
2019
Mobility Report
Butler Blvd
TO Philips Hwy
SOUTH
UPWP Task 5.1 Annual Mobility Report
June 30, 2019
North Florida TPO
Transportation Planning Organization
PLAN • FUND • MOBILIZE

EXECUTIVE SUMMARY

The data presented in this 2019 Annual Mobility Report is based on regional trends from 2014-2017. This report summarized the quantity, quality, system utilization and accessibility dimensions of mobility in the North Florida Transportation Planning Organization's (North Florida TPO) planning boundaries consisting of Clay, Duval, Nassau and St. Johns Counties. These measures were established in the North Florida TPO's Congestion Management Process in 2019. This report also includes the performance measures adopted by the Federal Highway Administration (FHWA) for metropolitan planning. These datasets are made available through an online Integrated Data Exchange (IDE). The following summarizes the key results and findings:

- We anticipate mobility demand to grow at the same rate as the local economy. Automobile traffic increased by 3.2 percent in 2017 while the gross domestic product grew by 5.4 percent. The number of aviation passengers and amount of freight moving through the port increased steadily from 2014 to 2017.
- Traffic delays increased and average speed across the network fell by 0.2 mph during the peak hour from 2014 to 2017. Traffic delays cost our region $329 million in 2017.
- The system's capacity is being consumed by more travelers. The vehicles-per-lane-mile on the roadway system increased 1.9 percent from 2016 to 2017. Continued investment in constructing new capacity and new connectors is needed to meet these needs.
- The estimated system reliability for interstate facilities is declining, however is still greater than the 75 percent system reliability goal. The reliability declined on the seven most congested corridors in the region indicating the peak has spread beyond the 5-6 p.m. peak hour.
- Increases in demand and congestion make it harder to get traffic flowing after major back-ups. As recurring congestion increases, additional investments are needed in Transportation Systems Management and Operations (TSM&O) strategies to ensure we get the most from our system.
- About 80 percent of travel is single-occupancy vehicle trips, which remained unchanged from prior years.
- In 2017, vehicle crashes cost our region $5.1 billion in economic losses and 232 people died in crashes.
- Vehicles are a major contributor to air pollution, producing significant amounts of carbon dioxide($C0_2$), nitrogen oxides (NO_X), carbon monoxide (C0), and other pollutions. The total cost of emissions for the 2017 year was $2.2 million.
- The total fuel consumption cost due to delay in 2017 was $6.8 million.

The following table summarizes the 2017 results of the mobility performance measures and benchmarks adopted in the Path Forward 2040 Long Range Transportation Plan. The goals identified in this document are described in the 2019 Congestion Management Plan and adopted from the 2045 Long Range Transportation Plan.

Table E1 - Mobility Report Card

Performance Measure	**Aspirational Goal**	**Progress (2016-2017)**
Quantity of Travel		
Vehicles		
Vehicle-Miles Traveled (Daily)	(1)	3.1% increase
Vehicle Occupancy (Persons/Vehicle)	Maintain or increase	No significant change since 2014
Person-Miles Traveled (Daily)	(1)	3.2% increase
Truck-Miles Traveled (Daily)	(1)	6.3% increase
Transit Ridership	Increase	5.1% decrease
Aviation		
Enplanements	Maintain or increase	0.5% decrease from JIA
Air Cargo (Tons)	Maintain or increase	9.2% increase from 2014 to 2016
Ports		
Tons Moved	Maintain or increase	7.0% increase
Containers Moved	Maintain or increase	6.7% increase
Automobiles Moved	Maintain or increase	9.0% increase
Quality of Travel		
Average Travel Speed (Peak Hour)	Maintain or improve	1.3% Increase
Delay (Daily)	Maintain or reduce	18.2% increase
Percent of person-miles traveled on the Interstate that are reliable[2]	75%[3]	76.9% in 2016 (8.9% decrease from 2014 to 2016)
Percent of person-miles traveled on the non-Interstate NHS that are reliable[2]	50%[4]	65.5% in 2016 (2.5% decrease from 2014 to 2016)
Truck travel time reliability ratio (TTR) on the Interstate[2]	1.75[3]	1.79 in 2016 (0.14 increase from 2014 to 2016)
Number of Jobs Near a State Highway	Maintain or improve	629,619 jobs for 2015
Percent miles meeting LOS criteria rural facilities	Maintain or improve	No significant change
System Utilization		
Percent Miles Severely Congested (Peak Hour)	Maintain or reduce	6.5% decrease
Percent Travel Severely Congested (Daily)	Maintain or reduce	3.2% increase
Percent Travel Severely Congested (Peak Hour)	Maintain or reduce	11.3% decrease
Hours Severely Congested (Daily)	Maintain or reduce	7.0% increase
Hours Severely Congested (Yearly)	Maintain or reduce	Increased by an average of 10.36 hours per road segment
Vehicles Per Lane Mile (Peak Hour)	Indicator of utilization for information only	1.9% increase
Safety		
Total Crash Rate (crashes/million vehicle-miles)	Reduce	No significant change
Number of Fatalities[2]	Zero	No significant change
Number of Serious Injuries[2]	Zero	No significant change
Fatal Crash Rate (crashes/million vehicle-miles)[2]	Zero	No significant change
Serious Injury Rate (crashes/million vehicle-miles)[2]	Zero	No significant change
Total Number of Non-Motorized Fatalities and Serious Injuries[2]	Zero	No significant change

Operations		
Identification and Verification (minutes)	Maintain or reduce	11.9% increase
Clearance Times (minutes)	Maintain or reduce	6.7% increase
Livability and Sustainability		
Cost of Congestion ($)	(5)	$50,700,605 increase
Cost of Emissions ($)	Maintain or reduce	$344,285 increase
Percent of Population within a quarter mile walk of a transit stop	95%	3.3% in 2017
Population within 5 miles of park-n-ride lots	95%	64% in 2017
Passengers per vehicle revenue mile	(6)	6.5% decrease
Passengers per vehicle revenue hour	(6)	5.7% decrease
Lane miles with bicycle and pedestrian facilities	85% of lane miles	82.6% in 2017
System Preservation		
Percent of Interstate Pavement in Good Condition[2]	>60%[4]	64.0% in 2017
Percent of Interstate Pavements in Poor Condition[2]	≤ 5%[4]	0% in 2017
Percent of Non-Interstate NHS Pavement in Good Condition[2]	≥40%[3]	36.2% in 2017
Percent of Non-Interstate NHS Pavement in Poor Condition[2]	≤ 5%[3]	0.6% in 2017
Percent of National Highway System Bridges in Good Condition[2]	50%[3] (7)	71.2% in 2017
Percent of National Highway System Bridges in Poor Condition[2]	<10%[3]	1.28% in 2017
Average Age of Transit Vehicles (years)[2]	-	0.78-year increase from 2016 to 2017

1. Vehicle-miles traveled, etc., were not assigned a benchmark since they are not only an indicator of demand and system throughput. There were strategies in the Path Forward 2040 Long Range Transportation Plan designed to reduce vehicle-miles traveled, such as transit service expansion.
2. Denotes a FHWA MAP-21 Performance Measure.
3. Two-year target
4. Four-year target
5. Many exogenous factors influence this performance measure including the price of fuels that are beyond the scope of a CMP. However, this performance measure will be considered within the CMP based on policy decisions made during the scenario development.
6. Coordination with Jacksonville Transportation Authority is needed to develop the baseline and benchmark data needed.
7. Strengthen bridges that are either (1) structurally deficient or (2) posted for weight restriction within six years on FDOT facilities. Replace bridges that require structural repair that more cost effective to replace within nine years on FDOT facilities. Satisfy FDOT's off system bridge replacement goals.

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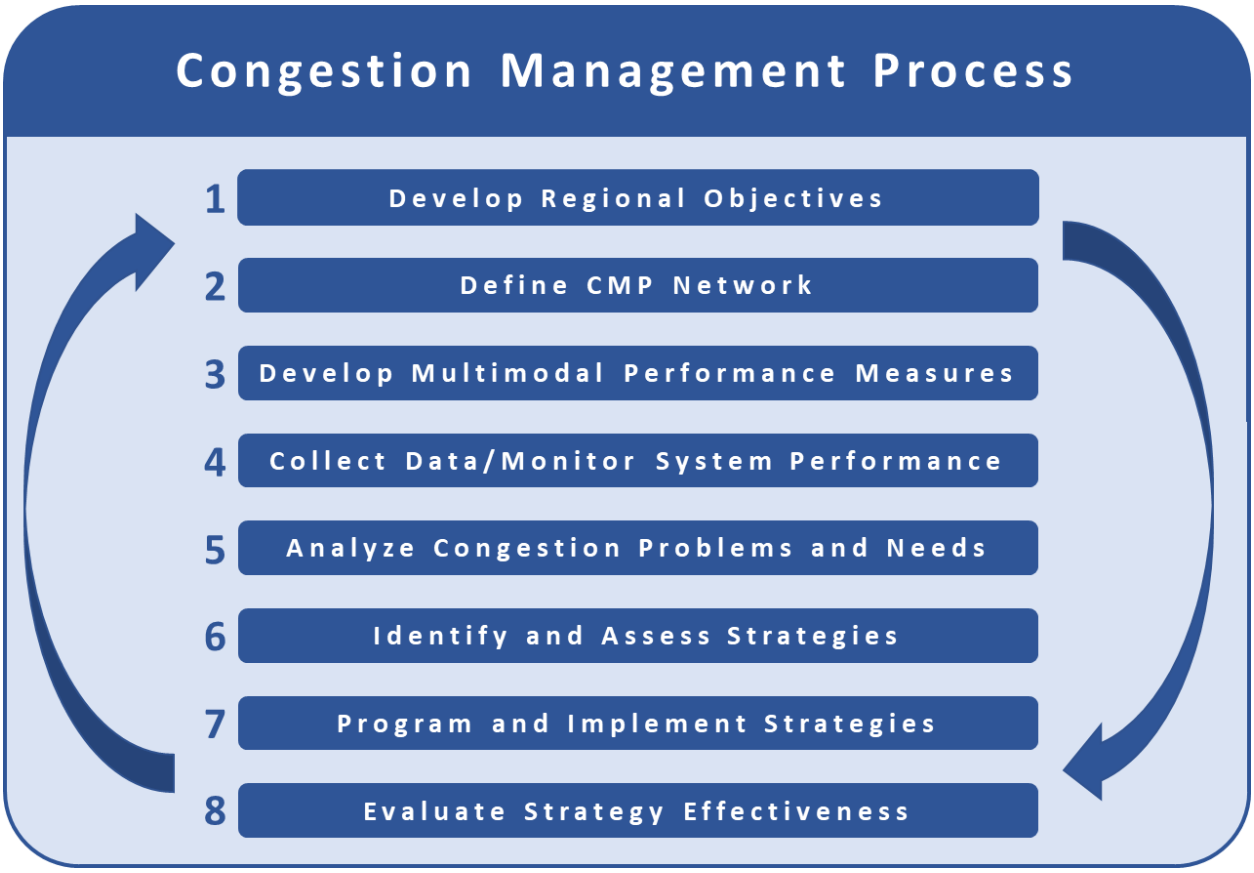
Introduction

This is the sixth Annual Mobility Report prepared by the North Florida TPO. These reports provide valuable travel trend information for the TPO's Congestion Management Process (CMP). Performance measures reported in this report are identified in the updated 2019 CMP. Figure 1 summarizes this process.

Figure 1 - Congestion Management Process



The development of a CMP is required by the Federal Highway Administration (FHWA). This document is updated annually. The technical methods used to estimate and evaluate performance measures are well-documented in the CMP and prior Annual Mobility Reports. Only the key findings and results of the analysis are discussed in this report. Additional detail is provided in the appendices.

Unless otherwise indicated, the performance measures, such as vehicle-miles traveled and other statistics, are for the Interstate System, expressways, principal arterials and major collectors only, consistent with the Florida Department of Transportation's (FDOT) Statewide Mobility Performance Measures reporting system. Appendix A includes additional information on the system performance measures. The data provided from the FDOT for the 2013 year is inconsistent with the reporting format for subsequent years and is not included in this report. Appendix A includes the centerline miles by roadway functional classification and shows missing datasets for urban minor arterials, rural principal arterials, and rural minor arterials.

The update to the 2019 CMP includes the rollout of an Integrated Data Exchange (IDE) to serve as both an archive for historical performance measure data, and a tool to access real-time performance measures

when available. The IDE is used to generate figures and tables for this report and will serve as a reference for all identified performance measures moving forward. The remainder of this report summarizes performance measures and trends that can also be accessed through the IDE web interface (www.SmartNorthFloridaData.com).

Quantity of Travel

As our economy continues to grow, our roadways continue to service higher volumes.

Vehicles

Vehicle-miles Traveled

Vehicle-miles traveled (VMT) is the most direct measurement of total travel. Between 2014 and 2017, the daily vehicle-miles traveled increased 13.5 percent while the gross domestic product (GDP) in the Jacksonville Metropolitan Statistical Area increased 19.8 percent. Over the past year GDP has outpaced vehicle miles traveled growth by 2.2 percent. Since 2014, population grew by 6.28 percent which is a major driver in our region's economic growth.

Figure 2 shows the correlation between GDP and vehicle-miles traveled. Table 1 compares VMT and economic indicators for GDP and population.

Figure 2 - Vehicle-miles Traveled and Gross Domestic Product[1][2]

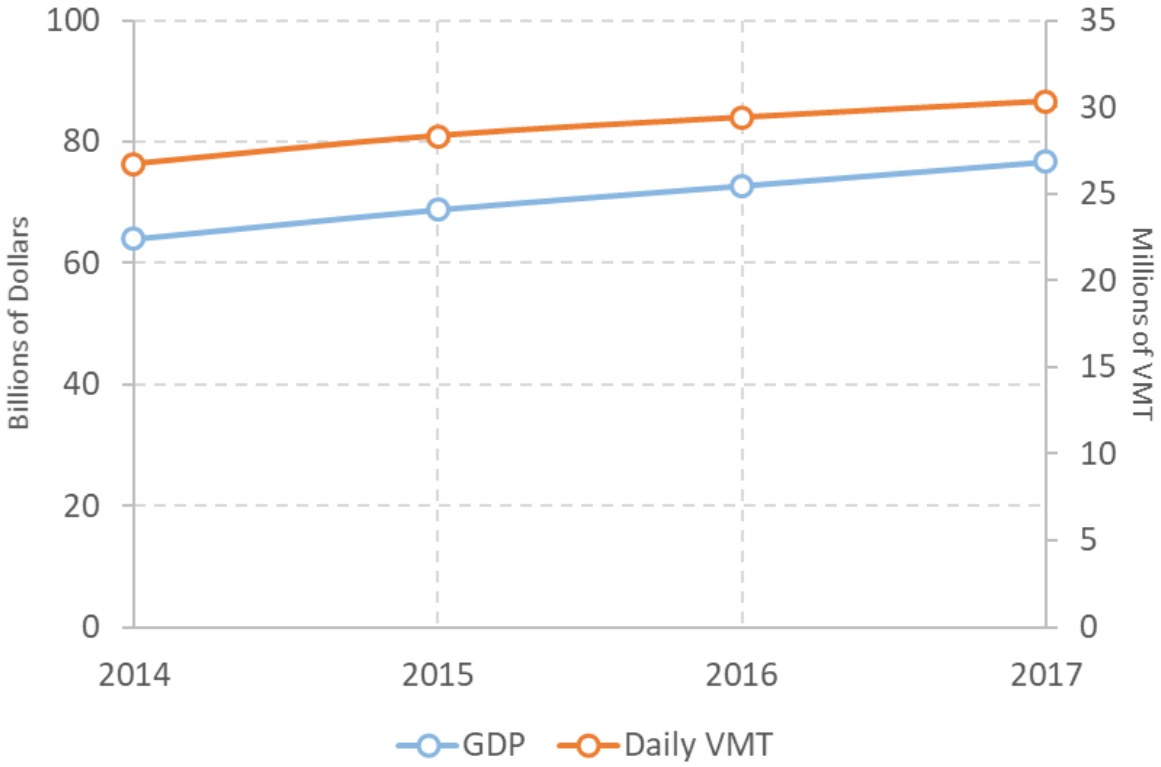


Table 1 - Comparison of the Quantity of Travel and Economic Indicators

Quantity of Travel	2014	2015	2016	2017	Change 2014-2017	% Change 2014-2017
Daily Vehicle-Miles Traveled (1,000)	26,696	28,331	29,394	30,316	3,620	13.56%
Daily Person-Miles Traveled (1,000	43,689	46,408	48,090	49,651	5,962	13.65%
Daily Truck-Miles Traveled (1,000)	2,141	2,261	2,356	2,505	364	17.00%
Population (1,000)	1,370	1,397	1,427	1,456	86	6.28%
Gross Domestic Product (billions)	64.00	68.81	72.72	76.65	12.65	19.77%
% Change Vehicle-Miles Traveled	-	6.06%	3.75%	3.14%	-	-
% Change Person-Miles Traveled	-	6.22%	3.62%	3.25%	-	-
% Change Truck-Miles Traveled	-	5.58%	4.22%	6.32%	-	-
% Change Population	-	1.95%	2.16%	1.99%	-	-
% Change Gross Domestic Product	-	7.51%	5.69%	5.39%	-	-

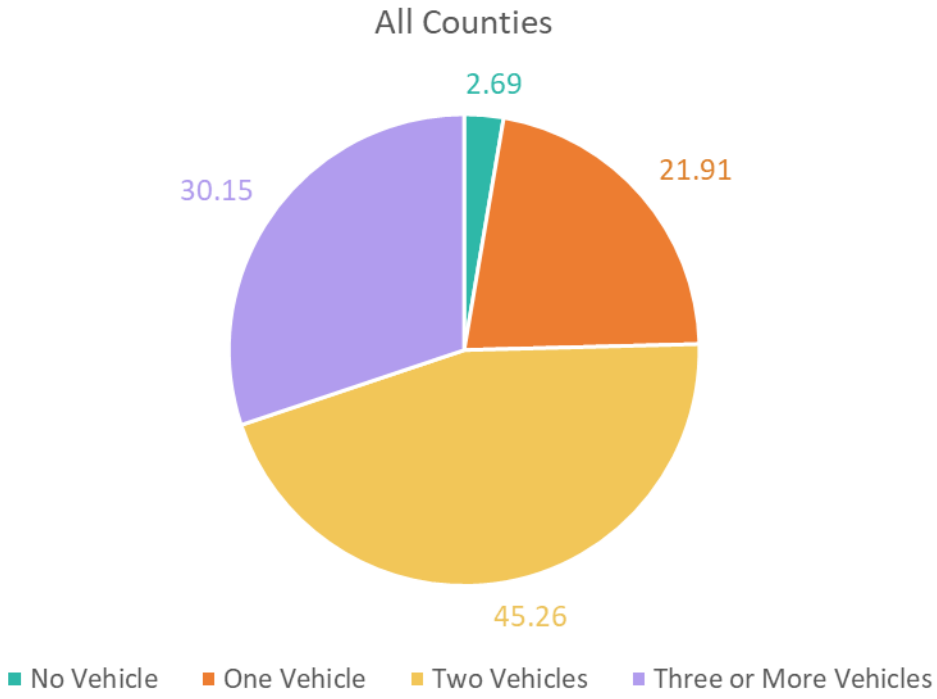
Source: Bureau of Economic Analysis website and Bureau of Economic and Business Research, University of Florida

Vehicle Occupancy

In 2017, the clear majority of North Florida households had access to a vehicle. The following figure shows a breakdown of vehicle availability by household percentage in the North Florida region.

[1] Vehicle miles traveled information provided to the TPO from the FDOT Mobility Performance Management data
[2] Gross domestic product taken from https://www.bea.gov/data/gdp/gdp-metropolitan-area

Figure 3 - Vehicle Availability Summary



The percentage of non-single occupancy vehicle (SOV) commuting trips declined but did not significantly change between 2014 (19.1 percent) and 2017 (18.7 percent). The non-SOV travel includes carpool, van, public transportation, bicycling and walking. Table 2 summarizes the percentage of occupancy vehicle travel from 2013 to 2017. For comparison, the 2017 North Florida Household Travel Survey[3] reported 90% SOV travel.

Table 2 - Percentage of Occupancy Vehicle Travel[4]

Vehicle Occupancy Travel	2014	2015	2016	2017
Non-SOV Travel	19.1%	16.6%	18.0%	18.7%
SOV Travel	80.9%	83.4%	82.0%	81.3%

Person-miles Traveled

Person-miles traveled are estimated based on the average vehicle-occupancy multiplied by the VMT. The person-miles traveled are summarized in Table 1. This number has grown at the same pace as VMT suggesting that occupancy numbers have remained stable over the past four years.

Truck-miles Traveled

There has been a strong correlation between the growth in truck-miles traveled and the GDP in North Florida. Truck-miles traveled increased 17 percent from 2014 to 2017 and GDP increased 19.8 percent. It can be expected for truck-miles traveled to grow at a similar rate as the GDP. As the economy continues

[3] http://northfloridatpo.com/images/uploads/NorthFloridaHTS_FinalReport_07122018.pdf
[4] US Census Bureau: https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t

to grow, truck-miles traveled are anticipated to increase to deliver the goods and services needed to support this growing demand. Truck-miles traveled is generally a leading indicator for this growth.

Transit Ridership

Transit use in North Florida continues to be less than one percent of all person-miles traveled. Table 3 summarizes the transit ridership data. It is not possible to assess the total increase in the region due to unavailability of data in Clay county in 2014. In Duval, Nassau, and St. Johns counties from 2014 to 2017, transit ridership in the region increased by 1.6 percent. All counties show a decline in transit ridership from 2016 to 2017 with a total decrease of five percent. This decline is believed to be the result of riders who can afford to use on-demand services such as Lyft and Uber opting for these services rather than public transit.

Table 3 - Transit Ridership[5]

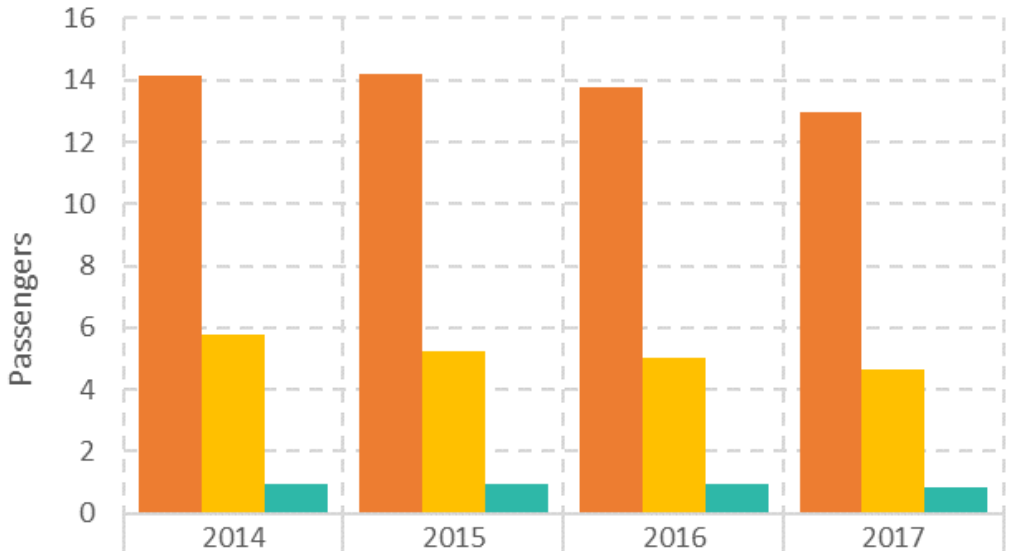
Transit Ridership	2014	2015	2016	2017	% Change 2013-2017
Duval County	12,596,111	13,325,104	13,317,000	12,659,047	0.50%
St. Johns County	278,412	310,431	313,732	291,029	4.53%
Clay County	-	135,458	146,857	129,415	-
Nassau County	56,591	47,998	56,038	53,028	-6.30%
Total	12,931,114[1]	13,818,991	13,833,627	13,132,519	1.56%[1]

Note: (-)indicates data not available. [1]Clay county data excluded

Average transit load, passengers per vehicle revenue mile, and passengers per vehicle revenue hour are shown in Figure 4. From 2014 to 2017, passengers per vehicle revenue mile were reduced by 0.07 passengers and passengers per revenue hour was reduced by 1.2 percent. The average transit load has reduced from 5.8 to 4.7 during this same time span. This trend is expected with reduced ridership.

[5] Transit ridership provided by the National Transit Database: https://www.transit.dot.gov/ntd/ntd-data

Figure 4 - Transit Ridership Statistics for the North Florida Region



	2014	2015	2016	2017
Pass Per Rev Hr	14.13	14.2	13.77	12.98
Average Load	5.76	5.25	5.01	4.66
Pass Per Rev Mile	0.93	0.93	0.92	0.86

Aviation

The number of passengers flown through Jacksonville International Airport is shown in Figure 5. Passengers have increased by 6.35 percent from 2014 to 2017. Passengers have declined by 0.5 percent in 2017. Air-cargo shipments at the Jacksonville International Airport have increased by 9.2 percent from 2014 to 2016. Enplanements at the Northeast Florida Regional Airport in St Augustine are shown in Figure 7.

Figure 5 - Air Passengers at JIA[6]

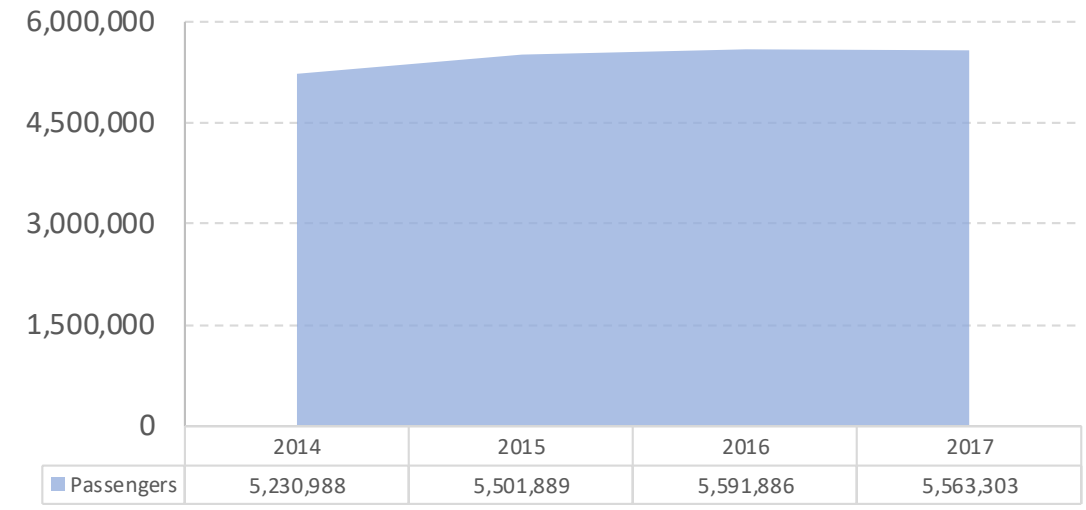
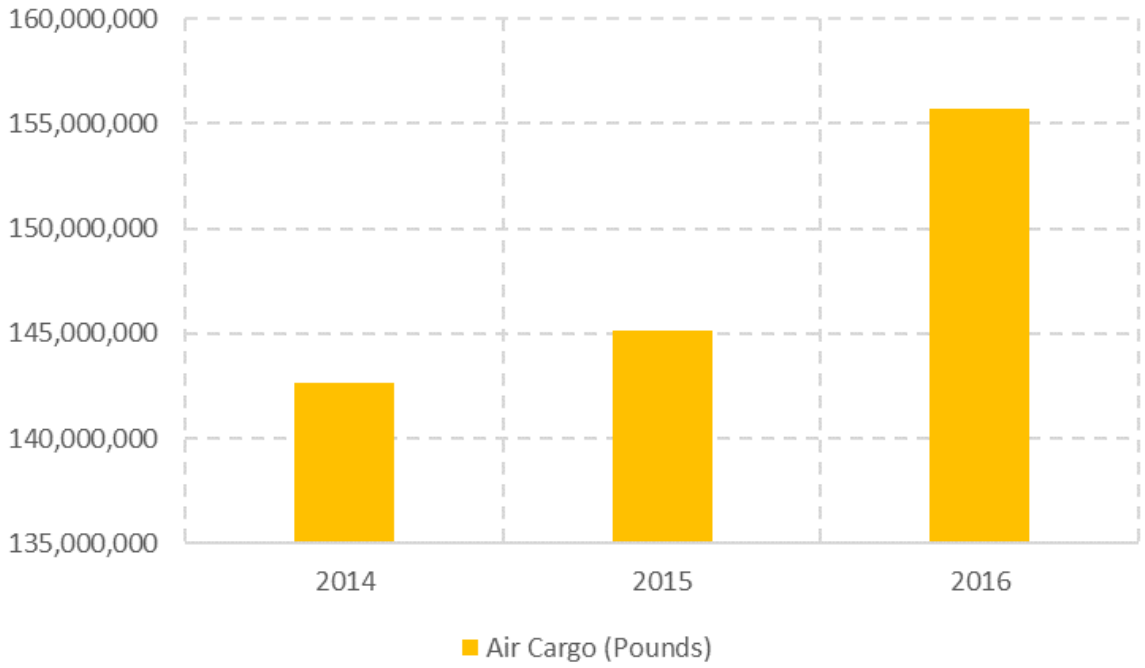
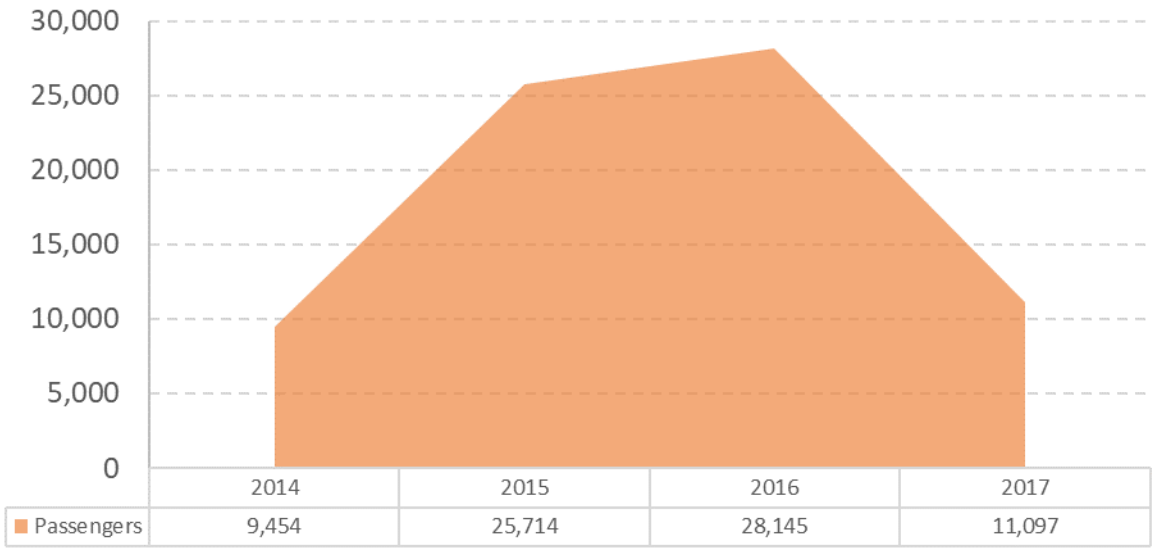


Figure 6 - Air Cargo at JIA



[6] Air traffic information provided by JIA: http://www.flyjacksonville.com/content2015.aspx?id=18

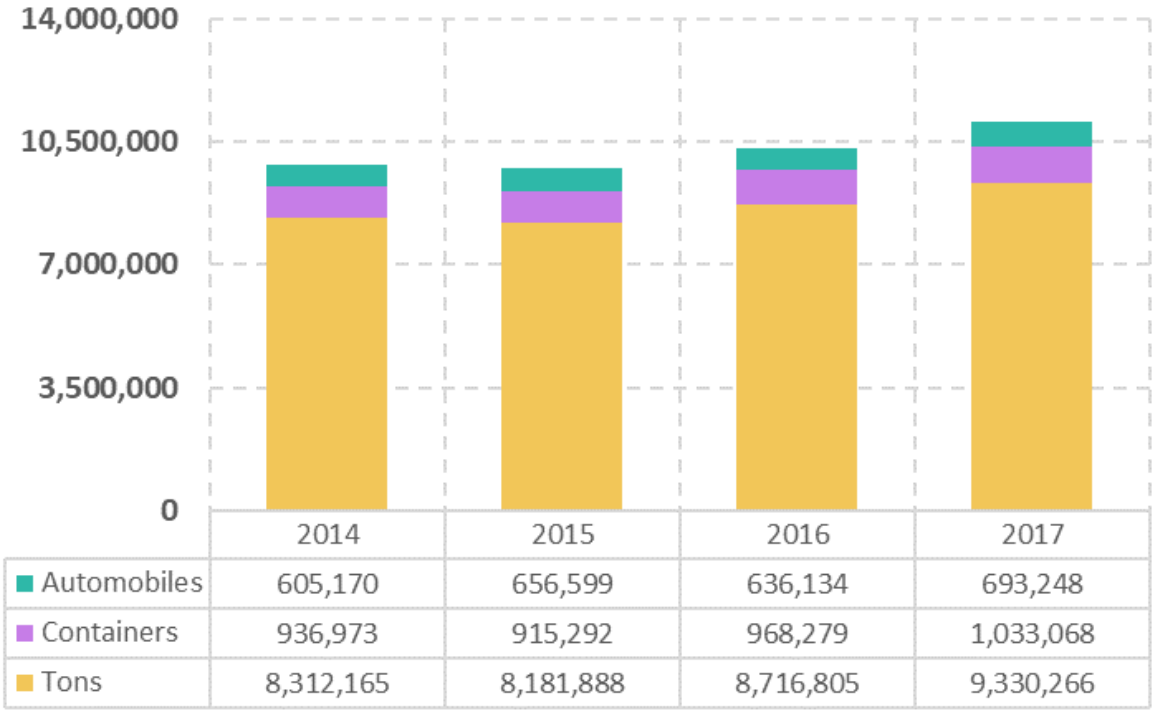
Figure 7- Enplanements at Northeast Florida Regional Airport



Ports

JAXPORT has continued to experience substantial growth with increased total tonnage moved in 2017. Figure 8 shows the total tonnage, containers, and automobiles shipped as reported by JAXPORT. Container (intermodal) freight and automobiles continued to increase by 10.3 and 14.6 percent respectively since 2014. Freight tonnage has increased 12.3 percent since 2014.

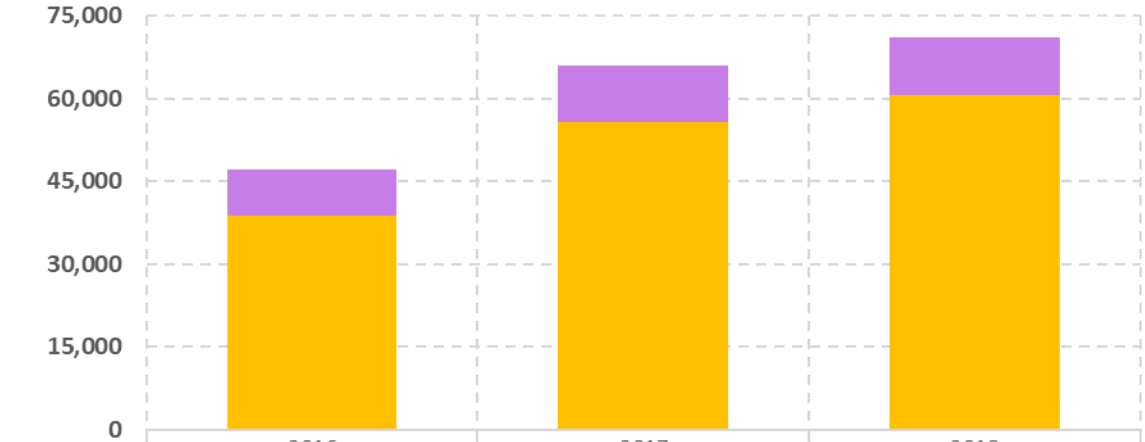
Figure 8 - JAXPORT Tonnage and Units[7]



	2014	2015	2016	2017
Automobiles	605,170	656,599	636,134	693,248
Containers	936,973	915,292	968,279	1,033,068
Tons	8,312,165	8,181,888	8,716,805	9,330,266

The Port of Fernandina continues to experience continued growth in terms of container throughput and tonnage as shown in Figure 9.

Figure 9- Port of Fernandina Tonnage and Units



	2016	2017	2018
Containers	8,330	10,224	10,528
Tons	38,672	55,755	60,571

[7] Port statistics taken from JAXPORT: https://www.jaxport.com/media/publications/

Quality of Travel

Higher demands on our road network result in more delays and less reliable roadways.

Speeds and Delay

In 2017, the peak hour average travel speed increased from 48.0- to 48.6-mph, but the daily vehicle-hours of delay increased by 17.2 percent during the p.m. peak hours between 2016 and 2017. The increase in average speed seems counterintuitive to an increase in delay. A deeper dive into the data shows a reduction in speeds for road segments that experience some level of delay during the peak hour. Road segments that experience zero delay showed an increase in average speed of over 3-mph from 2014 to 2017. As expected, the average speed on these roadways experiencing delay has decreased by over 2-mph in the same time frame. This trend may suggest that travelers are driving faster or more aggressively on uncongested roadways. Table 4 summarizes the quality of travel measures reported for our region in the statewide mobility performance measures database.

Table 4 - Quality of Travel for the North Florida Region SHS[8]

Quality of Travel	2014	2015	2016	2017
Average Travel Speed (Peak Hour, mph)	48.8	48.7	48.0	48.6
Delay (Vehicle-hours per day)	24,306	41,988	51,355	60,722
On Time Reliability (Daily) - FDOT	0.64	0.63	0.63	0.64
% Miles Meeting LOS Criteria (Daily) Urban Facilities	98.55	97.17	96.33	96.48
% Miles Meeting LOS Criteria (Daily) Rural Facilities	100.00	99.05	98.97	99.90

*2017 data adjusted to match historical trend

The increase in delay has significant impacts on the cost of congestion for North Florida. The total cost of congestion is composed of the cost of fuel consumption and the cost of time loss. Figure 10 shows the total cost of congestion with these two performance measures. The total cost of congestion for the 2017 year was $329 million. This is an increase of $198 million from 2014 to 2017.

This value is for recurring congestion only. Other studies report that 40 percent of the costs of congestion are a result of incidents such as crashes, weather and lane closures. When adjusted to include non-recurring congestion, the estimated cost increase to $548 million.

The on-time reliability of the roadways in North Florida has remained steady over the past four years, and the percentage of miles meeting LOS criteria is adequate for both urban and rural facilities.

In 2017, congestion cost North Florida

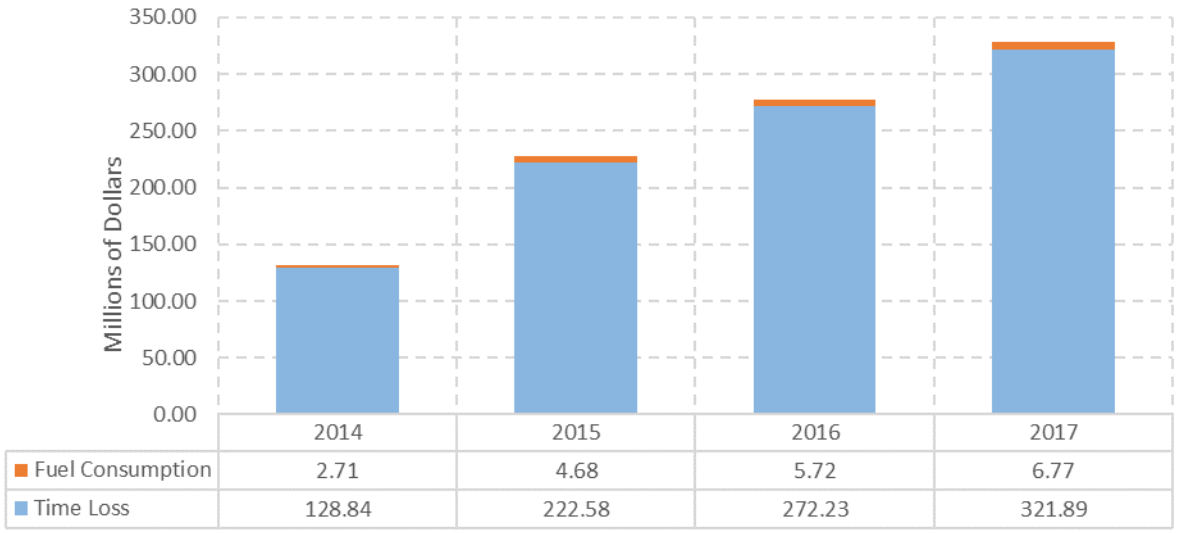
$329

million

In economic losses from recurring congestion.

[8] Provided to the TPO from the FDOT Mobility Performance Management data

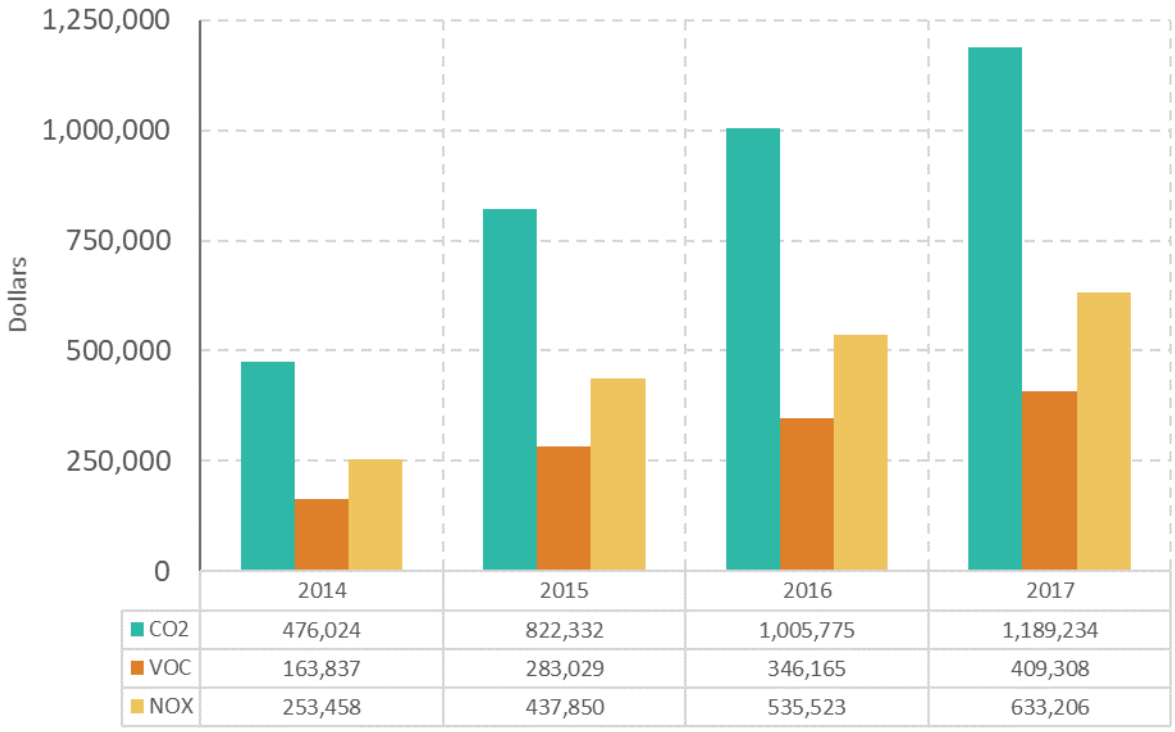
Figure 10 - Cost of Congestion



	2014	2015	2016	2017
Fuel Consumption	2.71	4.68	5.72	6.77
Time Loss	128.84	222.58	272.23	321.89

One of the direct results of increased congestion is the increase in emissions from vehicles. Figure 11 summarizes the cost of emissions and fuel consumption for the North Florida Region in 2017. Carbon dioxide (CO2) emissions increased 18.2 percent since 2016. Air pollution is one of the most serious environmental problems in the United States. Poor air quality can cause serious health problems. Vehicles are a major contributor to air pollution, as significant producers of CO2, nitrogen oxides (NOX), carbon monoxide (CO), and other pollutions. Emissions metrics should be monitored to ensure accurate representation of data as electric vehicles achieve a higher market penetration rate. Total emissions from automobiles cost our region an estimated 2.2 million dollars in 2017.

Figure 11 - Annual cost of emissions



	2014	2015	2016	2017
CO2	476,024	822,332	1,005,775	1,189,234
VOC	163,837	283,029	346,165	409,308
NOX	253,458	437,850	535,523	633,206

Reliability

Reliability is defined as the probability a traveler will arrive on-time based on previous experience. This is reported as a system-wide measure. Additionally, the condition along key corridor were evaluated to measure congestion and travel reliability.

The FHWA requires the reporting of specific performance measures as part of the MAP-21 Act. PM3 requires the reporting of reliability measures on interstates and non-interstate NHS facilities. The NPMRDS data was accessed using the RITIS system to calculate these system-wide measures. Table 5 provides the measures from 2014 to 2016. Data from 2017 was not yet available and will be updated in the next publication of the mobility report. The reliability has declined by 8.9 percent on interstates and 2.5 percent on the non-interstate NHS. The truck travel time reliability ratio has increased by 0.14 during the same time period.

Table 5- FHWA PM3 Reliability Performance Measures[9]

Year	*% of person-miles traveled on the Interstate that are reliable*	*% of person-miles traveled on the non-Interstate that are reliable*	*Truck travel time reliability ratio (TTR) on the Interstate*
2014	85.8	68.0	1.66
2015	80.2	65.1	1.90
2016	76.9	65.5	1.79
Change (2014-2016)	8.9	2.5	0.14

In addition to the system wide performance measures, corridor and segment-level reliability are reported for Bluetooth equipped facilities. Since we currently do not have the data needed to estimate trip-based reliability within the region, we use corridor reliability to better understand how travelers perceive the highway system and how we can better manage facilities using TSM&O strategies, such as express lanes. Reliability was assessed using the Florida Department of Transportation (FDOT) BlueTOAD data collection system for the following corridors:

- I-10
- I-95
- I-295
- SR 10
- SR 13
- SR 21
- SR 200
- US 1
- US 17
- US 90

For this report, new data was reported for three years (2016-2018) during the months of April and May to show a travel time change. Only Tuesdays, Wednesdays and Thursdays are used in the analysis to represent typical peak period conditions. The Bluetooth data is aggregated in 15-minute bins for analysis. The reliability measures included in the analysis are described below:

1. Level of Travel Time Reliability (LOTTR) is the ratio of the 80th- percentile travel time and the median travel time. This measure is expressed as a ratio in Table 5 and indicates the variability in travel time for the typical weekday travel times.

2. Level of Truck Time Reliability (TTTR) is the ratio of the 95th-percentile travel time and the median travel time. This measure is expressed as a ratio and indicates the variability in travel time for the typical weekday travel times. TTTR is reported based on the 95th-percentile since FHWA determined that reliability is much more sensitive for trucks than for general traffic.

3. On-time reliability or the "FL Method" is the percent of weekday travel with average speed above 45 miles per hour for roadways with speed limit above 45 mph. For roadways with speed limit of 45 mph or

[9] http://www.npmrds.ritis.org/

below, the calculation is the percent of travel with average speed above five miles per hour below the posted speed limit.

Trends over the past three years show declining level of travel time reliability on key corridors. Table 6 shows the decline from previous years on key segments throughout the North Florida area. The detailed data provided by Bluetooth sensors allows these roadways to be evaluated historically and in real time through the IDE web portal.

Table 6 - Declining LOTTR on Key Corridors

Roadway	From	To	2016	2017	2018	%change (2016-2018)
I-10 Eastbound	I-295	Stockton St	91.0%	-	78.7%	***-12.30%***
I-95 Northbound	SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	94.7%	93.9%	74.4%	***-20.30%***
I-295 East Beltway Southbound	Monument Rd	SR-10 (Atlantic Blvd)	93.7%	93.1%	72.0%	***-21.70%***
I-295 East Beltway Southbound	SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	93.3%	88.1%	76.6%	***-16.70%***
SR-10 (Atlantic Blvd) Eastbound	SR-109 (University Blvd)	St Johns Bluff Rd	-	88.7%	44.7%	***-44.00%****
SR-10 (Atlantic Blvd) Westbound	St Johns Bluff Rd	Hodges Blvd	93.3%	88.1%	74.4%	***-18.90%***

Note: (-) Data not available *Data shows trend from 2017 to 2018

Based on these new measures, the decline in reliability differs on the critical segments, but the trends are like estimates provided in prior years using on-time reliability. Reliability in our region is a major concern for the trucking and logistics industries. Additional TSM&O improvements are needed to enhance reliability the key truck corridors.

Table 7 shows the reliability summary for 2018 for all corridors. Appendix B includes the results of the BlueTOAD data tests, and Appendix C shows the reliability analysis summary and the LOTTR and TTTR for all the corridors from 2016-2018 and includes maps on the speed data. Data noted with a dash in the table did not have enough data to produce a statistically significant result. Calculating the on-time reliability for interrupted flow facilities will generally produce lower reliability than the LOTTR calculation for or the same facility. This is caused by delay due to signalized intersections located between Bluetooth beacons. This delay drags down the average travel speed when compared to the speed limit. Since LOTTR does not compare values versus a speed limit, the values are more consistent for interrupted-flow facilities.

Table 7 - Reliability Summary for 2018

Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
I-10 Eastbound	I-295	Stockton St	78.7%	89.1%	41.7%	6am - 10am Weekday	2.50
	Stockton St	I-95 & Acosta Expy	-	-	-	-	-
I-10 Westbound	I-95 & Acosta Expy	Stockton St	-	-	-	-	
	Stockton St	I-295	93.2%	96.7-	59%	4pm - 8pm Weekday	-
I-95 Northbound	South of Race Track Rd	North of SR 9B	97.9%	100.0%	93%	6am - 8pm Weekend	0.00
	North of SR 9B	North of Old St Augustine Rd	96.9%	99.5%	90%	4pm - 8pm Weekday	0.00
	North of Old St Augustine Rd	I-295	96.5%	98.6%	69%	4pm - 8pm Weekday	0.00
	I-295	SR-152 (Baymeadows Rd)	97.3%	92.6%	37%	6am - 10am Weekday	1.50
	SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	74.4%	84.5%	37%	4pm - 8pm Weekday	3.25
	SR-109 (University Blvd)	Acosta Expy	-	-	-	-	-
	Acosta Expy	SR-114 (8th St)	-	-	-	-	-
	SR-114 (8th St)	SR-115 (Lem Turner Rd)	-	-	-	-	-
	SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	96.6%	99.6%	89%	4pm - 8pm Weekday	0.00
	SR-111 (Edgewood Ave)	SR-105 (Heckscher Dr)	97.2%	99.9%	91%	4pm - 8pm Weekday	0.00
	SR-105 (Heckscher Dr)	Pecan Park Rd	97.5%	99.2%	89%	10am - 4pm Weekday	0.00
	Pecan Park Rd	SR-A1A (SR-200)	-	-			-
I-95 Southbound	SR-A1A (SR-200)	Pecan Park Rd	-	-	-	-	-
	Pecan Park Rd	SR-105 (Heckscher Dr)	98.4%	100.0%	96%	6am - 10am Weekday	0.00
	SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	97.3%	98.7%	61%	6am - 10am Weekday	0.25
	SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	96.6%	95.9%	35%	6am - 10am Weekday	0.75
	SR-115 (Lem Turner Rd)	SR-114 (8th St)	-	-	-	-	-
	SR-114 (8th St)	Acosta Expy	-	-	-	-	-
	SR-114 (8th St)	SR-109 (University Blvd)	-	-	-	-	-
	Acosta Expy	SR-152 (Baymeadows Rd)	93.1%	92.3%	37%	4pm - 8pm Weekday	1.5
	SR-152 (Baymeadows Rd)	I-295	97.7%	98.5%	58%	4pm - 8pm Weekday	0.00

Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
I-95 Southbound	I-295	North of Old St Augustine Rd	96.9%	98.4%	51%	4pm - 8pm Weekday	0.00
	North of Old St Augustine Rd	North of Race Track Rd	97.5%	99.8%	88%	4pm - 8pm Weekday	0.00
	North of Race Track Rd	South of Race Track Rd	98.3%	98.6%	57%	4pm - 8pm Weekday	0.00
I-295 West Beltway Northbound	I-95	Old St Augustine Rd	-	-	-	-	-
	Old St Augustine Rd	SR-13 (San Jose Blvd)	-	-	-	-	-
	SR-13 (San Jose Blvd)	South of Buckman	-	-	-	-	-
	South of Buckman	North of Buckman	-	-	-	-	-
	North of Buckman	SR-15 (Park Ave)	95.1%	99.2%	75%	4pm - 8pm Weekday	0.00
	SR-15 (Park Ave)	SR-21 (Blanding Blvd)	98.0%	100.0%	92%	4pm - 8pm Weekday	0.00
	SR-21 (Blanding Blvd)	Collins Rd	98.0%	100.0%	44%	8pm - 6am All Days	0.00
	Collins Rd	SR-134 (103rd St)	98.3%	99.7%	94%	4pm - 8pm Weekday	0.00
	SR-134 (103rd St)	Wilson Blvd	98.1%	99.5%	86%	6am - 10am Weekday	0.00
	Wilson Blvd	SR-228 (Normandy Blvd)	97.7%	99.3%	76%	6am - 10am Weekday	0.00
	SR-228 (Normandy Blvd)	I-10	97.0%	99.9%	92%	6am - 8pm Weekend	0.00
	I-10	Commonwealth Ave	97.6%	99.2%	69%	6am - 10am Weekday	0.00
	Commonwealth Ave	Pritchard Rd	97.0%	98.3%	71%	6am - 10am Weekday	0.00
	Pritchard Rd	US-1 (Kings Rd)	98.0%	99.4%	76%	4pm - 8pm Weekday	0.00
	US-1 (Kings Rd)	Dunn Ave	-	-	-	-	-
	Dunn Ave	Lem Turner Rd	-	-	-	-	-
	Lem Turner Rd	Duval/Airport Rd	97.5%	98.9%	68%	6am - 10am Weekday	0.00
	Duval/Airport Rd	I-95	97.3%	99.5%	89%	4pm - 8pm Weekday	0.00
I-295 West Beltway Southbound	I-95	Duval/Airport Rd	97.5%	99.2%	91%	4pm - 8pm Weekday	0.00
	Duval/Airport Rd	Lem Turner Rd	97.8%	99.4%	94%	4pm - 8pm Weekday	0.00
	Lem Turner Rd	Dunn Ave	-	-	-	-	-
	Dunn Ave	US-1 (Kings Rd)	-	-	-	-	-
	US-1 (Kings Rd)	Pritchard Rd	98.0%	98.3%	65%	4pm - 8pm Weekday	0.00
	Pritchard Rd	Commonwealth Ave	97.4%	97.6%	63%	4pm - 8pm Weekday	0.00

Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
I-295 West Beltway Southbound	Commonwealth Ave	I-10	97.4%	97.6%	51%	4pm - 8pm Weekday	0.00
	I-10	SR-228 (Normandy Blvd)	96.7%	95.9%	35%	4pm - 8pm Weekday	0.50
	SR-228 (Normandy Blvd)	Wilson Blvd	97.5%	97.8%	71%	4pm - 8pm Weekday	0.00
	Wilson Blvd	SR-134 (103rd St)	97.7%	99.7%	93%	4pm - 8pm Weekday	0.00
	SR-134 (103rd St)	Collins Rd	98.3%	99.8%	94%	4pm - 8pm Weekday	0.00
	Collins Rd	SR-21 (Blanding Blvd)	98.2%	100.0%	96%	10am - 4pm Weekday	0.00
	SR-21 (Blanding Blvd)	SR-15 (Park Ave)	97.3%	96.1%	33%	6am - 10am Weekday	0.75
	SR-15 (Park Ave)	North of Buckman	96.2%	95.1%	34%	6am - 10am Weekday	1.25
	North of Buckman	South of Buckman	-	-	-	-	-
	South of Buckman	SR-13 (San Jose Blvd)	-	-	-	-	-
	SR-13 (San Jose Blvd)	Old St Augustine Rd	-	-	-	-	-
	Old St Augustine Rd	I-95	-	-	-	-	-
I-295 East Beltway Northbound	I-95	SR-152 (Baymeadows Rd)	-	-	-	-	-
	SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	-	-	-	-	-
	SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	92.8%	97.2%	69%	4pm - 8pm Weekday	0.00
	SR-10 (Atlantic Blvd)	Monument Rd	97.2%	99.1%	68%	4pm - 8pm Weekday	0.00
	Monument Rd	Merrill Rd	97.4%	99.6%	83%	4pm - 8pm Weekday	0.00
	Merrill Rd	Heckscher Dr	97.2%	98.6%	66%	4pm - 8pm Weekday	0.00
	Heckscher Dr	Alta Dr	96.3%	95.2%	36%	4pm - 8pm Weekday	0.25
	Alta Dr	Pulaski Rd	96.7%	97.9%	53%	4pm - 8pm Weekday	0.00
	Pulaski Rd	US-17 (Main St)	-	-	-	-	-
	US-17 (Main St)	I-95	96.2%	99.5%	81%	4pm - 8pm Weekday	0.00
I-295 East Beltway Southbound	I-95	US-17 (Main St)	-	-	-	-	-
	US-17 (Main St)	Pulaski Rd	-	-	-	-	-
	Pulaski Rd	Alta Dr	97.6%	99.0%	87%	4pm - 8pm Weekday	0.00
	Alta Dr	Heckscher Dr	97.0%	98.9%	67%	4pm - 8pm Weekday	0.00
	Heckscher Dr	Merrill Rd	97.2%	99.1%	75%	4pm - 8pm Weekday	0.00

Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
I-295 East Beltway Southbound	Heckscher Dr	Merrill Rd	97.2%	99.1%	75%	4pm - 8pm Weekday	0.00
	Merrill Rd	Monument Rd	94.9%	94.4%	28%	6am - 10am Weekday	0.75
	Monument Rd	SR-10 (Atlantic Blvd)	72.0%	88.7%	31%	6am - 10am Weekday	2.50
	SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	76.6%	86.9%	58%	6am - 10am Weekday	2.00
	SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	-	-	-	-	-
	SR-152 (Baymeadows Rd)	I-95	-	-	-	-	-
SR-10 (Atlantic Blvd) Eastbound	Kingman Ave	SR-109 (University Blvd)	91.1%	57.5%	41%	4pm - 8pm Weekday	*
	SR-109 (University Blvd)	St Johns Bluff Rd	44.7%	7.0%	20%	6am - 10am Weekday	*
	St Johns Bluff Rd	Hodges Blvd	94.5%	26.0%	77%	4pm - 8pm Weekday	*
	Hodges Blvd	San Pablo Rd	86.7%	34.0%	67%	6am - 8pm Weekend	*
SR-10 (Atlantic Blvd) Westbound	San Pablo Rd	Hodges Blvd	79.1%	95.0%	41%	4pm - 8pm Weekday	*
	Hodges Blvd	San Pablo Rd	94.1%	7.0%%	84%	6am - 10am Weekday	*
	St Johns Bluff Rd	Hodges Blvd	74.4%	26.0%	24%	6am - 10am Weekday	*
	SR-109 (University Blvd)	Kingman Ave	90.8%	21.0%	70%	6am - 10am Weekday	*
SR-13 (San Jose Blvd) Northbound	Julington Creek Rd	Orange Picker Rd	90.0%	36.0%	74%	6am - 8pm Weekend	*
	Orange Picker Rd	Loretto Rd	85.0%	31.0%	70%	6am - 8pm Weekend	*
	Loretto Rd	I-295	-	-	-	-	*
	I-295	Crowne Point Rd	91.7%	10%	59%	6am - 10am Weekday	*
	Crowne Point Rd	Beauclerc Rd	78.9%	26.0%	27%	6am - 10am Weekday	*
	Beauclerc Rd	SR-152 (Baymeadows Rd)	86.4%	33.0%	48%	6am - 10am Weekday	*
	SR-152 (Baymeadows Rd)	San Clerc Rd	94.0%	61.0%	50%	6am - 10am Weekday	*
	San Clerc Rd	St Augustine Rd	94.8%	95.0%	51%	6am - 10am Weekday	*
	St Augustine Rd	SR-109 (University Blvd)	94.6%	65.0%	83%	6am - 10am Weekday	*
	SR-109 (University Blvd)	SR-126 (Emerson St)	93.5%	77.0%	48%	6am - 10am Weekday	*
	SR-126 (Emerson St)	San Marco Blvd	90.9%	46.0%	67%	6am - 10am Weekday	*
SR-13 (San Jose Blvd) Southbound	San Marco Blvd	SR-126 (Emerson St)	92.3%	37.5%	79%	4pm - 8pm Weekday	*
	SR-126 (Emerson St)	SR-109 (University Blvd)	95.5%	97.5%	92%	6am - 10am Weekday	*

Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
SR-13 (San Jose Blvd) Southbound	SR-109 (University Blvd)	St Augustine Rd	93.3%	76.2%	73%	4pm - 8pm Weekday	*
	St Augustine Rd	San Clerc Rd	94.2%	92.2%	33%	4pm - 8pm Weekday	*
	San Clerc Rd	SR-152 (Baymeadows Rd)	83.1%	38.2%	54%	4pm - 8pm Weekday	*
	SR-152 (Baymeadows Rd)	Beauclerc Rd	85.4%	13.9%	64%	4pm - 8pm Weekday	*
	Beauclerc Rd	Crowne Point Rd	91.2%	94.8%	34%	4pm - 8pm Weekday	*
	Crowne Point Rd	I-295	-	-	-	-	*
	I-295	Loretto Rd	-	-		-	*
	Loretto Rd	Orange Picker Rd	89.2%	51.6%	83%	6am - 8pm Weekend	*
	Orange Picker Rd	Julington Creek Rd	91.9%	58.4%	70%	4pm - 8pm Weekday	*
SR-21 (Blanding Blvd) Northbound	Kinghtbox Rd	Kingsley Ave	86.9%	26.8%	78%	6am - 10am Weekday	*
	Kingsley Ave	Collins Rd	78.6%	0.3%	54%	6am - 8pm Weekend	*
SR-21 (Blanding Blvd) Southbound	Collins Rd	Kingsley Ave	86.5%	0.2%	71%	6am - 8pm Weekend	*
	Kingsley Ave	Kinghtbox Rd	93.5%	28.8%	78%	4pm - 8pm Weekday	*
SR-200 (A1A) Eastbound	I-95	Chester Rd	-	-	-	-	*
	Chester Rd	Amelia Island Pkwy	81.4%	39.1%	60%	6am - 10am Weekday	*
	Amelia Island Pkwy	Sadler Rd	91.8%	35.4%	79%	6am - 8pm Weekend	*
SR-200 (A1A) Westbound	Sadler Rd	Amelia Island Pkway	94.6%	71.0%	89%	4pm - 8pm Weekday	*
	Amelia Island Pkway	Chester Rd	74.2%	35.3%	64%	6am - 8pm Weekend	*
	Chester Rd	I-95	-	-	-	-	*
US-1 (Philips Hwy) Northbound	Greenland Rd	SR-115 (Southside Blvd)	91.9%	13.9%	72%	4pm - 8pm Weekday	*
	SR-115 (Southside Blvd)	*I-95*	*81.8%*	*0.2%*	*55%*	*4pm - 8pm Weekday*	*
	I-95	Shad Rd	92.7%	0.0%	67%	4pm - 8pm Weekday	*
	Shad Rd	*Sunbeam Rd*	*92.4%*	*56.5%*	*61%*	*6am - 10am Weekday*	*
	Sunbeam Rd	SR-152 (Baymeadows Rd)	90.4%	13.8%	45%	6am - 10am Weekday	*
	SR-152 (Baymeadows Rd)	JT Butler Blvd	86.4%	47.7%	61%	6am - 10am Weekday	*
	JT Butler Blvd	University Blvd	86.9%	2.5%	39%	4pm - 8pm Weekday	*
	University Blvd	Emerson St	93.5%	0.5%	86%	4pm - 8pm Weekday	*

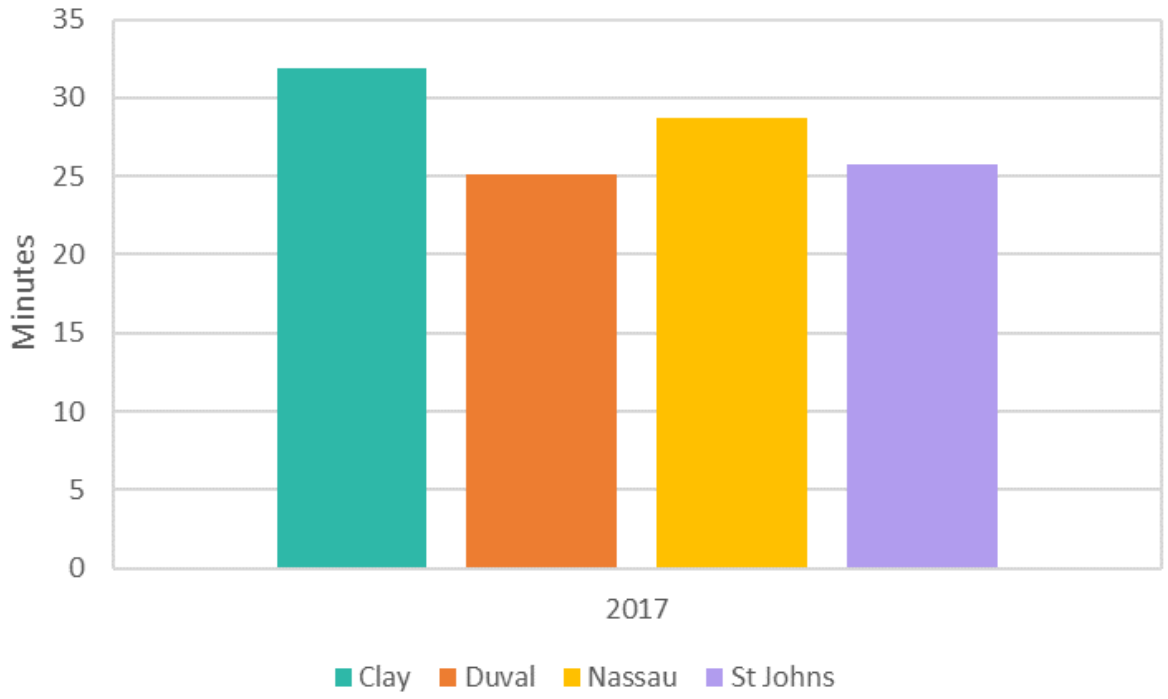
Roadway	From	To	LOTTR	On-Time Reliability (Speed > 45 mph)	Truck Reliability		Duration of Congestion (hrs)
					TTTR	Time period most unreliable	
US-1 (Philips Hwy) Southbound	Emerson St	University Blvd	91.0%	0.0%	46%	4pm - 8pm Weekday	*
	University Blvd	JT Butler Blvd	94.3%	55.8%	83%	4pm - 8pm Weekday	*
	JT Butler Blvd	SR-152 (Baymeadows Rd)	87.9%	35.0%	42%	4pm - 8pm Weekday	*
	SR-152 (Baymeadows Rd)	Sunbeam Rd	92.7%	59.4%	78%	4pm - 8pm Weekday	*
	Sunbeam Rd	Shad Rd	90.2%	26.3%	46%	4pm - 8pm Weekday	*
	Shad Rd	I-95	94.4%	5.8%	89%	6am - 8pm Weekend	*
	I-95	SR-115 (Southside Blvd)	90.7%	0.0%	78%	8pm - 6am All Days	*
	SR-115 (Southside Blvd)	Greenland Rd	89.4%	10.7%	85%	4pm - 8pm Weekday	*
US-17 Northbound	CR-220	SR-224 (Kingsley Ave)	96.2%	99.7%	90%	6am - 8pm Weekend	*
	SR-224 (Kingsley Ave)	Wells Rd	86.4%	53.1%	68%	6am - 10am Weekday	*
	Wells Rd	Collins Rd	89.6%	26.4%	81%	6am - 10am Weekday	*
	Collins Rd	SR-134 (Timiquana Rd)	91.5%	55.1%	86%	10am - 4pm Weekday	*
	SR-134 (Timiquana Rd)	McDuff Ave	88.6%	69.1%	67%	6am - 10am Weekday	*
US-17 Southbound	McDuff Ave	SR-134 (Timiquana Rd)	95.3%	61.8%	89%	4pm - 8pm Weekday	*
	SR-134 (Timiquana Rd)	Collins Rd	81.8%	80.7%	56%	4pm - 8pm Weekday	*
	Collins Rd	Wells Rd	72.7%	0.2%	54%	4pm - 8pm Weekday	*
	Wells Rd	SR-224 (Kingsley Ave)	80.5%	64.8%	55%	4pm - 8pm Weekday	*
	SR-224 (Kingsley Ave)	CR-220	94.0%	96.8%	84%	4pm - 8pm Weekday	*
US-90 (Beach Blvd) Eastbound	San Mateo Ave	SR-109 (University Blvd)	89.2%	6.5%	54%	4pm - 8pm Weekday	*
	SR-109 (University Blvd)	I-295	87.5%	0.9%	56%	8pm - 6am All Days	*
	I-295	Hodges Blvd	90.0%	12.9%	58%	4pm - 8pm Weekday	*
	Hodges Blvd	Penman Rd	95.0%	5.6%	85%	6am - 8pm Weekend	*
US-90 (Beach Blvd) Westbound	Penman Rd	Hodges Blvd	86.6%	5.4%	81%	4pm - 8pm Weekday	*
	Hodges Blvd	I-295	89.6%	29.0%	81%	6am - 10am Weekday	*
	I-295	SR-109 (University Blvd)	84.1%	2.7%	72%	8pm - 6am All Days	*
	SR-109 (University Blvd)	San Mateo Ave	95.6%	78.0%	91%	10am - 4pm Weekday	*

Note: (-) Data Not available ** - Duration of Congestion not calculated for interrupted-flow facilities*

Average Commute Time

The US Census Bureau reports average commute time through the American Community Survey. The data for each county is shown in Figure 12.

Figure 12 - Commute Times by County[10]



System utilization measures show the changing conditions at the facility level. From 2014 to 2017, more vehicles per lane-mile used the system and the number of hours experiencing severe congestion increased. These trends are consistent with the other measures of the quality and quantity of travel.

Table 8 - System Utilization Measures

System Utilization	2014	2015	2016	2017
% Miles Severely Congested (peak hour)	*3.12*	*3.66*	*8.82*	*8.25*
% Travel Severely Congested (daily)	*1.43*	*1.63*	*3.12*	*3.22*
% Travel Severely Congested (peak hour)	*8.32*	*8.99*	*16.50*	*14.63*
Hours Severely Congested (daily)	*0.20*	*0.22*	*0.43*	*0.46*
Hours Severely Congested (per year)	*71.74*	*80.96*	*156.20*	*166.56*
Vehicles per Lane-Mile (peak hour)	*645.71*	*684.86*	*702.76*	*716.01*

[10] Commute time reported by the US Census Bureau: https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t

Safety

In 2017, vehicle crashes cost our region 5.1 billion in economic losses and 232 people died in vehicle crashes.

Traffic safety will continue to be a challenge for our region with 32,103 crashes and 232 fatalities in 2017. This represents eight percent of Florida's crashes and fatalities. Table 9 summarizes the crash history for 2014-2017. Table 10 and Table 11 summarize pedestrian and bicycle crashes and fatalities. Between 2014 and 2017, crashes involving a pedestrian increased from 582 to 646, an 11.0 percent increase. Bicycle crashes increased from 403 to 429, a 6.5 percent increase over the same period. Pedestrian fatalities increased by three crashes, and bicyclist fatalities remained the same from 2014 to 2017. The economic costs to our region due to crashes was $5.1 Billion in the year 2017.[11]

In 2017, vehicle crashes cost North Florida

$5.1

billion

In economic losses.

Table 9 - Vehicle Crash History[12]

Vehicles	***2014***		***2015***		***2016***		***2017***		***% Change (2014-2017)***	
County	**Total**	**Fatal**	**Total**	**Fatal**	**Total**	**Fatal**	**Total**	**Fatal**	**Total**	**Fatal**
Clay	2,595	18	2,820	34	3,054	26	2,691	21	3.7%	16.7%
Duval	20,207	120	22,432	133	24,108	156	24,734	151	22.4%	25.8%
Nassau	885	17	1,013	15	1,116	22	1,129	18	27.6%	5.9%
St. Johns	2,929	39	3,347	37	3,472	30	3,549	42	21.2%	7.7%
Total	26,616	194	29,612	219	31,750	234	32,103	232	20.6%	19.6%
Rate (per 100 M VMT)	170.2	1.2	181.7	1.3	187.5	1.4	186.4	1.3	9.5%	8.5%

[11] Based on 2018 data for the average cost per crash of $159,093 (FDOT Design Manual Table 122.6.1). https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2019/2019fdm122varexcept.pdf?sfvrsn=b015bfc3_4

[12] Vehicle, pedestrian and bicycle crashes provided by the FIRES portal: https://firesportal.com/Pages/Public/Home.aspx?ReturnUrl=%2f crashes

Table 10 - Pedestrian Crash History

Pedestrians	2014		2015		2016		2017		% Change (2014-2017)	
County	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal
Clay	69	6	60	2	68	5	65	3	-5.8%	-50.0%
Duval	432	35	455	39	455	41	489	42	13.2%	20.0%
Nassau	23	5	17	3	12	4	22	4	-4.3%	-20.0%
St. Johns	58	9	62	7	62	8	70	9	20.7%	0.0%
Total	582	55	594	51	597	58	646	58	11.0%	5.5%
Rate (per 100 M VMT)	3.7	0.4	3.6	0.3	3.5	0.3	3.7	0.3	0.7%	-4.3%

Table 11 - Bicycle Crash History

Bicycles	2014		2015		2016		2017		% Change (2014-2017)	
County	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal
Clay	55	2	49	0	35	0	47	0	-14.5%	-100.0%
Duval	281	1	299	3	291	6	292	4	3.9%	300.0%
Nassau	17	0	10	0	4	0	7	0	-58.8%	0.0%
St. Johns	50	2	63	5	66	1	83	1	66.0%	-50.0%
Total	403	5	421	8	396	7	429	5	6.5%	0.0%
Rate (per 100 M VMT)	2.6	0.0	2.6	0.0	2.3	0.0	2.5	0.0	-3.4%	-

The FDOT also provides information for fatal and serious injury crashes. The FHWA requires MPO's to report specific performance measures as part of the MAP-21 Act. The federal performance measures (PM1) are shown in Table 12. Figure 13 shows the number of serious injury and fatal crashes on the state highways and local roads. The number of serious injuries declined from 2014 to 2015. Serious and fatal crashes involving non-motorized vehicles are shown in Figure 14 for the state highway system and local roads.

Table 12- Map-21 Safety Performance Measures

PM1 Measure	*2014*	*2015*	*2016*	*2017*
Fatality Counts by Year	194	219	234	231
Fatality Rates per Annual 100 M VMT	1.241	1.344	1.378	1.341
Serious Injury Counts by Year	1,375	1,380	1,193	1,193
Serious Injury Rates per Annual 100 M VMT	8.794	8.469	7.025	6.925
Ped/Bike Combined Fatal and Serious Injuries by Year	1789	192	174	173

Figure 13 - Serious Injury Crashes for the North Florida Region[13]

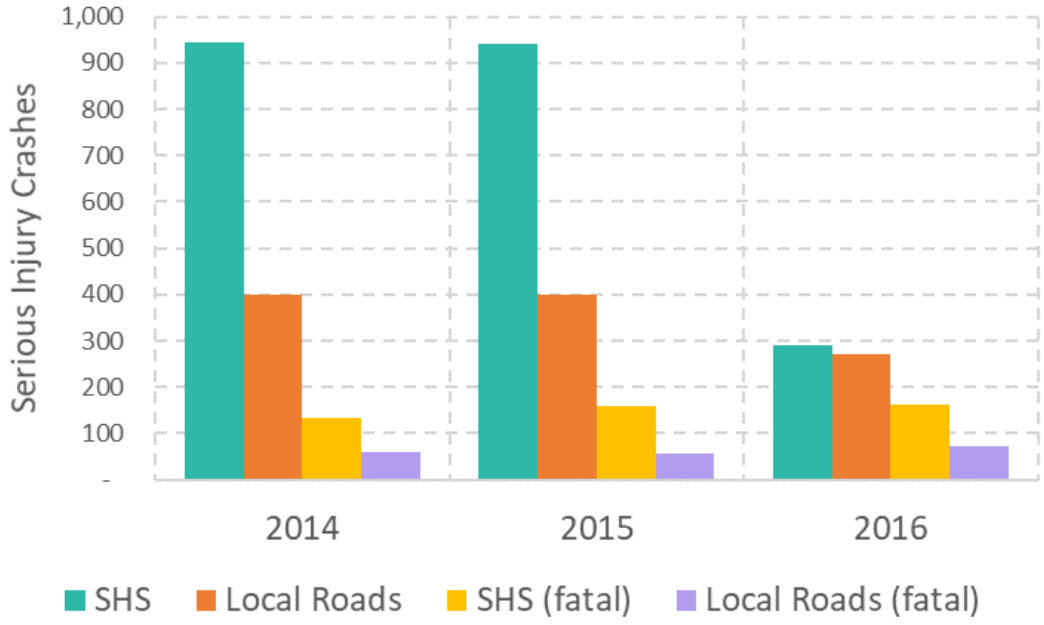
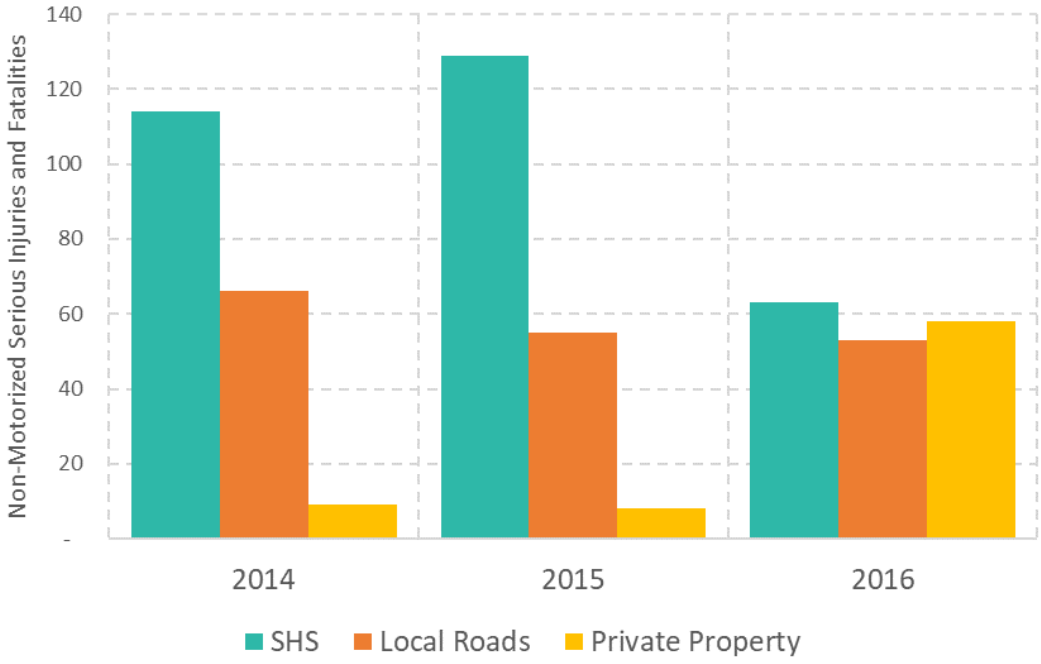


Figure 14 - Safety Information as Reported by the FDOT



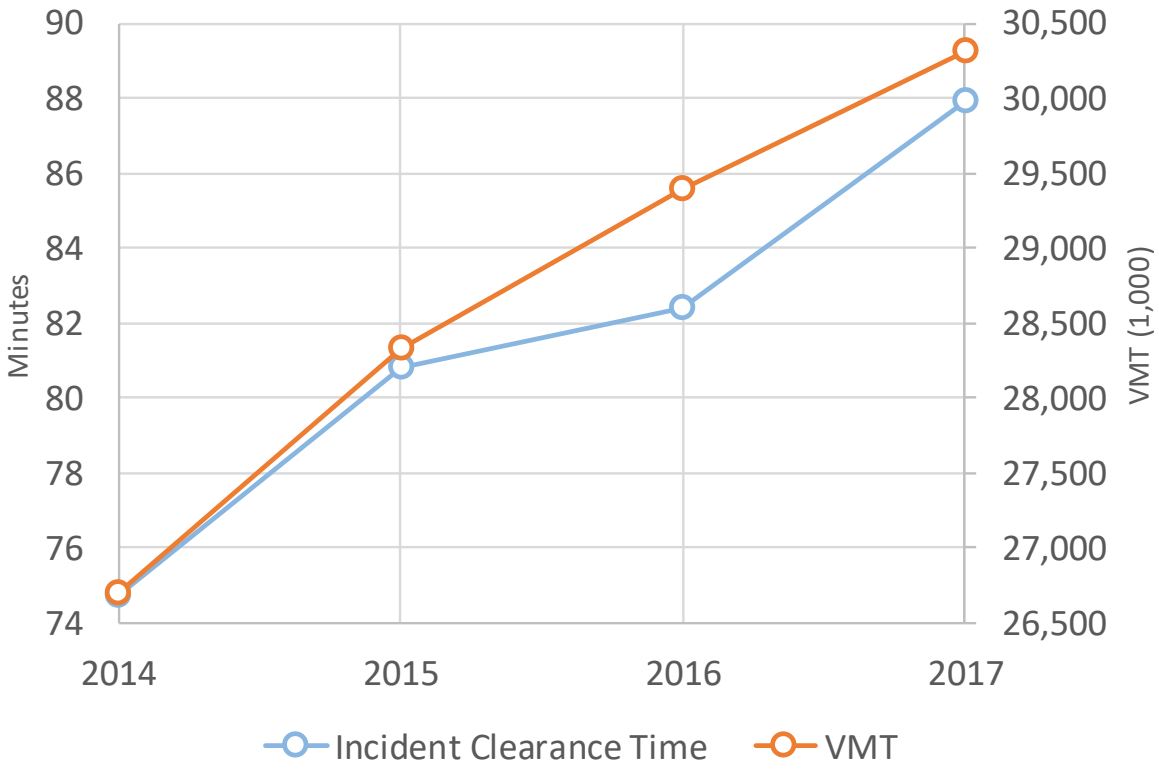
[13] Serious injury crash information provided by FDOT in the Florida Traffic Crash Report

Transportation Systems Management and Operations

Incident clearance time is growing at a rate faster than demand due to compounding congestion.

Although there have been significant increases in travel demand, congestion and crashes, public agencies continued to work diligently to respond to incidents. In 2017, the average time for the FDOT to verify and respond to incidents did not change significantly from prior years. However, increased demand and congestion limited the ability of responders to restore traffic conditions. Figure 15 summarizes the relationship between VMT and incident clearance time. In 2014, a significant reduction in incident clearance time was observed. This is attributed to an increase in Road Ranger coverage for the 2014 year. As the total demand on our roadways continues to increase, the time of incident clearance will continue to rise as responders must navigate more congested roadways.

Figure 15 - Incident Clearance Time and VMT



The following table summarizes the TSM&O performance measures associated with incident response, verification and clearance times reported. The most common incidents the FDOT responds to are disabled vehicles (26.2 percent) and crashes (36.5 percent).

Table 13 - Incident Management Statistics[14]

Performance Measure	2014	2015	2016	2017
Events	2,308	2,978	3,609	3,865
Verification Duration (min)	4.7	4.1	4.2	4.7
Response Duration (min)	3.4	3.7	4.0	4.1
Open Roads Duration (min)	44.4	50.0	50.5	46.0
Departure Duration (min)	22.2	23.0	23.7	33.1
Roadway Clearance Duration (min)	52.4	57.8	58.7	54.9
Incident Clearance Duration (min)	74.7	80.8	82.4	87.9

Livability and Sustainability

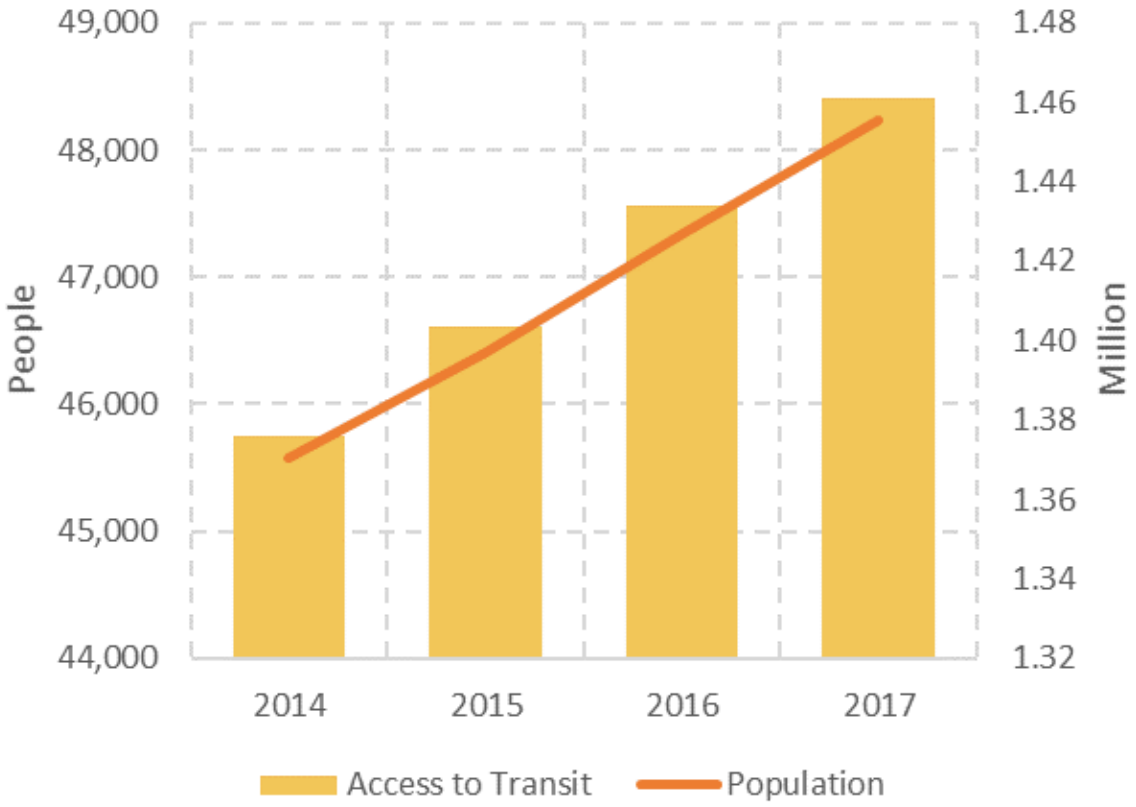
Accessibility to different commuting options and modes needs improvement to provide transportation to jobs in the region.

Providing users of our road system with accessible transportation options is vital to maintaining a livable and sustainable network. One of the performance measures identified in the CMP to quantify economic competitiveness is access to jobs. For the North Florida region in 2015 there were 629,619 jobs within 0.5 miles of state roads.

A new measure to the 2019 CMP is assessing the access to transit and other commuting options. Figure 16 shows the population within 0.25 miles of a transit stop. This provides a clear indicator of how accessible our transit system is. The accessibility has increased over the past five years, but at the same rate as population growth. This indicates that overall coverage has remained relatively constant over this time frame. The percentage with access to transit has held steady at 3.3 percent.

[14] Incident management information provided by the Sunguide system

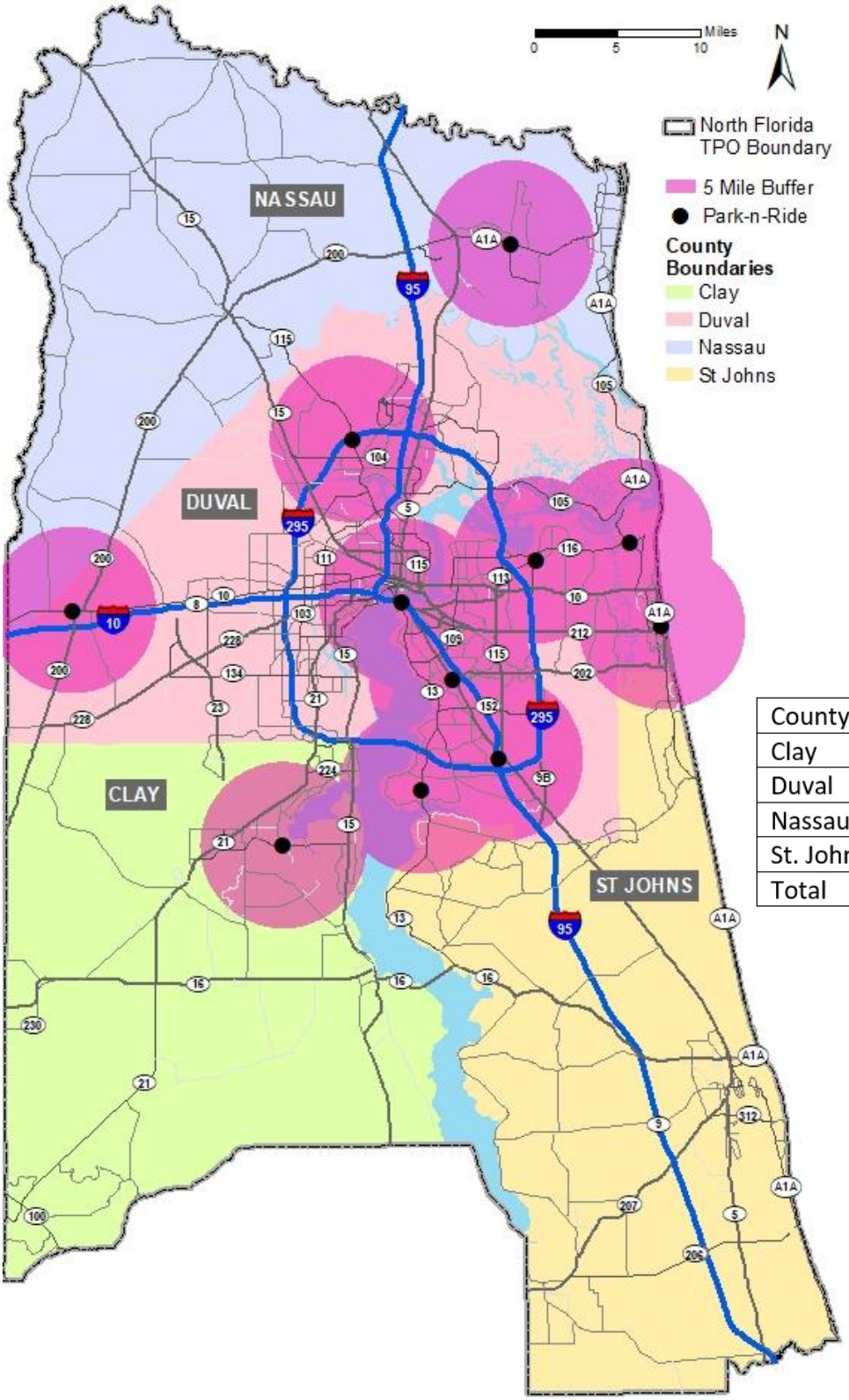
Figure 16 - Population within 0.25 miles of Transit Stops[15]



Access to park-n-ride lots also gives a picture of how accessible alternative commuting options are. Figure 17 shows the population within 5 miles of park-n-ride lots in the North Florida region for the 2017 year. The total percentage of the population within 5 miles of park-n-ride lots is 64 percent for the North Florida region.

[15] Population information provided by the US Census Bureau: https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

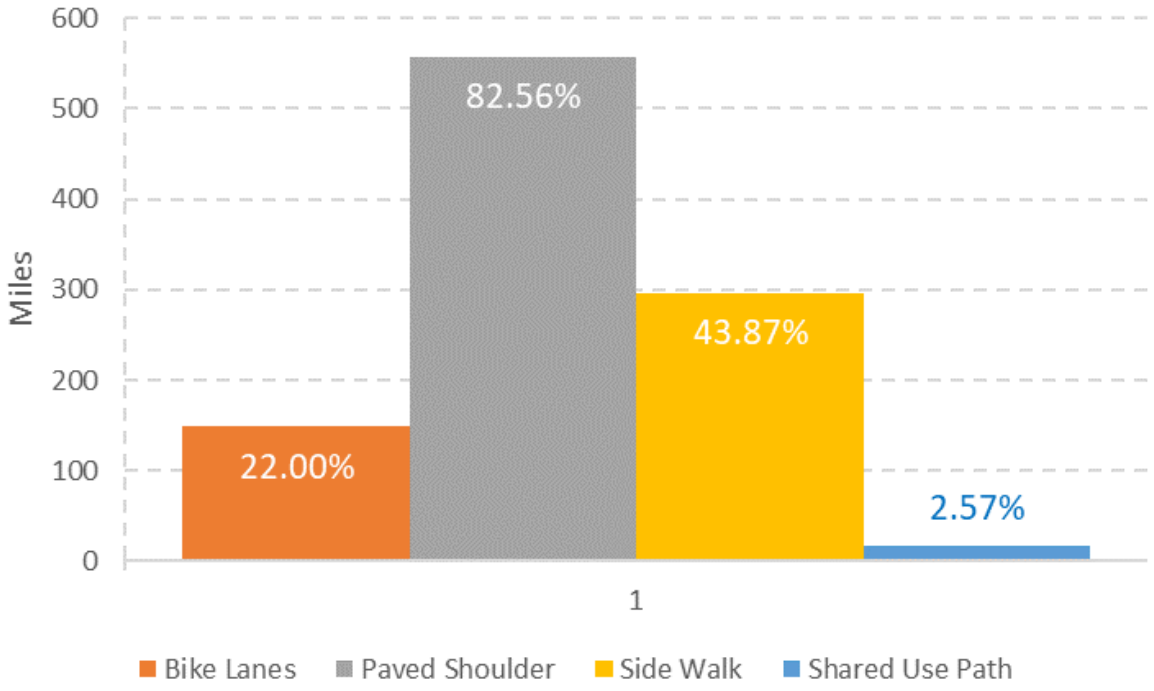
Figure 17 - Population within 5 miles of Park-n-ride Lots



County	% of total pop
Clay	49%
Duval	72%
Nassau	31%
St. Johns	16%
Total	64%

Providing adequate facilities for pedestrians and bicyclists is vital to ensuring quality of service for all modes of travel. Figure 18 shows the state roadway miles in the North Florida TPO boundary along with the miles of pedestrian and bicycle facilities for the year 2017. The figure shows 22.0 percent of state roadways are equipped with bike lanes, and 43.9 percent are equipped with sidewalks.

Figure 18 - Miles and Percentage of Bicycle and Pedestrian Facilities[16]



As reported in the FDOT District 2 Bike Ped Gaps Study of 2018

System Preservation

Monitoring of pavement and bridge condition is vital to the continued usage of the road network.

The preservation of our transportation system is vital to providing adequate service for users of our roadways. In 2017, 57.5 percent of our interstate pavement was reported in good condition and zero percent was in poor condition. This is below the Florida average of 67.5 percent on the SHS. On the non-interstate NHS 36.2 percent of pavement was reported in good condition, while 0.6 percent was reported in poor condition. Figure 19 and Figure 20 show the trend over the past four years for the NHS in North Florida.

[16] Pedestrian and bicycle facility numbers provided by the FDOT District 2 Bike Ped Gap Study

Figure 19 - Interstate Roadway Condition[17]

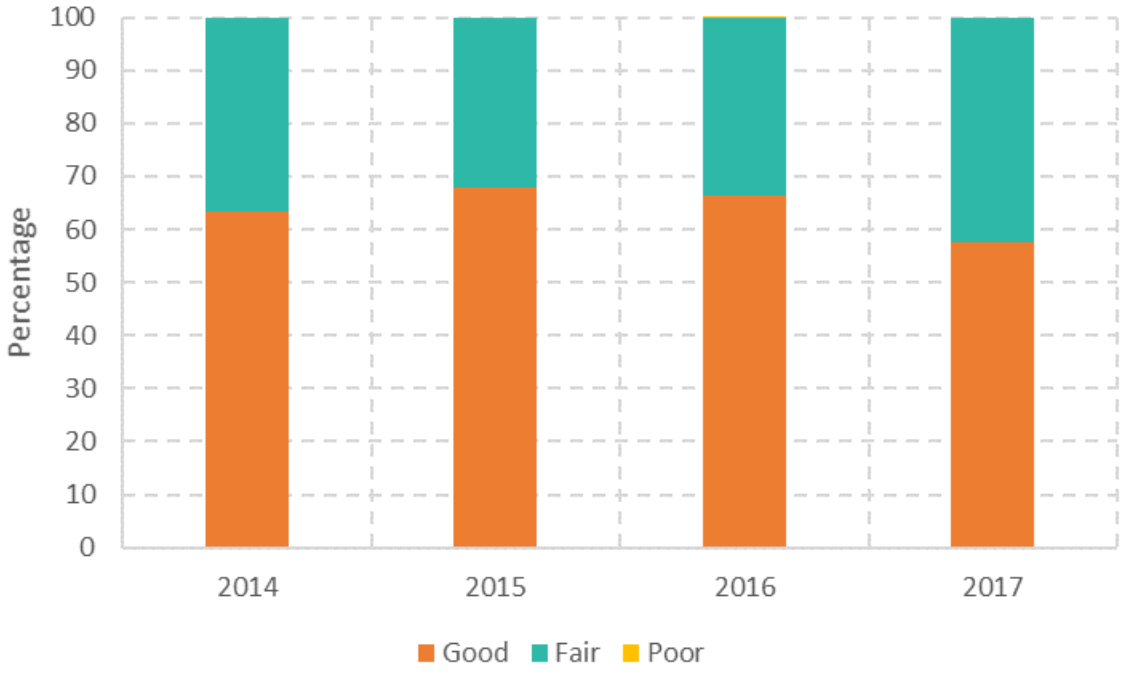
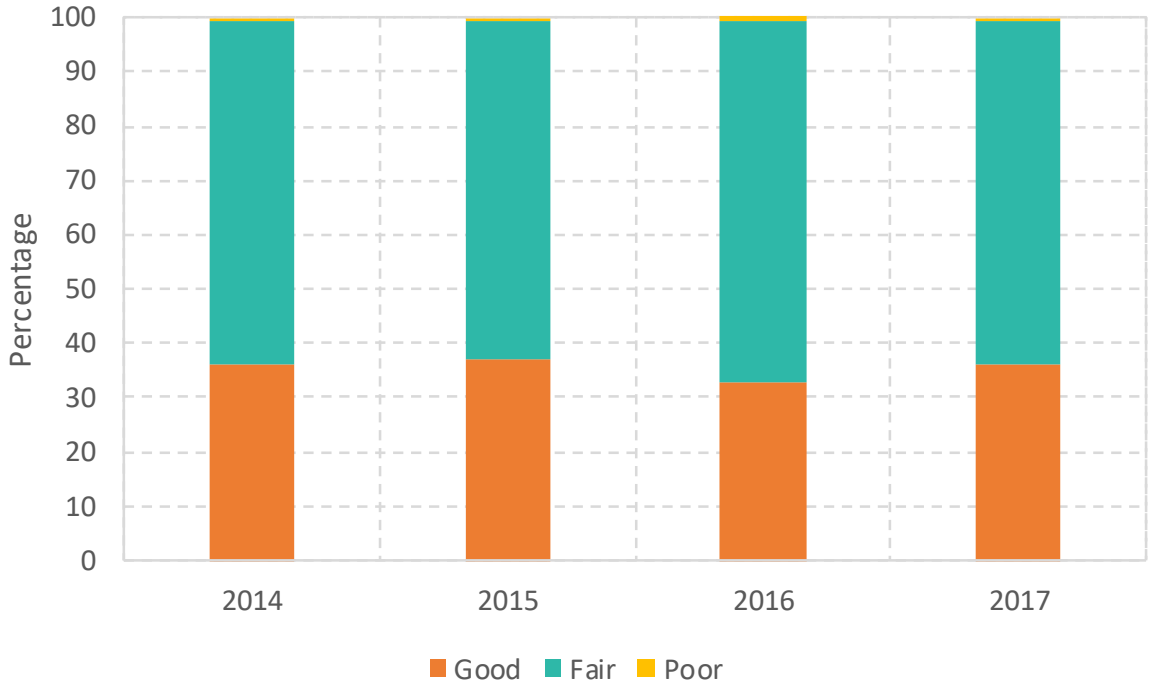


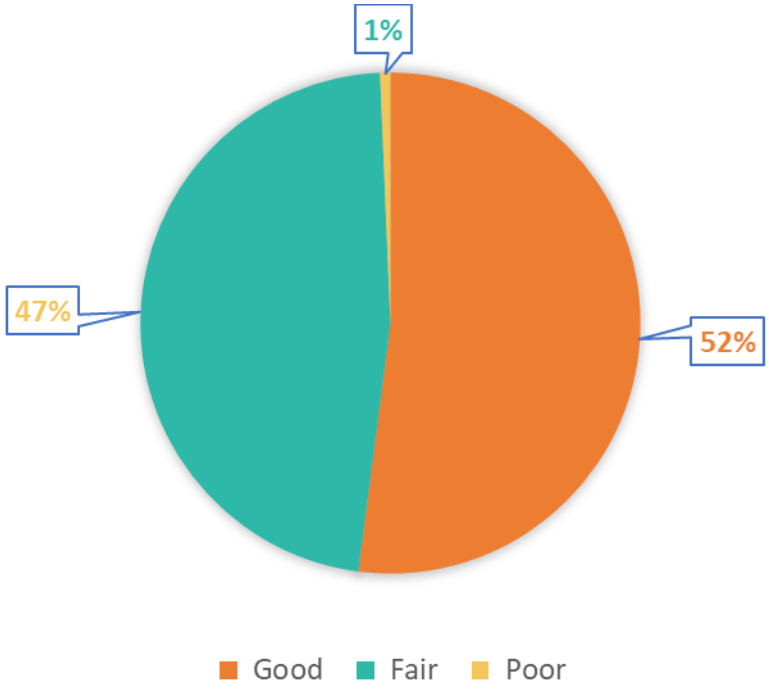
Figure 20 - Non-Interstate Roadway Condition



[17] Roadway condition reported by the FDOT

Bridge condition should be evaluated annually to determine maintenance schedules. The bridge condition is evaluated as good, fair, or poor for the 548 NHS bridges reported by the FDOT. In 2017, 71.72 percent of the bridges were reported in good condition, with only 1.28 percent reported in poor condition. The measures reported in terms of deck area are shown in Figure 21.

Figure 21 - Percentage of Deck Area in Good, Fair, or Poor Condition[18]



Of the 1,060 total bridges reported by the FHWA National Bridge inventory in Northeast Florida, 641 are reported in good condition, while only 26 are reported in poor condition. 196 bridges are over the age of 50. Of these, only 8.7 percent are reported in poor condition, while 27.6 are reported in good condition.

Assessing the age of transit fleets should be a routine process for transit agencies. Due to poor reporting for Clay, Nassau, and St. Johns counties, only the numbers for Duval county are reported. From 2016 to 2017 the average age of transit vehicles in Duval county increased from 11.4 to 12.18 years[19].

Conclusion

The data presented in this 2019 Annual Mobility Report is based on regional trends from 2014 to 2017. This report summarizes the quantity, quality, reliability and accessibility of travel in Clay, Duval, Nassau and St. Johns counties. These measures were established in the North Florida Transportation Planning Organization (TPO)'s CMP in 2019. This report also includes the performance measures adopted by the Federal Highway Administration (FWHA) for metropolitan planning.

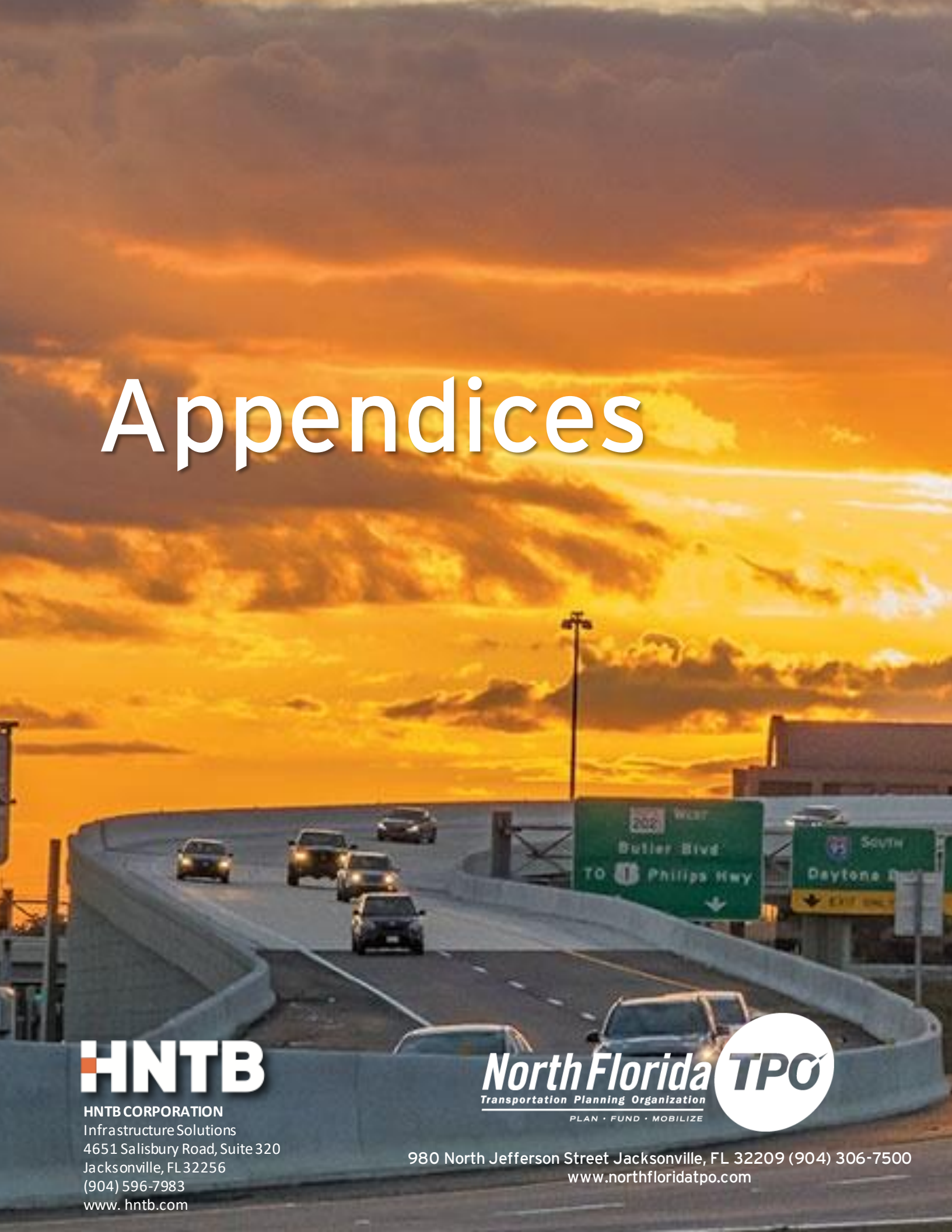
Our residents are driving more and consuming more goods. This growth in demand corresponds to the growth in the region's economy. The growth is not without tradeoffs. Congestion and the reliability of

[18] Bridge condition reported by the FDOT

[19] Transit age provided by the National Transit Database: https://www.transit.dot.gov/ntd/ntd-data

travel in our region are getting worse. Delay due to congestion is climbing at a rapid pace and has a profound economic impact. A downward trend in transit ridership suggests these riders are shifting to different modes such as on-demand services like Uber and Lyft and can afford to use personal vehicles more. Vehicle crashes continue to increase in frequency and create an economic hardship.

Appendices



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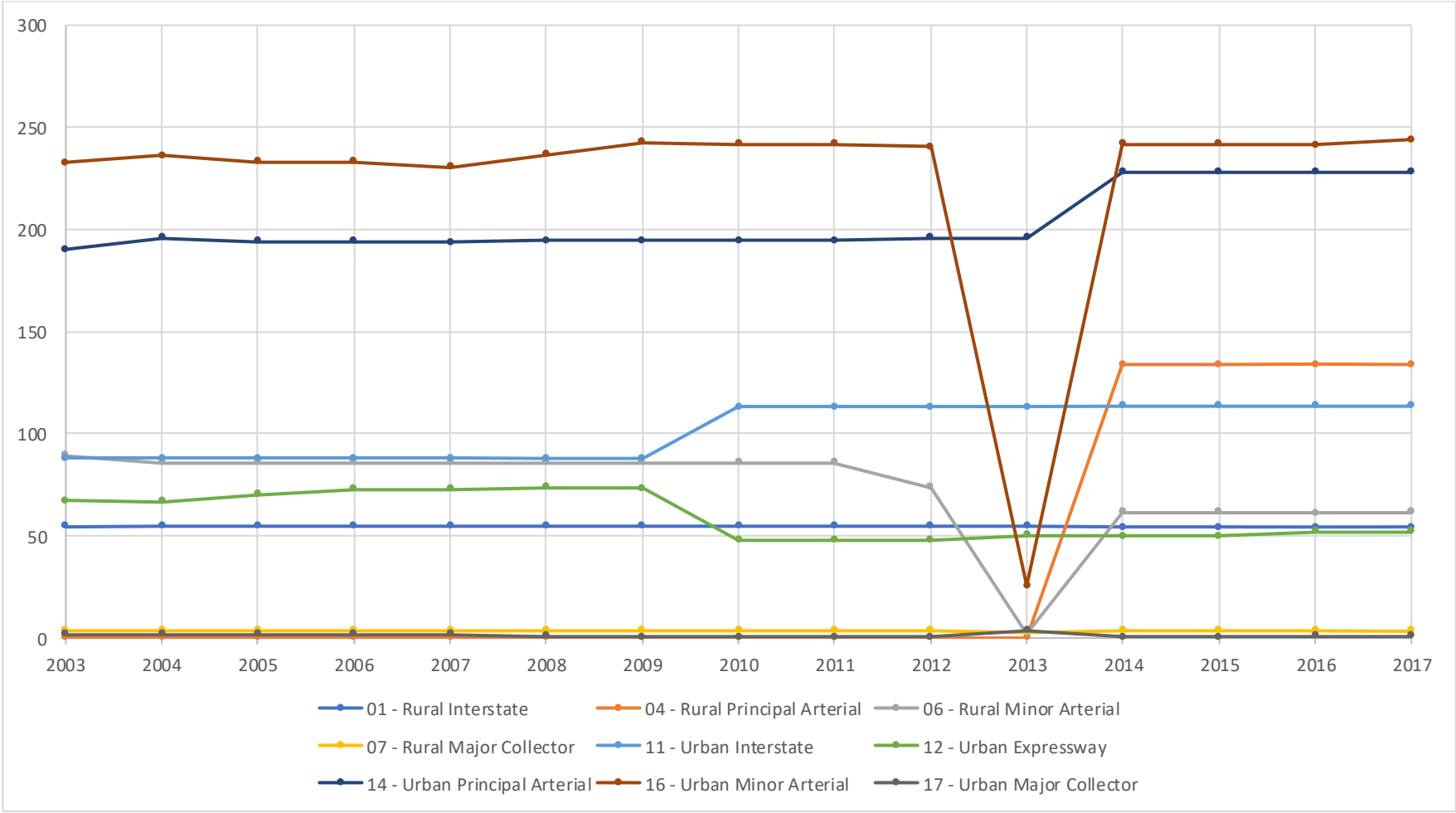
APPENDIX A

System Performance Measures

Unless otherwise indicated, the performance measures in the following charts, such as vehicle-miles traveled, and other statistics are reported on the Interstate System, expressways, principal arterials and major collectors only consistent with the Florida Department of Transportation's Statewide Mobility Performance Measures reporting system for consistency between measures. All reported measures are also available on the Smart North Florida Integrated Data Exchange. Graphs represented here are available to be generated on the web interface.

Centerline Miles for the North Florida Region by Functional Classification



Regional Statistics

	Vehicle Miles Traveled (Daly)	Person Miles Traveled (Daily)	Truck Miles Traveled (Daily)	Cost of Congestion (dollars)	Cost of Emissions (dollars)
2014	26,696,254.12	43,689,113.10	2,141,104.06	131,553,184.99	893,319
2015	28,330,812.40	46,407,663.66	2,260,656.96	227,258,460.12	1,543,211
2016	29,393,693.70	48,089,614.20	2,356,118.16	277,954,320.32	1,887,463
2017	30,316,399.76	49,651,013.90	2,504,956.79	328,654,925.52	2,231,749

	Avg Travel Speed (mph)	Avg Travel Speed Peak Period (mph)	Daily Delay (hours)	Peak Hour Delay (hours)	On-Time Reliability
2014	48.85	49.42	24,305.65	5,364.46	0.64
2015	48.67	49.32	41,988.08	7,572.64	0.63
2016	48.04	48.78	51,354.60	10,138.60	0.63
2017	48.55	49.35	60,722.00	10,444.20	0.64

	% Miles Meeting LOS	% Miles Severely Congested	% Travel Severely Congested (Daily)	% Travel Severely Congested (Peak Hour)	Vehicles Per Lane Mile
2014	98.92	3.12	1.43	8.32	645.71
2015	97.65	3.66	1.63	8.99	684.86
2016	97.02	8.82	3.12	16.50	702.76
2017	97.36	8.25	3.22	14.63	716.01

	Avg Hours Severely Congested (Daily)	Avg Hours Severely Congested (Yearly)	Centerline Miles	Lane Miles
2014	0.20	71.74	886.74	3456.23
2015	0.34	80.96	886.73	3458.26
2016	0.42	156.20	889.01	3497.34
2017	0.46	166.56	891.61	3540.14

County Statistics

Vehicle Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	1,871,993.56	18,448,682.28	1,768,516.33	4,612,286.98
2015	1,948,551.61	19,494,511.15	1,827,009.59	5,062,650.84
2016	2,089,159.05	20,305,872.75	1,933,006.70	5,062,085.69
2017	2,141,006.05	20,759,794.97	1,970,109.82	5,445,488.92

Person Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	2,381,402.34	29,675,624.07	3,154,407.03	8,487,076.55
2015	2,478,793.44	31,357,891.88	3,258,738.32	9,315,791.80
2016	2,657,663.12	32,663,007.43	3,447,799.63	9,314,751.86
2017	2,723,618.77	33,393,163.91	3,513,978.46	10,020,252.76

Truck Miles Traveled

	Clay	Duval	Nassau	St. Johns
2014	129,249.08	1,282,017.60	256,813.81	473,023.56
2015	139,050.26	1,539,537.63	233,324.29	348,744.78
2016	136,407.53	1,630,502.12	255,005.45	334,203.06
2017	146,004.11	1,720,183.98	259,834.35	378,934.36

Cost of Congestion

	Clay	Duval	Nassau	St. Johns
2014	8,858,571.14	115,636,889.70	547,053.64	6,510,670.47
2015	18,437,905.46	169,892,350.70	13,691,445.40	25,231,881.98
2016	20,852,013.54	211,613,893.10	17,438,379.90	28,050,033.79
2017	24,647,080.00	250,127,621.60	20,612,165.04	33,155,139.94

Cost of Emissions

	Clay	Duval	Nassau	St. Johns
2014	60,154.59	785,238.39	3,714.80	44,211.05
2015	125,203.57	1,153,662.95	92,972.48	171,338.42
2016	141,596.70	1,436,975.28	118,416.24	190,475.23
2017	100,479.68	1,698,504.78	139,968.00	225,141.72

Average Travel Speed

	Clay	Duval	Nassau	St. Johns
2014	40.94	47.27	54.38	56.26
2015	40.39	46.99	55.46	56.05
2016	40.21	46.34	54.80	55.75
2017	40.86	46.90	53.82	55.99

Daily Delay

	Clay	Duval	Nassau	St. Johns
2014	1,636.70	21,364.97	101.07	1,202.91
2015	3,406.57	31,389.16	2,529.62	4,661.82
2016	3,852.60	39,097.60	3,221.90	5,182.50
2017	2,377.88	46,213.36	3,796.47	6,125.72

On-Time Reliability

	Clay	Duval	Nassau	St. Johns
2014	0.46	0.61	0.90	0.73
2015	0.42	0.61	0.86	0.73
2016	0.45	0.61	0.72	0.73
2017	0.46	0.62	0.74	0.75

% Miles Meeting LOS

	Clay	Duval	Nassau	St. Johns
2014	99.96	98.27	99.98	99.74
2015	99.11	97.17	99.53	97.28
2016	98.91	96.12	99.37	97.32
2017	99.62	95.84	99.86	99.37

% Miles Severely Congested

	Clay	Duval	Nassau	St. Johns
2014	0.00	5.28	0.00	0.00
2015	0.00	6.11	0.00	0.26
2016	3.83	14.14	0.00	0.49
2017	3.12	12.84	2.12	0.52

% Travel Severely Congested (Daily)

	Clay	Duval	Nassau	St. Johns
2014	0.00	2.06	0.00	0.02
2015	0.00	2.35	0.00	0.08
2016	0.81	4.35	0.04	0.29
2017	0.72	4.52	0.26	0.35

% Travel Severely Congested (peak Hour)

	Clay	Duval	Nassau	St. Johns
2014	0.00	12.03	0.00	0.00
2015	0.00	13.00	0.00	0.22
2016	7.44	23.00	0.00	0.36
2017	5.93	20.26	4.05	0.36

Vehicles Per Lane Mile

	Clay	Duval	Nassau	St. Johns
2014	423.44	754.99	396.39	573.02
2015	436.84	799.79	406.22	628.68
2016	472.17	826.39	402.91	629.43
2017	475.89	831.06	408.23	676.41

Hours Severely Congested (Daily)

	Clay	Duval	Nassau	St. Johns
2014	0.00	0.28	0.00	0.00
2015	0.00	0.32	0.00	0.01
2016	0.10	0.60	0.01	0.05
2017	0.09	0.63	0.03	0.07

Hours Severely Congested (Yearly)

	Clay	Duval	Nassau	St. Johns
2014	0.00	103.49	0.00	1.38
2015	0.00	116.57	0.00	4.25
2016	38.04	217.46	2.14	18.09
2017	34.46	231.54	11.33	26.96

Centerline Miles

	Clay	Duval	Nassau	St. Johns
2014	109.93	480.24	111.49	185.54
2015	109.91	480.24	111.41	185.53
2016	109.88	482.10	111.20	185.39
2017	109.89	484.73	111.22	185.77

Lane Miles

	Clay	Duval	Nassau	St. Johns
2014	368.06	2,045.12	372.44	671.64
2015	371.36	2,040.09	375.46	671.98
2016	368.37	2,056.44	400.51	671.12
2017	374.58	2,090.82	402.88	671.87

Urban and Rural Statistics

	Vehicle Miles Traveled		**Person Miles Traveled**		**Truck Miles Traveled**	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	21,817,257.99	4,884,221.16	35,089,694.55	8,608,815.44	1,377,390.30	763,713.75
2015	22,951,231.44	5,381,491.75	36,920,733.60	9,490,481.83	1,629,904.95	630,752.01
2016	23,851,503.48	5,538,620.71	38,345,019.46	9,738,202.58	1,726,479.73	629,638.43
2017	24,377,299.99	5,939,099.77	39,197,784.14	10,453,229.76	1,822,126.51	682,830.29

	Cost of Congestion (dollars)		**Cost of Emissions (dollars)**	
	Urban	Rural	Urban	Rural
2014	131,461,803.50	91,381.44	131,461,803.50	91,381.44
2015	199,313,600.40	27,944,859.72	199,313,600.40	27,944,859.72
2016	249,829,594.70	28,124,725.63	249,829,594.70	28,124,725.63
2017	295,298,580.90	33,243,425.69	295,298,580.90	33,243,425.69

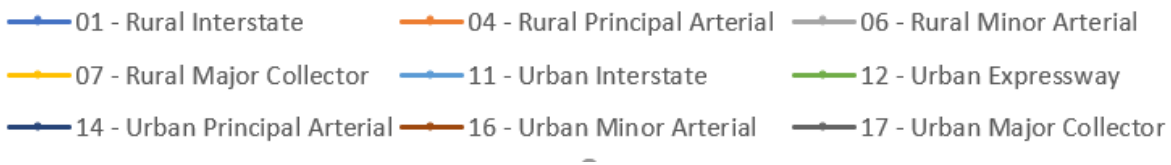
	Avg Travel Speed (mph)		**Daily Delay (hours)**		**On-Time Reliability**	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	45.39	64.28	24,288.77	16.88	0.56	0.97
2015	45.00	64.17	30,873.64	2.68	0.55	0.97
2016	44.27	64.26	38,001.24	1.95	0.55	0.97
2017	44.68	64.47	43,164.47	40.14	0.56	0.98

	% Miles Meeting LOS		% Miles Severely Congested		% Travel Severely Congested (Daily)	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	98.55	100.00	4.19	0.00	1.75	0.00
2015	97.17	99.05	4.91	0.00	2.01	0.00
2016	96.32	98.97	11.96	0.00	3.84	0.00
2017	96.48	99.90	11.15	0.00	4.01	0.00

	% Travel Severely Congested (Peak Hour)		Vehicles Per Lane Mile		Hours Severely Congested (Daily)	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	10.18	0.00	708.62	462.30	0.24	0.00
2015	11.10	0.00	745.98	507.45	0.27	0.00
2016	20.33	0.00	773.52	504.09	0.53	0.00
2017	18.19	0.00	777.69	540.10	0.57	0.00

	Hours Severely Congested (Yearly)		Centerline Miles		Lane Miles	
	Urban	Rural	Urban	Rural	Urban	Rural
2014	87.81	0.00	633.99	253.21	2,574.29	882.96
2015	99.95	0.00	633.88	253.21	2,572.57	886.32
2016	192.48	0.00	635.59	252.99	2,578.16	918.27
2017	207.14	0.00	638.42	253.19	2,621.11	919.03

Functional Classification Statistics



Vehicle Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	3,136,163.29	1,378,895.74	359,968.54	9,193.60	9,458,443.02	2,349,843.49	5,771,026.44	4,228,694.83	9,250.20
2015	3,532,125.78	1,460,820.03	379,705.94	8,840.00	9,955,312.43	2,532,011.18	6,040,786.98	4,412,970.05	10,150.80
2016	3,566,420.95	1,572,150.24	390,148.71	9,900.80	10,290,981.68	2,685,611.49	6,326,433.09	4,536,532.43	11,944.80
2017	3,875,794.18	1,639,044.50	414,058.90	10,202.20	10,701,393.67	2,827,477.86	6,348,901.46	4,488,401.99	11,125.00

Person Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	5,666,995.38	2,346,355.09	583,769.60	11,695.37	15,217,133.66	3,779,840.26	9,036,520.34	7,041,320.88	14,879.41
2015	6,371,539.88	2,491,839.57	615,856.83	11,245.55	16,016,628.12	4,072,866.06	9,463,289.53	7,351,621.82	16,328.07
2016	6,426,505.55	2,669,605.95	629,496.07	12,595.02	16,556,977.29	4,319,939.81	9,901,298.49	7,547,201.62	19,602.26
2017	6,994,397.39	2,777,695.94	668,157.99	12,978.43	17,217,673.01	4,548,138.93	9,937,710.29	7,475,967.56	18,294.36

Truck Miles Traveled

	1	4	6	7	11	12	14	16	17
2014	604,531.08	140,671.04	17,868.08	643.55	909,592.04	81,761.18	235,080.40	150,864.18	92.50
2015	467,883.50	140,875.88	21,515.27	477.36	1,066,942.18	112,675.23	272,772.88	177,324.08	190.58
2016	447,960.30	159,929.76	21,124.62	623.75	1,150,501.87	120,155.02	272,549.93	183,048.66	224.25
2017	495,569.42	162,886.43	23,660.29	714.15	1,201,309.61	142,786.08	286,390.25	191,419.79	220.77

Cost of Congestion

	1	4	6	7	11	12	14	16	17
2014	0.00	91,381.44	0.00	0.00	56,971,904.15	14,539,218.34	20,637,444.17	39,300,431.54	12,805.15
2015	13,674.22	840.40	0.00	0.00	60,284,720.81	18,752,408.63	30,879,144.61	57,171,555.37	14,265.49
2016	9,851.86	723.87	0.00	0.00	67,620,197.13	23,585,766.63	39,436,219.14	75,035,928.32	1,761.81
2017	27,713.87	189,275.51	267.70	0.00	69,518,136.74	29,393,416.60	39,282,516.65	95,416,807.52	14,765.75

Cost of Emissions

	1	4	6	7	11	12	14	16	17
2014	0.00	620.53	0.00	0.00	386,870.71	98,729.33	140,139.65	266,871.65	86.95
2015	92.86	5.71	0.00	0.00	409,366.57	127,339.22	209,686.46	388,226.46	96.87
2016	66.90	4.92	0.00	0.00	459,178.51	160,160.39	267,793.72	509,535.42	11.96
2017	188.19	1,285.29	1.82	0.00	472,066.57	199,597.54	266,750.00	647,932.86	100.27

Average Travel Speed

	1	4	6	7	11	12	14	16	17
2014	70.33	53.89	51.57	54.13	56.44	46.11	36.09	32.73	33.33
2015	69.13	54.47	53.63	57.18	56.35	47.69	34.85	31.40	32.76
2016	69.49	54.58	54.00	57.72	55.42	46.95	34.31	30.27	34.15
2017	69.61	55.03	53.73	59.58	55.74	47.05	35.07	30.12	33.15

Daily Delay (veh-hrs)

	1	4	6	7	11	12	14	16	17
2014	0.00	16.88	0.00	0.00	10,526.08	2,686.25	3,812.96	7,261.11	2.37
2015	2.53	0.16	0.00	0.00	11,138.15	3,464.68	5,705.20	10,562.97	2.64
2016	1.82	0.13	0.00	0.00	12,493.45	4,357.69	7,286.20	13,863.57	0.33
2017	5.12	34.97	0.05	0.00	12,844.11	5,430.70	7,257.80	17,629.13	2.73

On-Time Reliability

	1	4	6	7	11	12	14	16	17
2014	1.00	0.92	0.96	1.00	0.86	0.69	0.26	0.23	0.88
2015	1.00	0.90	0.90	1.00	0.85	0.70	0.26	0.18	0.89
2016	1.00	0.92	0.91	1.00	0.87	0.69	0.27	0.13	0.90
2017	1.00	0.92	0.96	1.00	0.85	0.70	0.28	0.15	0.90

% Miles Meeting LOS

	1	4	6	7	11	12	14	16	17
2014	100.00	100.00	100.00	100.00	95.56	98.41	99.97	99.22	100.00
2015	100.00	99.19	96.08	100.00	94.85	97.09	98.79	97.06	100.00
2016	100.00	99.03	96.07	100.00	92.56	96.53	98.65	96.40	100.00
2017	99.70	100.00	100.00	100.00	92.08	95.80	99.76	96.30	100.00

% Miles Severely Congested

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	15.19	4.64	0.00	0.53	0.00
2015	0.00	0.00	0.00	0.00	15.90	8.22	0.07	1.28	0.00
2016	0.00	0.00	0.00	0.00	26.53	25.40	3.11	7.38	0.00
2017	0.00	0.00	0.00	0.00	18.18	29.88	1.71	11.42	0.00

% Travel Severely Congested (Daily)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	3.79	0.91	0.00	0.04	0.00
2015	0.00	0.00	0.00	0.00	3.95	2.15	0.01	0.32	0.00
2016	0.00	0.00	0.00	0.00	5.85	6.25	0.42	2.65	0.00
2017	0.00	0.00	0.00	0.00	5.43	6.78	0.29	4.14	0.00

% Travel Severely Congested (peak Hour)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	21.57	6.67	0.00	0.29	0.00
2015	0.00	0.00	0.00	0.00	21.79	11.89	0.12	1.31	0.00
2016	0.00	0.00	0.00	0.00	32.69	28.98	4.36	9.15	0.00
2017	0.00	0.00	0.00	0.00	24.96	33.50	2.32	14.71	0.00

Vehicles Per Lane Mile

	1	4	6	7	11	12	14	16	17
2014	822.42	266.11	241.33	108.51	1,291.37	890.55	509.62	443.18	330.33
2015	926.26	279.75	254.56	104.34	1,359.76	981.53	531.69	462.29	362.49
2016	935.32	280.26	262.39	116.86	1,406.12	995.47	558.39	476.43	341.71
2017	1,016.38	291.95	277.59	121.14	1,396.60	1,047.94	556.99	466.48	318.26

Hours Severely Congested (Daily)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	0.52	0.12	0.00	0.01	0.00
2015	0.00	0.00	0.00	0.00	0.54	0.30	0.00	0.04	0.00
2016	0.00	0.00	0.00	0.00	0.77	0.96	0.05	0.39	0.00
2017	0.00	0.00	0.00	0.00	0.72	1.06	0.04	0.64	0.00

Hours Severely Congested (Yearly)

	1	4	6	7	11	12	14	16	17
2014	0.00	0.00	0.00	0.00	190.69	43.60	0.00	2.27	0.00
2015	0.00	0.00	0.00	0.00	195.46	108.83	0.32	15.99	0.00
2016	0.00	0.00	0.00	0.00	279.64	351.16	19.70	142.27	0.00
2017	0.00	0.00	0.00	0.00	262.87	386.03	14.27	234.92	0.00

Centerline Miles

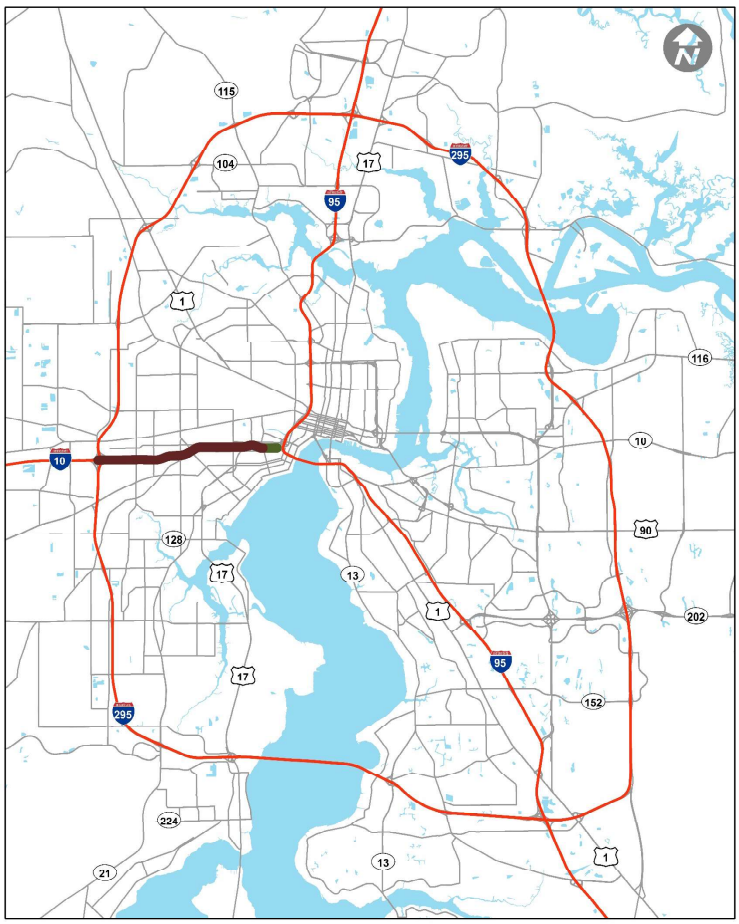
	1	4	6	7	11	12	14	16	17
2014	54.37	133.92	61.39	3.54	113.50	50.07	228.00	241.73	0.69
2015	54.37	133.92	61.39	3.54	113.50	50.07	228.00	241.62	0.69
2016	54.36	133.90	61.19	3.54	113.50	51.94	228.00	241.23	0.92
2017	54.37	133.92	61.39	3.52	113.50	51.94	228.00	244.06	0.92

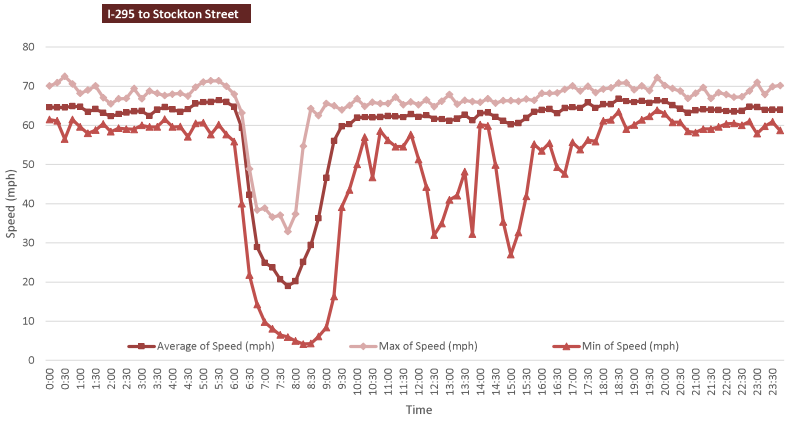
Lane Miles

	1	4	6	7	11	12	14	16	17
2014	318.93	432.51	124.45	7.07	615.85	220.48	942.12	793.51	2.33
2015	318.93	435.87	124.45	7.07	615.62	215.56	945.25	793.80	2.33
2016	318.91	468.23	124.06	7.07	615.34	225.44	942.63	791.86	2.91
2017	318.93	468.61	124.45	7.04	644.25	225.44	948.36	800.16	2.91

APPENDIX B

BlueTOAD DATA



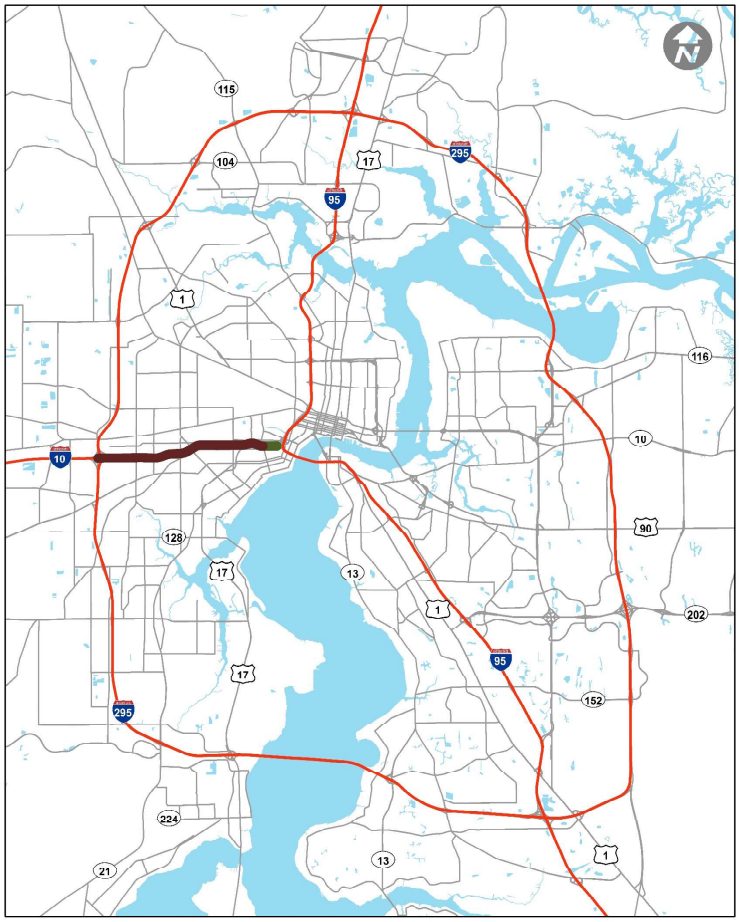


Stockton Street to I-95 Split

No Data Available

North Florida TPO
Transportation Planning Organization

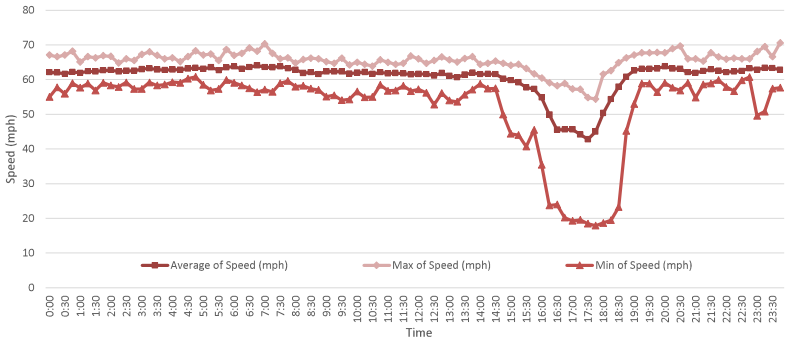
I-10 Eastbound Speed Variation Chart



I-95 Split to Stockton Street

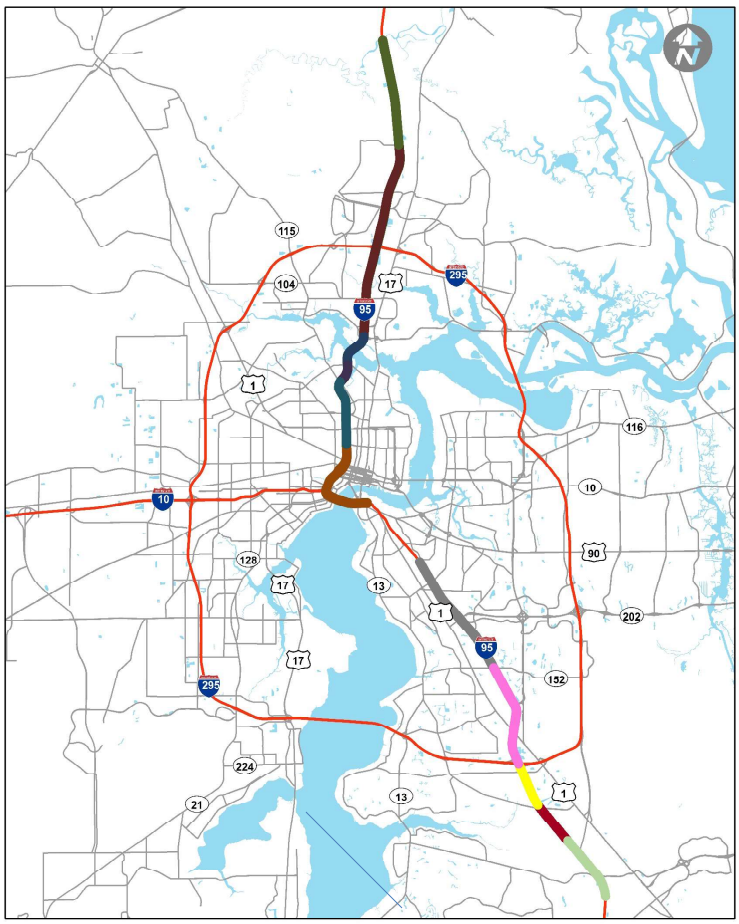
No Data Available

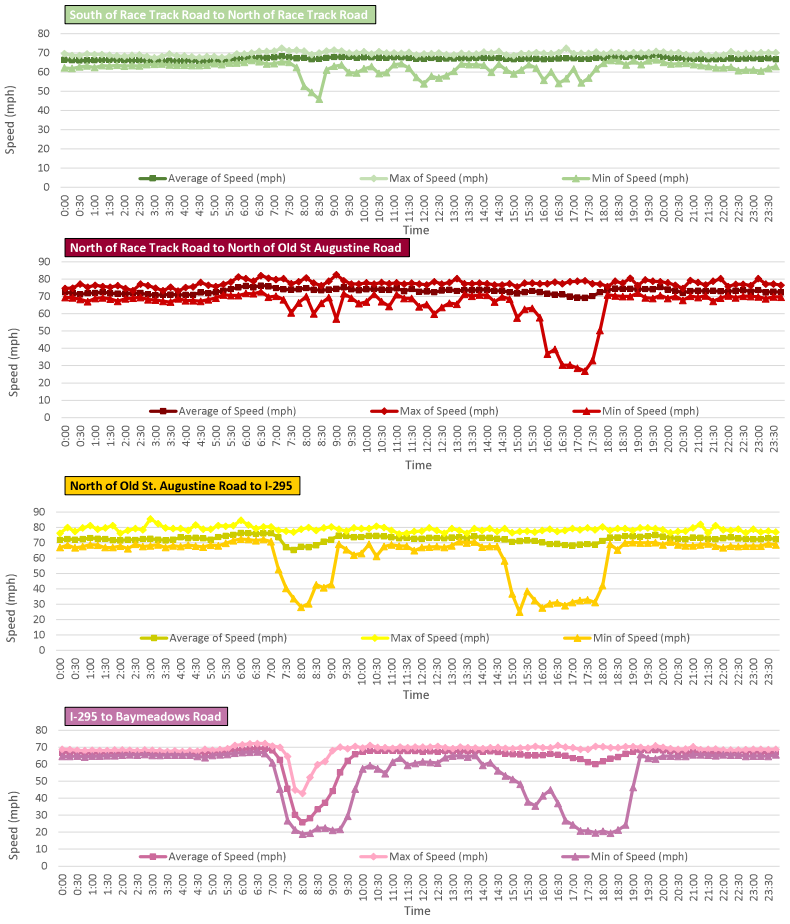
Stockton Street to I-295



North Florida TPO
Transportation Planning Organization

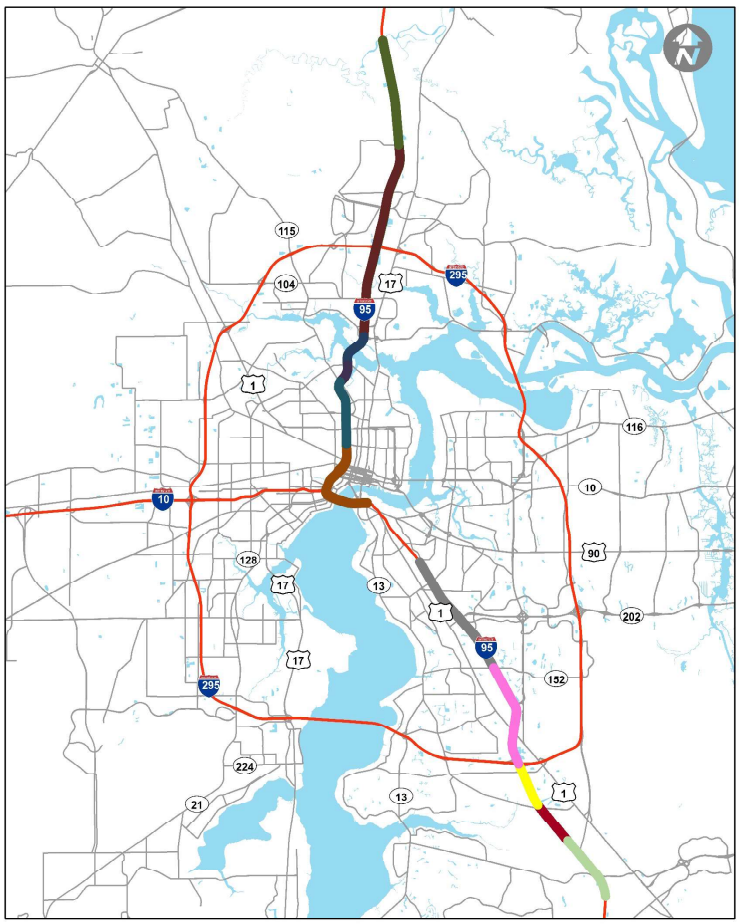
I-10 Westbound Speed Variation Chart



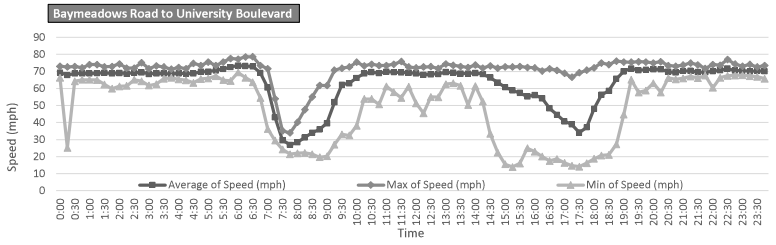


North Florida TPO
Transportation Planning Organization

I-95 Northbound Speed Variation Chart



Baymeadows Road to University Boulevard



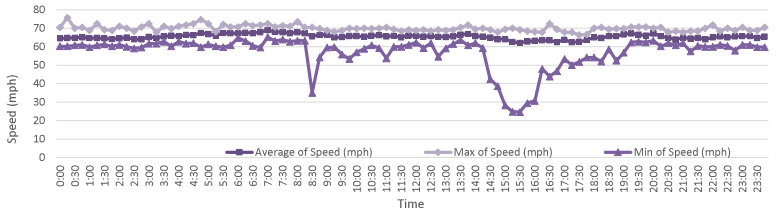
Acosta Expressway to SR 114 (8th St)

No Data Available

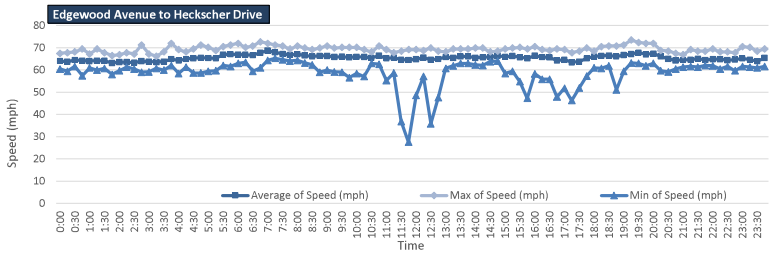
SR114 (8th Street) to Lem Turner Road (SR 115

No Data Available

Lem Turner Road (SR 115) to Edgewood Avenue

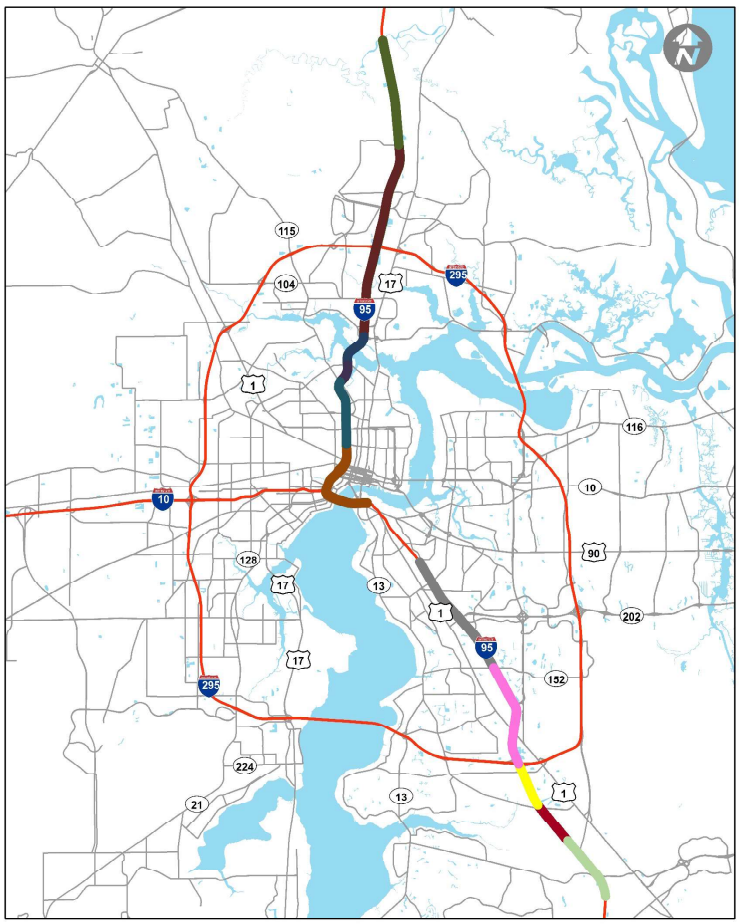


Edgewood Avenue to Heckscher Drive

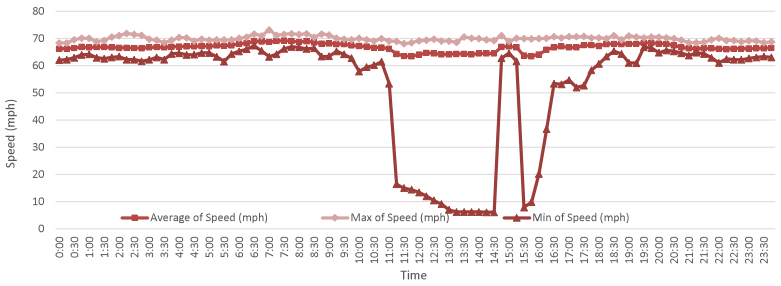


North Florida TPO
Transportation Planning Organization

I-95 Northbound Speed Variation Chart



Heckscher Drive to Pecan Park Road

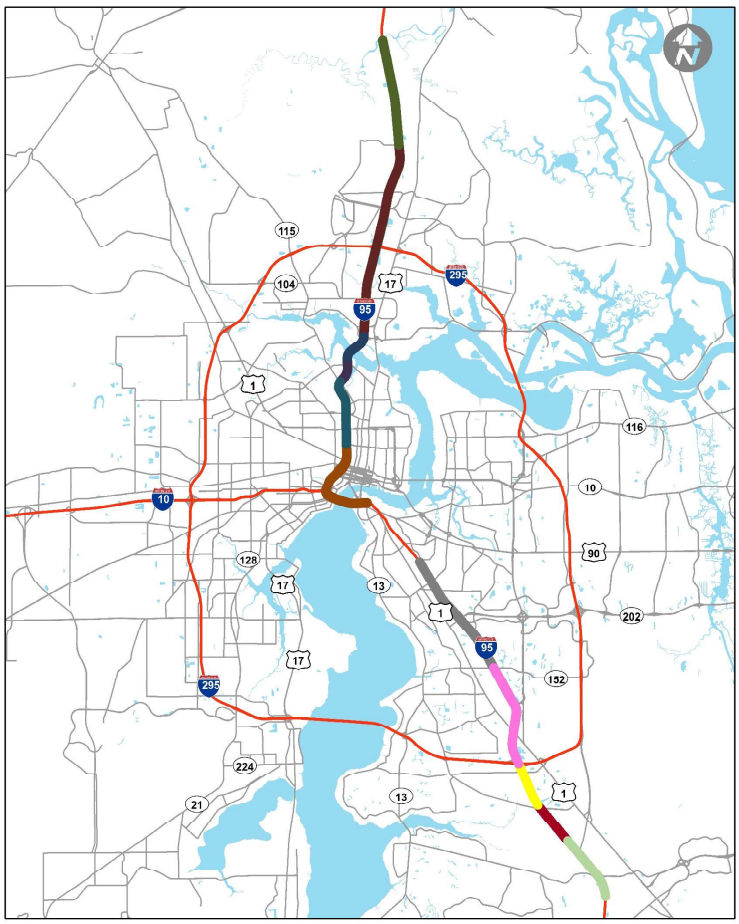


Pecan Park Road to A1A (SR 200)

No Data Available

North Florida TPO
Transportation Planning Organization

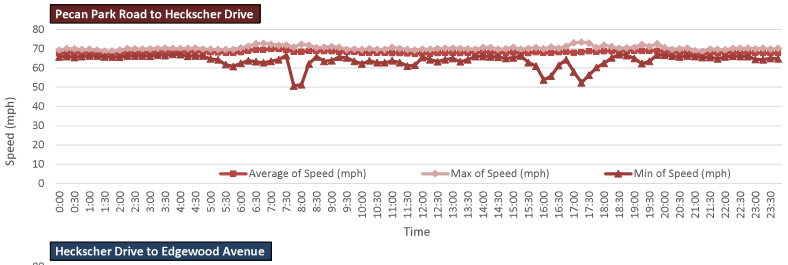
I-95 Northbound Speed Variation Chart



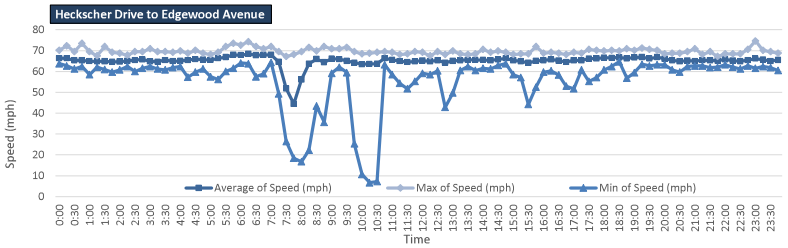
A1A (SR 200) to Pecan Park Road

No Data Available

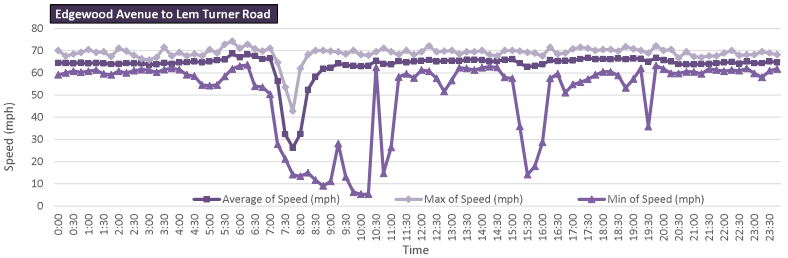
Pecan Park Road to Heckscher Drive



Heckscher Drive to Edgewood Avenue



Edgewood Avenue to Lem Turner Road

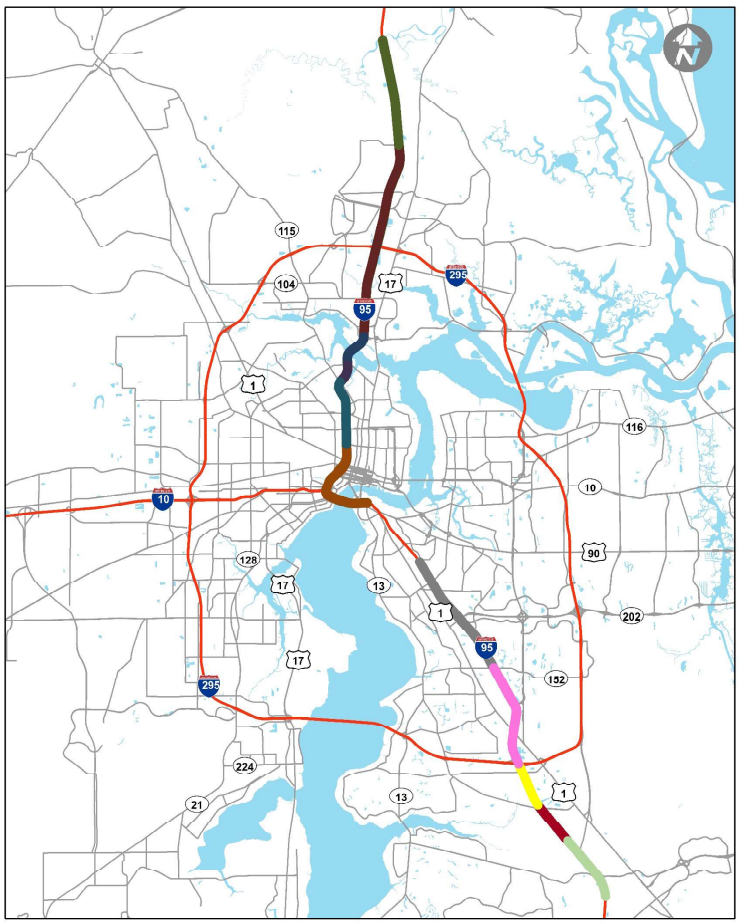


Lem Turner Road to SR 114 (8th Street)

No Data Available

North Florida TPO
Transportation Planning Organization

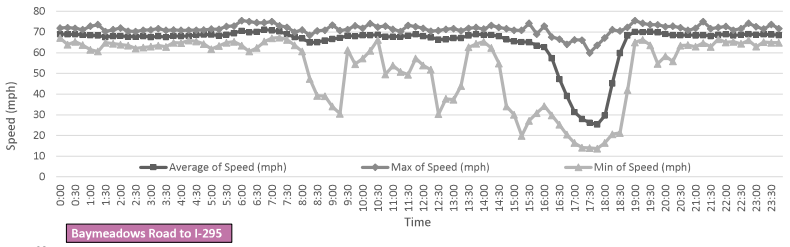
I-95 Southbound Speed Variation Chart



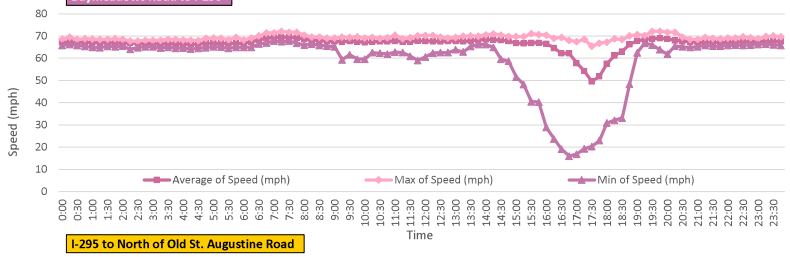
SR 114 (8th Street) to Acosta Expressway

No Data Available

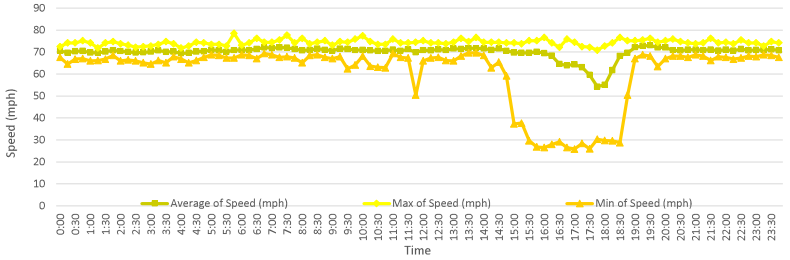
University Boulevard to Baymeadows Road



Baymeadows Road to I-295

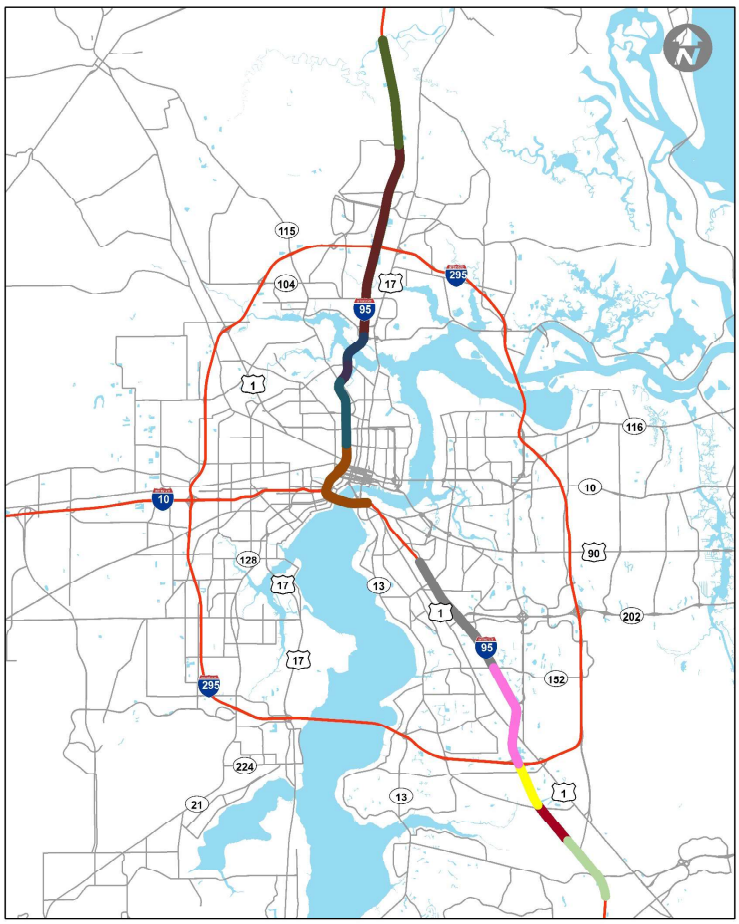


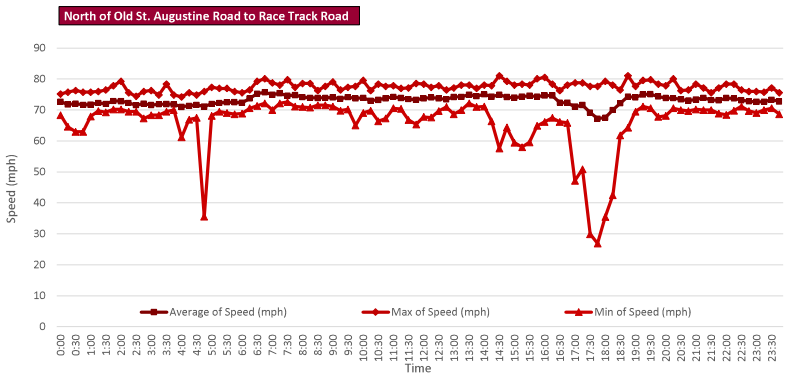
I-295 to North of Old St. Augustine Road

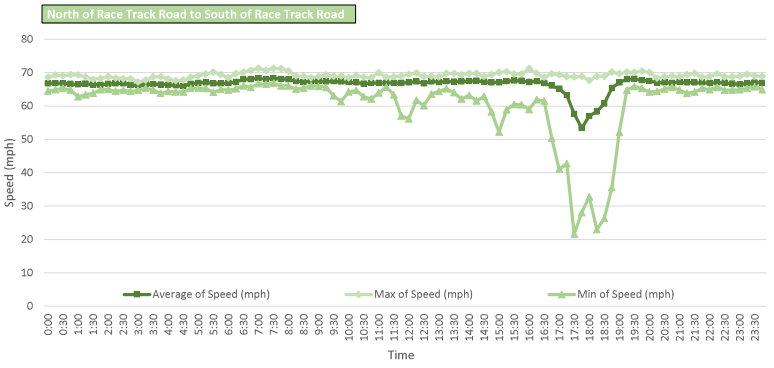


North Florida TPO
Transportation Planning Organization

I-95 Southbound Speed Variation Chart

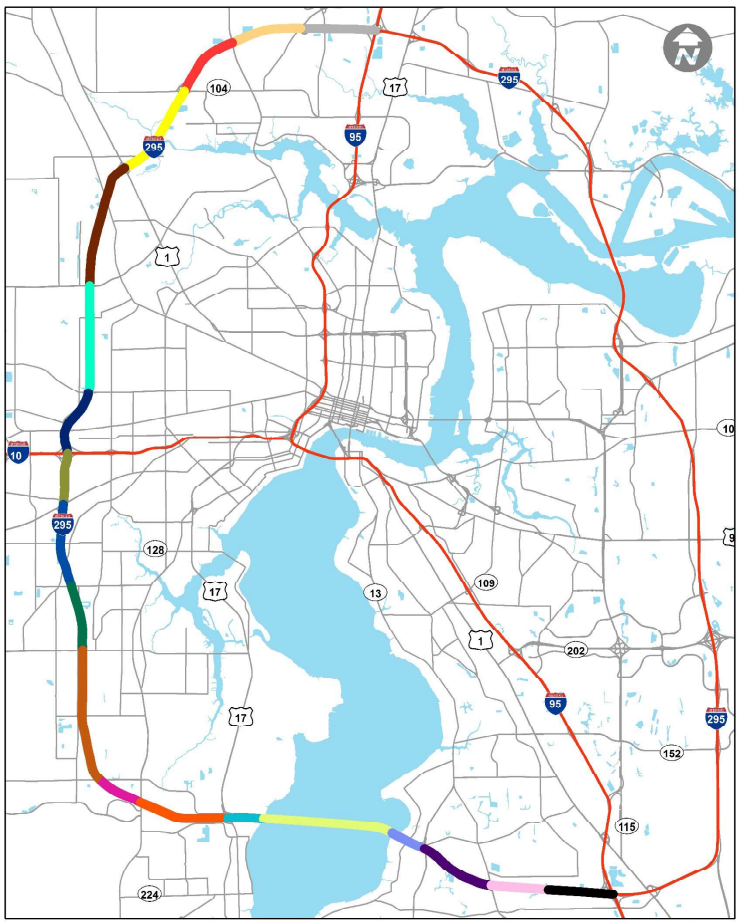






North Florida TPO
Transportation Planning Organization

I-95 Southbound Speed Variation Chart



I-95 North to Losco Road

No Data Available

Losco Road to Old St. Augustine Road

No Data Available

Old St. Augustine Road to San Jose Boulevard (SR 13)

No Data Available

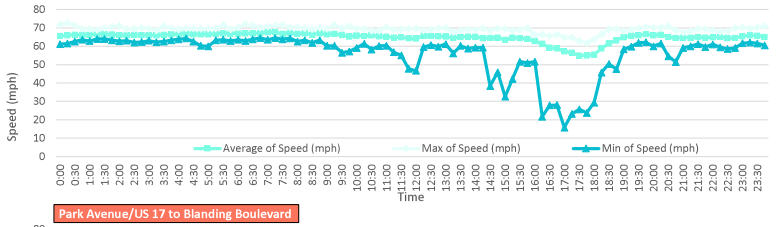
San Jose Boulevard (SR 13) to South of Buckman

No Data Available

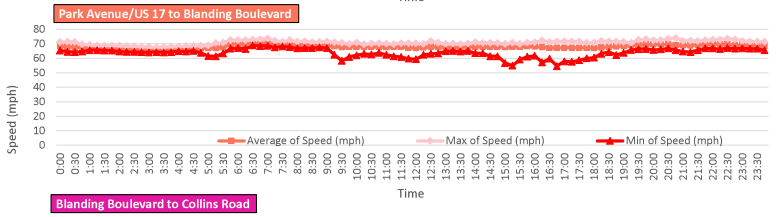
South of Buckman to North of Buckman

No Data Available

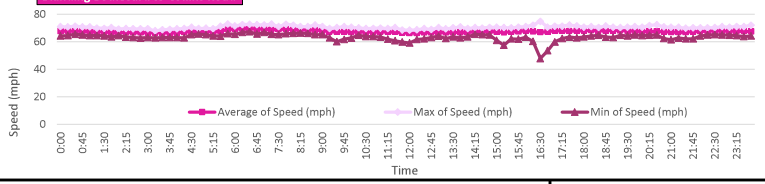
North of Buckman to Park Avenue/US 17



Park Avenue/US 17 to Blanding Boulevard

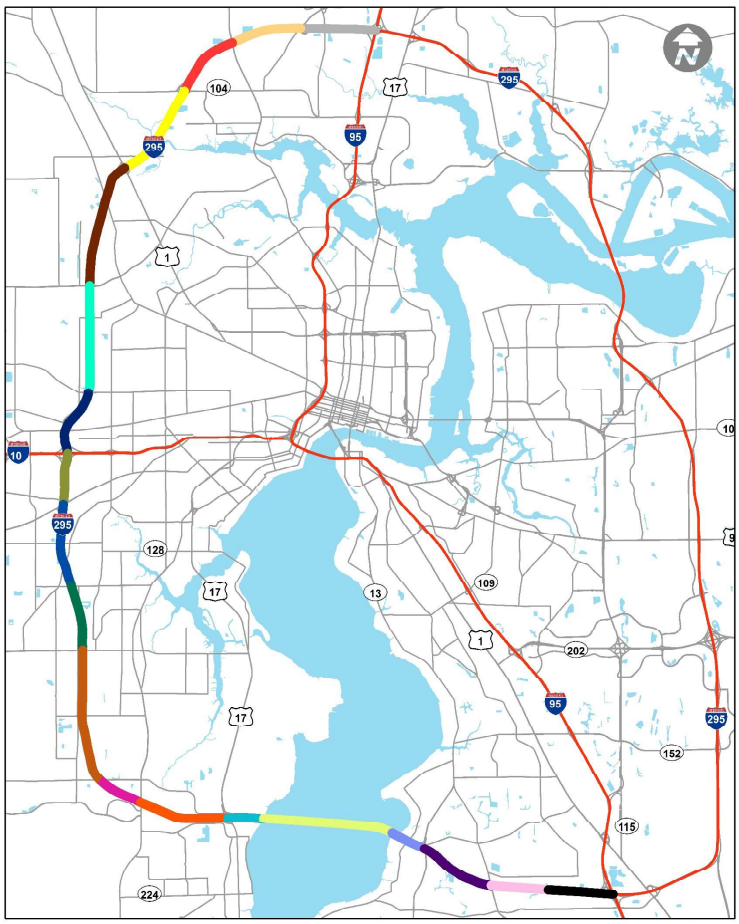


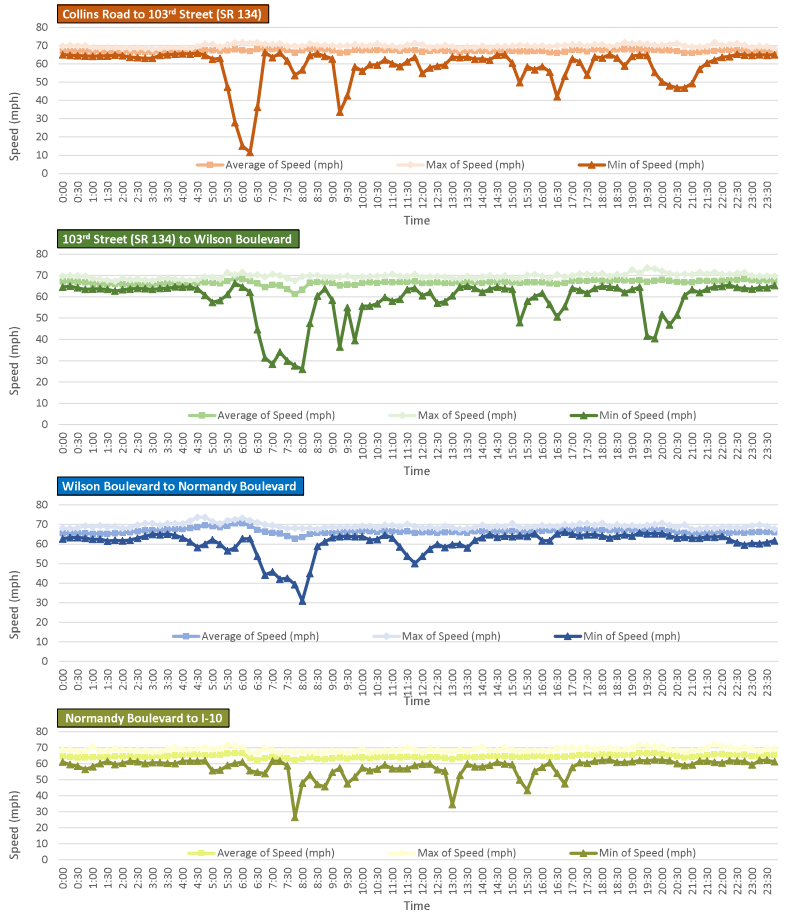
Blanding Boulevard to Collins Road



North Florida TPO
Transportation Planning Organization

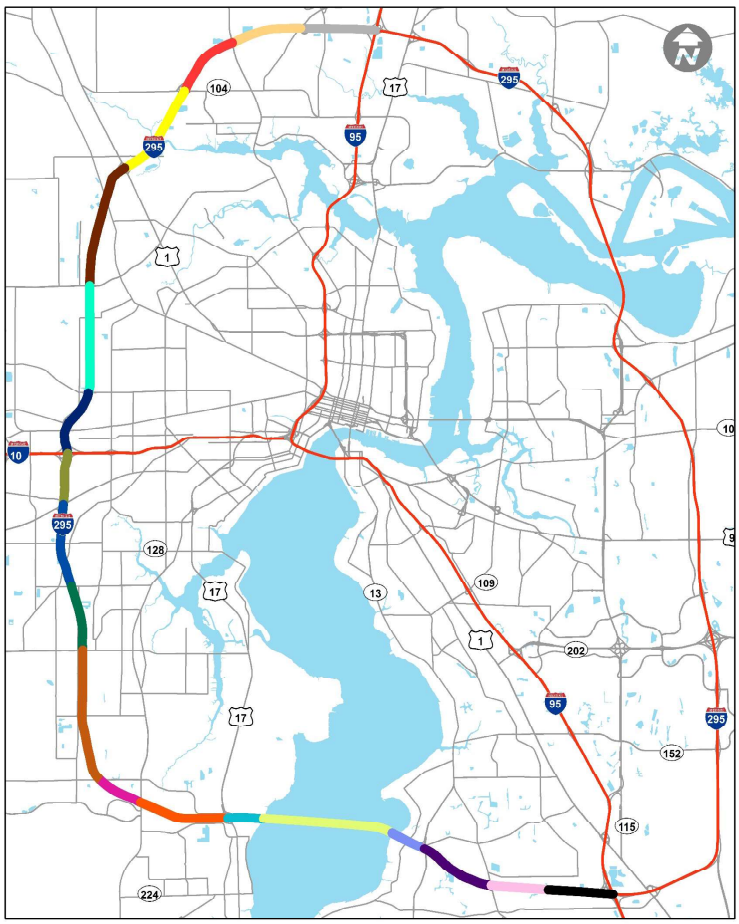
I-295 Northbound (West Beltway) Speed Variation Chart

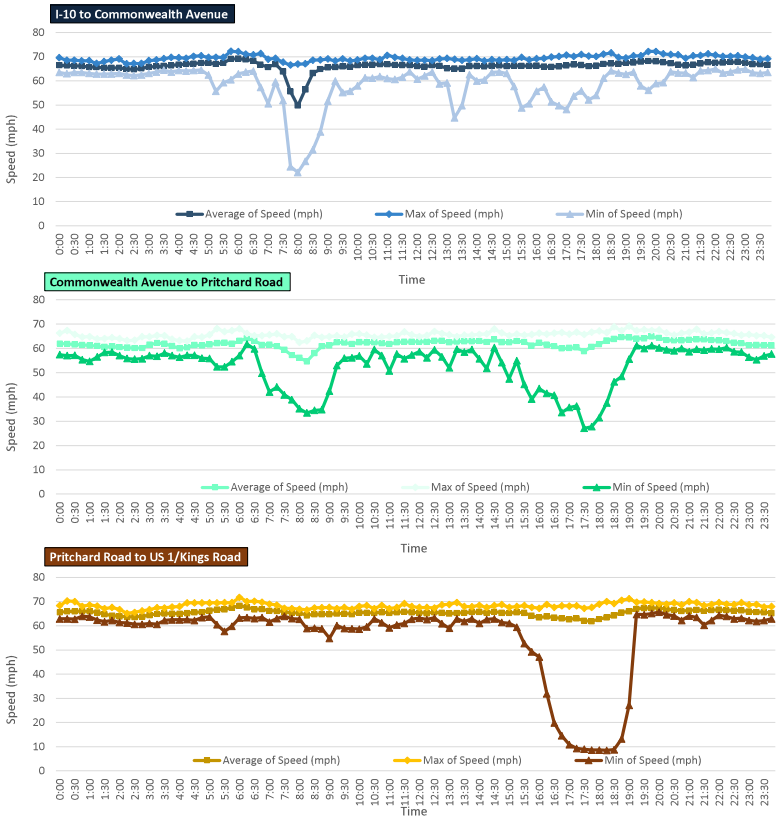




North Florida TPO
Transportation Planning Organization

I-295 Northbound (West Beltway) Speed Variation Chart



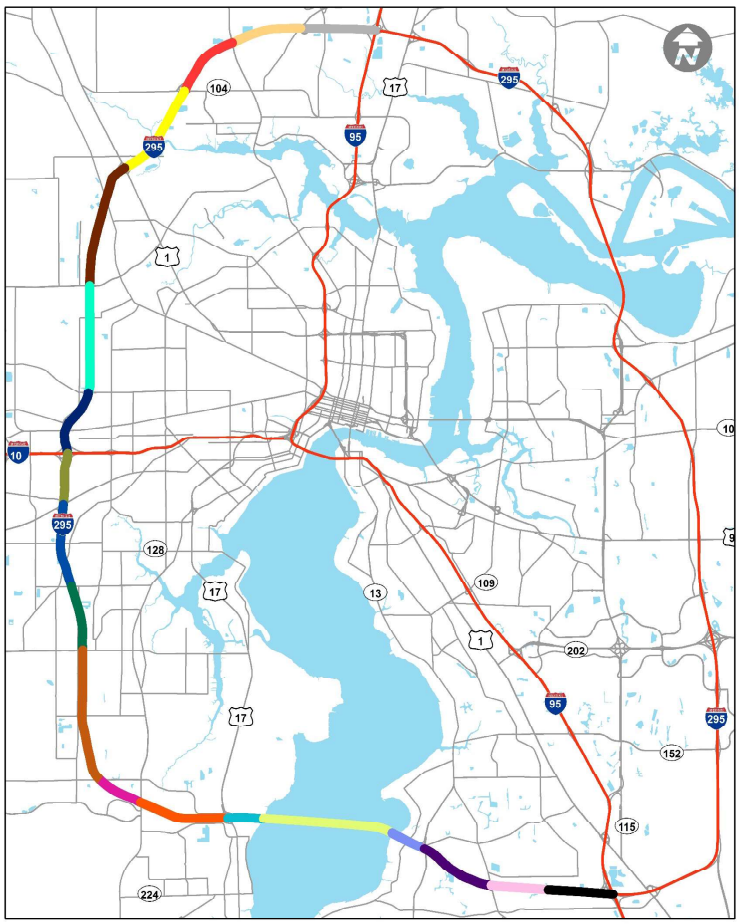


US 1/Kings Road to Dunn Avenue

No Data Available

North Florida TPO
Transportation Planning Organization

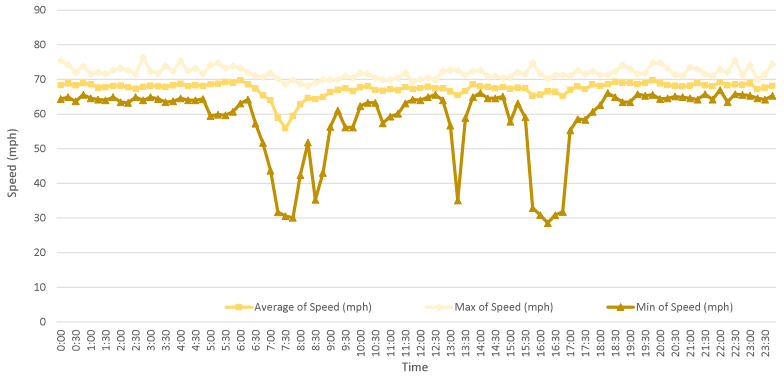
I-295 Northbound (West Beltway) Speed Variation Chart



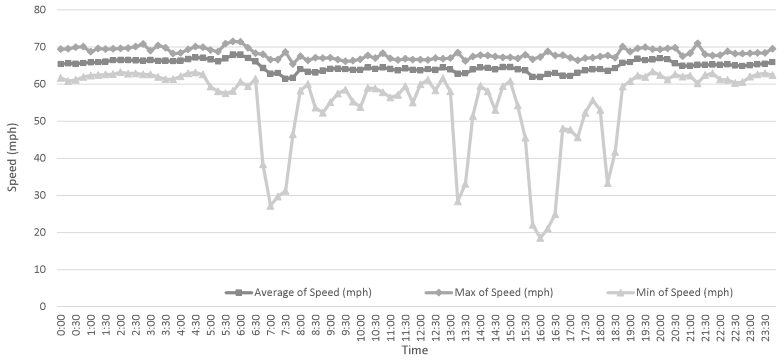
Dunn Avenue to Lem Turner Road

No Data Available

Lem Turner Road to Duval/Airport Road

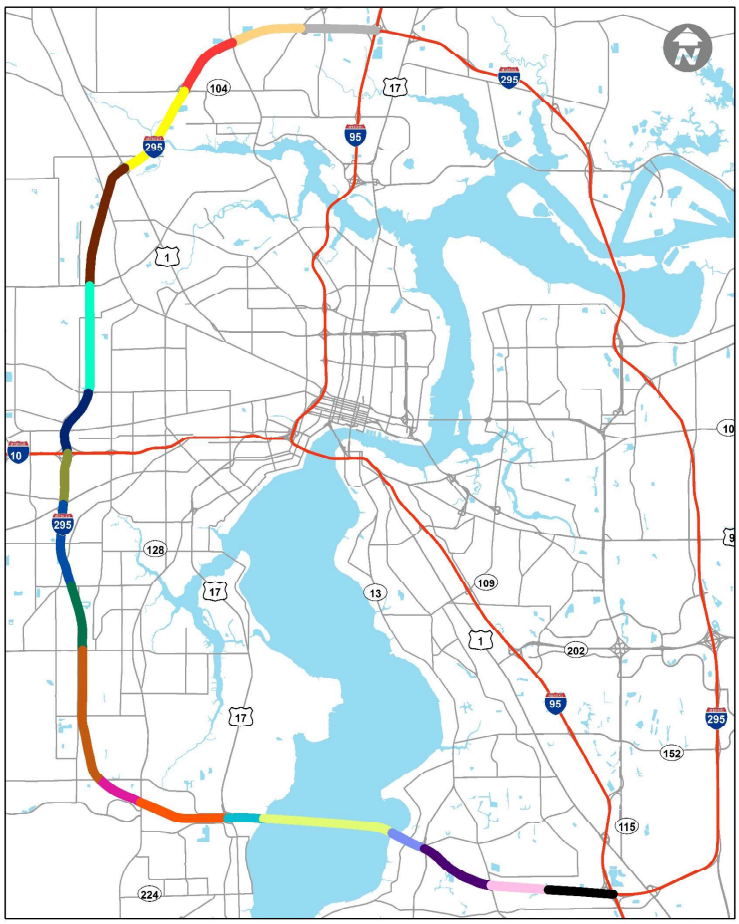


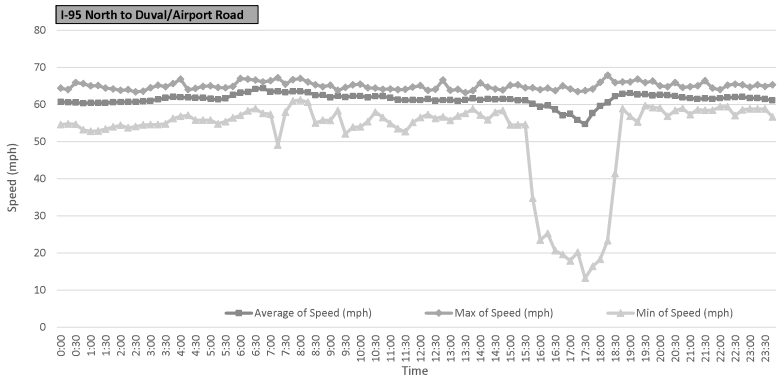
Duval/Airport Road to I-95 North

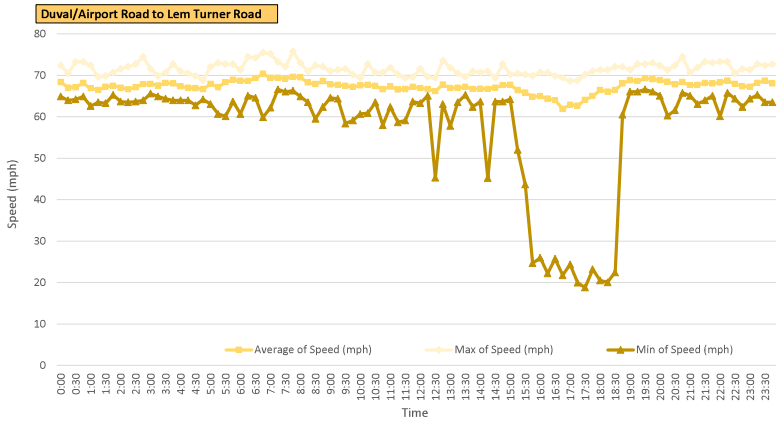


North Florida TPO
Transportation Planning Organization

I-295 Northbound (West Beltway) Speed Variation Chart





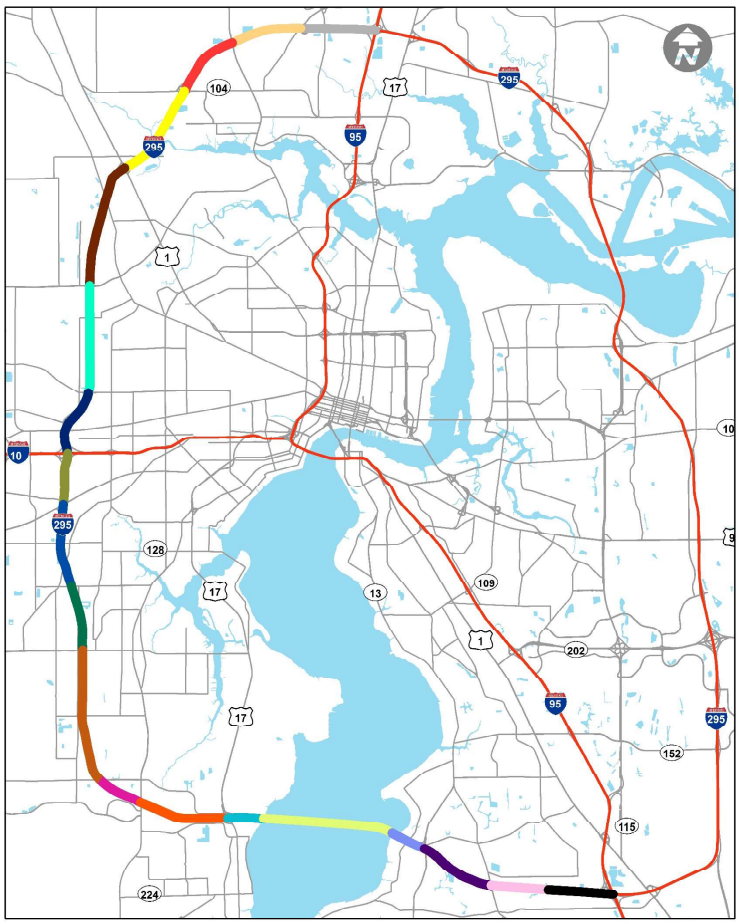


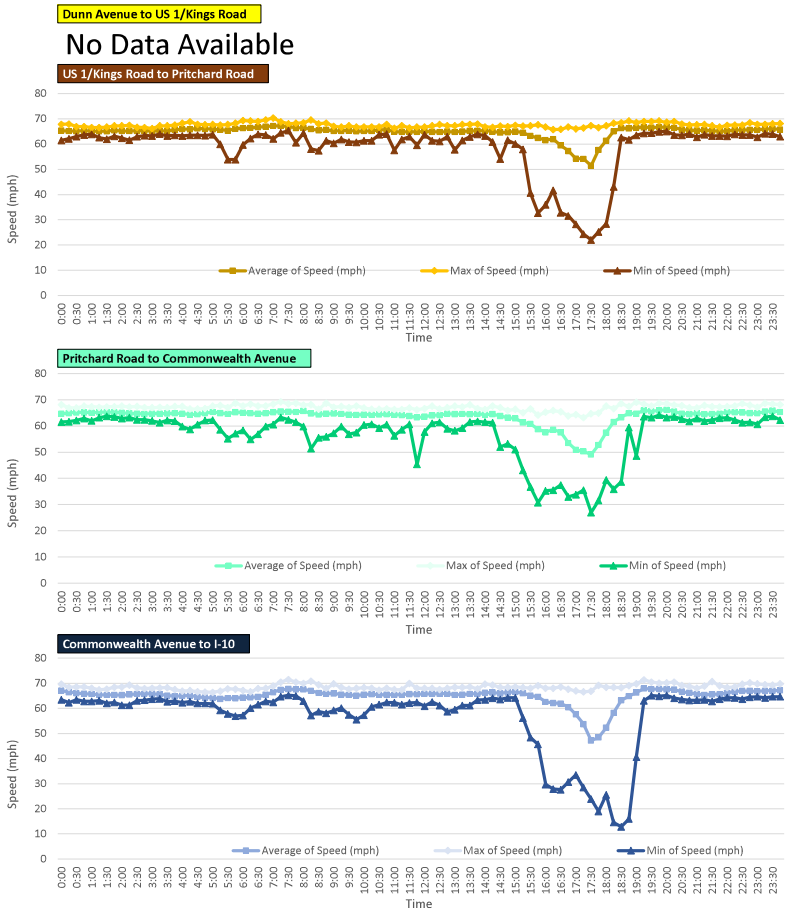
Lem Turner Road to Dunn Avenue

No Data Available

North Florida TPO
Transportation Planning Organization

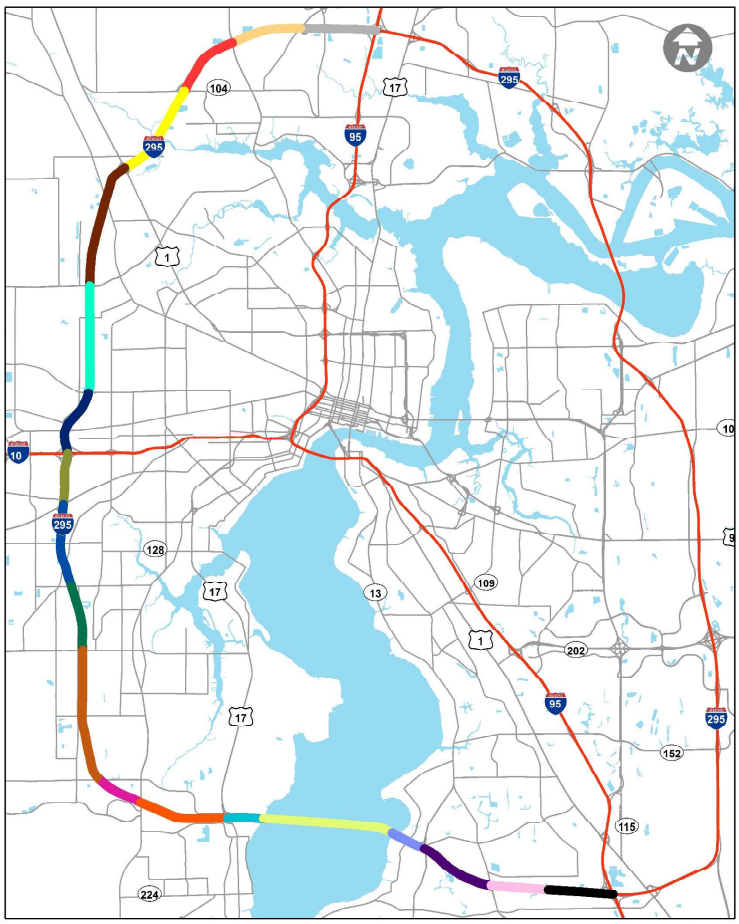
I-295 Southbound (West Beltway) Speed Variation Chart

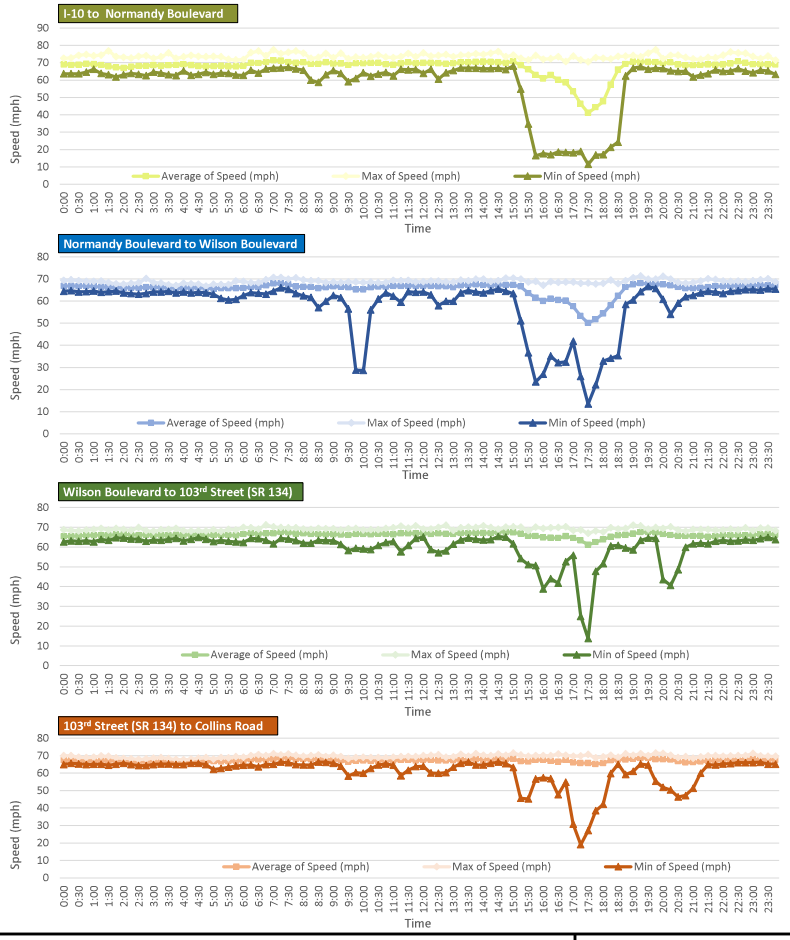




North Florida TPO
Transportation Planning Organization

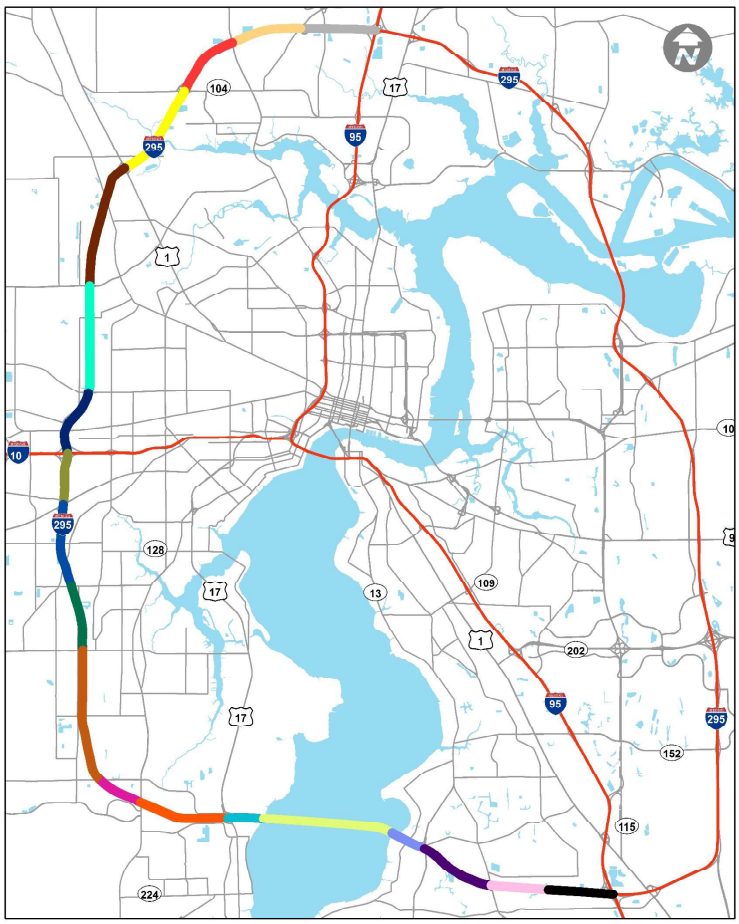
I-295 Southbound (West Beltway) Speed Variation Chart



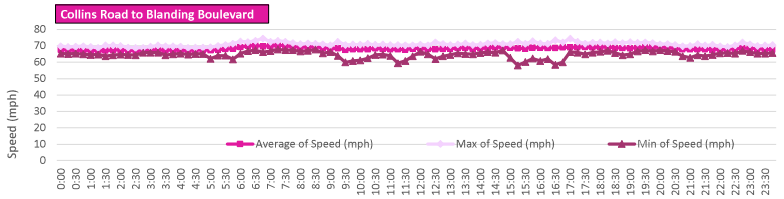


North Florida TPO
Transportation Planning Organization

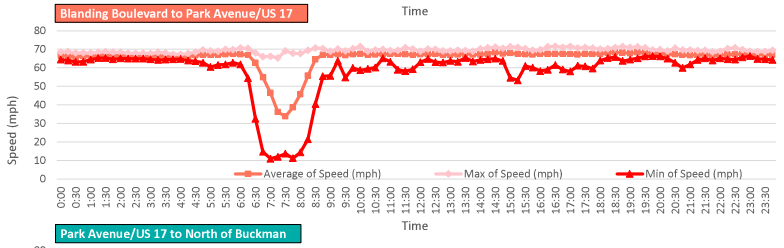
I-295 Southbound (West Beltway) Speed Variation Chart



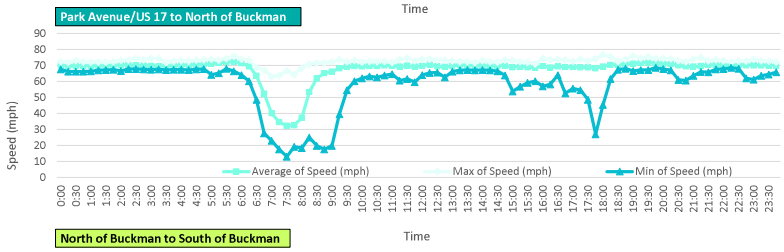
Collins Road to Blanding Boulevard



Blanding Boulevard to Park Avenue/US 17



Park Avenue/US 17 to North of Buckman



North of Buckman to South of Buckman

No Data Available

South of Buckman to San Jose Boulevard (SR 13)

No Data Available

San Jose Boulevard (SR 13) to Old St. Augustine Road

No Data Available

Old St. Augustine Road to Losco Road

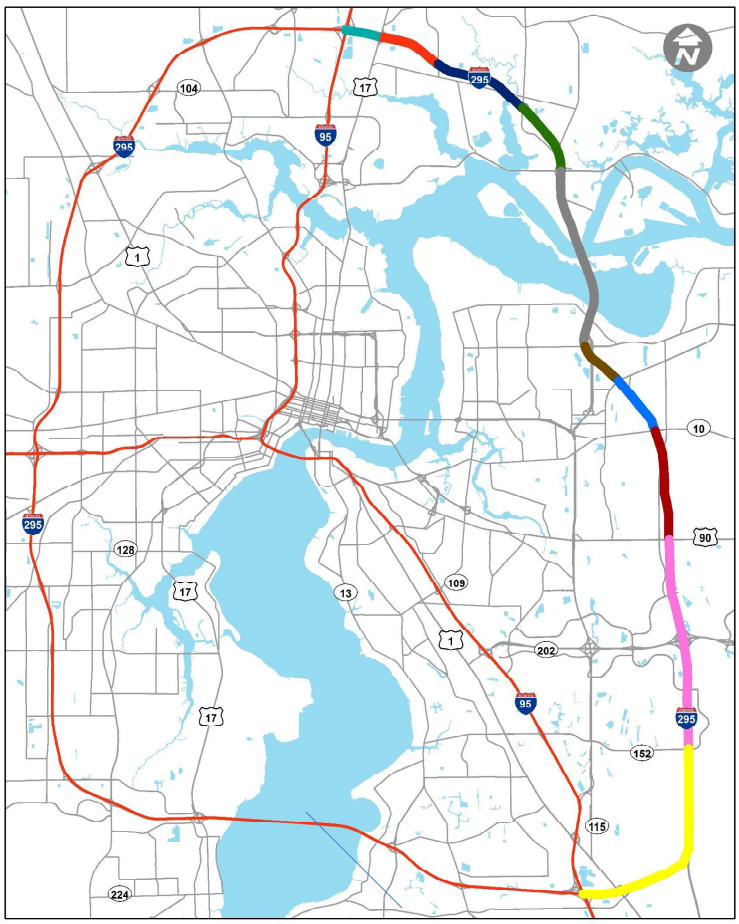
No Data Available

Losco Road to I-95 North

No Data Available

North Florida TPO
Transportation Planning Organization

I-295 Southbound (West Beltway) Speed Variation Chart



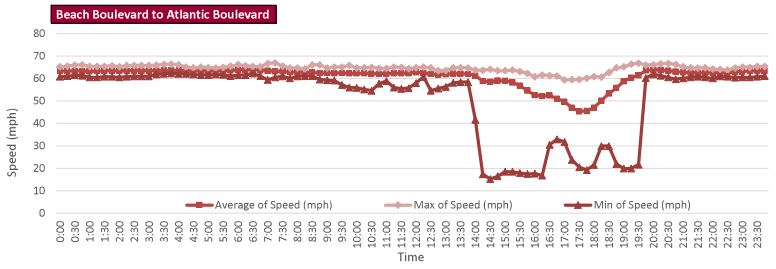
I-95 South to Baymeadows Road

No Data Available

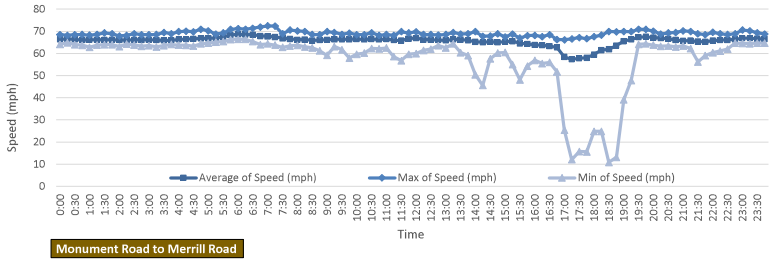
Baymeadows Road to Beach Boulevard

No Data Available

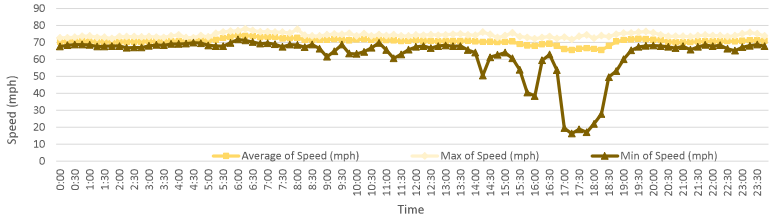
Beach Boulevard to Atlantic Boulevard



Atlantic Boulevard to Monument Road

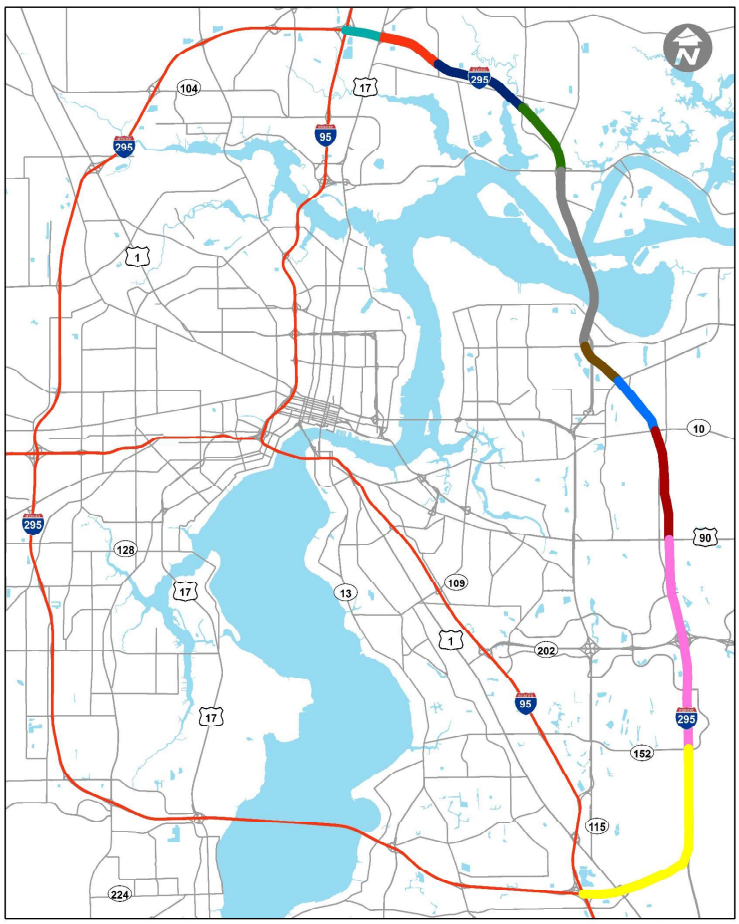


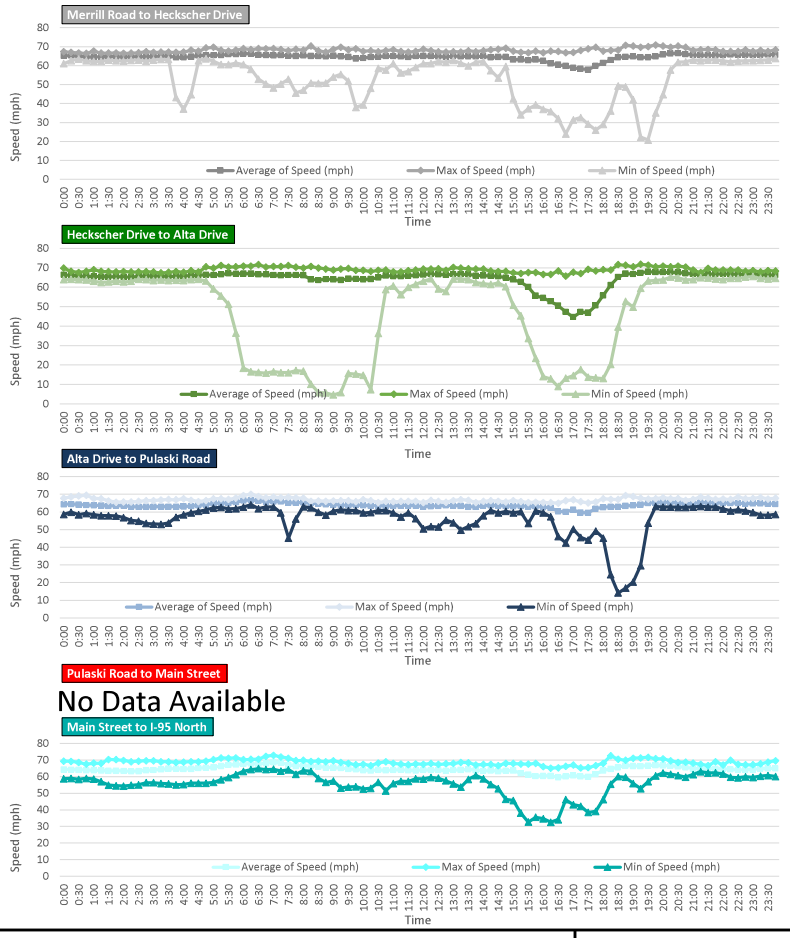
Monument Road to Merrill Road



North Florida TPO
Transportation Planning Organization

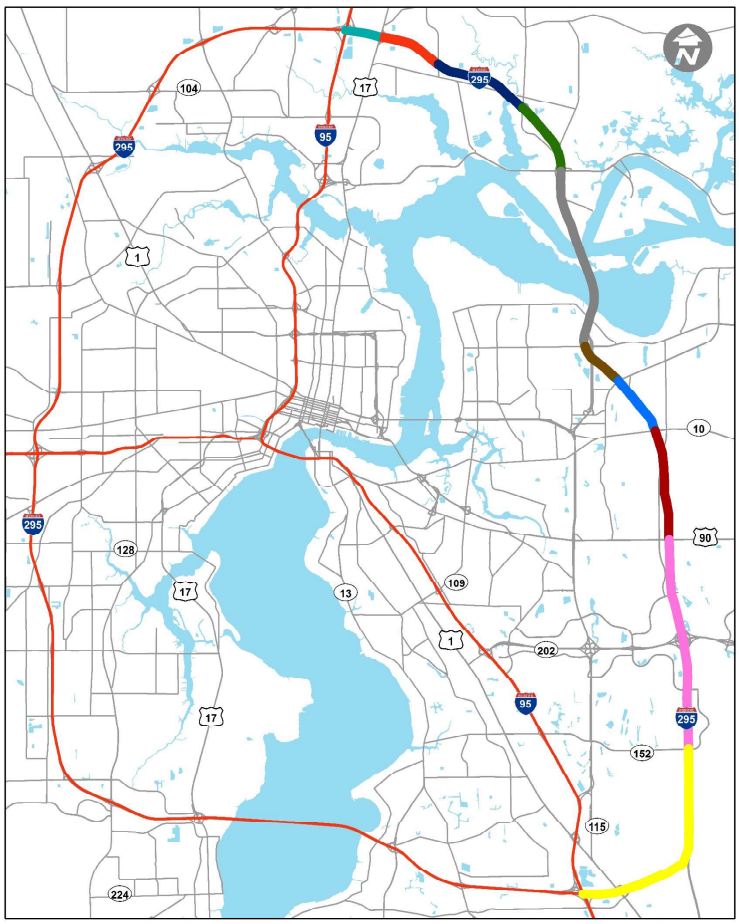
I-295 Northbound (East Beltway) Speed Variation Chart





North Florida TPO
Transportation Planning Organization

I-295 Northbound (East Beltway) Speed Variation Chart



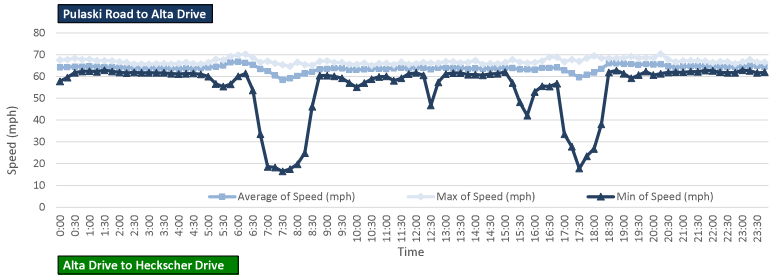
I-95 North to Main Street

No Data Available

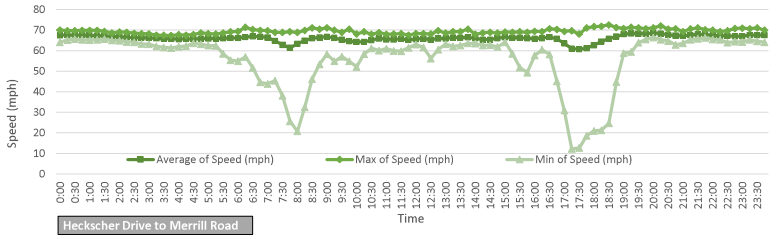
Main Street to Pulaski Road

No Data Available

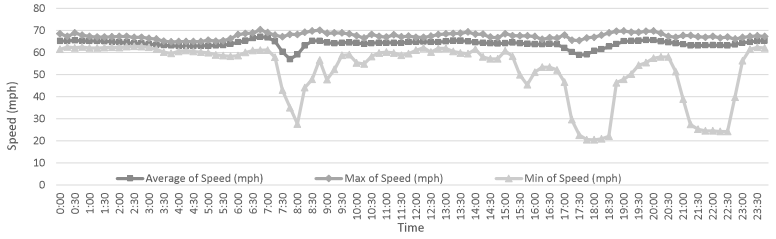
Pulaski Road to Alta Drive



Alta Drive to Heckscher Drive

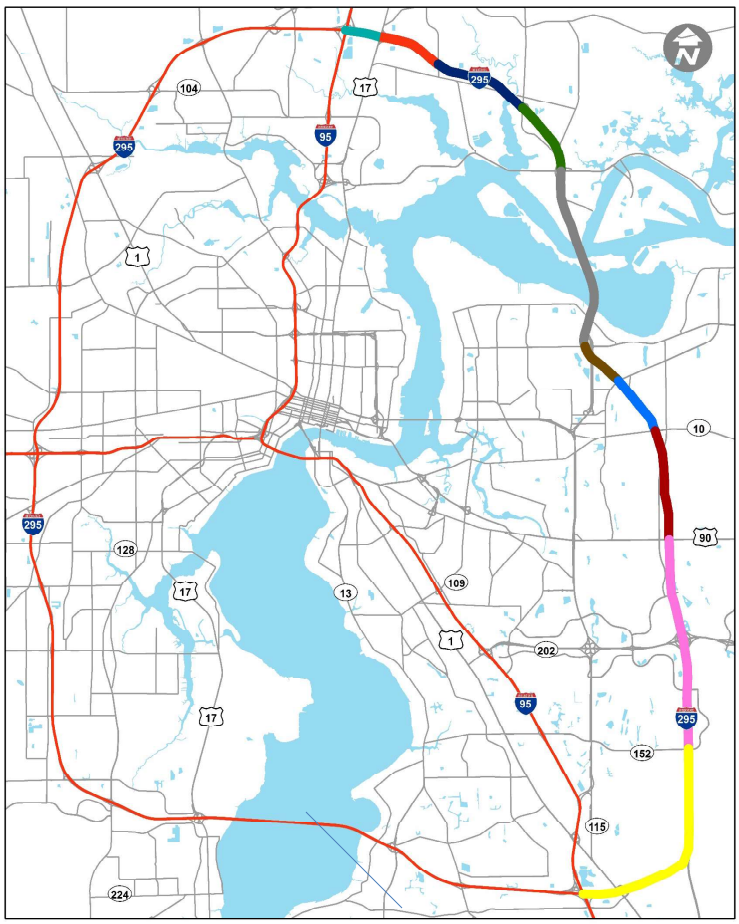


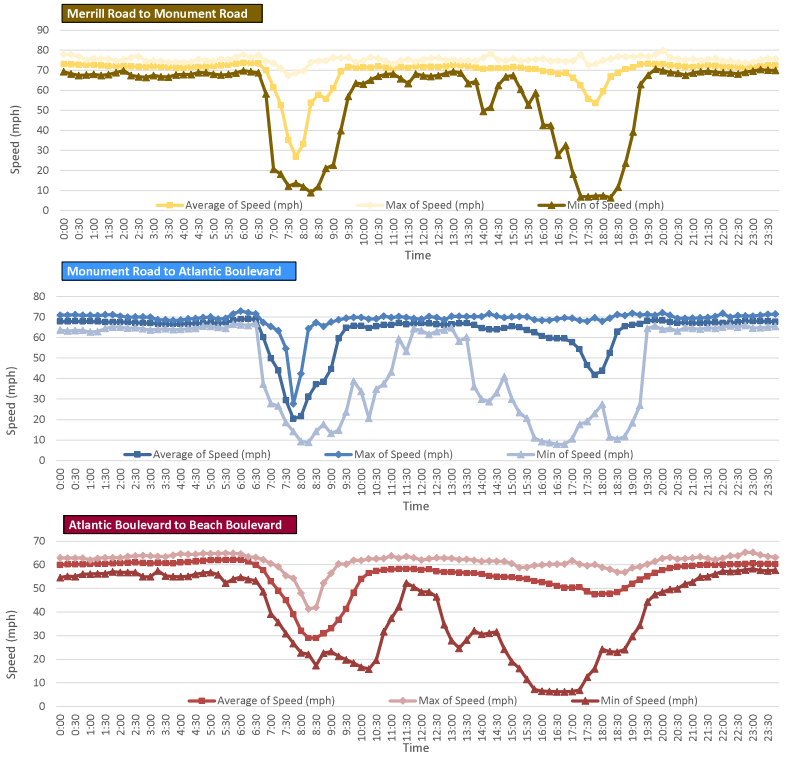
Heckscher Drive to Merrill Road



North Florida TPO
Transportation Planning Organization

I-295 Southbound (East Beltway) Speed Variation Chart





Baymeadows Road to Beach Boulevard

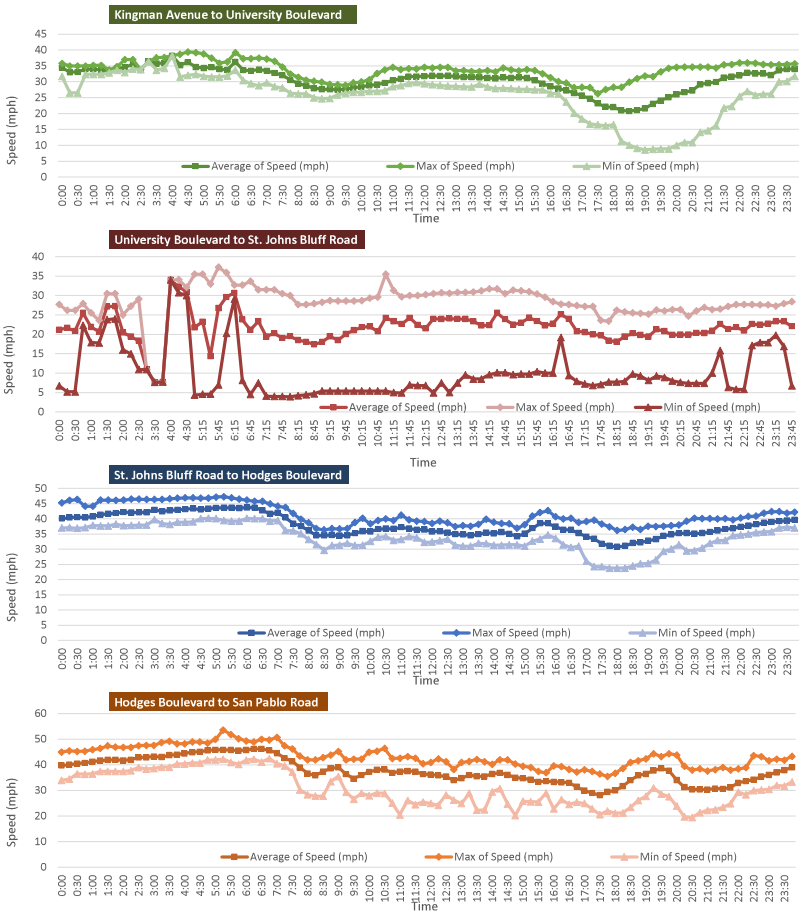
No Data Available

I-95 South to Baymeadows Road

No Data Available

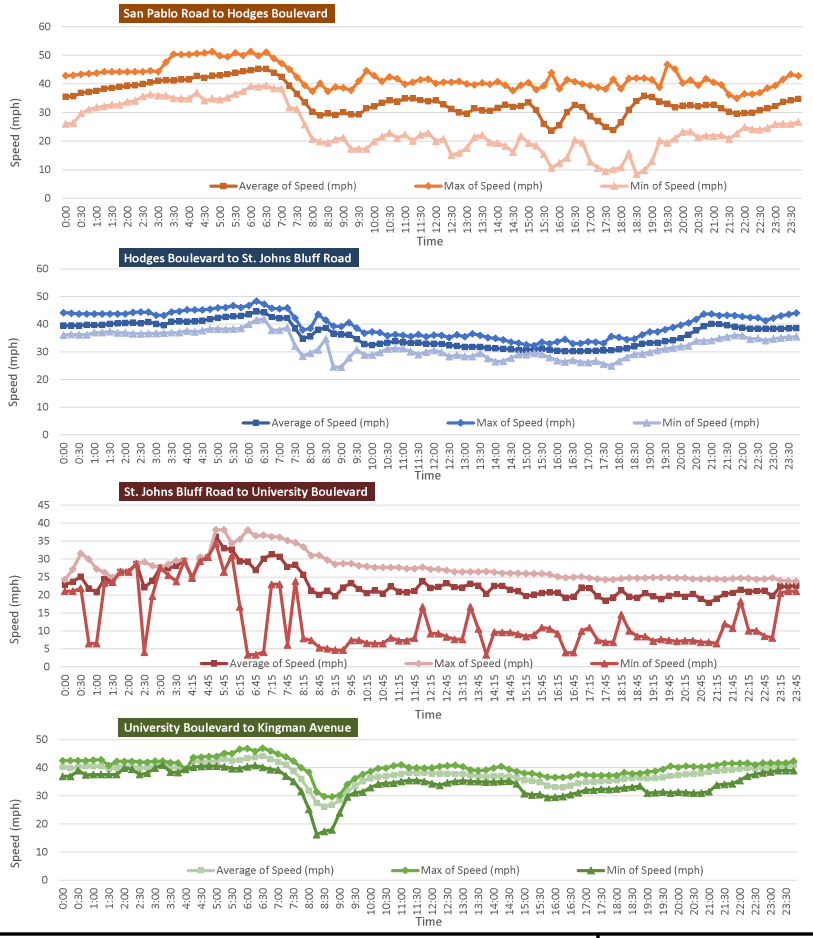
North Florida TPO
Transportation Planning Organization

I-295 Southbound (East Beltway) Speed Variation Chart



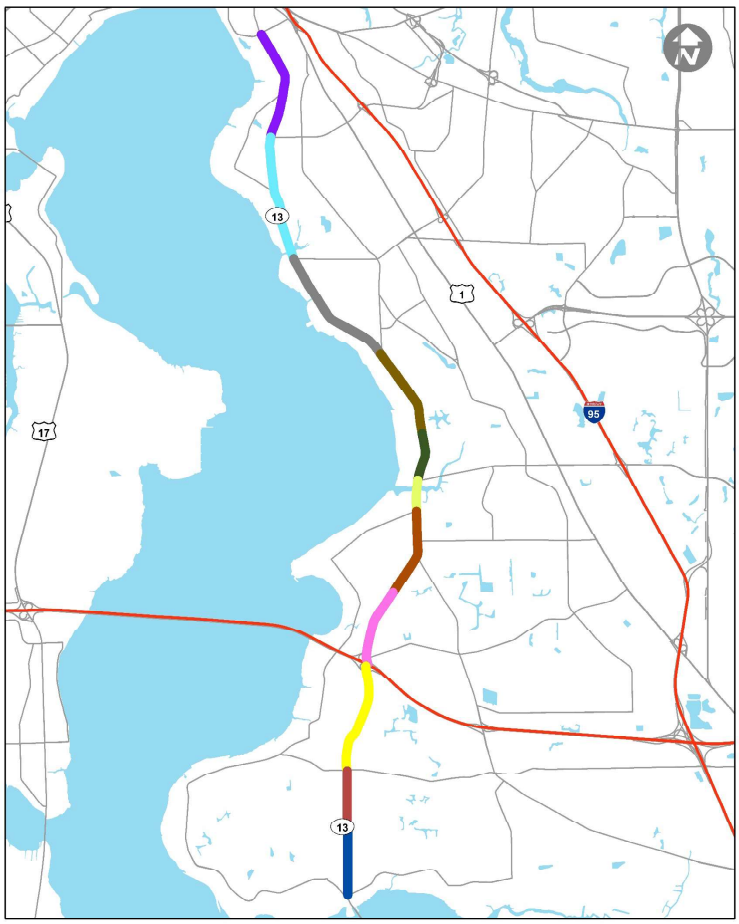
North Florida TPO
Transportation Planning Organization

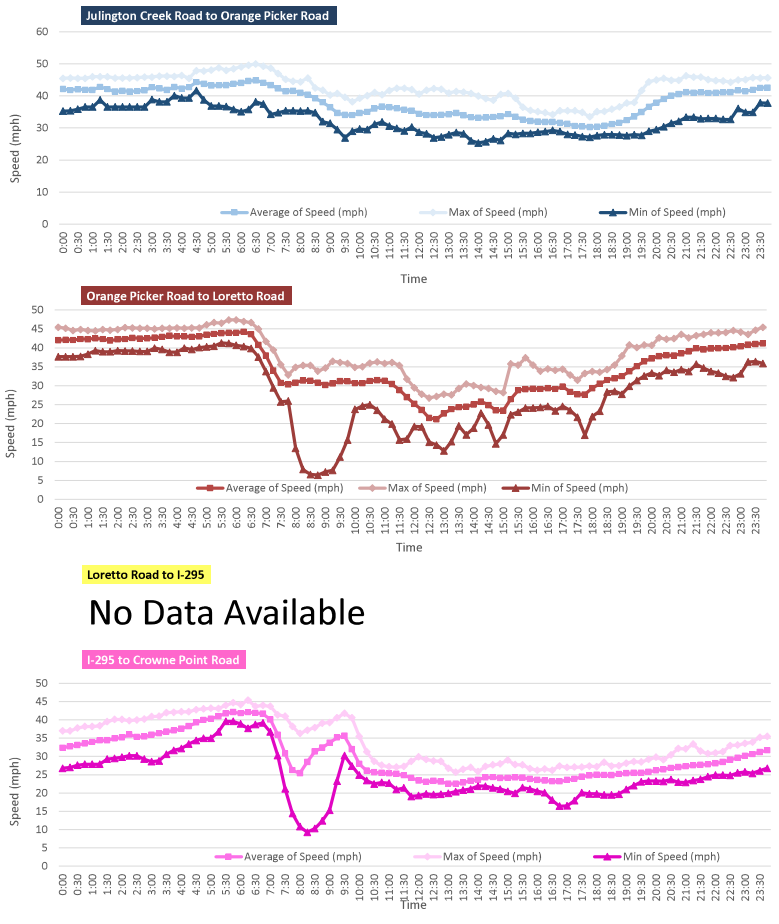
SR 10 (Atlantic Blvd) Eastbound Speed Variation Chart



North Florida TPO
Transportation Planning Organization

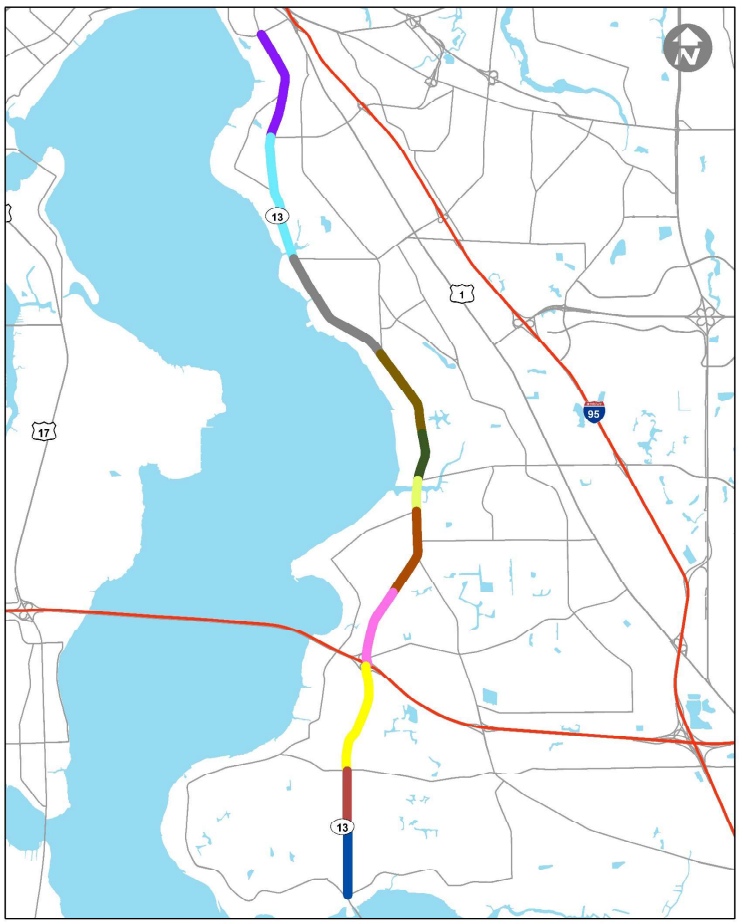
SR 10 (Atlantic Blvd) Westbound Speed Variation Chart

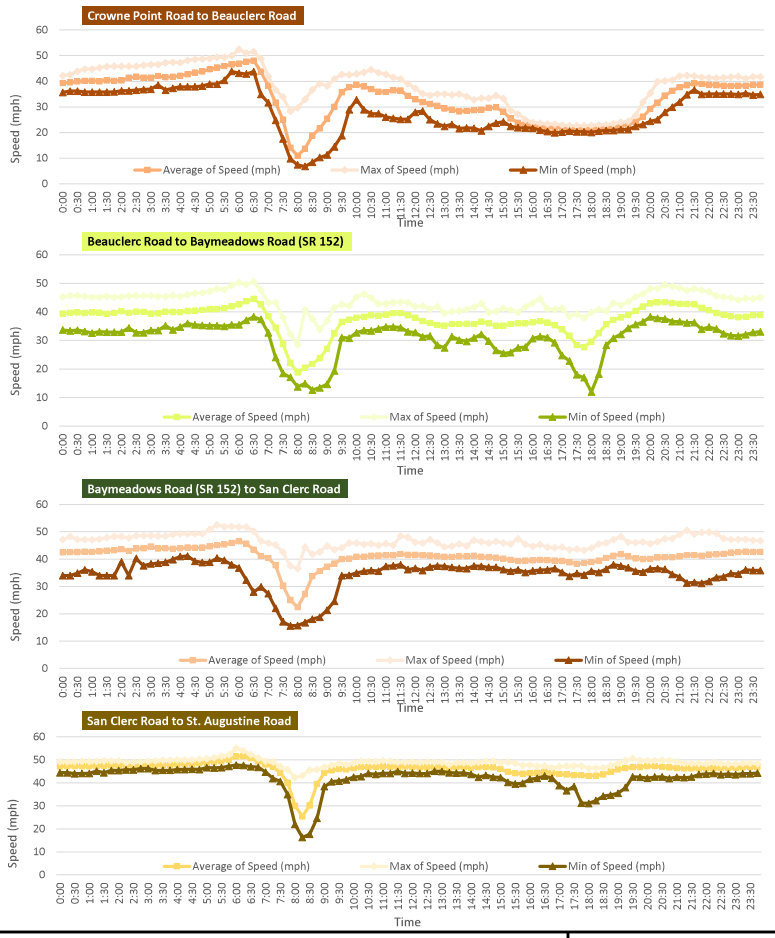




North Florida TPO
Transportation Planning Organization

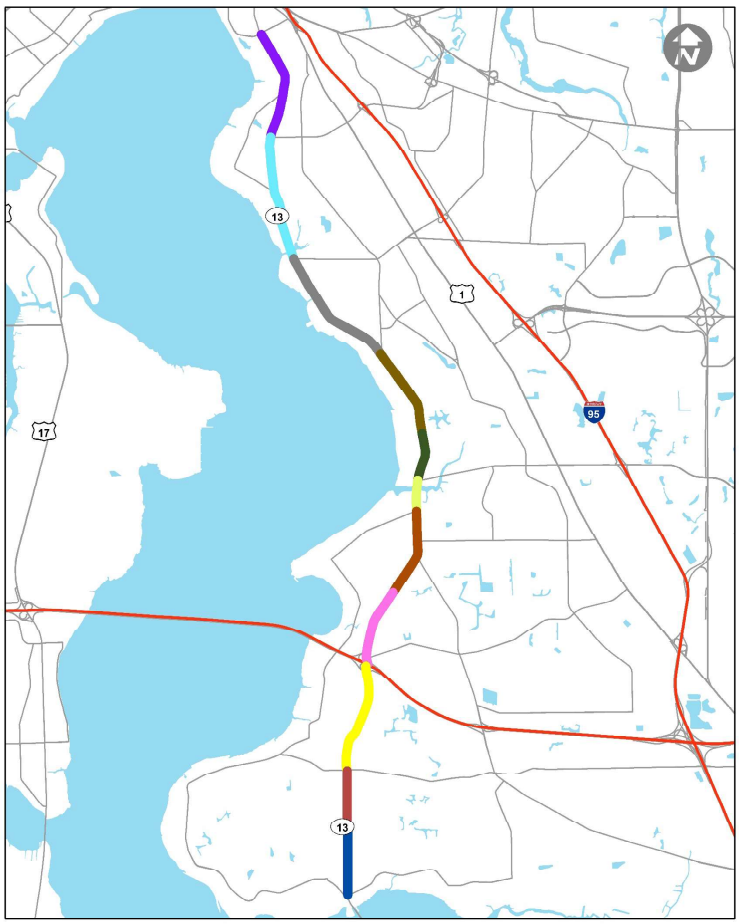
SR 13 (San Jose Blvd) Northbound Speed Variation Chart

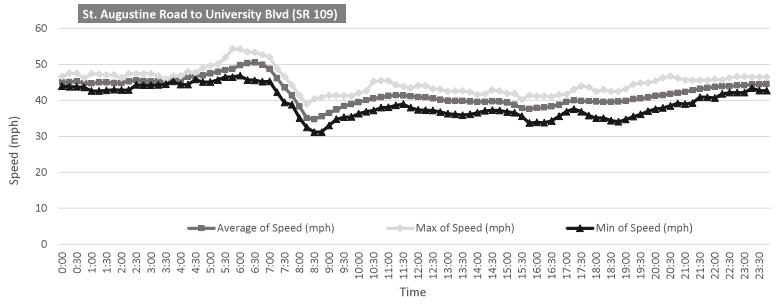


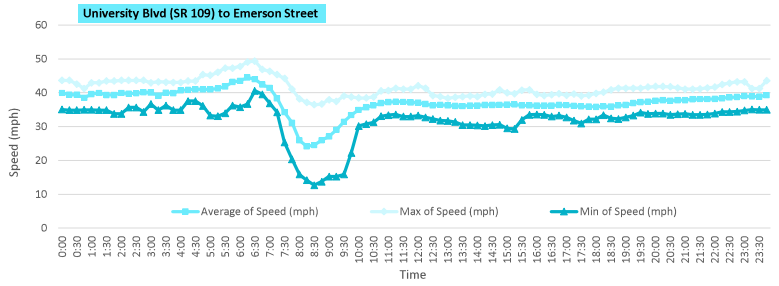


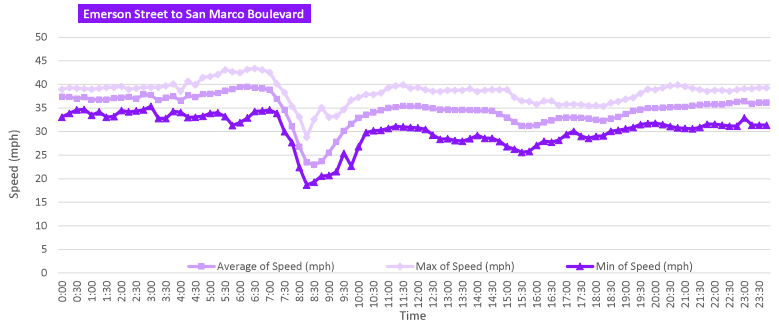
North Florida TPO
Transportation Planning Organization

SR 13 (San Jose Blvd) Northbound Speed Variation Chart



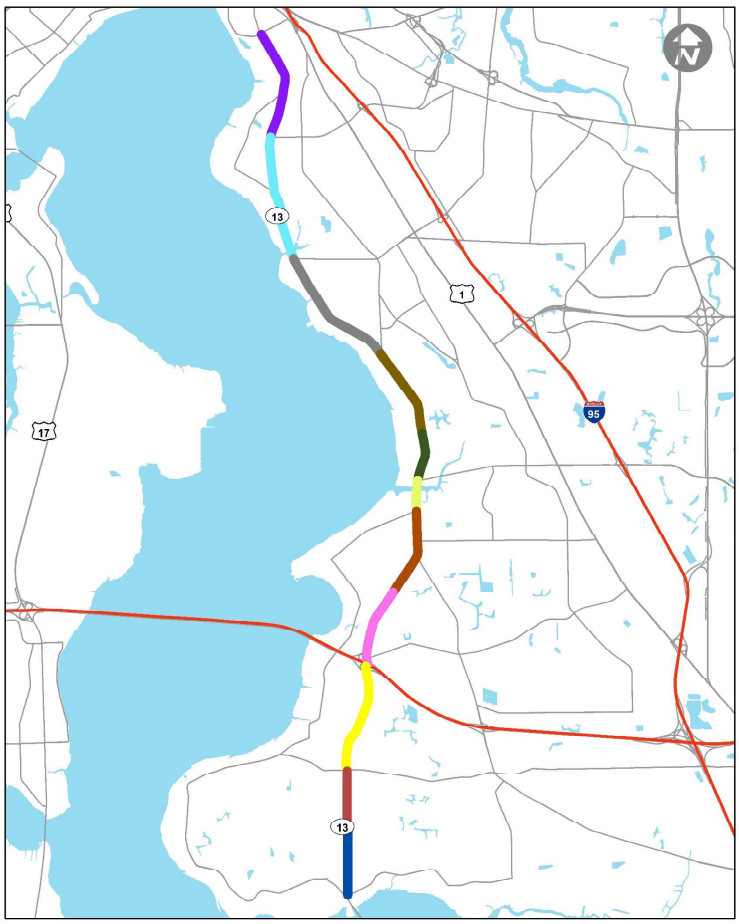


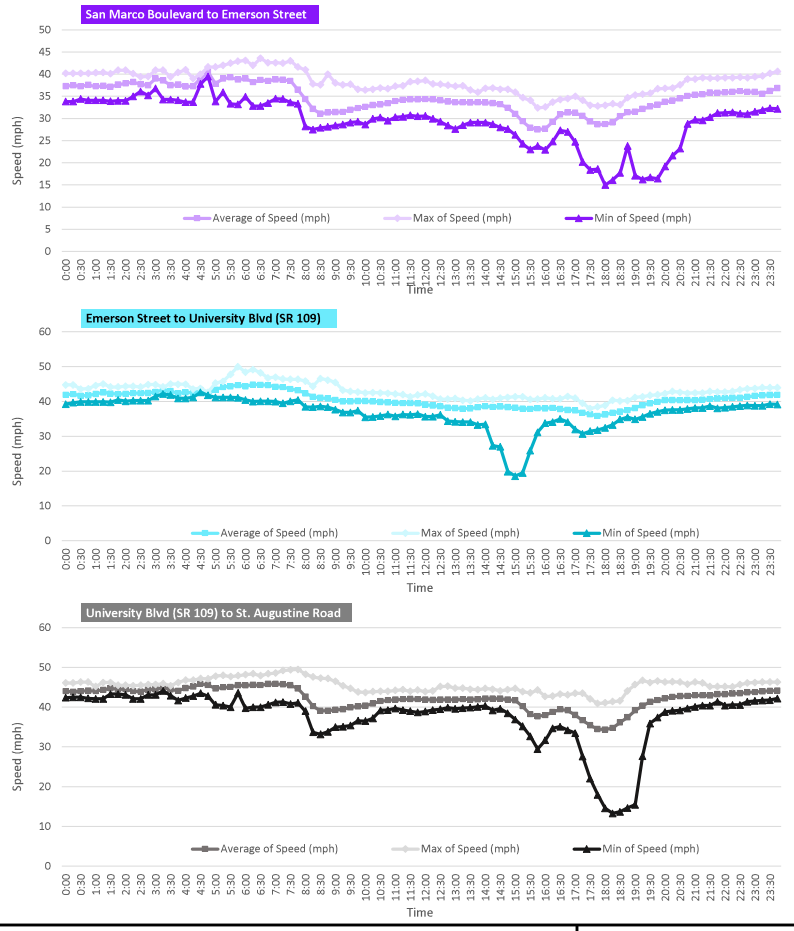




North Florida TPO
Transportation Planning Organization

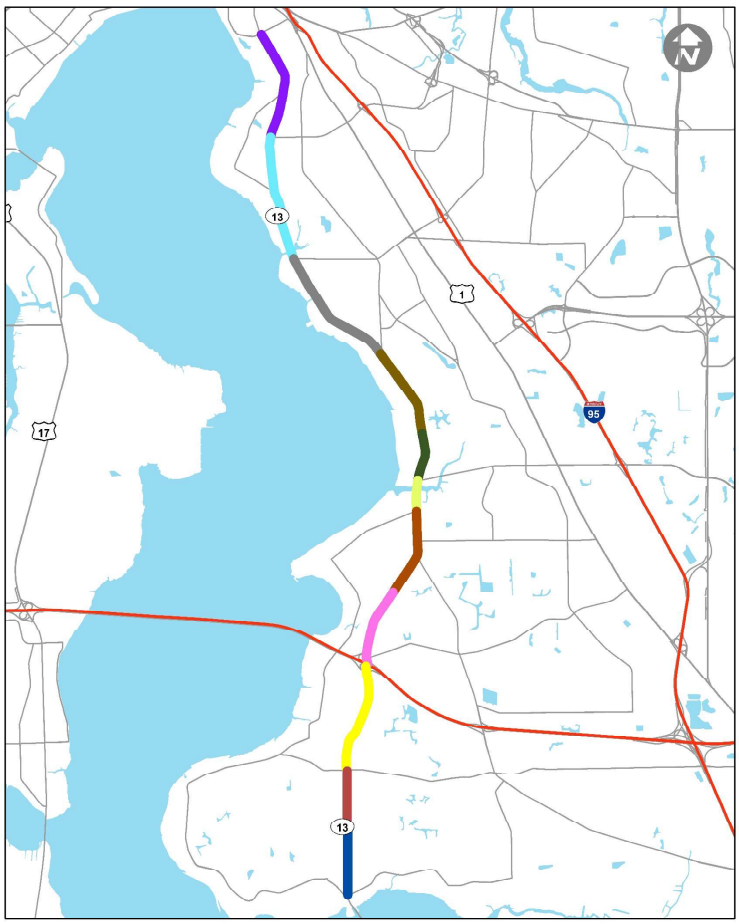
SR 13 (San Jose Blvd) Northbound Speed Variation Chart

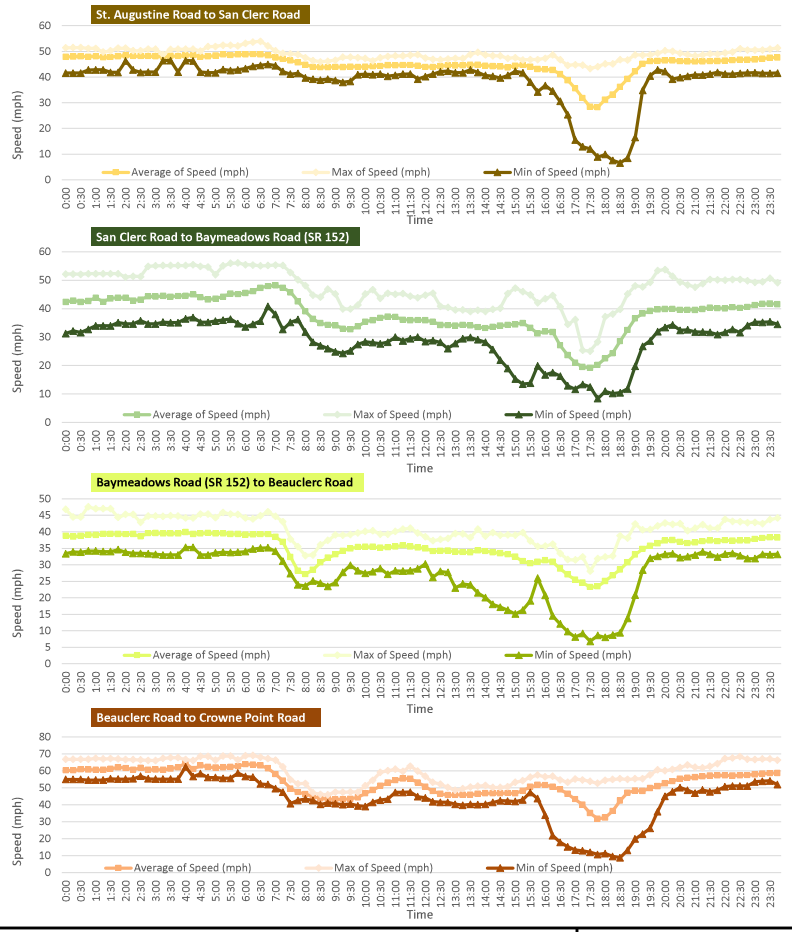




North Florida TPO
Transportation Planning Organization

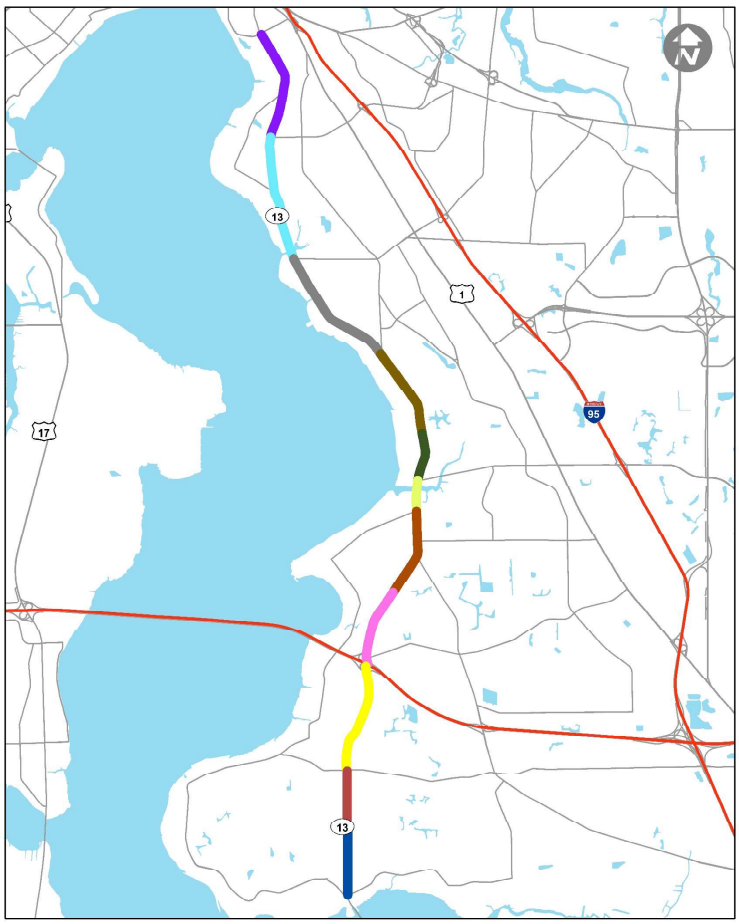
SR 13 (San Jose Blvd) Southbound Speed Variation Chart





North Florida TPO
Transportation Planning Organization

SR 13 (San Jose Blvd) Southbound Speed Variation Chart



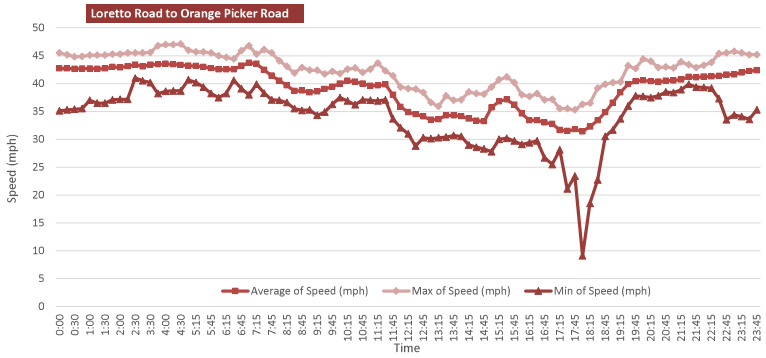
Crowne Point Road to I-295

No Data Available

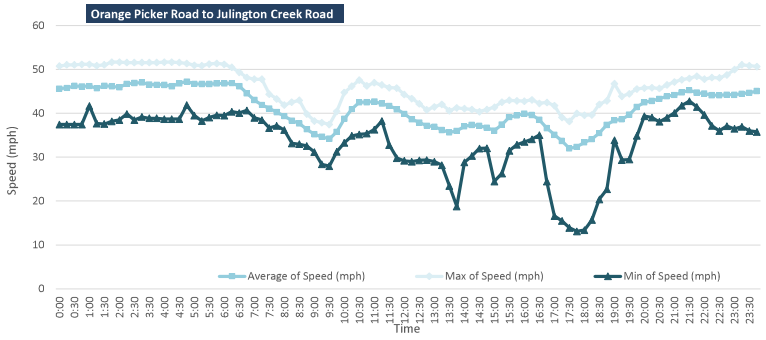
I-295 to Loretto Road

No Data Available

Loretto Road to Orange Picker Road

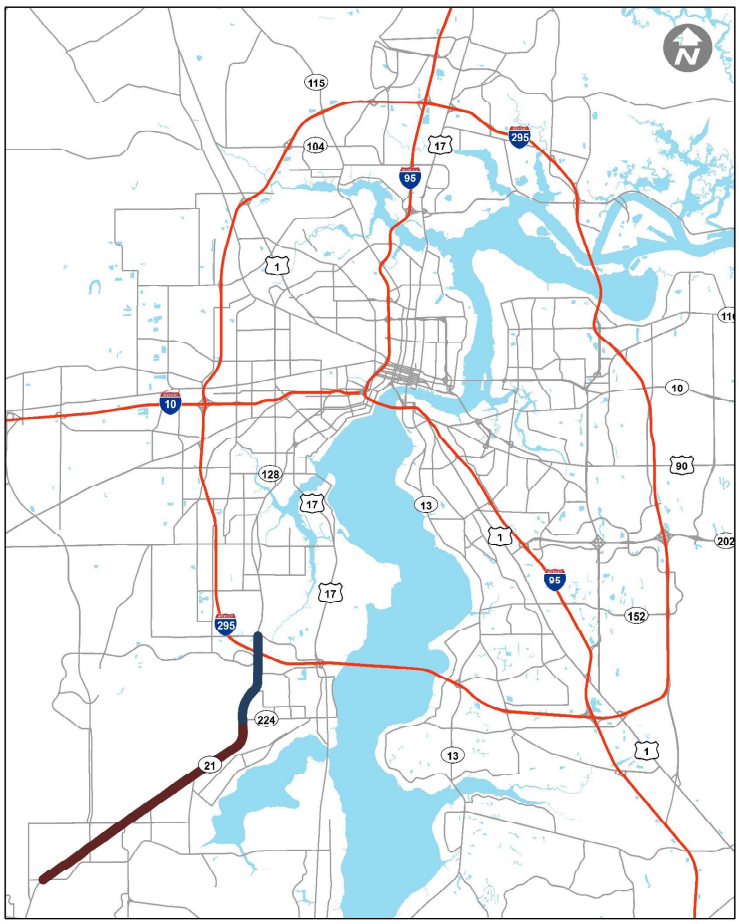


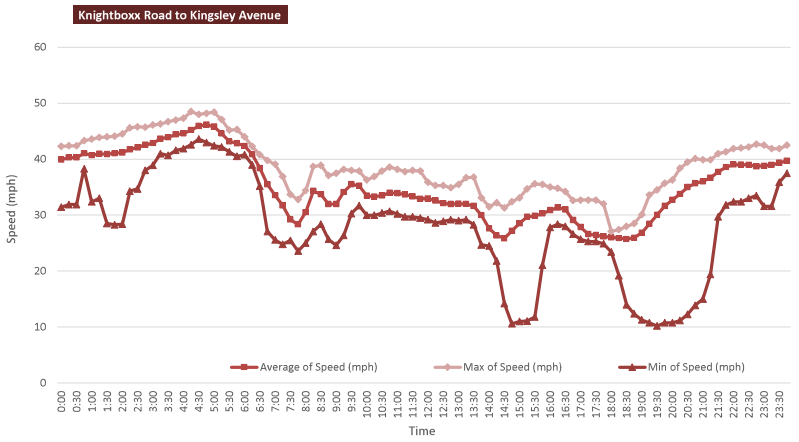
Orange Picker Road to Julington Creek Road

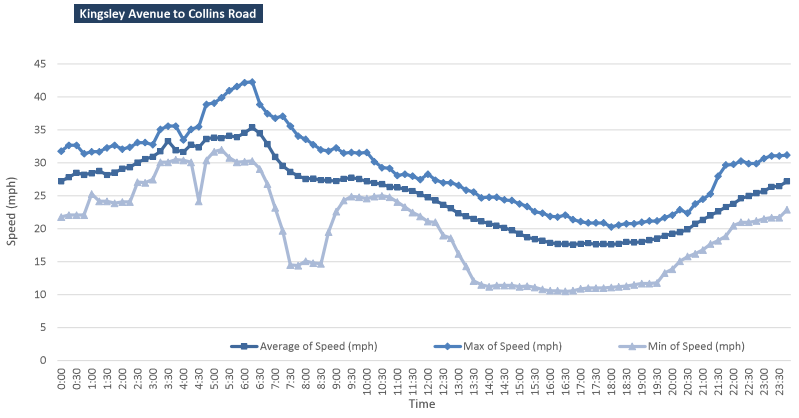


North Florida TPO
Transportation Planning Organization

SR 13 (San Jose Blvd) Southbound Speed Variation Chart

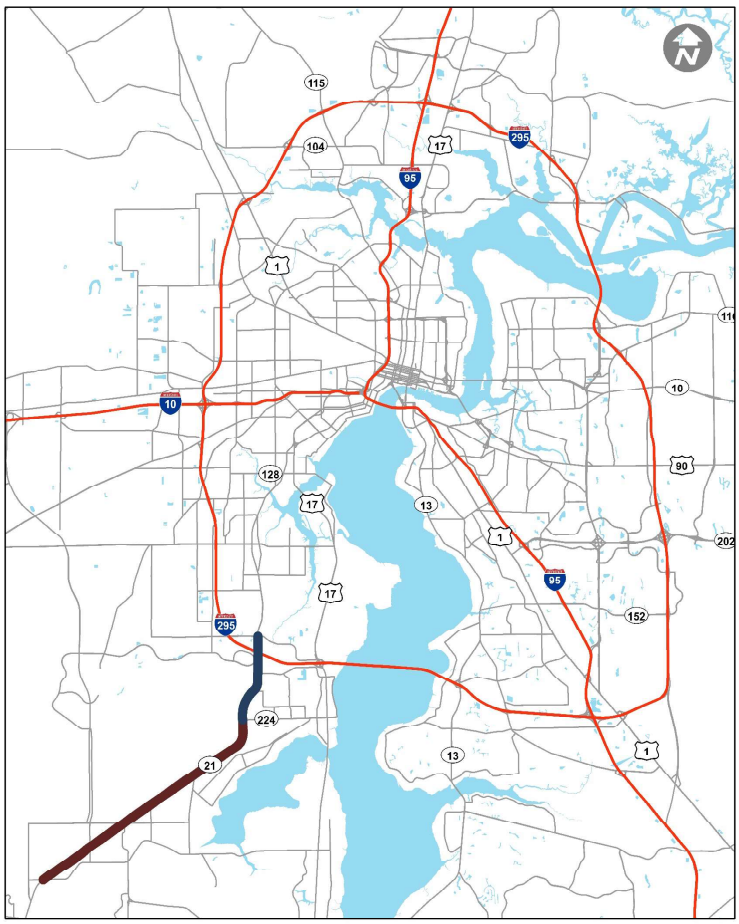


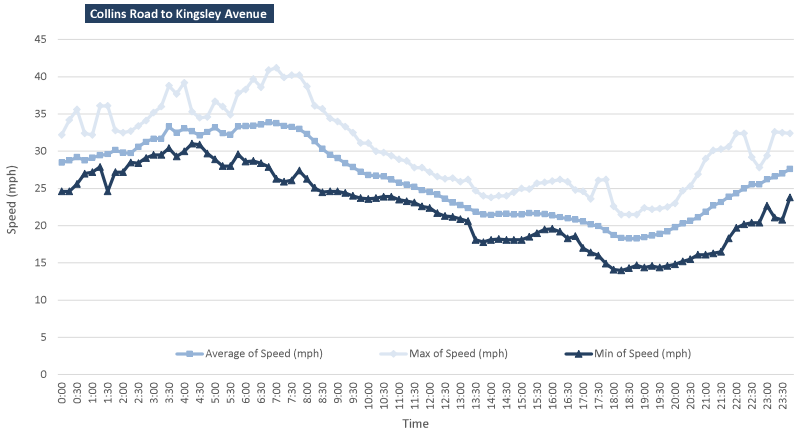


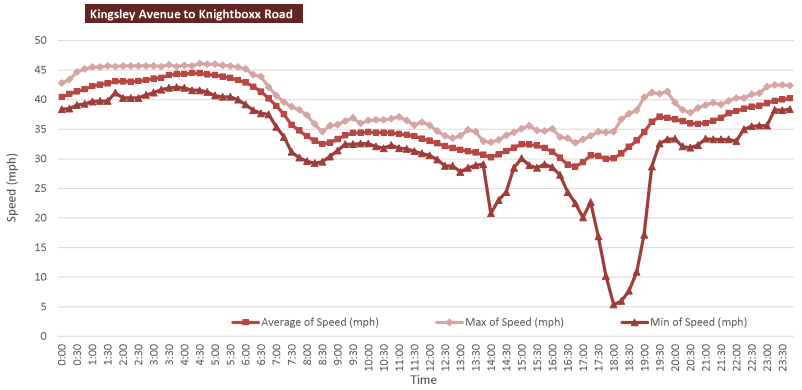


North Florida TPO
Transportation Planning Organization

SR 21 (Blanding Blvd) Northbound Speed Variation Chart

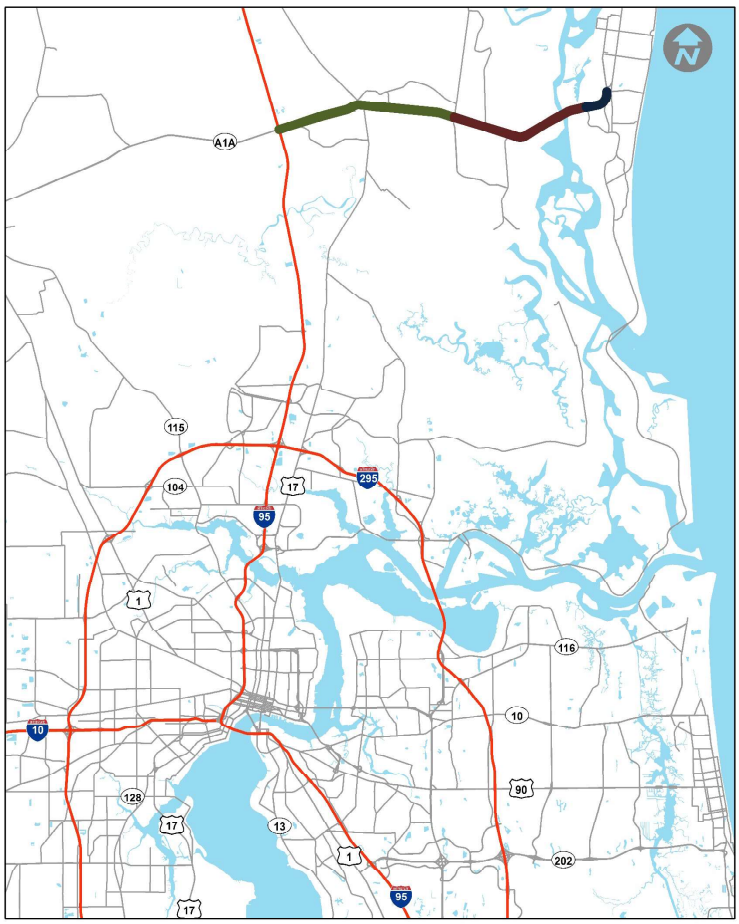






North Florida TPO
Transportation Planning Organization

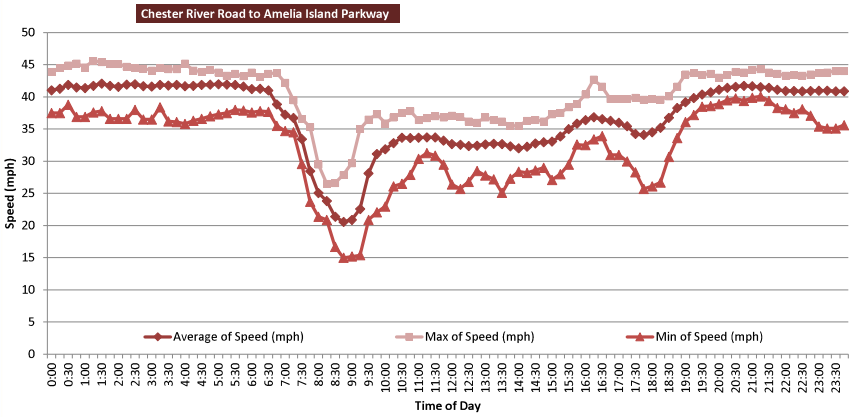
SR 21 (Blanding Blvd) Southbound Speed Variation Chart



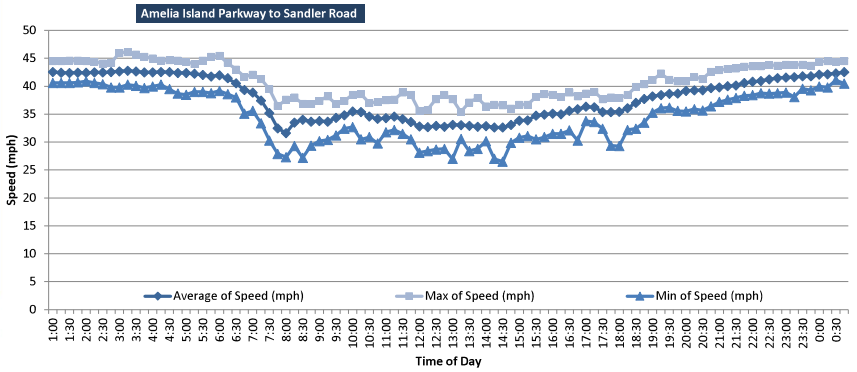
I-95 NB off Ramp to Chester River Road

No Data Available

Chester River Road to Amelia Island Parkway

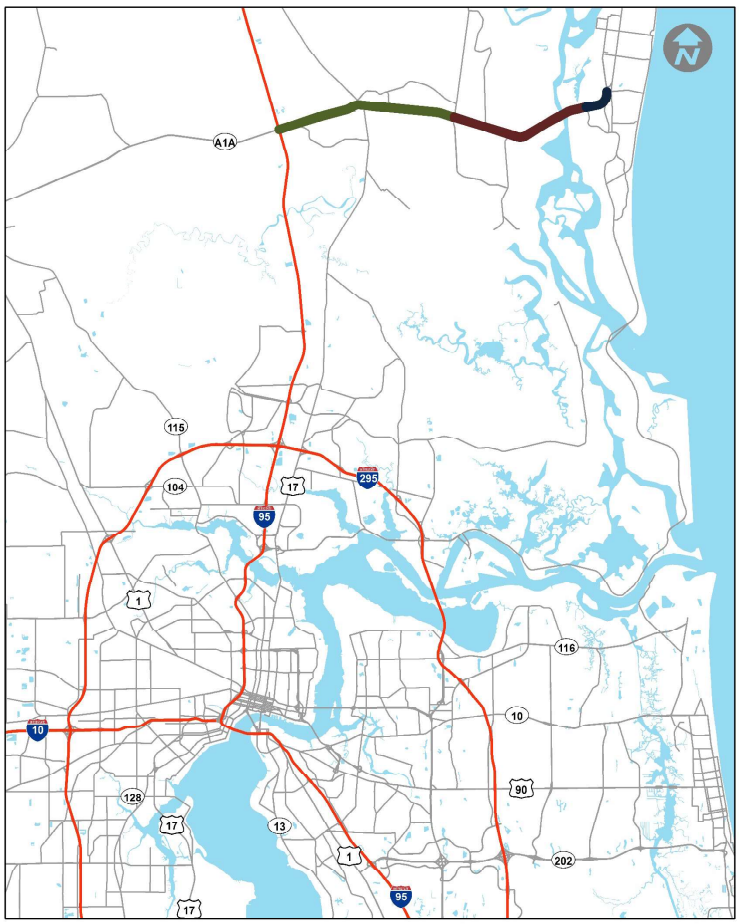


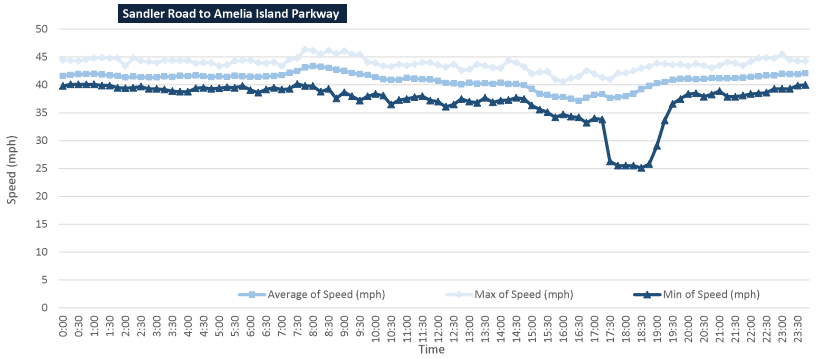
Amelia Island Parkway to Sandler Road

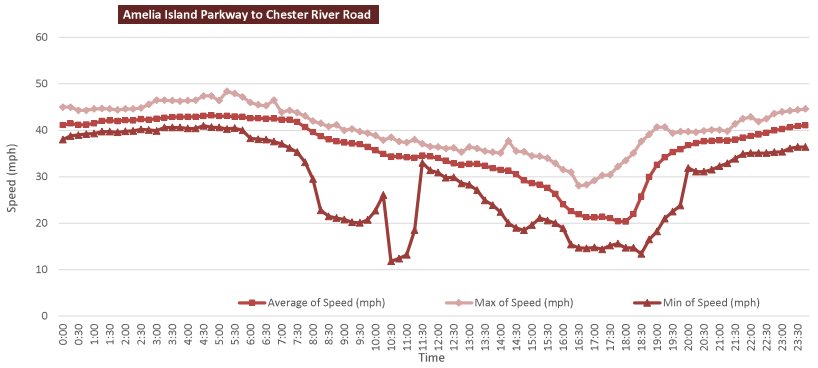


North Florida TPO
Transportation Planning Organization

SR A1A/SR 200 Eastbound Speed Variation Chart





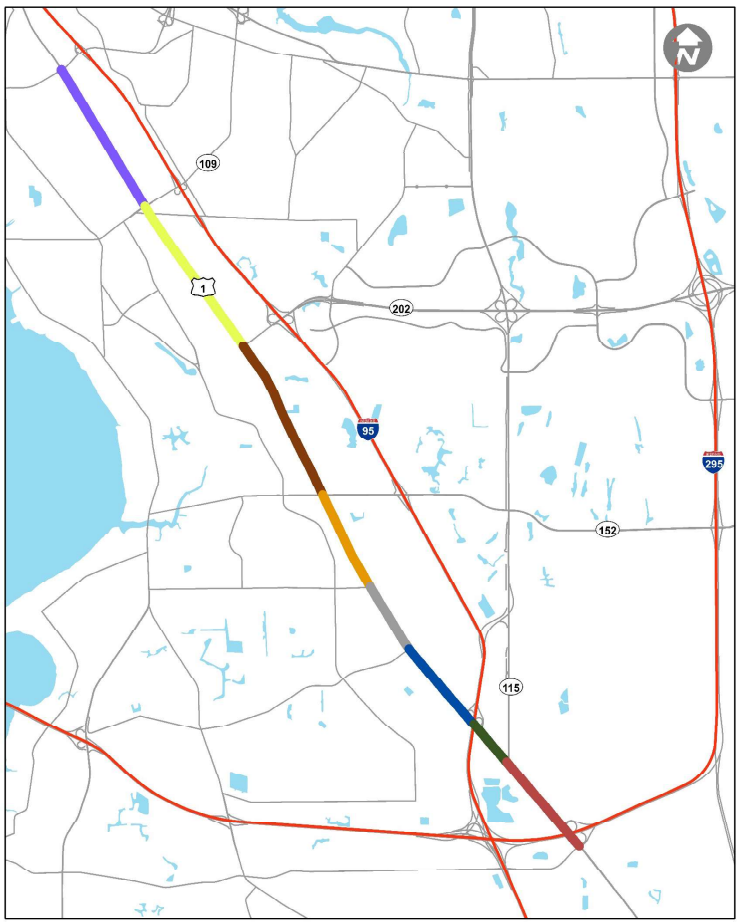


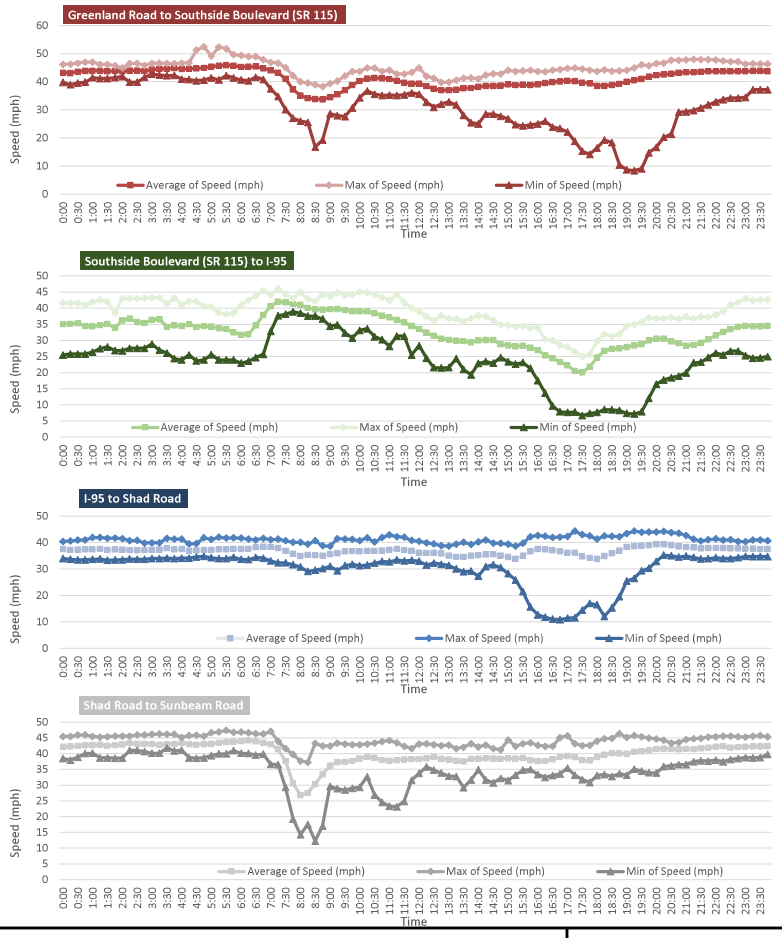
Chester River Road to I-95 NB off Ramp

No Data Available

North Florida TPO
Transportation Planning Organization

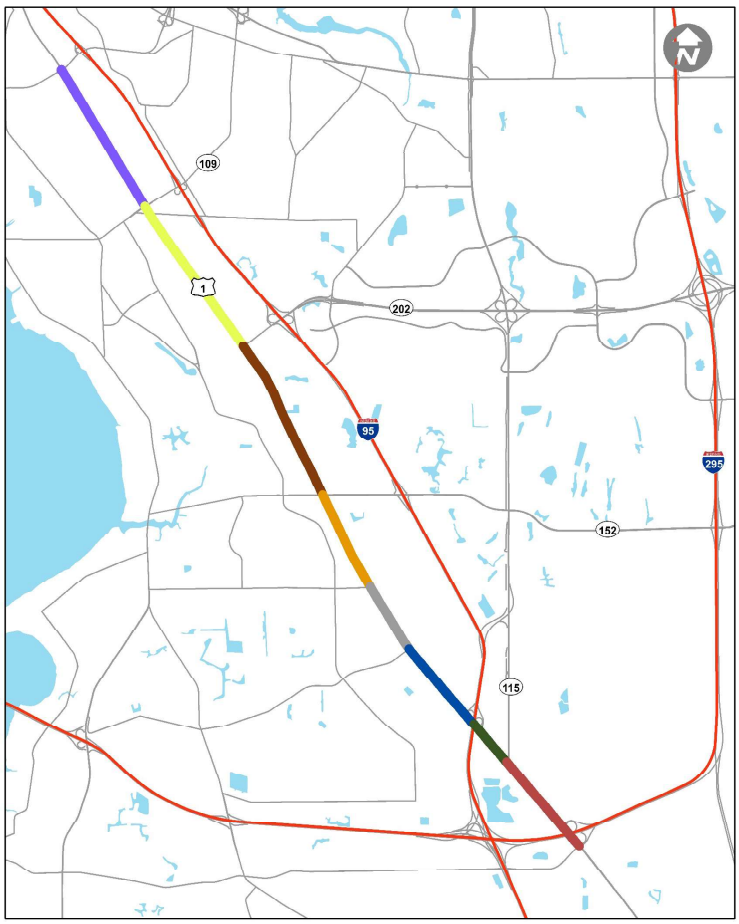
SR A1A/SR 200 Westbound Speed Variation Chart

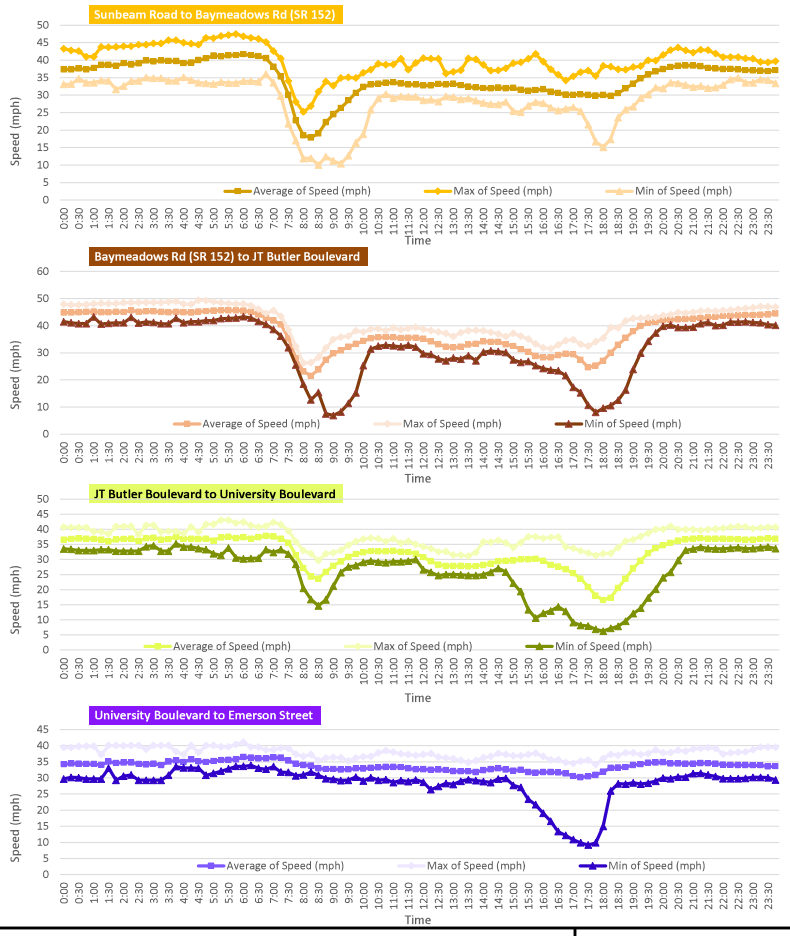




North Florida TPO
Transportation Planning Organization

US 1 (Phillips Hwy) Northbound Speed Variation Chart





North Florida TPO
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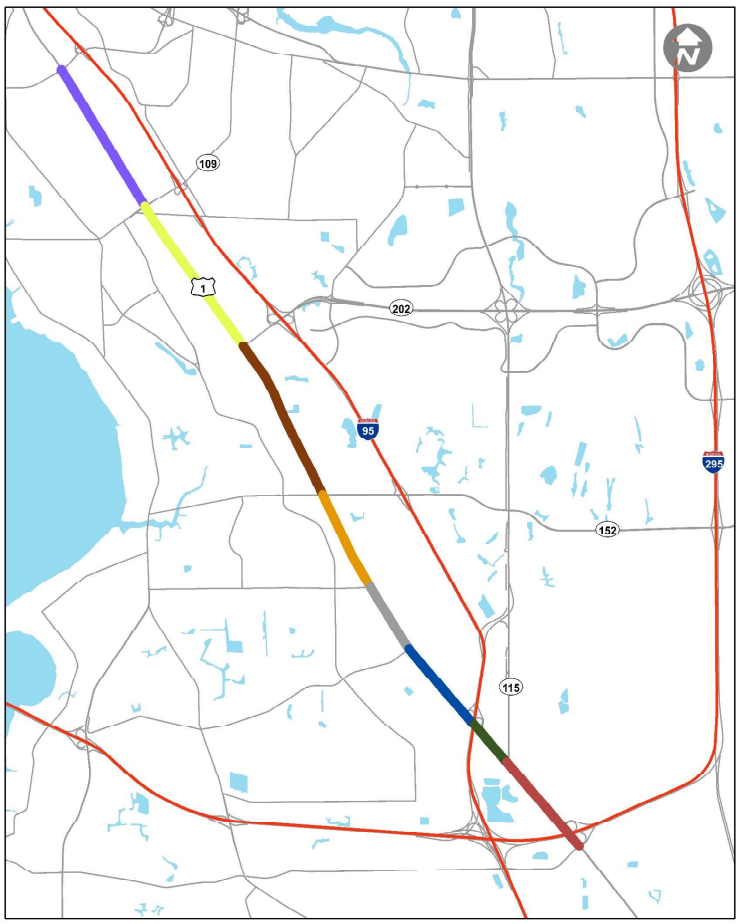
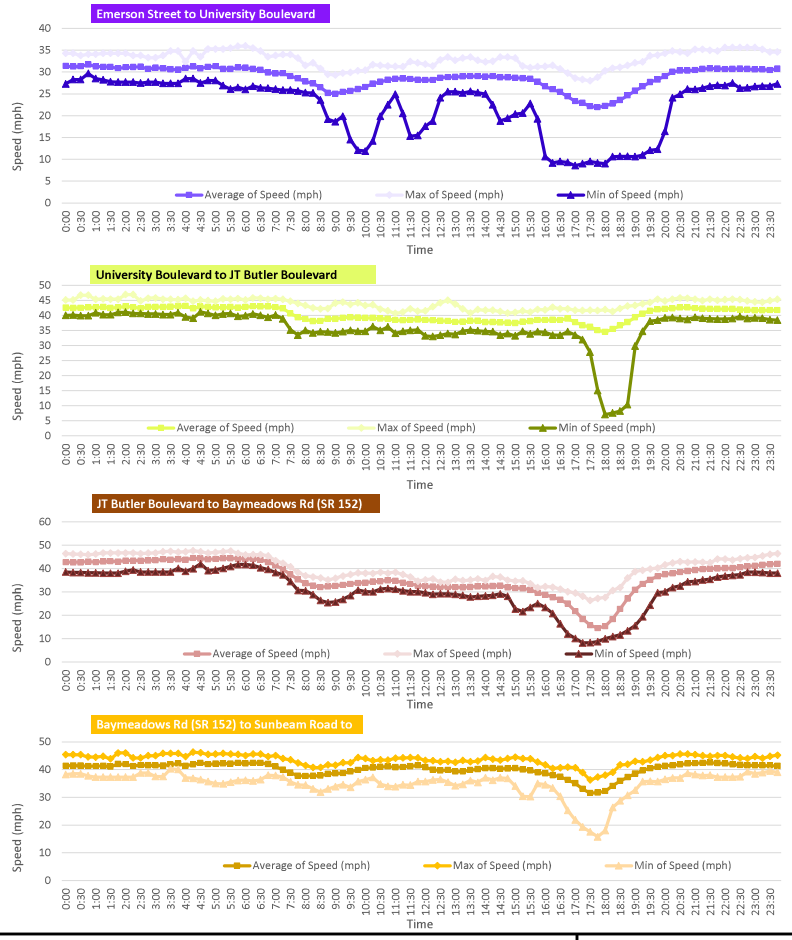
US 1 (Phillips Hwy) Northbound Speed Variation Chart





North Florida TPO
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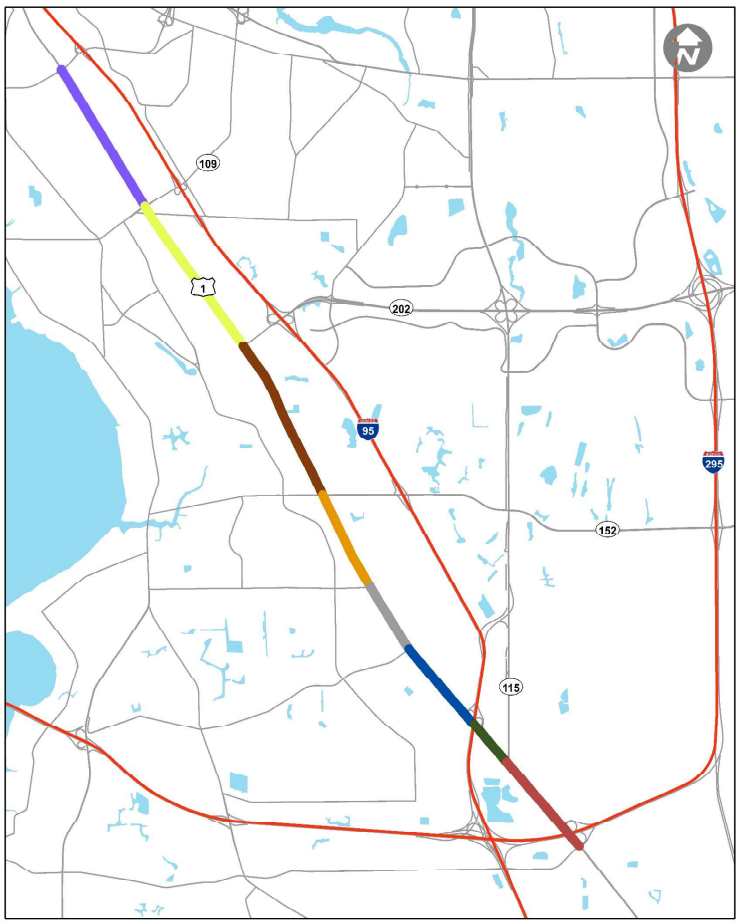
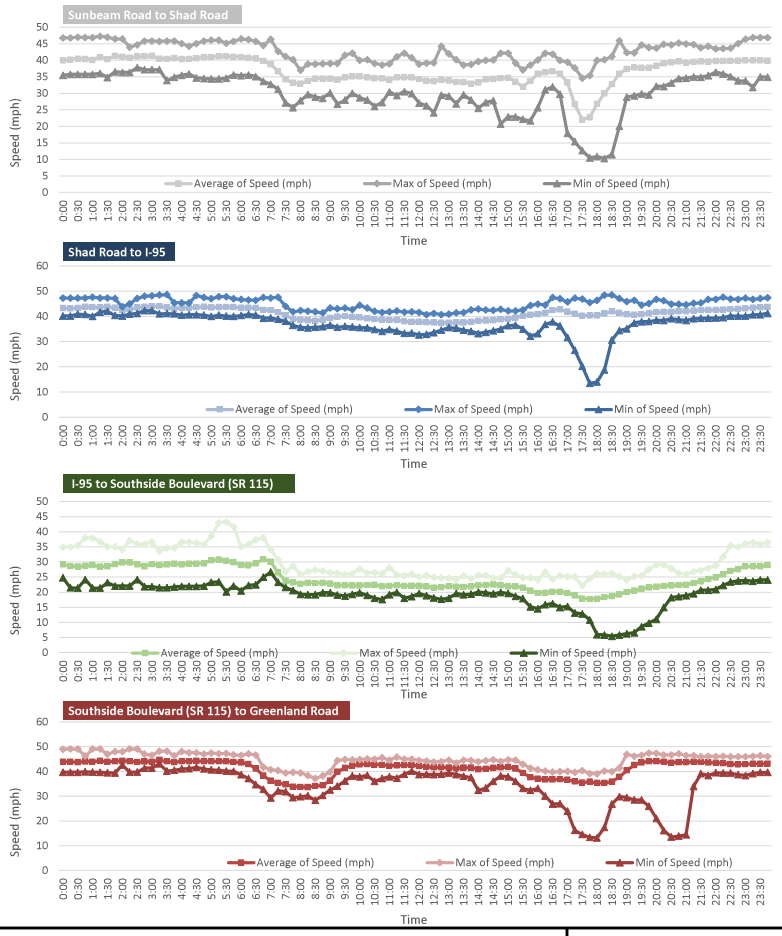
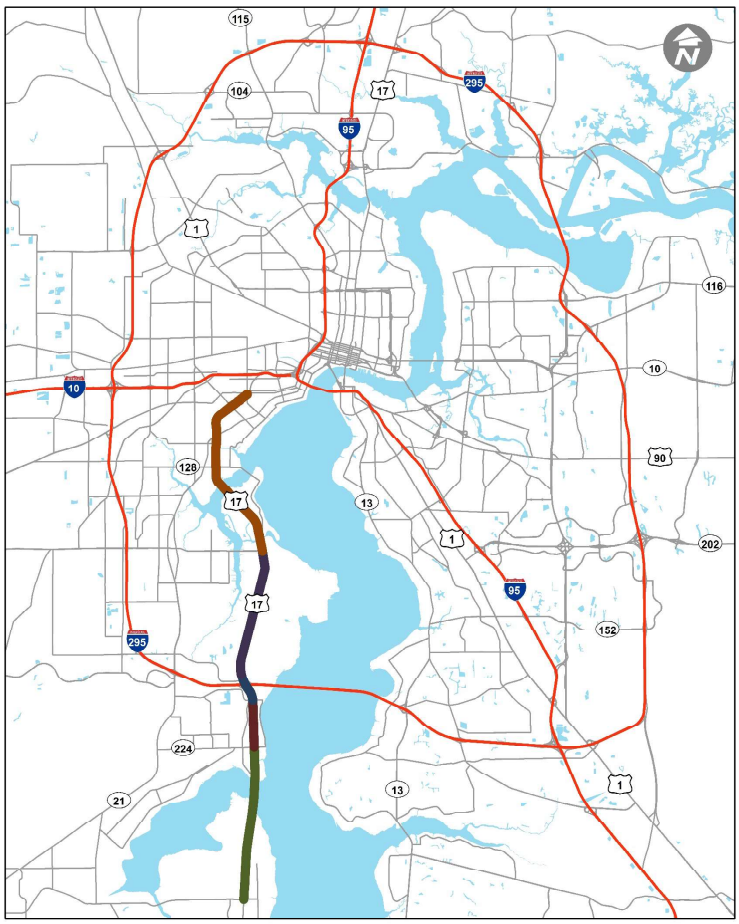
US 1 (Phillips Hwy) Southbound Speed Variation Chart

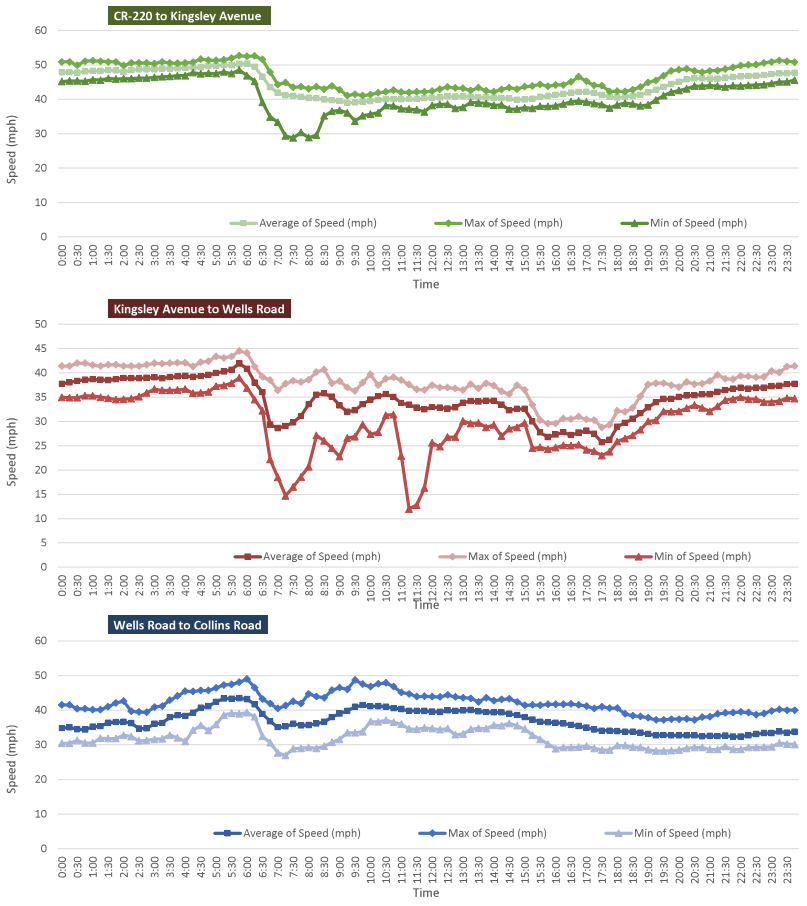




North Florida TPO
Transportation Planning Organization

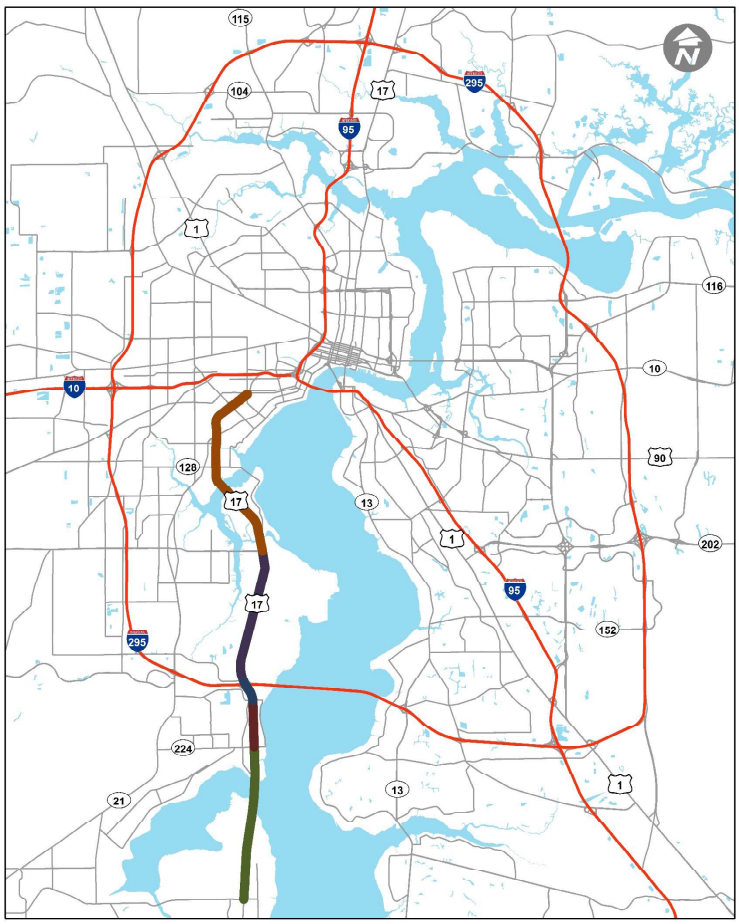
US 1 (Phillips Hwy) Southbound Speed Variation Chart

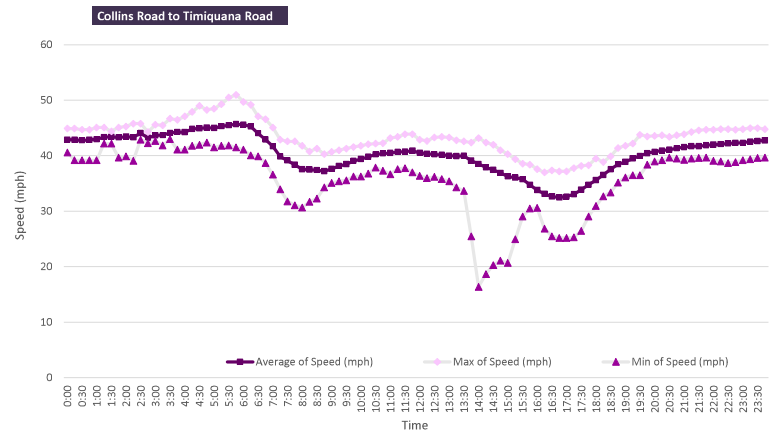


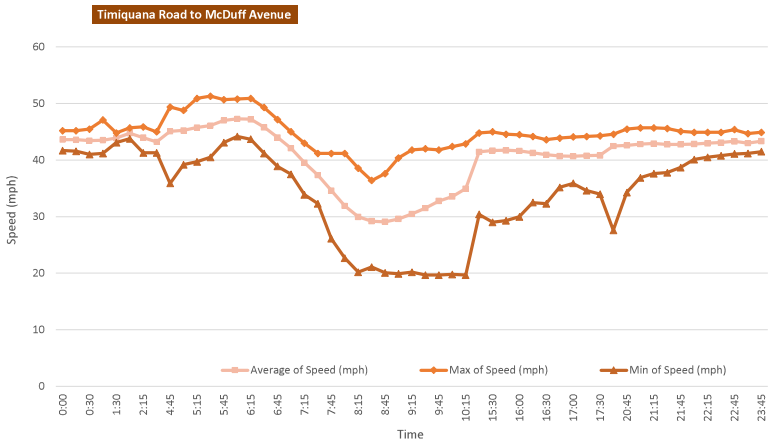


North Florida TPO
Transportation Planning Organization

US 17/SR 15 (Roosevelt Blvd/Park Ave) Northbound Speed Variation Chart

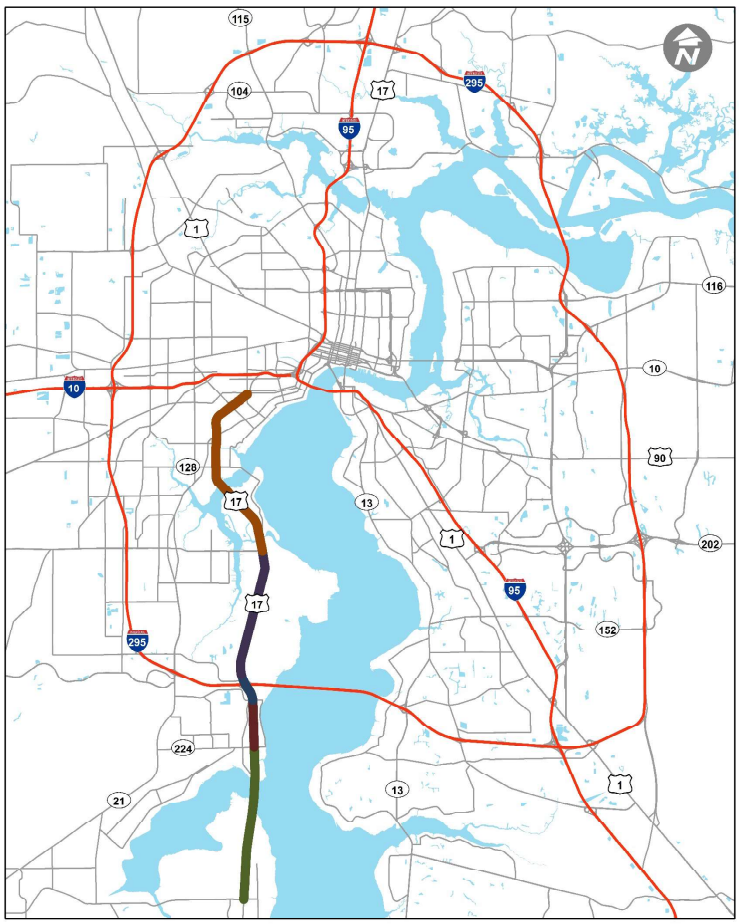


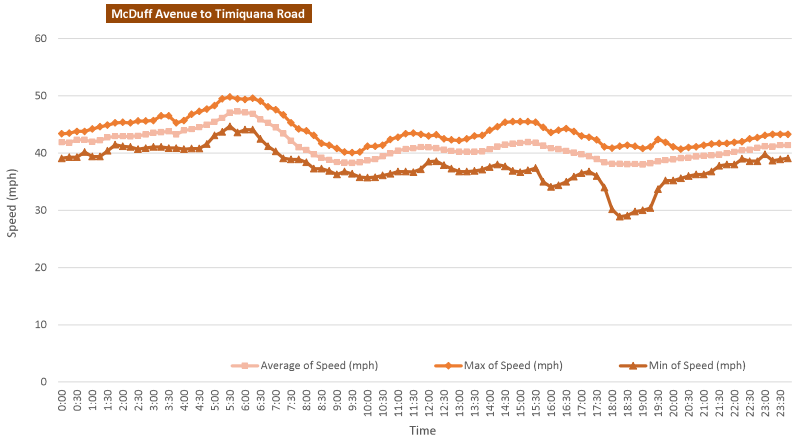


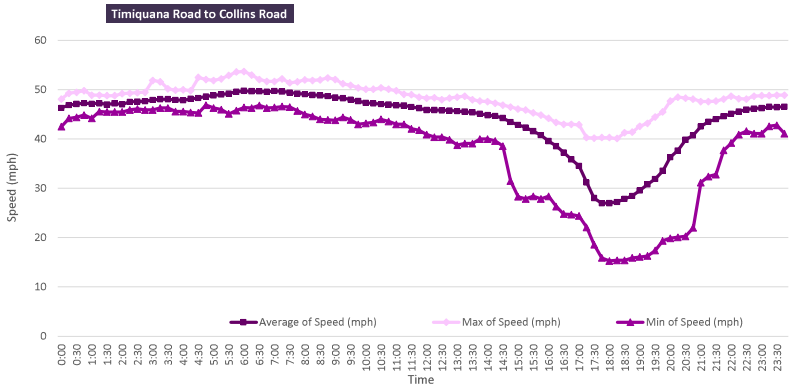


North Florida TPO
Transportation Planning Organization

US 17/SR 15 (Roosevelt Ave/Park Ave) Northbound Speed Variation Chart

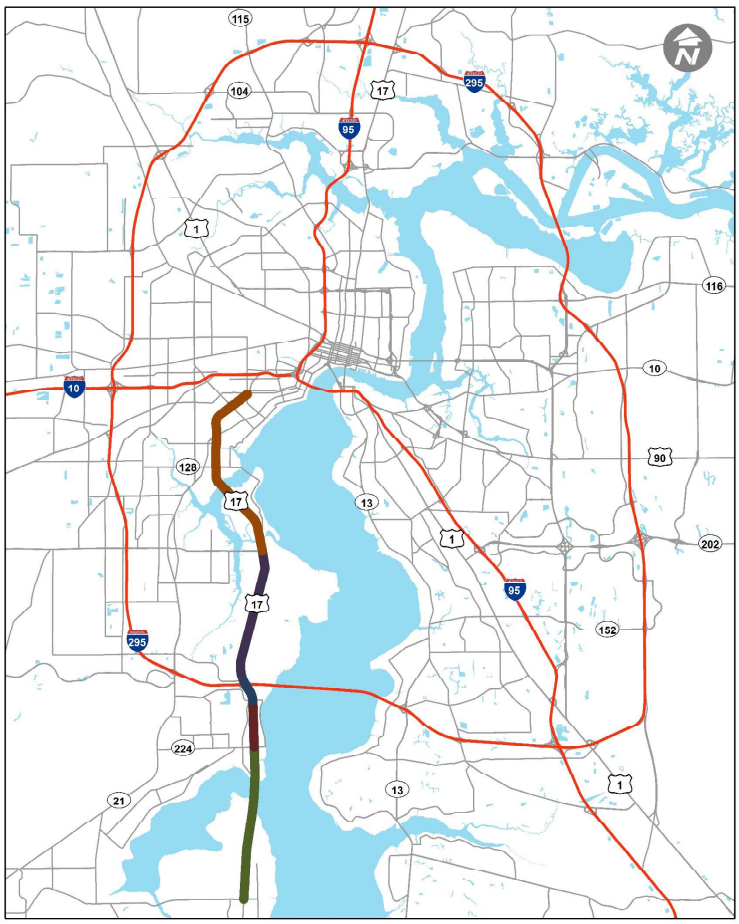


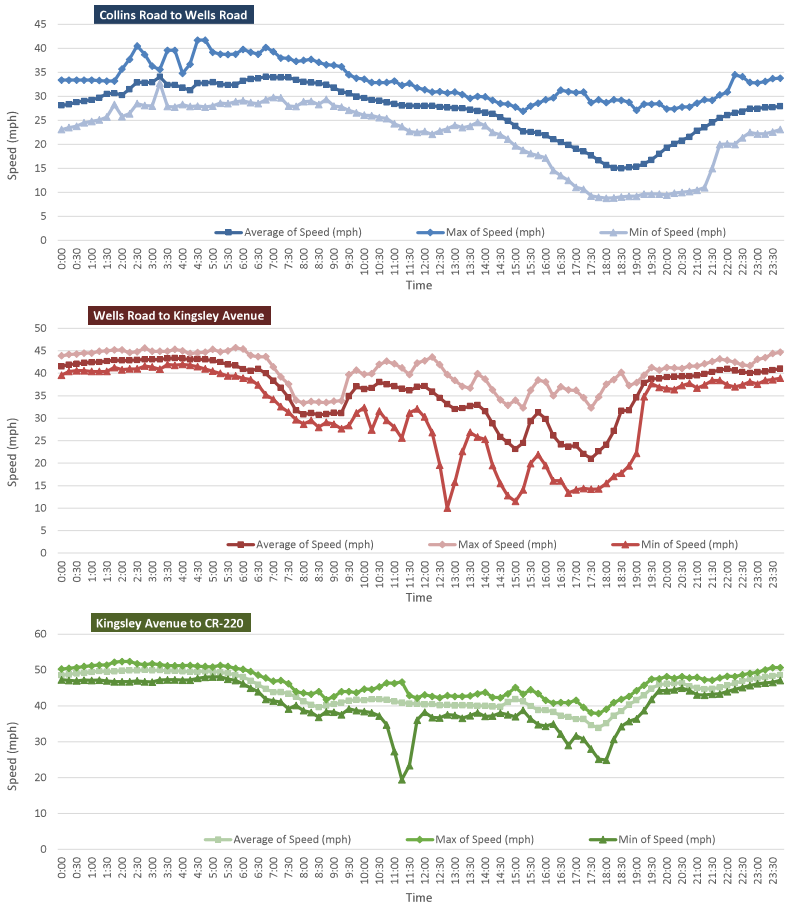




North Florida TPO
Transportation Planning Organization

US 17/SR 15 (Roosevelt Ave/Park Ave) Southbound Speed Variation Chart





North Florida TPO
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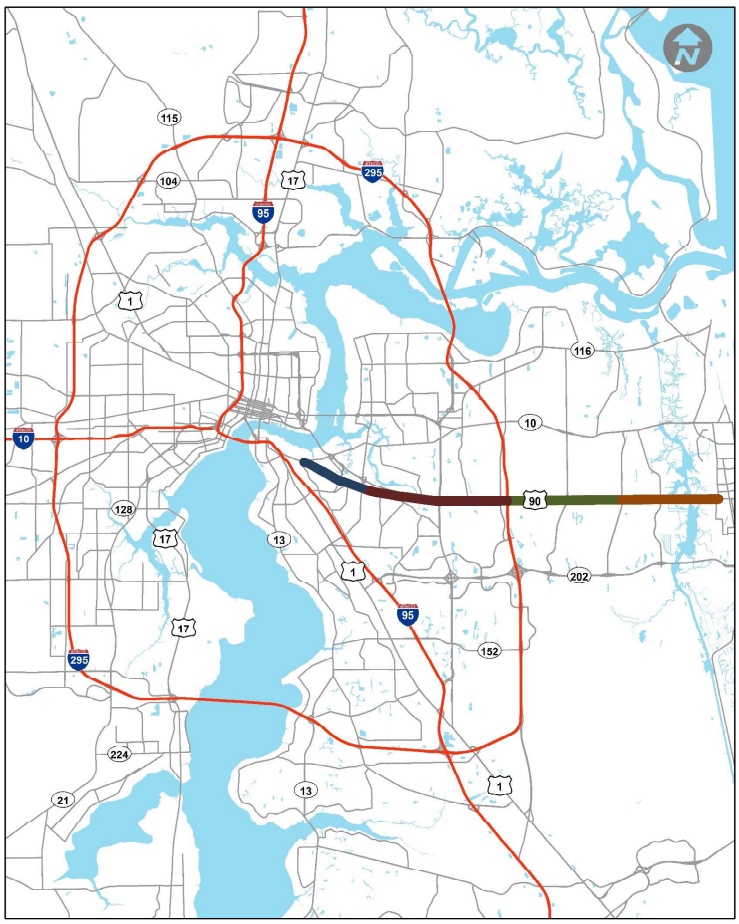
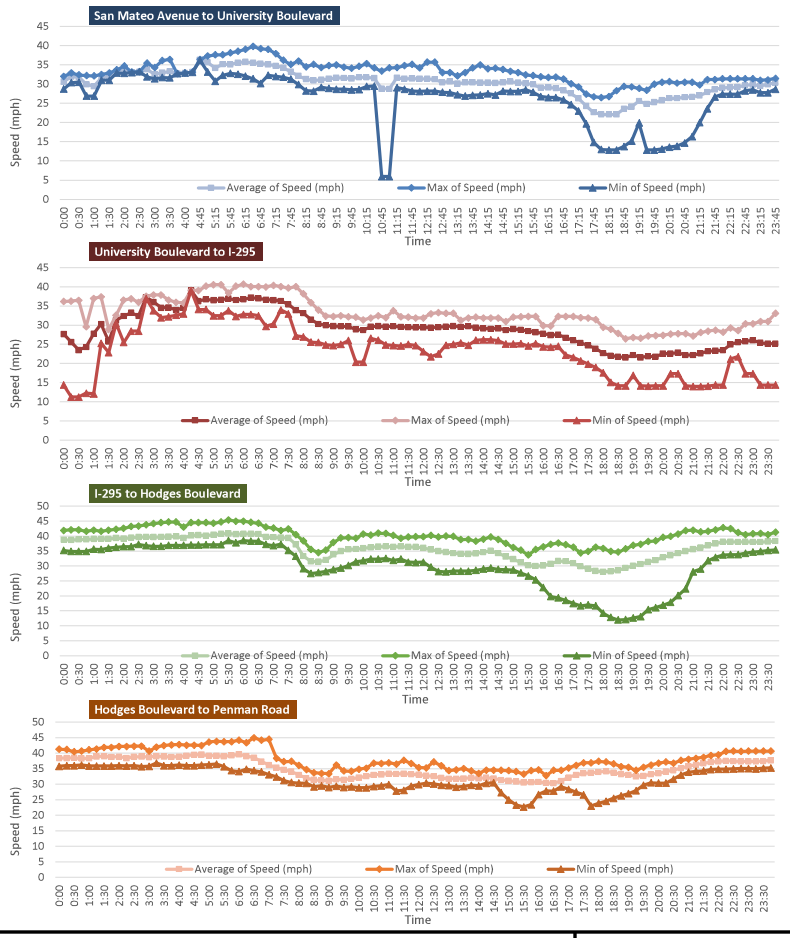
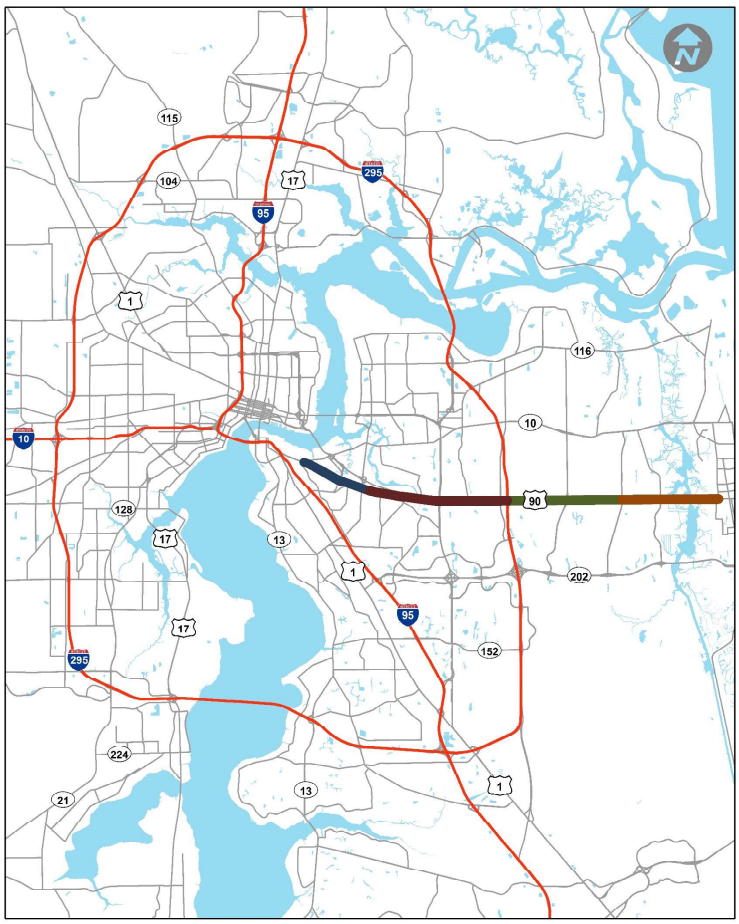
US 17/SR 15 (Roosevelt Ave/Park Ave) Southbound Speed Variation Chart

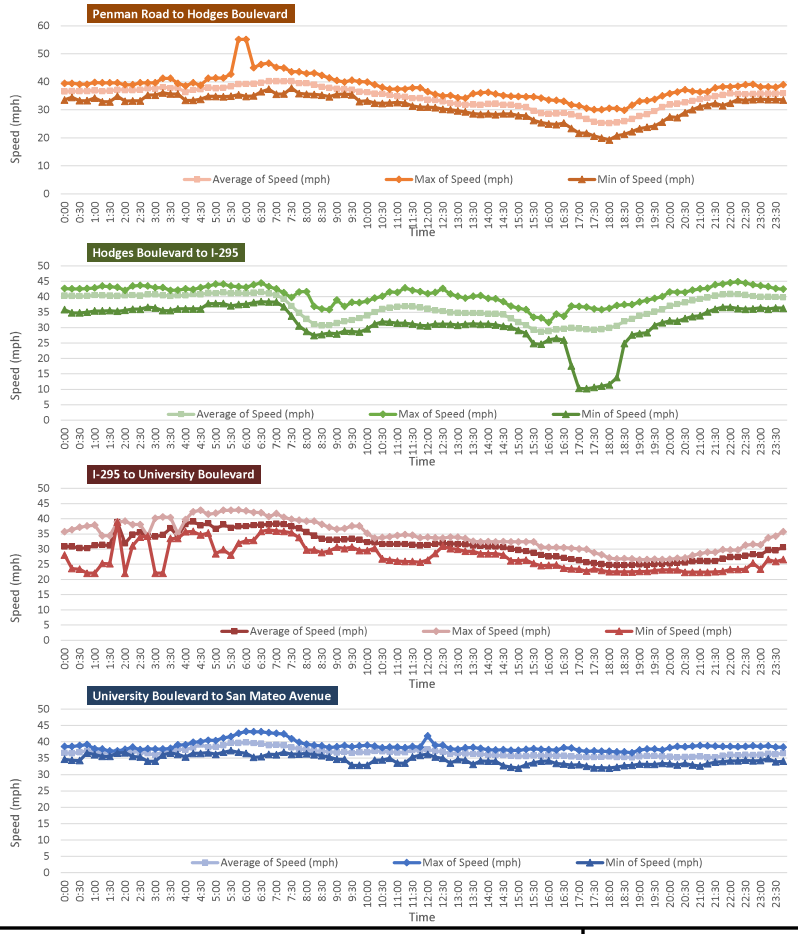




North Florida TPO
Transportation Planning Organization

US 90 (Beach Blvd) Eastbound Speed Variation Chart





North Florida TPO
Transportation Planning Organization

US 90 (Beach Blvd) Westbound Speed Variation Chart

APPENDIX C

RELIABILITY ANALYSIS SUMMARY AND SPEED DATA

I-10 Reliability Analysis Summary

Year 2018												
I-10			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	261	331.7	1.27	79%	492.80	1181.19	2.40	42%	6am - 10am Weekday	
Stockton St	I-95 & Acosta Expy	1.99	Insufficient Data									
I-10 Eastbound Corridor					**1.27**	**79%**			**2.40**	**42%**		
I-10 Eastbound Critical Segment	**(I-295 to Stockton St)**				**1.27**	**79%**			**2.40**	**42%**		

Year 2017												
I-10			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	Insufficient Data									
Stockton St	I-95 & Acosta Expy	1.99	153.45	186.8	1.22	82%	169.80	510.60	3.01	33%	6am - 10am Weekday	
I-10 Eastbound Corridor					**1.22**	**82%**			**3.01**	**33%**		
I-10 Eastbound Critical Segment	**(Stockton St to I-95 & Acosta Expy)**				**1.22**	**82%**			**3.01**	**33%**		

Year 2016												
I-10			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-295	Stockton St	4.55	262	287.98	1.10	91%	362.70	982.50	2.71	37%	6am - 10am Weekday	
Stockton St	I-95 & Acosta Expy	1.99	Insufficient Data									
I-10 Eastbound Corridor					**1.10**	**91%**			**2.71**	**37%**		
I-10 Eastbound Critical Segment	**(I-295 to Stockton St)**				**1.10**	**91%**			**2.71**	**37%**		

Year 2018											
I-10			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95 & Acosta Expy	Stockton St	1.99	266	285.3	1.07	93%	295.15	502.72	1.70	59%	4pm - 8pm Weekday
Stockton St	I-295	4.55	Insufficient Data								
I-10 Westbound Corridor					**1.07**	**93%**			**1.70**	**59%**	
I-10 Westbound Critical Segment	**(I-95 & Acosta Expy to Stockton St)**				**1.07**	**93%**			**1.70**	**59%**	

Year 2017											
I-10			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95 & Acosta Expy	Stockton St	1.99	Insufficient Data								
Stockton St	I-295	4.55	128.1	205.7	1.61	62%	255.65	382.73	1.50	67%	4pm - 8pm Weekday
I-10 Westbound Corridor					**1.61**	**62%**			**1.50**	**67%**	
I-10 Westbound Critical Segment	**(Stockton St to I-295)**				**1.61**	**62%**			**1.50**	**67%**	

Year 2016											
I-10			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95 & Acosta Expy	Stockton St	1.99	272	288.82	1.06	94%	298.65	417.48	1.40	72%	4pm - 8pm Weekday
Stockton St	I-295	4.55	Insufficient Data								
I-10 Westbound Corridor					**1.06**	**94%**			**1.40**	**72%**	
I-10 Westbound Critical Segment	**(I-95 & Acosta Expy to Stockton St)**				**1.06**	**94%**			**1.40**	**72%**	

I-95 Reliability Analysis Summary

Year 2018											
I-95			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
South of Race Track Rd	North of SR 9B	2.31	122.9	125.6	1.02	98%	119.70	128.19	1.07	93%	6am - 8pm Weekend
North of SR 9B	North of Old St Augustine Rd	2.38	114	117.7	1.03	97%	116.00	128.64	1.11	90%	4pm - 8pm Weekday
North of Old St Augustine Rd	I-295	1.47	71.7	74.3	1.04	97%	73.30	105.78	1.44	69%	4pm - 8pm Weekday
I-295	SR-152 (Baymeadows Rd)	4.84	256.2	263.3	1.03	97%	285.45	764.49	2.68	37%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	219	294.18	1.34	74%	250.30	673.14	2.69	37%	4pm - 8pm Weekday
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data								
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data								
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	Insufficient Data								
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	74.7	77.3	1.03	97%	76.70	86.14	1.12	89%	4pm - 8pm Weekday
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	70	72	1.03	97%	70.70	77.32	1.09	91%	4pm - 8pm Weekday
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	451	462.8	1.03	97%	462.40	519.21	1.12	89%	10am - 4pm Weekday
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data								
I-95 Northbound Corridor					**1.08**	**93%**			**1.67**	**60%**	
I-95 Northbound Critical Segment	**(SR-152 (Baymeadows Rd) to SR-109 (University Blvd))**				**1.34**	**74%**			**2.69**	**37%**	

Year 2017											
I-95			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
South of Race Track Rd	North of SR 9B	2.31	Insufficient Data								
North of SR 9B	North of Old St Augustine Rd	2.38	114	117.3	1.03	97%	118.00	126.70	1.07	93%	8pm - 6am All Days
North of Old St Augustine Rd	I-295	1.47	70.7	73.3	1.04	96%	71.30	98.85	1.39	72%	6am - 10am Weekday
I-295	SR-152 (Baymeadows Rd)	4.84	253.7	260.1	1.03	98%	290.65	727.83	2.50	40%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	215.3	229.3	1.07	94%	222.85	647.80	2.91	34%	4pm - 8pm Weekday
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data								
Acosta Expy	SR-114 (8th St)	3.62	217.7	233.3	1.07	93%	273.00	354.38	1.30	77%	4pm - 8pm Weekday
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	97.3	100.7	1.03	97%	99.00	126.69	1.28	78%	4pm - 8pm Weekday
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	74	76.3	1.03	97%	75.30	80.70	1.07	93%	8pm - 6am All Days
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	70	71.7	1.02	98%	71.70	76.00	1.06	94%	8pm - 6am All Days
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	439.7	448.2	1.02	98%	430.85	450.50	1.05	96%	6am - 8pm Weekend
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data								
I-95 Northbound Corridor					**1.04**	**96%**			**1.62**	**62%**	
I-95 Northbound Critical Segment	**(Acosta Expy to SR-114 (8th St))**				**1.07**	**93%**			**2.91**	**34%**	

Year 2016												
I-95			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
South of Race Track Rd	North of SR 9B	2.31	Insufficient Data									
North of SR 9B	North of Old St Augustine Rd	2.38	Insufficient Data									
North of Old St Augustine Rd	I-295	1.47	Insufficient Data									
I-295	SR-152 (Baymeadows Rd)	4.84	254	260.66	1.03	97%	268.90	601.48	2.24	45%	6am - 10am Weekday	
SR-152 (Baymeadows Rd)	SR-109 (University Blvd)	4.27	216.3	228.3	1.06	95%	262.15	546.55	2.08	48%	6am - 10am Weekday	
SR-109 (University Blvd)	Acosta Expy	3.40	Insufficient Data									
Acosta Expy	SR-114 (8th St)	3.62	Insufficient Data									
SR-114 (8th St)	SR-115 (Lem Turner Rd)	1.78	Insufficient Data									
SR-115 (Lem Turner Rd)	SR-111 (Edgewood Ave)	1.39	Insufficient Data									
SR-111 (Edgewood Ave)	SR-105 (Hecksher Dr)	1.30	Insufficient Data									
SR-105 (Hecksher Dr)	Pecan Park Rd	8.59	446.2	456.8	1.02	98%	437.50	463.49	1.06	94%	6am - 8pm Weekend	
Pecan Park Rd	SR-A1A (SR-200)	6.43	Insufficient Data									
I-95 Northbound Corridor					**1.03**	**97%**			**1.63**	**61%**		
I-95 Northbound Critical Segment	**(SR-152 (Baymeadows Rd) to SR-109 (University Blvd))**				**1.06**	**95%**			**2.24**	**45%**		

Year 2018											
I-95			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data								
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	450.8	458.3	1.02	98%	447.05	466.56	1.04	96%	6am - 10am Weekday
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	71	73	1.03	97%	70.70	116.57	1.65	61%	6am - 10am Weekday
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	76	78.7	1.04	97%	76.70	218.30	2.85	35%	6am - 10am Weekday
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	Insufficient Data								
SR-114 (8th St)	Acosta Expy	3.62	Insufficient Data								
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data								
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	227.15	244	1.07	93%	262.50	716.42	2.73	37%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	I-295	4.87	258.2	264.3	1.02	98%	264.70	454.18	1.72	58%	4pm - 8pm Weekday
I-295	North of Old St Augustine Rd	1.49	75.3	77.7	1.03	97%	76.00	147.83	1.95	51%	4pm - 8pm Weekday
North of Old St Augustine Rd	North of Race Track Rd	2.38	115.7	118.7	1.03	97%	116.50	133.02	1.14	88%	4pm - 8pm Weekday
North of Race Track Rd	South of Race Track Rd	2.33	124.5	126.6	1.02	98%	125.00	218.88	1.75	57%	4pm - 8pm Weekday
I-95 Southbound Corridor					**1.03**	**97%**			**1.68**	**59%**	
I-95 Southbound Critical Segment	**(Acosta Expy to SR-152 (Baymeadows Rd))**				**1.07**	**93%**			**2.85**	**35%**	

Year 2017											
I-95			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data								
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	445.1	452.36	1.02	98%	435.40	454.57	1.04	96%	6am - 8pm Weekend
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	70.7	72.7	1.03	97%	70.00	92.48	1.32	76%	6am - 10am Weekday
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	75	77.3	1.03	97%	75.00	184.03	2.45	41%	6am - 10am Weekday
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	98.3	103.3	1.05	95%	98.00	292.58	2.99	33%	4pm - 8pm Weekday
SR-114 (8th St)	Acosta Expy	3.62	229	278.3	1.22	82%	235.15	575.25	2.45	41%	4pm - 8pm Weekday
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data								
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	229.7	293.82	1.28	78%	292.85	631.70	2.16	46%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	I-295	4.87	258.2	263.8	1.02	98%	261.75	387.63	1.48	68%	4pm - 8pm Weekday
I-295	North of Old St Augustine Rd	1.49	75.3	77.3	1.03	97%	75.70	102.53	1.35	74%	4pm - 8pm Weekday
North of Old St Augustine Rd	North of Race Track Rd	2.38	115	118.3	1.03	97%	114.70	224.70	1.96	51%	4pm - 8pm Weekday
North of Race Track Rd	South of Race Track Rd	2.33	Insufficient Data								
I-95 Southbound Corridor					**1.08**	**92%**			**1.73**	**58%**	
I-95 Southbound Critical Segment	**(Acosta Expy to SR-152 (Baymeadows Rd))**				**1.28**	**78%**			**2.99**	**33%**	

Year 2016												
I-95			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
SR-A1A (SR-200)	Pecan Park Rd	6.50	Insufficient Data									
Pecan Park Rd	SR-105 (Heckscher Dr)	8.59	445.9	453.2	1.02	98%	452.80	472.30	1.04	96%	8pm - 6am All Days	
SR-105 (Heckscher Dr)	SR-111 (Edgewood Ave)	1.30	Insufficient Data									
SR-111 (Edgewood Ave)	SR-115 (Lem Turner Rd)	1.39	Insufficient Data									
SR-115 (Lem Turner Rd)	SR-114 (8th St)	1.79	Insufficient Data									
SR-114 (8th St)	Acosta Expy	3.62	Insufficient Data									
SR-114 (8th St)	SR-109 (University Blvd)		Insufficient Data									
Acosta Expy	SR-152 (Baymeadows Rd)	4.30	234	255.3	1.09	92%	246.85	489.07	1.98	50%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	I-295	4.87	258.3	265.04	1.03	97%	265.10	624.50	2.36	42%	4pm - 8pm Weekday	
I-295	North of Old St Augustine Rd	1.49	Insufficient Data									
North of Old St Augustine Rd	North of Race Track Rd	2.38	Insufficient Data									
North of Race Track Rd	South of Race Track Rd	2.33	Insufficient Data									
I-95 Southbound Corridor					**1.04**	**96%**			**1.63**	**61%**		
I-95 Southbound Critical Segment	**(Acosta Expy to SR-152 (Baymeadows Rd))**				**1.09**	**92%**			**2.36**	**42%**		

I-295 Reliability Analysis Summary

Year 2018											
I-295 West Beltway			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82	Insufficient Data								
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80	Insufficient Data								
SR-13 (San Jose Blvd)	South of Buckman	0.84	Insufficient Data								
South of Buckman	North of Buckman	3.10	Insufficient Data								
North of Buckman	SR-15 (Park Ave)	0.84	46.1	48.5	1.05	95%	48.60	64.89	1.34	75%	4pm - 8pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	112.6	114.9	1.02	98%	112.80	122.13	1.08	92%	4pm - 8pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	60	61.2	1.02	98%	61.60	140.70	2.28	44%	8pm - 6am All Days
Collins Rd	SR-134 (103rd St)	3.11	165.1	167.9	1.02	98%	164.80	174.77	1.06	94%	4pm - 8pm Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	81.6	83.2	1.02	98%	81.90	95.45	1.17	86%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	103.8	106.2	1.02	98%	104.15	137.38	1.32	76%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	22.3	23	1.03	97%	21.50	23.40	1.09	92%	6am - 8pm Weekend
I-10	Commonwealth Ave	2.38	128.5	131.6	1.02	98%	129.10	186.34	1.44	69%	6am - 10am Weekday
Commonwealth Ave	Pritchard Rd	2.51	143.3	147.8	1.03	97%	145.00	204.83	1.41	71%	6am - 10am Weekday
Pritchard Rd	US-1 (Kings Rd)	2.55	139.4	142.18	1.02	98%	138.20	181.38	1.31	76%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72	Insufficient Data								
Dunn Ave	Lem Turner Rd	1.65	Insufficient Data								
Lem Turner Rd	Duval/Airport Rd	1.67	89	91.3	1.03	97%	90.00	132.20	1.47	68%	6am - 10am Weekday
Duval/Airport Rd	I-95	1.66	92.5	95.1	1.03	97%	91.70	102.66	1.12	89%	4pm - 8pm Weekday
I-295 West Beltway Northbound Corridor					**1.02**	**98%**			**1.31**	**76%**	
I-295 West Beltway Northbound Cr	**(North of Buckman to SR-15 (Park Ave))**				**1.05**	**95%**			**2.28**	**44%**	

Year 2017											
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82	Insufficient Data								
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80	Insufficient Data								
SR-13 (San Jose Blvd)	South of Buckman	0.84	Insufficient Data								
South of Buckman	North of Buckman	3.10	170.7	178.2	1.04	96%	179.05	415.68	2.32	43%	4pm - 8pm Weekday
North of Buckman	SR-15 (Park Ave)	0.84	47	49.2	1.05	96%	48.50	70.32	1.45	69%	4pm - 8pm Weekday
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	111.9	114.3	1.02	98%	111.40	118.40	1.06	94%	4pm - 8pm Weekday
SR-21 (Blanding Blvd)	Collins Rd	1.13	60.4	61.7	1.02	98%	60.00	62.80	1.05	96%	6am - 10am Weekday
Collins Rd	SR-134 (103rd St)	3.11	163.4	165.9	1.02	98%	162.55	171.80	1.06	95%	6am - 10am Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	81.4	83	1.02	98%	81.60	87.28	1.07	93%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	105.7	107.6	1.02	98%	106.00	114.30	1.08	93%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	21.6	22.2	1.03	97%	21.20	22.70	1.07	93%	8pm - 6am All Days
I-10	Commonwealth Ave	2.38	127.45	129.8	1.02	98%	128.20	145.29	1.13	88%	6am - 10am Weekday
Commonwealth Ave	Pritchard Rd	2.51	141.8	145.9	1.03	97%	143.80	156.25	1.09	92%	6am - 10am Weekday
Pritchard Rd	US-1 (Kings Rd)	2.55	137.4	139.8	1.02	98%	136.00	142.25	1.05	96%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72	Insufficient Data								
Dunn Ave	Lem Turner Rd	1.65	Insufficient Data								
Lem Turner Rd	Duval/Airport Rd	1.67	88.7	90.7	1.02	98%	89.85	96.08	1.07	94%	6am - 10am Weekday
Duval/Airport Rd	I-95	1.66	93.8	97.06	1.03	97%	90.70	106.60	1.18	85%	8pm - 6am All Days
I-295 West Beltway Northbound Corridor					**1.03**	**98%**			**1.25**	**80%**	
I-295 West Beltway Northbound Cr (North of Buckman to SR-15 (Park Ave))					**1.05**	**96%**			**2.32**	**43%**	

Year 2016											
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Old St Augustine Rd	2.82	Insufficient Data								
Old St Augustine Rd	SR-13 (San Jose Blvd)	1.80	Insufficient Data								
SR-13 (San Jose Blvd)	South of Buckman	0.84	Insufficient Data								
South of Buckman	North of Buckman	3.10	169.3	175.9	1.04	96%	184.10	373.90	2.03	49%	4pm - 8pm Weekday
North of Buckman	SR-15 (Park Ave)	0.84	Insufficient Data								
SR-15 (Park Ave)	SR-21 (Blanding Blvd)	2.14	Insufficient Data								
SR-21 (Blanding Blvd)	Collins Rd	1.13	Insufficient Data								
Collins Rd	SR-134 (103rd St)	3.11	165	168.9	1.02	98%	165.50	176.61	1.07	94%	4pm - 8pm Weekday
SR-134 (103rd St)	Wilson Blvd	1.52	82.1	83.92	1.02	98%	82.60	89.81	1.09	92%	6am - 10am Weekday
Wilson Blvd	SR-228 (Normandy Blvd)	1.96	105.3	107.5	1.02	98%	105.00	171.81	1.64	61%	6am - 10am Weekday
SR-228 (Normandy Blvd)	I-10	0.40	Insufficient Data								
I-10	Commonwealth Ave	2.38	Insufficient Data								
Commonwealth Ave	Pritchard Rd	2.51	Insufficient Data								
Pritchard Rd	US-1 (Kings Rd)	2.55	136.8	139.4	1.02	98%	136.40	144.50	1.06	94%	4pm - 8pm Weekday
US-1 (Kings Rd)	Dunn Ave	2.72	Insufficient Data								
Dunn Ave	Lem Turner Rd	1.65	Insufficient Data								
Lem Turner Rd	Duval/Airport Rd	1.67	88	90.3	1.03	97%	87.30	93.00	1.07	94%	4pm - 8pm Weekday
Duval/Airport Rd	I-95	1.66	88.6	90.2	1.02	98%	88.20	92.28	1.05	96%	4pm - 8pm Weekday
I-295 West Beltway Northbound Corridor					**1.03**	**98%**			**1.33**	**75%**	
I-295 West Beltway Northbound Cr (South of Buckman to North of Buckman)					**1.04**	**96%**			**2.03**	**49%**	

Year 2018												
I-295 West Beltway			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Duval/Airport Rd	1.66	96.2	98.7	1.03	97%	96.80	128.99	1.33	75%	4pm - 8pm Weekday	
Duval/Airport Rd	Lem Turner Rd	1.67	89	91	1.02	98%	89.00	106.70	1.20	83%	4pm - 8pm Weekday	
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data									
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data									
US-1 (Kings Rd)	Pritchard Rd	2.55	140.5	143.4	1.02	98%	141.30	251.06	1.78	56%	4pm - 8pm Weekday	
Pritchard Rd	Commonwealth Ave	2.51	140.5	145	1.03	97%	143.60	229.29	1.60	63%	4pm - 8pm Weekday	
Commonwealth Ave	I-10	2.38	129.8	133.2	1.03	97%	130.10	257.42	1.98	51%	4pm - 8pm Weekday	
I-10	SR-228 (Normandy Blvd)	0.40	20.7	21.4	1.03	97%	21.00	60.37	2.87	35%	4pm - 8pm Weekday	
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	105.7	108.4	1.03	98%	107.30	169.93	1.58	63%	4pm - 8pm Weekday	
Wilson Blvd	SR-134 (103rd St)	1.52	81.9	83.8	1.02	98%	82.50	94.88	1.15	87%	4pm - 8pm Weekday	
SR-134 (103rd St)	Collins Rd	3.11	164.8	167.6	1.02	98%	164.50	181.11	1.10	91%	4pm - 8pm Weekday	
Collins Rd	SR-21 (Blanding Blvd)	1.13	59.1	60.2	1.02	98%	59.40	61.80	1.04	96%	10am - 4pm Weekday	
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	114.2	117.4	1.03	97%	116.95	354.59	3.03	33%	6am - 10am Weekday	
SR-15 (Park Ave)	North of Buckman	0.84	43.4	45.1	1.04	96%	45.90	133.26	2.90	34%	6am - 10am Weekday	
North of Buckman	South of Buckman	3.10	Insufficient Data									
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data									
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data									
Old St Augustine Rd	I-95	2.82	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.02**	**98%**			**1.69**	**59%**		
I-295 West Beltway Southbound Critical Segment	**(SR-15 (Park Ave) to North of Buckman)**				**1.04**	**96%**			**3.03**	**33%**		

Year 2017												
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Duval/Airport Rd	1.66	94.2	96.6	1.03	98%	94.40	104.38	1.11	90%	4pm - 8pm Weekday	
Duval/Airport Rd	Lem Turner Rd	1.67	88	90.3	1.03	97%	88.00	94.40	1.07	93%	4pm - 8pm Weekday	
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data									
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data									
US-1 (Kings Rd)	Pritchard Rd	2.55	140.2	142.7	1.02	98%	139.90	200.45	1.43	70%	4pm - 8pm Weekday	
Pritchard Rd	Commonwealth Ave	2.51	138.3	142.02	1.03	97%	139.10	255.41	1.84	54%	4pm - 8pm Weekday	
Commonwealth Ave	I-10	2.38	128.9	132.5	1.03	97%	128.60	219.55	1.71	59%	4pm - 8pm Weekday	
I-10	SR-228 (Normandy Blvd)	0.40	20.5	21.2	1.03	97%	20.70	53.63	2.59	39%	4pm - 8pm Weekday	
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	105.6	107.8	1.02	98%	106.80	159.33	1.49	67%	4pm - 8pm Weekday	
Wilson Blvd	SR-134 (103rd St)	1.52	82.4	84.1	1.02	98%	82.40	93.33	1.13	88%	4pm - 8pm Weekday	
SR-134 (103rd St)	Collins Rd	3.11	164.6	167.2	1.02	98%	164.50	171.33	1.04	96%	6am - 10am Weekday	
Collins Rd	SR-21 (Blanding Blvd)	1.13	59.3	60.5	1.02	98%	58.90	62.28	1.06	95%	4pm - 8pm Weekday	
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	114.2	117.9	1.03	97%	115.90	328.53	2.83	35%	6am - 10am Weekday	
SR-15 (Park Ave)	North of Buckman	0.84	43.3	45.3	1.05	96%	45.70	156.40	3.42	29%	6am - 10am Weekday	
North of Buckman	South of Buckman	3.10	174.2	188.7	1.08	92%	213.95	524.43	2.45	41%	6am - 10am Weekday	
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data									
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data									
Old St Augustine Rd	I-95	2.82	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.03**	**97%**			**1.71**	**59%**		
I-295 West Beltway Southbound Critical Segment	**(North of Buckman to South of Buckman)**				**1.08**	**92%**			**3.42**	**29%**		

Year 2016												
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	Duval/Airport Rd	1.66	89.3	91.4	1.02	98%	88.40	97.12	1.10	91%	4pm - 8pm Weekday	
Duval/Airport Rd	Lem Turner Rd	1.67	87.7	90	1.03	97%	87.30	93.02	1.07	94%	4pm - 8pm Weekday	
Lem Turner Rd	Dunn Ave	1.65	Insufficient Data									
Dunn Ave	US-1 (Kings Rd)	2.72	Insufficient Data									
US-1 (Kings Rd)	Pritchard Rd	2.55	139.8	142.7	1.02	98%	139.50	215.73	1.55	65%	4pm - 8pm Weekday	
Pritchard Rd	Commonwealth Ave	2.51	Insufficient Data									
Commonwealth Ave	I-10	2.38	Insufficient Data									
I-10	SR-228 (Normandy Blvd)	0.40	Insufficient Data									
SR-228 (Normandy Blvd)	Wilson Blvd	1.96	105.9	108.4	1.02	98%	106.85	149.84	1.40	71%	4pm - 8pm Weekday	
Wilson Blvd	SR-134 (103rd St)	1.52	84	86	1.02	98%	84.30	90.71	1.08	93%	4pm - 8pm Weekday	
SR-134 (103rd St)	Collins Rd	3.11	164.2	166.9	1.02	98%	163.30	173.62	1.06	94%	4pm - 8pm Weekday	
Collins Rd	SR-21 (Blanding Blvd)	1.13	Insufficient Data									
SR-21 (Blanding Blvd)	SR-15 (Park Ave)	2.14	Insufficient Data									
SR-15 (Park Ave)	North of Buckman	0.84	Insufficient Data									
North of Buckman	South of Buckman	3.10	171.6	177.8	1.04	97%	186.15	609.51	3.27	31%	6am - 10am Weekday	
South of Buckman	SR-13 (San Jose Blvd)	0.84	Insufficient Data									
SR-13 (San Jose Blvd)	Old St Augustine Rd	1.80	Insufficient Data									
Old St Augustine Rd	I-95	2.82	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.02**	**98%**			**1.63**	**61%**		
I-295 West Beltway Southbound Critical Segment	**(North of Buckman to South of Buckman)**				**1.04**	**97%**			**3.27**	**31%**		

Year 2018												
I-295 East Beltway			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	SR-152 (Baymeadows Rd)	5.26	Insufficient Data									
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93	Insufficient Data									
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57	149.1	160.68	1.08	93%	175.95	256.09	1.46	69%	4pm - 8pm Weekday	
SR-10 (Atlantic Blvd)	Monument Rd	1.48	80.4	82.7	1.03	97%	82.00	120.14	1.47	68%	4pm - 8pm Weekday	
Monument Rd	Merrill Rd	1.10	55.6	57.1	1.03	97%	56.60	68.56	1.21	83%	4pm - 8pm Weekday	
Merrill Rd	Hecksher Dr	4.28	236.1	242.9	1.03	97%	236.75	361.44	1.53	66%	4pm - 8pm Weekday	
Hecksher Dr	Alta Dr	1.75	95	98.6	1.04	96%	96.80	271.84	2.81	36%	4pm - 8pm Weekday	
Alta Dr	Pulaski Rd	2.28	129.3	133.7	1.03	97%	131.10	245.52	1.87	53%	4pm - 8pm Weekday	
Pulaski Rd	US-17 (Main St)	1.54	Insufficient Data									
US-17 (Main St)	I-95	0.97	53.7	55.8	1.04	96%	54.45	67.05	1.23	81%	4pm - 8pm Weekday	
I-295 East Beltway Northbound Corridor					**1.04**	**96%**			**1.67**	**60%**		
I-295 East Beltway Northbound Critical Segment	**(SR-212 (Beach Blvd) to SR-10 (Atlantic Blvd))**				**1.08**	**93%**			**2.81**	**36%**		

Year 2017												
I-295 East Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	SR-152 (Baymeadows Rd)	5.26	Insufficient Data									
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93	Insufficient Data									
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57	Insufficient Data									
SR-10 (Atlantic Blvd)	Monument Rd	1.48	80	82	1.03	98%	81.30	167.10	2.06	49%	4pm - 8pm Weekday	
Monument Rd	Merrill Rd	1.10	55.6	57	1.03	98%	56.40	178.18	3.16	32%	4pm - 8pm Weekday	
Merrill Rd	Hecksher Dr	4.28	Insufficient Data									
Hecksher Dr	Alta Dr	1.75	Insufficient Data									
Alta Dr	Pulaski Rd	2.28	128	130.9	1.02	98%	128.60	159.20	1.24	81%	4pm - 8pm Weekday	
Pulaski Rd	US-17 (Main St)	1.54	Insufficient Data									
US-17 (Main St)	I-95	0.97	51.2	52.9	1.03	97%	51.10	58.43	1.14	87%	8pm - 6am All Days	
I-295 East Beltway Northbound Corridor					**1.03**	**98%**			**1.79**	**56%**		
I-295 East Beltway Northbound Critical Segment	**(US-17 (Main St) to I-95)**				**1.03**	**97%**			**3.16**	**32%**		

Year 2016												
I-295 East Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	SR-152 (Baymeadows Rd)	5.26	Insufficient Data									
SR-152 (Baymeadows Rd)	SR-212 (Beach Blvd)	4.93	Insufficient Data									
SR-212 (Beach Blvd)	SR-10 (Atlantic Blvd)	2.57	Insufficient Data									
SR-10 (Atlantic Blvd)	Monument Rd	1.48	79.9	82.02	1.03	97%	81.60	94.46	1.16	86%	4pm - 8pm Weekday	
Monument Rd	Merrill Rd	1.10	55.4	56.9	1.03	97%	56.20	66.21	1.18	85%	4pm - 8pm Weekday	
Merrill Rd	Hecksher Dr	4.28	Insufficient Data									
Hecksher Dr	Alta Dr	1.75	Insufficient Data									
Alta Dr	Pulaski Rd	2.28	126.7	129.6	1.02	98%	126.20	141.92	1.12	89%	4pm - 8pm Weekday	
Pulaski Rd	US-17 (Main St)	1.54	Insufficient Data									
US-17 (Main St)	I-95	0.97	49.6	50.9	1.03	97%	49.40	53.31	1.08	93%	4pm - 8pm Weekday	
I-295 East Beltway Northbound Corridor					**1.03**	**98%**			**1.14**	**88%**		
I-295 East Beltway Northbound Critical Segment	**(Monument Rd to Merrill Rd)**				**1.03**	**97%**			**1.18**	**85%**		

Year 2018												
I-295 West Beltway			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	US-17 (Main St)	0.97	Insufficient Data									
US-17 (Main St)	Pulaski Rd	1.54	Insufficient Data									
Pulaski Rd	Alta Dr	2.28	127.9	131	1.02	98%	125.90	145.23	1.15	87%	4pm - 8pm Weekday	
Alta Dr	Hecksher Dr	1.75	94.7	97.6	1.03	97%	93.50	139.97	1.50	67%	4pm - 8pm Weekday	
Hecksher Dr	Merrill Rd	4.28	237.4	244.18	1.03	97%	237.35	314.65	1.33	75%	4pm - 8pm Weekday	
Merrill Rd	Monument Rd	1.10	55.4	58.4	1.05	95%	56.70	201.38	3.55	28%	6am - 10am Weekday	
Monument Rd	SR-10 (Atlantic Blvd)	1.48	80.55	111.9	1.39	72%	94.10	301.28	3.20	31%	6am - 10am Weekday	
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	165.5	216.18	1.31	77%	211.60	365.63	1.73	58%	6am - 10am Weekday	
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93	Insufficient Data									
SR-152 (Baymeadows Rd)	I-95	5.26	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.12**	**89%**			**1.78**	**56%**		
I-295 West Beltway Southbound Critical Segment	**(Monument Rd to SR-10 (Atlantic Blvd))**				**1.39**	**72%**			**3.55**	**28%**		

Year 2017												
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	US-17 (Main St)	0.97	Insufficient Data									
US-17 (Main St)	Pulaski Rd	1.54	Insufficient Data									
Pulaski Rd	Alta Dr	2.28	126.7	129.2	1.02	98%	124.95	131.73	1.05	95%	4pm - 8pm Weekday	
Alta Dr	Hecksher Dr	1.75	Insufficient Data									
Hecksher Dr	Merrill Rd	4.28	Insufficient Data									
Merrill Rd	Monument Rd	1.10	55	57.1	1.04	96%	57.10	175.58	3.07	33%	6am - 10am Weekday	
Monument Rd	SR-10 (Atlantic Blvd)	1.48	80.2	86.1	1.07	93%	102.95	267.13	2.59	39%	6am - 10am Weekday	
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	168.5	191.2	1.13	88%	211.70	344.33	1.63	61%	6am - 10am Weekday	
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93	Insufficient Data									
SR-152 (Baymeadows Rd)	I-95	5.26	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.07**	**93%**			**1.86**	**54%**		
I-295 West Beltway Southbound Critical Segment	**(SR-10 (Atlantic Blvd) to SR-212 (Beach Blvd))**				**1.13**	**88%**			**3.07**	**33%**		

Year 2016												
I-295 West Beltway			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
I-95	US-17 (Main St)	0.97	Insufficient Data									
US-17 (Main St)	Pulaski Rd	1.54	Insufficient Data									
Pulaski Rd	Alta Dr	2.28	126	128.9	1.02	98%	125.90	133.03	1.06	95%	6am - 10am Weekday	
Alta Dr	Hecksher Dr	1.75	Insufficient Data									
Hecksher Dr	Merrill Rd	4.28	Insufficient Data									
Merrill Rd	Monument Rd	1.10	55.3	57.4	1.04	96%	56.90	219.95	3.87	26%	6am - 10am Weekday	
Monument Rd	SR-10 (Atlantic Blvd)	1.48	81.2	86.7	1.07	94%	90.90	288.98	3.18	31%	6am - 10am Weekday	
SR-10 (Atlantic Blvd)	SR-212 (Beach Blvd)	2.57	171.8	184.06	1.07	93%	189.25	269.45	1.42	70%	6am - 10am Weekday	
SR-212 (Beach Blvd)	SR-152 (Baymeadows Rd)	4.93	Insufficient Data									
SR-152 (Baymeadows Rd)	I-95	5.26	Insufficient Data									
I-295 West Beltway Southbound Corridor					**1.05**	**95%**			**2.02**	**49%**		
I-295 West Beltway Southbound Critical Segment	**(SR-10 (Atlantic Blvd) to SR-212 (Beach Blvd))**				**1.07**	**93%**			**3.87**	**26%**		

SR-10 Reliability Analysis Summary

Year 2018												
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	321.2	352.46	1.10	91%	362.05	888.06	2.45	41%	4pm - 8pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	691.2	1546.64	2.24	45%	716.30	3611.20	5.04	20%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	3.86	388.4	410.86	1.06	95%	405.20	529.46	1.31	77%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	49.7	57.3	1.15	87%	50.20	75.40	1.50	67%	6am - 8pm Weekend
SR-10 (Atlantic Blvd) Eastbound Corridor					**1.55**	**65%**			**3.08**	**32%**	
SR-10 (Atlantic Blvd) Eastbound Critical Segment	**(SR-109 (University Blvd) to St Johns Bluff Rd)**				**2.24**	**45%**			**5.04**	**20%**	

Year 2017											
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	302.9	337.3	1.11	90%	339.45	515.77	1.52	66%	4pm - 8pm Weekday
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	579.5	653.22	1.13	89%	606.30	828.43	1.37	73%	8pm - 6am All Days
St Johns Bluff Rd	Hodges Blvd	3.86	379.85	403.82	1.06	94%	399.95	500.58	1.25	80%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	49.7	56.5	1.14	88%	45.00	71.10	1.58	63%	8pm - 6am All Days
SR-10 (Atlantic Blvd) Eastbound Corridor					**1.10**	**91%**			**1.37**	**73%**	
SR-10 (Atlantic Blvd) Eastbound Critical Segment	**(Hodges Blvd to San Pablo Rd)**				**1.14**	**88%**			**1.58**	**63%**	

Year 2016											
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kingman Ave	SR-109 (University Blvd)	2.64	Insufficient Data								
SR-109 (University Blvd)	St Johns Bluff Rd	4.73	Insufficient Data								
St Johns Bluff Rd	Hodges Blvd	3.86	381.15	418.06	1.10	91%	403.90	524.95	1.30	77%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	0.51	50.5	55.8	1.10	91%	47.20	67.59	1.43	70%	8pm - 6am All Days
SR-10 (Atlantic Blvd) Eastbound Corridor					**1.10**	**91%**			**1.32**	**76%**	
SR-10 (Atlantic Blvd) Eastbound Critical Segment	**(Hodges Blvd to San Pablo Rd)**				**1.10**	**91%**			**1.43**	**70%**	

Year 2018												
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	54.9	69.4	1.26	79%	56.40	137.27	2.43	41%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	425.2	451.9	1.06	94%	360.40	430.50	1.19	84%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	716.6	963.1	1.34	74%	611.30	2559.02	4.19	24%	6am - 10am Weekday
SR-109 (University Blvd)	Kingman Ave	2.64	259.2	285.38	1.10	91%	265.40	379.60	1.43	70%	6am - 10am Weekday
SR-10 (Atlantic Blvd) Westbound Corridor					**1.19**	**84%**			**2.51**	**40%**	
SR-10 (Atlantic Blvd) Westbound Critical Segment	**(St Johns Bluff Rd to Hodges Blvd)**				**1.34**	**74%**			**4.19**	**24%**	

Year 2016											
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	53.3	64.7	1.21	82%	56.35	83.25	1.48	68%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	425.4	449.42	1.06	95%	381.25	483.05	1.27	79%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	Insufficient Data								
SR-109 (University Blvd)	Kingman Ave	2.64	Insufficient Data								
SR-10 (Atlantic Blvd) Westbound Corridor					**1.07**	**93%**			**1.29**	**77%**	
SR-10 (Atlantic Blvd) Westbound Critical Segment	**(San Pablo Rd to Hodges Blvd)**				**1.21**	**82%**			**1.48**	**68%**	

Year 2017											
SR-10 (Atlantic Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
San Pablo Rd	Hodges Blvd	0.51	56.5	69.78	1.24	81%	58.55	98.93	1.69	59%	4pm - 8pm Weekday
Hodges Blvd	San Pablo Rd	3.86	420.8	445.1	1.06	95%	361.80	434.80	1.20	83%	6am - 10am Weekday
St Johns Bluff Rd	Hodges Blvd	4.73	614.45	673.18	1.10	91%	671.00	938.00	1.40	72%	8pm - 6am All Days
SR-109 (University Blvd)	Kingman Ave	2.64	260.7	283.7	1.09	92%	260.05	476.90	1.83	55%	6am - 10am Weekday
SR-10 (Atlantic Blvd) Westbound Corridor					**1.09**	**92%**			**1.44**	**69%**	
SR-10 (Atlantic Blvd) Westbound Critical Segment	**(San Pablo Rd to Hodges Blvd)**				**1.24**	**81%**			**1.83**	**55%**	

SR-13 Reliability Analysis Summary

Year 2018											
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Julington Creek Rd	Orange Picker Rd	0.92	95.9	106.5	1.11	90%	81.20	109.66	1.35	74%	6am - 8pm Weekend
Orange Picker Rd	Loretto Rd	0.77	92.4	108.76	1.18	85%	85.95	122.75	1.43	70%	6am - 8pm Weekend
Loretto Rd	I-295	1.75	Insufficient Data								
I-295	Crowne Point Rd	1.00	142.8	155.7	1.09	92%	99.75	169.14	1.70	59%	6am - 10am Weekday
Crowne Point Rd	Beauclerc Rd	1.19	153.65	194.8	1.27	79%	127.55	471.05	3.69	27%	6am - 10am Weekday
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	42.5	49.18	1.16	86%	45.35	95.45	2.10	48%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	46.9	49.9	1.06	94%	48.10	96.45	2.01	50%	6am - 10am Weekday
San Clerc Rd	St Augustine Rd	1.36	106.2	112.02	1.05	95%	106.50	207.12	1.94	51%	6am - 10am Weekday
St Augustine Rd	SR-109 (University Blvd)	1.78	160.1	169.22	1.06	95%	157.65	190.91	1.21	83%	6am - 10am Weekday
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	167.2	178.9	1.07	93%	172.00	355.40	2.07	48%	6am - 10am Weekday
SR-126 (Emerson St)	San Marco Blvd	1.37	147.8	162.66	1.10	91%	153.10	229.76	1.50	67%	6am - 10am Weekday
SR-13 (San Jose Blvd) Northbound Corridor					**1.11**	**90%**			**1.88**	**53%**	
SR-13 (San Jose Blvd) Northbound Critical Segment (Crowne Point Rd to Beauclerc Rd)					**1.27**	**79%**			**3.69**	**27%**	

Year 2017											
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Julington Creek Rd	Orange Picker Rd	0.92	88.45	103.5	1.17	85%	77.70	112.24	1.44	69%	6am - 8pm Weekend
Orange Picker Rd	Loretto Rd	0.77	93.1	107	1.15	87%	85.10	134.92	1.59	63%	6am - 8pm Weekend
Loretto Rd	I-295	1.75	Insufficient Data								
I-295	Crowne Point Rd	1.00	Insufficient Data								
Crowne Point Rd	Beauclerc Rd	1.19	161.1	201.2	1.25	80%	132.00	447.35	3.39	30%	6am - 10am Weekday
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	41.6	47.18	1.13	88%	41.95	91.73	2.19	46%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	46.5	49.5	1.06	94%	48.90	101.79	2.08	48%	6am - 10am Weekday
San Clerc Rd	St Augustine Rd	1.36	105.3	110.92	1.05	95%	105.40	215.50	2.04	49%	6am - 10am Weekday
St Augustine Rd	SR-109 (University Blvd)	1.78	164.4	173.92	1.06	95%	164.60	214.05	1.30	77%	6am - 10am Weekday
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	157.4	170.14	1.08	93%	163.65	233.11	1.42	70%	6am - 10am Weekday
SR-126 (Emerson St)	San Marco Blvd	1.37	139.6	156.02	1.12	89%	148.10	249.94	1.69	59%	6am - 10am Weekday
SR-13 (San Jose Blvd) Northbound Corridor					**1.11**	**90%**			**1.84**	**54%**	
SR-13 (San Jose Blvd) Northbound Critical Segment (Crowne Point Rd to Beauclerc Rd)					**1.25**	**80%**			**3.39**	**30%**	

Year 2016												
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Julington Creek Rd	Orange Picker Rd	0.92	88	99.2	1.13	89%	77.70	97.01	1.25	80%	6am - 8pm Weekend	
Orange Picker Rd	Loretto Rd	0.77	Insufficient Data									
Loretto Rd	I-295	1.75	Insufficient Data									
I-295	Crowne Point Rd	1.00	Insufficient Data									
Crowne Point Rd	Beauclerc Rd	1.19	Insufficient Data									
Beauclerc Rd	SR-152 (Baymeadows Rd)	0.43	Insufficient Data									
SR-152 (Baymeadows Rd)	San Clerc Rd	0.52	44.4	47.3	1.07	94%	46.10	97.94	2.12	47%	6am - 10am Weekday	
San Clerc Rd	St Augustine Rd	1.36	105.6	112	1.06	94%	105.70	257.67	2.44	41%	6am - 10am Weekday	
St Augustine Rd	SR-109 (University Blvd)	1.78	164.7	173.16	1.05	95%	167.15	206.94	1.24	81%	6am - 10am Weekday	
SR-109 (University Blvd)	SR-126 (Emerson St)	1.69	158.2	166.6	1.05	95%	162.40	193.78	1.19	84%	6am - 10am Weekday	
SR-126 (Emerson St)	San Marco Blvd	1.37	144.3	164.42	1.14	88%	158.30	253.43	1.60	62%	6am - 10am Weekday	
SR-13 (San Jose Blvd) Northbound Corridor					**1.08**	**93%**			**1.57**	**64%**		
SR-13 (San Jose Blvd) Northbound Critical Segment (SR-126 (Emerson St) to San Marco Blvd)					**1.14**	**88%**			**2.44**	**41%**		

Year 2018												
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	150.8	163.3	1.08	92%	159.10	201.34	1.27	79%	4pm - 8pm Weekday	
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	155.2	162.54	1.05	95%	144.40	157.80	1.09	92%	6am - 10am Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	155.5	166.7	1.07	93%	165.75	227.19	1.37	73%	4pm - 8pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	110	116.8	1.06	94%	117.20	353.45	3.02	33%	4pm - 8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	53.6	64.5	1.20	83%	67.70	124.35	1.84	54%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	46	53.88	1.17	85%	52.30	81.75	1.56	64%	4pm - 8pm Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	156.85	172	1.10	91%	152.55	446.93	2.93	34%	4pm - 8pm Weekday	
Crowne Point Rd	I-295	1.00	Insufficient Data									
I-295	Loretto Rd	1.75	Insufficient Data									
Loretto Rd	Orange Picker Rd	0.77	74.4	83.4	1.12	89%	71.10	85.30	1.20	83%	6am - 8pm Weekend	
Orange Picker Rd	Julington Creek Rd	0.92	85.7	93.3	1.09	92%	88.35	125.84	1.42	70%	4pm - 8pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor					**1.09**	**92%**			**1.74**	**57%**		
SR-13 (San Jose Blvd) Southbound Critical Segment (San Clerc Rd to SR-152 (Baymeadows Rd))					**1.20**	**83%**			**3.02**	**33%**		

Year 2017												
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	138.2	148.6	1.08	93%	128.90	160.55	1.25	80%	6am - 10am Weekday	
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	157	168.3	1.07	93%	162.90	226.45	1.39	72%	4pm - 8pm Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	154.5	166.7	1.08	93%	167.80	198.48	1.18	85%	4pm - 8pm Weekday	
St Augustine Rd	San Clerc Rd	1.36	110.8	115.6	1.04	96%	116.60	236.25	2.03	49%	4pm - 8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	50.3	59.78	1.19	84%	66.20	124.79	1.89	53%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	46.4	54.88	1.18	85%	55.05	106.20	1.93	52%	4pm - 8pm Weekday	
Beauclerc Rd	Crowne Point Rd	1.19	151.1	167.66	1.11	90%	147.55	453.10	3.07	33%	4pm - 8pm Weekday	
Crowne Point Rd	I-295	1.00	Insufficient Data									
I-295	Loretto Rd	1.75	Insufficient Data									
Loretto Rd	Orange Picker Rd	0.77	73.4	81.7	1.11	90%	69.45	84.88	1.22	82%	6am - 8pm Weekend	
Orange Picker Rd	Julington Creek Rd	0.92	85.4	92.6	1.08	92%	86.80	107.74	1.24	81%	4pm - 8pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor					**1.09**	**92%**			**1.64**	**61%**		
SR-13 (San Jose Blvd) Southbound Critical Segment (San Clerc Rd to SR-152 (Baymeadows Rd))					**1.19**	**84%**			**3.07**	**33%**		

Year 2016												
SR-13 (San Jose Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Marco Blvd	SR-126 (Emerson St)	1.37	140	152.96	1.09	92%	139.05	175.93	1.27	79%	10am - 4pm Weekday	
SR-126 (Emerson St)	SR-109 (University Blvd)	1.69	155.1	164.9	1.06	94%	165.55	187.30	1.13	88%	4pm - 8pm Weekday	
SR-109 (University Blvd)	St Augustine Rd	1.78	160.3	169.6	1.06	95%	151.45	172.81	1.14	88%	6am - 10am Weekday	
St Augustine Rd	San Clerc Rd	1.36	110.85	115.86	1.05	96%	115.55	147.95	1.28	78%	4pm - 8pm Weekday	
San Clerc Rd	SR-152 (Baymeadows Rd)	0.52	50.2	57.02	1.14	88%	61.25	112.09	1.83	55%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Beauclerc Rd	0.43	Insufficient Data									
Beauclerc Rd	Crowne Point Rd	1.19	Insufficient Data									
Crowne Point Rd	I-295	1.00	Insufficient Data									
I-295	Loretto Rd	1.75	Insufficient Data									
Loretto Rd	Orange Picker Rd	0.77	Insufficient Data									
Orange Picker Rd	Julington Creek Rd	0.92	88.5	94.3	1.07	94%	91.40	153.10	1.68	60%	4pm - 8pm Weekday	
SR-13 (San Jose Blvd) Southbound Corridor					**1.07**	**94%**			**1.30**	**77%**		
SR-13 (San Jose Blvd) Southbound Critical Segment (San Clerc Rd to SR-152 (Baymeadows Rd))					**1.14**	**88%**			**1.83**	**55%**		

SR-21 Reliability Analysis Summary

Year 2018											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	500	575.22	1.15	87%	458.45	584.55	1.28	78%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76	421.9	536.7	1.27	79%	336.70	623.46	1.85	54%	6am - 8pm Weekend
SR-21 (Blanding Blvd) Northbound Corridor					**1.20**	**83%**			**1.50**	**67%**	
SR-21 (Blanding Blvd) Northbound Critical Segment	**(Kingsley Ave to Collins Rd)**				**1.27**	**79%**			**1.85**	**54%**	

Year 2017											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	520	572.82	1.10	91%	483.80	599.22	1.24	81%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76	Insufficient Data								
SR-21 (Blanding Blvd) Northbound Corridor					**1.10**	**91%**			**1.24**	**81%**	
SR-21 (Blanding Blvd) Northbound Critical Segment	**(Kinghtbox Rd to Kingsley Ave)**				**1.10**	**91%**			**1.24**	**81%**	

Year 2016											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Kinghtbox Rd	Kingsley Ave	4.34	528	572.52	1.08	92%	517.15	696.83	1.35	74%	6am - 10am Weekday
Kingsley Ave	Collins Rd	2.76	Insufficient Data								
SR-21 (Blanding Blvd) Northbound Corridor					**1.08**	**92%**			**1.35**	**74%**	
SR-21 (Blanding Blvd) Northbound Critical Segment	**(Kinghtbox Rd to Kingsley Ave)**				**1.08**	**92%**			**1.35**	**74%**	

Year 2018											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	426.1	492.32	1.16	87%	369.85	522.80	1.41	71%	6am - 8pm Weekend
Kingsley Ave	Kinghtbox Rd	4.34	471.45	504.1	1.07	94%	489.30	631.03	1.29	78%	4pm - 8pm Weekday
SR-21 (Blanding Blvd) Southbound Corridor					**1.10**	**91%**			**1.34**	**75%**	
SR-21 (Blanding Blvd) Southbound Critical Segment (Collins Rd to Kingsley Ave)					**1.16**	**87%**			**1.41**	**71%**	

Year 2017											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	Insufficient Data								
Kingsley Ave	Kinghtbox Rd	4.34	474.6	505.8	1.07	94%	492.30	584.30	1.19	84%	4pm - 8pm Weekday
SR-21 (Blanding Blvd) Southbound Corridor					**1.07**	**94%**			**1.19**	**84%**	
SR-21 (Blanding Blvd) Southbound Critical Segment (Kingsley Ave to Kinghtbox Rd)					**1.07**	**94%**			**1.19**	**84%**	

Year 2016											
SR-21 (Blanding Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Collins Rd	Kingsley Ave	2.76	Insufficient Data								
Kingsley Ave	Kinghtbox Rd	4.34	489.6	520.6	1.06	94%	399.80	473.64	1.18	84%	8pm - 6am All Days
SR-21 (Blanding Blvd) Southbound Corridor					**1.06**	**94%**			**1.18**	**84%**	
SR-21 (Blanding Blvd) Southbound Critical Segment (Kingsley Ave to Kinghtbox Rd)					**1.06**	**94%**			**1.18**	**84%**	

SR-200 Reliability Analysis Summary

Year 2018											
SR-200 (A1A)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Chester River Rd	6.27	Insufficient Data								
Chester River Rd	Amelia Island Pkwy	4.92	510.8	627.8	1.23	81%	491.05	821.92	1.67	60%	6am - 10am Weekday
Amelia Island Pkwy	Sadler Rd	1.02	106.1	115.6	1.09	92%	94.90	120.74	1.27	79%	6am - 8pm Weekend
SR-200 (A1A) Eastbound Corridor					**1.21**	**83%**			**1.60**	**62%**	
SR-200 (A1A) Eastbound Critical Segment	**(Chester River Rd to Amelia Island Pkwy)**				**1.23**	**81%**			**1.67**	**60%**	

Year 2017											
SR-200 (A1A)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Chester River Rd	6.27	Insufficient Data								
Chester River Rd	Amelia Island Pkwy	4.92	Insufficient Data								
Amelia Island Pkwy	Sadler Rd	1.02	Insufficient Data								
SR-200 (A1A) Eastbound Corridor											
SR-200 (A1A) Eastbound Critical Segment											

Year 2016											
SR-200 (A1A)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
I-95	Chester River Rd	6.27	Insufficient Data								
Chester River Rd	Amelia Island Pkwy	4.92	Insufficient Data								
Amelia Island Pkwy	Sadler Rd	1.02	Insufficient Data								
SR-200 (A1A) Eastbound Corridor											
SR-200 (A1A) Eastbound Critical Segment											

Year 2018												
SR-200 (A1A)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkway	1.02	90.3	95.5	1.06	95%	94.30	106.51	1.13	89%	4pm - 8pm Weekday	
Amelia Island Pkway	Chester River Rd	4.92	520.3	700.84	1.35	74%	451.15	702.99	1.56	64%	6am - 8pm Weekend	
Chester River Rd	I-95	6.27	Insufficient Data									
SR-200 (A1A) Westbound Corridor					**1.30**	**77%**			**1.48**	**67%**		
SR-200 (A1A) Westbound Critical Segment	**(Amelia Island Pkway to Chester River Rd)**				**1.35**	**74%**			**1.56**	**64%**		

Year 2017												
SR-200 (A1A)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkway	1.02	Insufficient Data									
Amelia Island Pkway	Chester River Rd	4.92	Insufficient Data									
Chester River Rd	I-95	6.27	Insufficient Data									
SR-200 (A1A) Westbound Corridor												
SR-200 (A1A) Westbound Critical Segment												

Year 2016												
SR-200 (A1A)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Sadler Rd	Amelia Island Pkway	1.02	Insufficient Data									
Amelia Island Pkway	Chester River Rd	4.92	Insufficient Data									
Chester River Rd	I-95	6.27	Insufficient Data									
SR-200 (A1A) Westbound Corridor												
SR-200 (A1A) Westbound Critical Segment												

US-1 Reliability Analysis Summary

Year 2018											
US-1 (Philips Hwy)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Greenland Rd	SR-115 (Southside Blvd)	1.24	111.7	121.5	1.09	92%	108.35	150.98	1.39	72%	4pm - 8pm Weekday
SR-115 (Southside Blvd)	I-95	0.43	48.35	59.1	1.22	82%	59.90	108.67	1.81	55%	4pm - 8pm Weekday
I-95	Shad Rd	1.16	113.7	122.68	1.08	93%	109.60	162.70	1.48	67%	4pm - 8pm Weekday
Shad Rd	Sunbeam Rd	0.82	75.95	82.2	1.08	92%	76.35	125.89	1.65	61%	6am - 10am Weekday
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	127.15	140.6	1.11	90%	130.70	289.46	2.21	45%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	197.4	228.46	1.16	86%	193.90	316.37	1.63	61%	6am - 10am Weekday
JT Butler Blvd	University Blvd	1.83	219.45	252.6	1.15	87%	248.10	630.10	2.54	39%	4pm - 8pm Weekday
University Blvd	Emerson St	1.74	188.8	201.9	1.07	94%	191.05	222.56	1.16	86%	4pm - 8pm Weekday
US-1 (Philips Hwy) Northbound Corridor					**1.11**	**90%**			**1.74**	**57%**	
US-1 (Philips Hwy) Northbound Critical Segment	**(SR-115 (Southside Blvd) to I-95)**				**1.22**	**82%**			**2.54**	**39%**	

Year 2017											
US-1 (Philips Hwy)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Greenland Rd	SR-115 (Southside Blvd)	1.24	108.5	115.72	1.07	94%	111.20	135.46	1.22	82%	6am - 10am Weekday
SR-115 (Southside Blvd)	I-95	0.43	52.65	60.2	1.14	87%	38.40	57.09	1.49	67%	8pm - 6am All Days
I-95	Shad Rd	1.16	114.8	123.8	1.08	93%	107.80	133.21	1.24	81%	4pm - 8pm Weekday
Shad Rd	Sunbeam Rd	0.82	75.5	82.5	1.09	92%	78.95	126.61	1.60	62%	6am - 10am Weekday
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	128.3	141.7	1.10	91%	133.00	266.06	2.00	50%	6am - 10am Weekday
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	197	223.68	1.14	88%	193.15	313.48	1.62	62%	6am - 10am Weekday
JT Butler Blvd	University Blvd	1.83	218.4	249.44	1.14	88%	245.50	544.48	2.22	45%	4pm - 8pm Weekday
University Blvd	Emerson St	1.74	Insufficient Data								
US-1 (Philips Hwy) Northbound Corridor					**1.11**	**90%**			**1.68**	**59%**	
US-1 (Philips Hwy) Northbound Critical Segment	**(SR-115 (Southside Blvd) to I-95)**				**1.14**	**87%**			**2.22**	**45%**	

Year 2016												
US-1 (Philips Hwy)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Greenland Rd	SR-115 (Southside Blvd)	1.24	124.1	132.28	1.07	94%	111.70	130.86	1.17	85%	6am - 10am Weekday	
SR-115 (Southside Blvd)	I-95	0.43	45	50.8	1.13	89%	47.60	69.90	1.47	68%	6am - 8pm Weekend	
I-95	Shad Rd	1.16	Insufficient Data									
Shad Rd	Sunbeam Rd	0.82	Insufficient Data									
Sunbeam Rd	SR-152 (Baymeadows Rd)	1.13	Insufficient Data									
SR-152 (Baymeadows Rd)	JT Butler Blvd	1.83	205.1	248.74	1.21	82%	196.35	349.69	1.78	56%	6am - 10am Weekday	
JT Butler Blvd	University Blvd	1.83	Insufficient Data									
University Blvd	Emerson St	1.74	Insufficient Data									
US-1 (Philips Hwy) Northbound Corridor					**1.15**	**87%**			**1.53**	**66%**		
US-1 (Philips Hwy) Northbound Critical Segment	**(SR-152 (Baymeadows Rd) to JT Butler Blvd)**				**1.21**	**82%**			**1.78**	**56%**		

Year 2018											
US-1 (Philips Hwy)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74	224.8	246.9	1.10	91%	239.70	519.84	2.17	46%	4pm - 8pm Weekday
University Blvd	JT Butler Blvd	1.83	169.2	179.4	1.06	94%	170.90	206.30	1.21	83%	4pm - 8pm Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	201.9	229.7	1.14	88%	249.45	592.96	2.38	42%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	102.8	110.9	1.08	93%	110.65	141.10	1.28	78%	4pm - 8pm Weekday
Sunbeam Rd	Shad Rd	0.82	84.3	93.5	1.11	90%	83.15	181.08	2.18	46%	4pm - 8pm Weekday
Shad Rd	I-95	1.16	105	111.2	1.06	94%	99.70	112.53	1.13	89%	6am - 8pm Weekend
I-95	SR-115 (Southside Blvd)	0.43	70.5	77.7	1.10	91%	56.00	72.14	1.29	78%	8pm - 6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	110.9	124.1	1.12	89%	119.10	140.40	1.18	85%	4pm - 8pm Weekday
US-1 (Philips Hwy) Southbound Corridor					**1.10**	**91%**			**1.66**	**60%**	
US-1 (Philips Hwy) Southbound Critical Segment	**(JT Butler Blvd to SR-152 (Baymeadows Rd))**				**1.14**	**88%**			**2.38**	**42%**	

Year 2017											
US-1 (Philips Hwy)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Emerson St	University Blvd	1.74	Insufficient Data								
University Blvd	JT Butler Blvd	1.83	167.2	175.9	1.05	95%	167.75	195.65	1.17	86%	4pm - 8pm Weekday
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	202.8	227.1	1.12	89%	239.00	500.13	2.09	48%	4pm - 8pm Weekday
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	102.95	109.9	1.07	94%	107.40	147.49	1.37	73%	4pm - 8pm Weekday
Sunbeam Rd	Shad Rd	0.82	85	94.56	1.11	90%	81.80	175.67	2.15	47%	4pm - 8pm Weekday
Shad Rd	I-95	1.16	104.6	110.9	1.06	94%	98.10	112.14	1.14	87%	4pm - 8pm Weekday
I-95	SR-115 (Southside Blvd)	0.43	65.75	72.8	1.11	90%	49.30	65.80	1.33	75%	8pm - 6am All Days
SR-115 (Southside Blvd)	Greenland Rd	1.24	114.4	125.3	1.10	91%	121.65	144.40	1.19	84%	6am - 10am Weekday
US-1 (Philips Hwy) Southbound Corridor					**1.08**	**92%**			**1.50**	**67%**	
US-1 (Philips Hwy) Southbound Critical Segment	**(JT Butler Blvd to SR-152 (Baymeadows Rd))**				**1.12**	**89%**			**2.15**	**47%**	

Year 2016												
US-1 (Philips Hwy)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
Emerson St	University Blvd	1.74	Insufficient Data									
University Blvd	JT Butler Blvd	1.83	Insufficient Data									
JT Butler Blvd	SR-152 (Baymeadows Rd)	1.83	215.5	242.14	1.12	89%	254.60	399.87	1.57	64%	4pm - 8pm Weekday	
SR-152 (Baymeadows Rd)	Sunbeam Rd	1.13	Insufficient Data									
Sunbeam Rd	Shad Rd	0.82	Insufficient Data									
Shad Rd	I-95	1.16	Insufficient Data									
I-95	SR-115 (Southside Blvd)	0.43	51.5	59.12	1.15	87%	44.10	57.32	1.30	77%	6am - 10am Weekday	
SR-115 (Southside Blvd)	Greenland Rd	1.24	126.65	135.8	1.07	93%	131.60	155.92	1.18	84%	6am - 10am Weekday	
US-1 (Philips Hwy) Southbound Corridor					**1.11**	**90%**			**1.40**	**71%**		
US-1 (Philips Hwy) Southbound Critical Segment	**(I-95 to SR-115 (Southside Blvd))**				**1.15**	**87%**			**1.57**	**64%**		

US-17 Reliability Analysis Summary

Year 2018												
US-17			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
CR-220	SR-224 (Kingsley Ave)	4.40	383.8	399.1	1.04	96%	356.70	398.15	1.12	90%	6am - 8pm Weekend	
SR-224 (Kingsley Ave)	Wells Rd	1.34	147.3	170.4	1.16	86%	141.20	207.86	1.47	68%	6am - 10am Weekday	
Wells Rd	Collins Rd	0.82	78.2	87.3	1.12	90%	77.15	95.33	1.24	81%	6am - 10am Weekday	
Collins Rd	SR-134 (Timiquana Rd)	3.52	326.4	356.8	1.09	91%	318.10	368.55	1.16	86%	10am - 4pm Weekday	
SR-134 (Timiquana Rd)	McDuff Ave	5.30	470.7	531.36	1.13	89%	534.80	794.20	1.49	67%	6am - 10am Weekday	
US-17 Northbound Corridor					**1.10**	**91%**			**1.29**	**77%**		
US-17 Northbound Critical Segment	**(SR-224 (Kingsley Ave) to Wells Rd)**				**1.16**	**86%**			**1.49**	**67%**		

Year 2017												
US-17			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
CR-220	SR-224 (Kingsley Ave)	4.40	387.85	400.48	1.03	97%	360.10	402.00	1.12	90%	6am - 8pm Weekend	
SR-224 (Kingsley Ave)	Wells Rd	1.34	140.9	163.92	1.16	86%	135.10	233.24	1.73	58%	6am - 10am Weekday	
Wells Rd	Collins Rd	0.82	Insufficient Data									
Collins Rd	SR-134 (Timiquana Rd)	3.52	Insufficient Data									
SR-134 (Timiquana Rd)	McDuff Ave	5.30	543.75	593.6	1.09	92%	508.10	656.21	1.29	77%	6am - 10am Weekday	
US-17 Northbound Corridor					**1.08**	**93%**			**1.27**	**78%**		
US-17 Northbound Critical Segment	**(SR-224 (Kingsley Ave) to Wells Rd)**				**1.16**	**86%**			**1.73**	**58%**		

Year 2016												
US-17			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Northbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
CR-220	SR-224 (Kingsley Ave)	4.40	385.7	403.1	1.05	96%	358.30	420.61	1.17	85%	6am - 10am Weekday	
SR-224 (Kingsley Ave)	Wells Rd	1.34	156	177.7	1.14	88%	142.00	238.10	1.68	60%	6am - 10am Weekday	
Wells Rd	Collins Rd	0.82	Insufficient Data									
Collins Rd	SR-134 (Timiquana Rd)	3.52	Insufficient Data									
SR-134 (Timiquana Rd)	McDuff Ave	5.30	Insufficient Data									
US-17 Northbound Corridor					**1.07**	**94%**			**1.29**	**77%**		
US-17 Northbound Critical Segment	**(SR-224 (Kingsley Ave) to Wells Rd)**				**1.14**	**88%**			**1.68**	**60%**		

Year 2018												
US-17			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Southbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
McDuff Ave	SR-134 (Timiquana Rd)	5.30	473.75	497	1.05	95%	486.90	544.12	1.12	89%	4pm - 8pm Weekday
SR-134 (Timiquana Rd)	Collins Rd	3.52	276.7	338.2	1.22	82%	380.40	674.00	1.77	56%	4pm - 8pm Weekday
Collins Rd	Wells Rd	0.82	108	148.62	1.38	73%	161.20	301.01	1.87	54%	4pm - 8pm Weekday
Wells Rd	SR-224 (Kingsley Ave)	1.34	144.7	179.82	1.24	80%	166.20	302.32	1.82	55%	4pm - 8pm Weekday
SR-224 (Kingsley Ave)	CR-220	4.40	384	408.36	1.06	94%	404.90	484.59	1.20	84%	4pm - 8pm Weekday
US-17 Southbound Corridor					**1.13**	**89%**			**1.39**	**72%**	
US-17 Southbound Critical Segment	**(Collins Rd to Wells Rd)**				**1.38**	**73%**			**1.87**	**54%**	

Year 2017											
US-17		**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound		6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
McDuff Ave	SR-134 (Timiquana Rd)	5.30	466	476.2	1.02	98%	424.30	503.55	1.19	84%	6am - 8pm Weekend
SR-134 (Timiquana Rd)	Collins Rd	3.52	Insufficient Data								
Collins Rd	Wells Rd	0.82	Insufficient Data								
Wells Rd	SR-224 (Kingsley Ave)	1.34	147.1	198.32	1.35	74%	143.30	265.30	1.85	54%	10am - 4pm Weekday
SR-224 (Kingsley Ave)	CR-220	4.40	384	405	1.05	95%	323.70	362.30	1.12	89%	8pm - 6am All Days
US-17 Southbound Corridor					**1.07**	**93%**			**1.24**	**81%**	
US-17 Southbound Critical Segment	**(Wells Rd to SR-224 (Kingsley Ave))**				**1.35**	**74%**			**1.85**	**54%**	

Year 2016											
US-17		**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Southbound		6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
McDuff Ave	SR-134 (Timiquana Rd)	5.30	Insufficient Data								
SR-134 (Timiquana Rd)	Collins Rd	3.52	Insufficient Data								
Collins Rd	Wells Rd	0.82	Insufficient Data								
Wells Rd	SR-224 (Kingsley Ave)	1.34	151.8	171.9	1.13	88%	133.90	195.85	1.46	68%	8pm - 6am All Days
SR-224 (Kingsley Ave)	CR-220	4.40	391.4	406.64	1.04	96%	403.20	460.10	1.14	88%	4pm - 8pm Weekday
US-17 Southbound Corridor					**1.06**	**94%**			**1.22**	**82%**	
US-17 Southbound Critical Segment	**(Wells Rd to SR-224 (Kingsley Ave))**				**1.13**	**88%**			**1.46**	**68%**	

US-90 Reliability Analysis Summary

Year 2018												
US-90 (Beach Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Mateo Ave	SR-109 (University Blvd)	2.11	252.35	283	1.12	89%	289.70	533.66	1.84	54%	4pm - 8pm Weekday	
SR-109 (University Blvd)	I-295	4.83	593.95	678.9	1.14	87%	534.65	949.38	1.78	56%	8pm - 6am All Days	
I-295	Hodges Blvd	3.74	396.8	440.84	1.11	90%	432.90	749.09	1.73	58%	4pm - 8pm Weekday	
Hodges Blvd	Penman Rd	3.22	356.15	374.82	1.05	95%	334.40	393.80	1.18	85%	6am - 8pm Weekend	
US-90 (Beach Blvd) Eastbound Corridor					**1.11**	**90%**			**1.64**	**61%**		
US-90 (Beach Blvd) Eastbound Critical Segment	**(SR-109 (University Blvd) to I-295)**				**1.14**	**87%**			**1.84**	**54%**		

Year 2017												
US-90 (Beach Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Mateo Ave	SR-109 (University Blvd)	2.11	272.1	291.88	1.07	93%	295.00	402.73	1.37	73%	4pm - 8pm Weekday	
SR-109 (University Blvd)	I-295	4.83	593.65	659.9	1.11	90%	499.70	778.15	1.56	64%	8pm - 6am All Days	
I-295	Hodges Blvd	3.74	401	440.02	1.10	91%	324.20	389.18	1.20	83%	8pm - 6am All Days	
Hodges Blvd	Penman Rd	3.22	360.5	382.24	1.06	94%	332.25	404.58	1.22	82%	6am - 8pm Weekend	
US-90 (Beach Blvd) Eastbound Corridor					**1.09**	**92%**			**1.35**	**74%**		
US-90 (Beach Blvd) Eastbound Critical Segment	**(SR-109 (University Blvd) to I-295)**				**1.11**	**90%**			**1.56**	**64%**		

Year 2016												
US-90 (Beach Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**					
Eastbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable	
San Mateo Ave	SR-109 (University Blvd)	2.11	263.8	276.62	1.05	95%	229.60	272.72	1.19	84%	6am - 10am Weekday	
SR-109 (University Blvd)	I-295	4.83	579.5	668.42	1.15	87%	499.10	705.84	1.41	71%	8pm - 6am All Days	
I-295	Hodges Blvd	3.74	Insufficient Data									
Hodges Blvd	Penman Rd	3.22	Insufficient Data									
US-90 (Beach Blvd) Eastbound Corridor					**1.12**	**89%**			**1.35**	**74%**		
US-90 (Beach Blvd) Eastbound Critical Segment	**(SR-109 (University Blvd) to I-295)**				**1.15**	**87%**			**1.41**	**71%**		

Year 2018												
US-90 (Beach Blvd)			**Level of Travel Time Reliability LOTTR**				**Truck Travel Time Reliability TTTR**					
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable					
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	352.35	406.64	1.15	87%	417.80	513.75	1.23	81%	4pm - 8pm Weekday
Hodges Blvd	I-295	3.74	400.85	447.46	1.12	90%	377.30	466.36	1.24	81%	6am - 10am Weekday
I-295	SR-109 (University Blvd)	4.83	554.6	659.24	1.19	84%	528.20	729.85	1.38	72%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	207.2	216.68	1.05	96%	206.20	226.05	1.10	91%	10am - 4pm Weekday
US-90 (Beach Blvd) Westbound Corridor					**1.14**	**88%**			**1.26**	**79%**	
US-90 (Beach Blvd) Westbound Critical Segment	**(I-295 to SR-109 (University Blvd))**				**1.19**	**84%**			**1.38**	**72%**	

Year 2017											
US-90 (Beach Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	359.7	413.02	1.15	87%	286.60	358.44	1.25	80%	6am - 10am Weekday
Hodges Blvd	I-295	3.74	420.1	457.2	1.09	92%	323.00	430.51	1.33	75%	6am - 8pm Weekend
I-295	SR-109 (University Blvd)	4.83	580.2	669.64	1.15	87%	513.40	742.64	1.45	69%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	204.3	212.7	1.04	96%	196.20	219.45	1.12	89%	8pm - 6am All Days
US-90 (Beach Blvd) Westbound Corridor					**1.12**	**89%**			**1.32**	**76%**	
US-90 (Beach Blvd) Westbound Critical Segment	**(I-295 to SR-109 (University Blvd))**				**1.15**	**87%**			**1.45**	**69%**	

Year 2016											
US-90 (Beach Blvd)			**Level of Travel Time Reliability**				**Truck Travel Time Reliability**				
Westbound			6am - 8pm Weekdays				Time Period Most Unreliable				
From	To	Length (miles)	Median Travel Time	80th Percentile Travel Time	Level of Travel Time Reliability Ratio	Level of Travel Time Reliability %	Median Travel Time	95th Percentile Travel Time	Truck Travel Time Reliability Ratio	Truck Travel Time Reliability %	Time Period Most Unreliable
Penman Rd	Hodges Blvd	3.22	Insufficient Data								
Hodges Blvd	I-295	3.74	Insufficient Data								
I-295	SR-109 (University Blvd)	4.83	591.65	625.22	1.06	95%	508.30	724.74	1.43	70%	8pm - 6am All Days
SR-109 (University Blvd)	San Mateo Ave	2.11	210.7	222.18	1.05	95%	195.10	225.40	1.16	87%	6am - 8pm Weekend
US-90 (Beach Blvd) Westbound Corridor					**1.06**	**95%**			**1.34**	**74%**	
US-90 (Beach Blvd) Westbound Critical Segment	**(I-295 to SR-109 (University Blvd))**				**1.06**	**95%**			**1.43**	**70%**	

APPENDIX D

TSM&O Performance Measures

Annual
Performance Measures Report
Includes All Responders

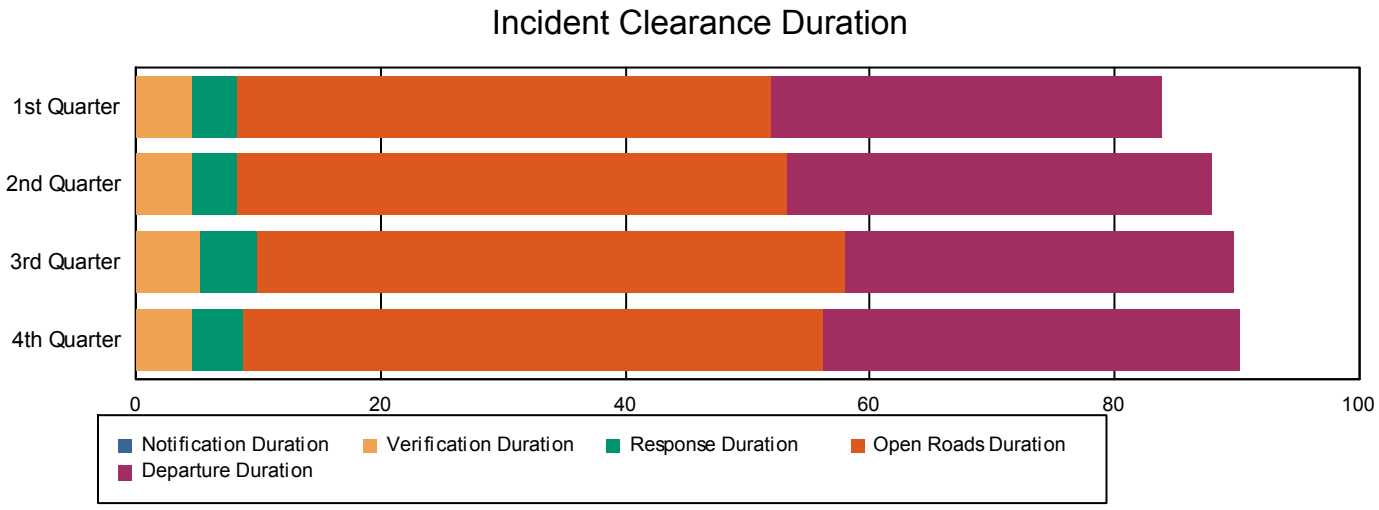
District 2
Reporting Period: January 1, 2017 to December 31, 2017

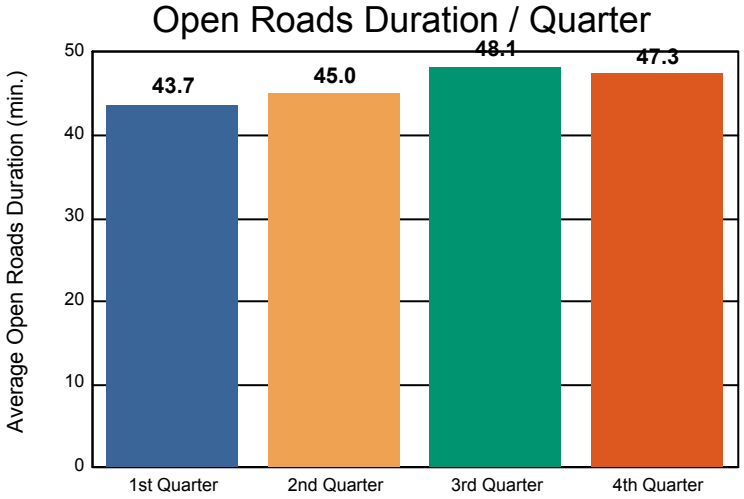
Created on: October 12, 2018 9:14 am County: All Counties **Report Template version 3.1**

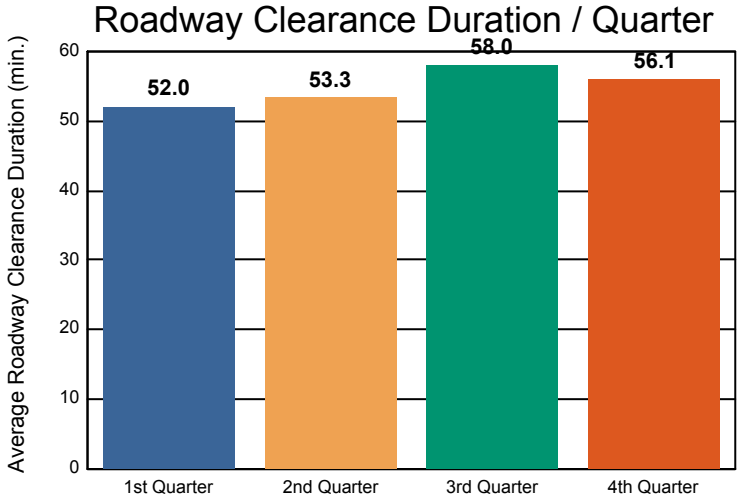
Performance Measures Summary

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Year
Events included in Performance Measures	889	967	999	1,010	3,865
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	4.5	4.6	5.2	4.6	4.7
Response Duration (min.)	3.8	3.7	4.7	4.2	4.1
Open Roads Duration (min.)	43.7	45.0	48.1	47.3	46.1
Departure Duration (min.)	31.8	34.6	31.7	34.2	33.1
Roadway Clearance Duration (min.)	**52.0**	**53.3**	**58.0**	**56.1**	**55.0**
Incident Clearance Duration (min.)	**83.8**	**87.9**	**89.7**	**90.3**	**88.1**

*FHP Data is not available for Notification Duration





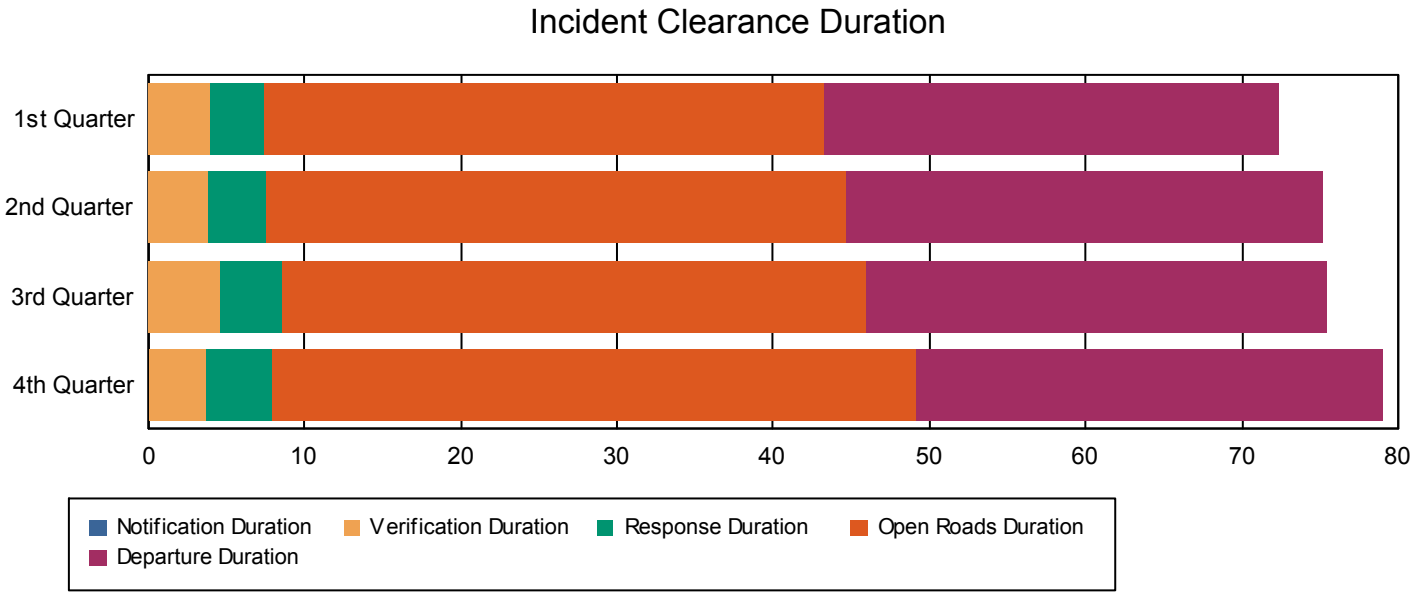


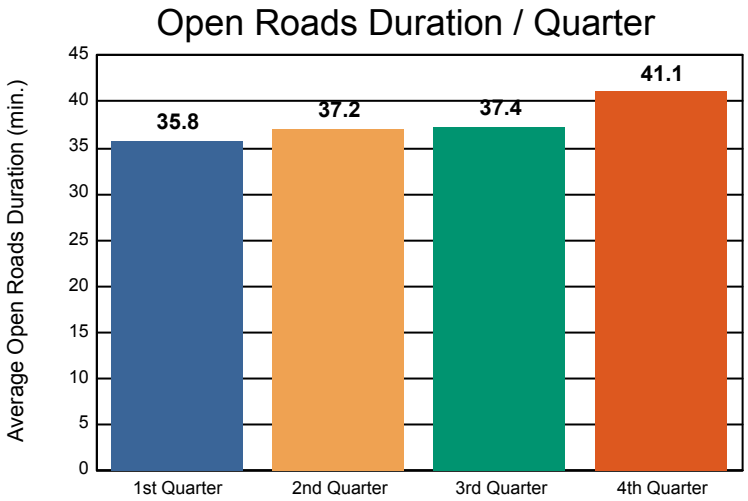
Performance Measures Summary

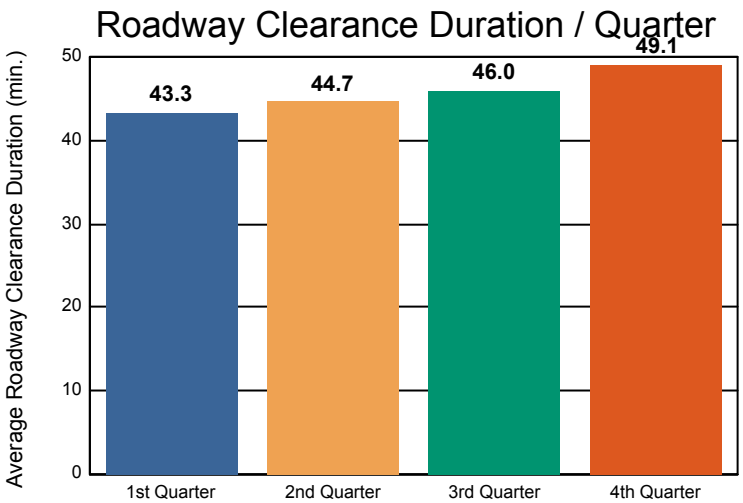
Incidents with Road Ranger Response

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Events included in Performance Measures	522	544	504	509	2,079
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	3.9	3.8	4.6	3.8	4.0
Response Duration (min.)	3.6	3.7	4.0	4.2	3.9
Open Roads Duration (min.)	35.8	37.2	37.4	41.1	37.9
Departure Duration (min.)	29.1	30.4	29.4	29.9	29.7
Roadway Clearance Duration (min.)	**43.3**	**44.7**	**46.0**	**49.1**	**45.7**
Incident Clearance Duration (min.)	**72.4**	**75.1**	**75.4**	**79.0**	**75.5**

*FHP Data is not available for Notification Duration





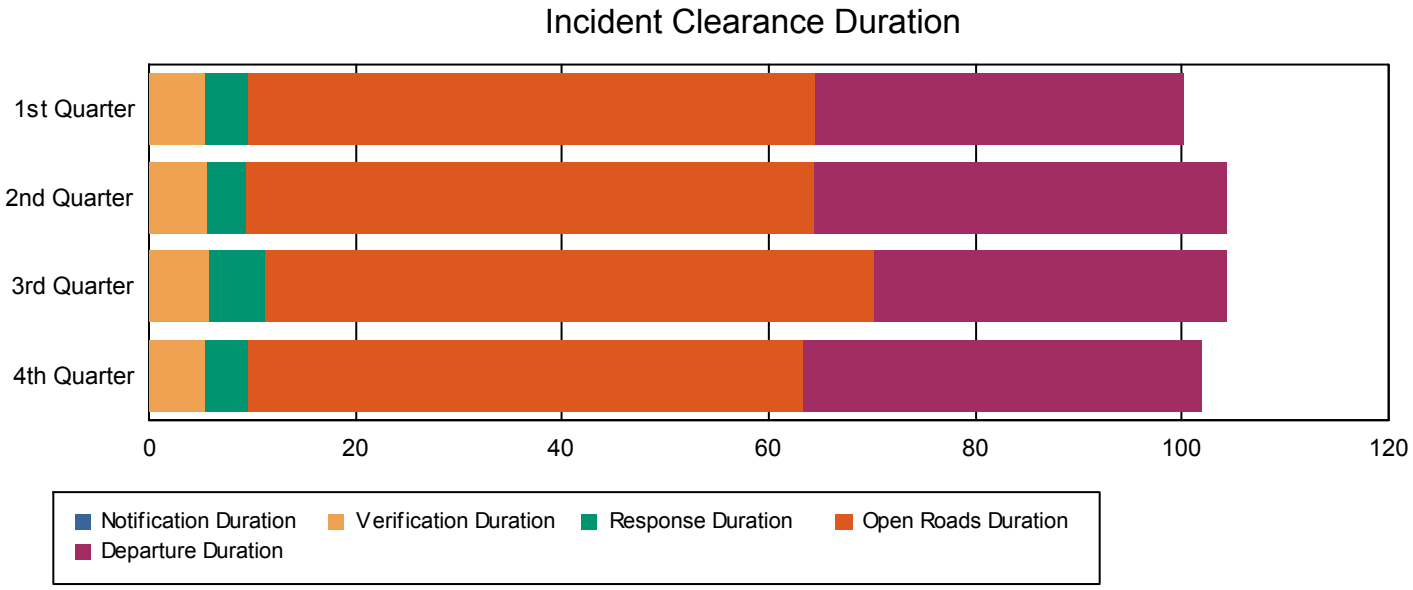


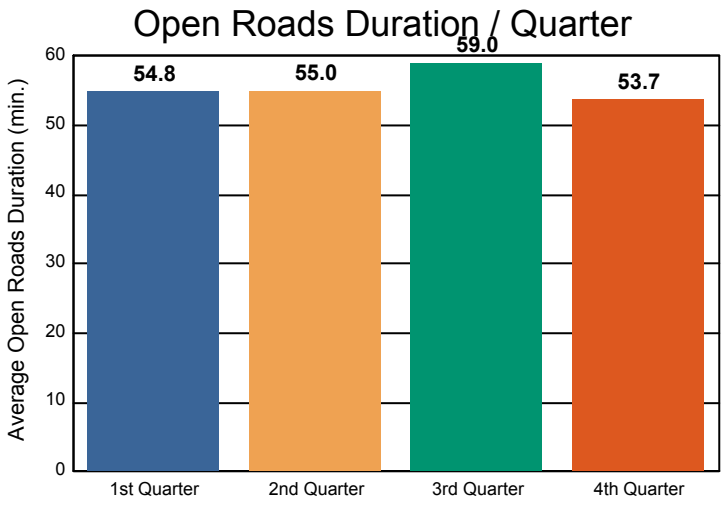
Performance Measures Summary

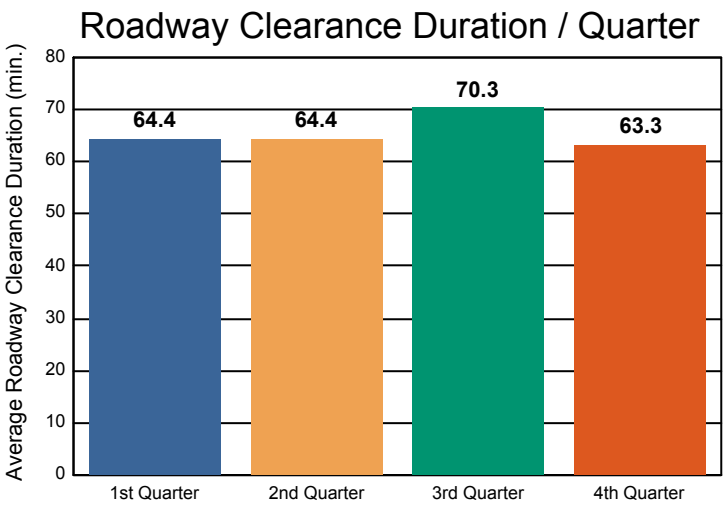
Incidents without Road Ranger Response

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Events included in Performance Measures	367	423	495	501	1,786
Notification Duration (min.)*	0.0	0.0	0.0	0.0	0.0
Verification Duration (min.)	5.5	5.7	5.8	5.5	5.6
Response Duration (min.)	4.2	3.7	5.5	4.1	4.4
Open Roads Duration (min.)	54.8	55.0	59.0	53.7	55.7
Departure Duration (min.)	35.7	40.0	34.1	38.6	37.1
Roadway Clearance Duration (min.)	**64.4**	**64.4**	**70.3**	**63.3**	**65.7**
Incident Clearance Duration (min.)	**100.1**	**104.4**	**104.3**	**101.8**	**102.8**

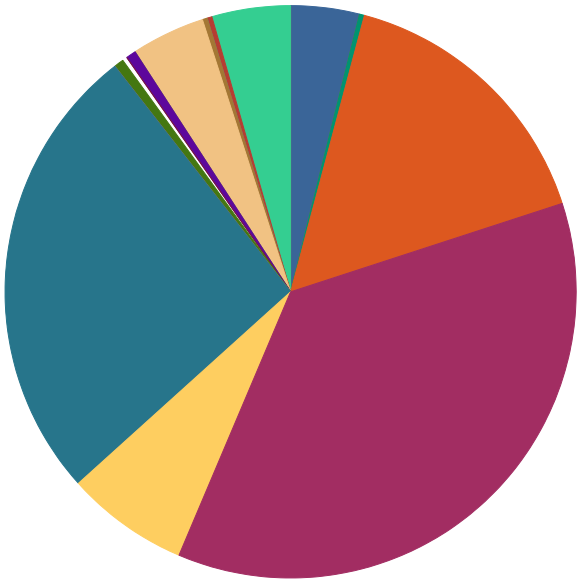
*FHP Data is not available for Notification Duration







Percentage of event types for all events in current year



Abandoned Vehicle	3.8%
Amber Alert	0.0%
Bridge Work	0.3%
Congestion	15.9%
Crash	36.5%
Debris on Roadway	6.8%
Disabled Vehicle	26.2%
Emergency Road Work	0.1%
Emergency Vehicles	0.5%
Flooding	0.1%
Other	0.6%
Pedestrian	0.0%
Police Activity	0.2%
PSA	0.0%
Scheduled Road Work	3.9%
Silver Alert	0.5%
Special Event	0.0%
Vehicle Fire	0.3%
Visibility	4.2%
Weather	0.1%
Total:	100.0%

Event Types for all Events	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Abandoned Vehicle	390	510	496	479	**1,875**
Amber Alert	2	3	2	0	**7**
Bridge Work	59	46	16	19	**140**
Congestion	1,986	2,085	1,915	1,956	**7,942**
Crash	4,381	4,544	4,576	4,705	**18,206**
Debris on Roadway	803	874	881	854	**3,412**
Disabled Vehicle	3,283	3,159	3,553	3,067	**13,062**
Emergency Road Work	6	18	24	26	**74**
Emergency Vehicles	37	69	60	62	**228**
Flooding	0	4	49	6	**59**
Other	77	88	64	53	**282**
Pedestrian	1	0	0	0	**1**
Police Activity	31	29	18	23	**101**
PSA	3	0	1	1	**5**
Scheduled Road Work	532	478	505	454	**1,969**
Silver Alert	54	60	70	60	**244**
Special Event	7	0	4	7	**18**
Vehicle Fire	35	26	38	37	**136**
Visibility	415	764	479	462	**2,120**
Weather	6	0	38	1	**45**

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Total
Total	**12,108**	**12,757**	**12,789**	**12,272**	**49,926**