COLLECTOR	40	2	16,727	4,154	333	24.83%	12,573	0.25	2,493	259
367	PECAN PARK RD	DIXIE CLIPPER DR TO ARNOLD RD	COLLECTOR	40	2	16,727	804	48	4.81%	15,923	0.05	1,770	215
368	PECAN PARK RD	I-95 TO MAIN ST	COLLECTOR	40	2	15,930	15,796	1,103	99.16%	134	0.99	15,776	1,145
689	PECAN PARK RD	ARNOLD RD TO INT'L AIRPORT BLVD (SR 243)	COLLECTOR	40	2	16,727	898	56	5.37%	15,829	0.05	1,893	223
488	PHOENIX AVE	8TH ST TO MLK JR PKWY	COLLECTOR	30	2	11,232	2,432	178	21.65%	8,800	0.22	2,426	177
338	PICKETTVILLE RD	OLD KINGS RD TO I-295	COLLECTOR	45	2	12,744	1,342	131	10.53%	11,402	0.11	1,299	139
339	PICKETTVILLE RD	I-295 TO COMMONWEALTH AVE	COLLECTOR	45	2	12,744	5,809	406	45.58%	6,935	0.46	5,985	412
340	PICKETTVILLE RD	COMMONWEALTH AVE TO BEAVER ST	COLLECTOR	45	2	12,744	3,656	296	28.69%	9,088	0.29	4,491	320
346	PLUMMER RD	NASSAU COUNTY LINE TO OLD KINGS RD	COLLECTOR	45	2	12,744	3,080	278	24.17%	9,664	0.24	2,623	252
782	PLYMOUTH ST	LENOX AVE TO ROOSEVELT BLVD/US 17	CURRENTLY NOT CLASSIFIED	35	2	11,232	2,931	268	26.10%	8,301	0.26	2,674	261
718	POINT MEADOWS DR	GATE PKWY TO TWIN LAKES ELEM SCHOOL	COLLECTOR	35	2	14,742	8,351	1,057	56.65%	6,391	0.57	8,738	1,016
858	POINT MEADOWS DR	TWIN LAKES ELEM SCHOOL TO BAYMEADOWS RD	COLLECTOR	35	2	14,742	10,920	1,127	74.07%	3,822	0.74		
772	PORT JAX PKWY	ALTA DR TO NEW BERLIN RD	CURRENTLY NOT CLASSIFIED	30	2	15,479	2,935	374	18.96%	12,544	0.19	2,599	297
57	POST ST	MARGARET ST TO RIVERSIDE AVE	MINOR ARTERIAL	30	2	14,742	4,579	409	31.06%	10,163	0.31	3,954	389
528	POST ST	MCDUFF AVE TO MARGARET ST	MINOR ARTERIAL	30	2	11,232	5,486	504	48.84%	5,746	0.49	5,457	487
169	POWERS AVE	UNIVERSITY BLVD TO OLD KINGS RD	COLLECTOR	40	4	37,611	21,009	1,756	55.86%	16,602	0.56	20,604	1,737
336	PRITCHARD RD	JONES RD TO IMESON RD	COLLECTOR	45	4	37,611	20,942	1,544	55.68%	16,669	0.56	20,810	1,621
581	PRITCHARD RD	SPORTSMANS CLUB RD TO I-295	COLLECTOR	45	4	37,611	34,648	2,326	92.12%	2,963	0.92	35,892	2,261
778	PRITCHARD RD	OLD PLANK RD TO COMMONWEALTH AVE	CURRENTLY NOT CLASSIFIED	45	2	15,930	5,114	439	32.10%	10,816	0.32	4,151	364
783	PRITCHARD RD	COMMONWEALTH AVE TO JONES RD	CURRENTLY NOT CLASSIFIED	45	4	39,492	7,740	544	19.60%	31,752	0.20	7,987	534
337	PRITCHARD RD (SIS RAIL CONN)	I-295 TO OLD KINGS RD	MINOR ARTERIAL	45	4	37,611	22,242	1,637	59.14%	15,369	0.59	18,280	1,371
758	PRITCHARD RD (SIS RAIL CONN)	IMESON RD TO SPORTSMANS CLUB RD	MINOR ARTERIAL	45	4	37,611	27,300	1,930	72.59%	10,311	0.73	27,564	1,972
377	PULASKI RD	HOWARD RD TO NEW BERLIN RD	COLLECTOR	35	2	14,742	9,794	960	66.44%	4,948	0.66	9,381	856
749	PULASKI RD	EASTPORT RD TO HOWARD RD	CURRENTLY NOT CLASSIFIED	35	4	31,941	10,686	818	33.46%	21,255	0.33	10,050	840
777	R.G. SKINNER PKWY	DEL WEBB PKWY TO ATLANTIC COAST HIGH	CURRENTLY NOT CLASSIFIED	30	4	31,941	7,072	316	22.14%	24,869	0.22	6,581	304
305	RAMONA BLVD	LANE AVE TO LENOX AVE	COLLECTOR	30	2	14,742	4,793	359	32.51%	9,949	0.33	4,759	345
301	RAMONA BLVD.	HAMMOND BLVD TO CAHOON RD	COLLECTOR	35	2	14,742	4,164	326	28.25%	10,578	0.28	4,263	348
693	RAMONA BLVD.	CAHOON RD TO MEMORIAL PARK RD	COLLECTOR	35	2	11,232	3,538	323	31.50%	7,694	0.31	3,497	275
269	RAMPART RD	ARGYLE FOREST BLVD TO COLLINS RD	COLLECTOR	35	4	31,941	20,537	1,613	64.30%	11,404	0.64	19,188	1,551
584	RAMPART RD	PARK CITY DR TO MORSE AVE	COLLECTOR	35	2	14,742	9,683	789	65.68%	5,059	0.66	9,217	853
694	RAMPART RD	COLLINS RD TO PARK CITY DR	COLLECTOR	35	2	14,742	12,588	1,033	85.39%	2,154	0.85	12,304	1,092
417	REGENCY SQ BLVD	WESTERN TERMINUS TO MONUMENT RD	COLLECTOR	35	4	14,742	8,185	754	55.52%	6,557	0.56	6,581	304
416	REGENCY SQ BLVD N	MILL CREEK RD TO MONUMENT RD	COLLECTOR	35	4	33,538	10,223	763	30.48%	23,315	0.30	10,954	874
784	RICHARD ST	UNIVERSITY BLVD TO BOWDENDALE AVE	CURRENTLY NOT CLASSIFIED	30	2	14,742	5,729	503	38.86%	9,013	0.39	6,284	580
270	RICKER RD	OLD MIDDLEBURG RD TO 103RD ST	COLLECTOR	35	2	11,232	7,597	593	67.64%	3,635	0.68	7,694	627
271	RICKER RD	103RD ST TO MORSE AVE	COLLECTOR	35	2	11,232	3,169	261	28.21%	8,063	0.28	6,237	482
826	RICKER RD	MORSE AVE TO PARK CITY DR	COLLECTOR	40	2	12,744	9,043	689	70.96%	3,701	0.71		
690	RIVERSIDE AVE	FOREST ST TO WATER ST/BROAD ST	MINOR ARTERIAL	35	6	50,506	27,149	3,088	53.75%	23,357	0.54	28,875	3,108
805	RIVERSIDE AVE	PENNINSULAR/COMPUTER POWER PL TO FOREST ST	CURRENTLY NOT CLASSIFIED	30	4	31,941	18,025	1,840	56.43%	13,916	0.56		
799	RIVERSIDE PARK PL	RIVERSIDE AVE TO PARK ST	CURRENTLY NOT CLASSIFIED	30	2	11,232	4,570	498	40.69%	6,662	0.41		
411	ROGERO RD	FORT CAROLINE RD TO MERRILL RD	COLLECTOR	30	2	14,742	5,219	434	35.40%	9,523	0.35	5,626	487
412	ROGERO RD	MERRILL RD TO ARLINGTON RD	COLLECTOR	40	4	34,029	13,727	1,172	40.34%	20,302	0.40	14,322	1,251