



Southwest Area

TRANSPORTATION PLAN

South Lake Bradford

Corridor Plan

AUGUST 19, 2019

Table of Contents

Introduction and Project Background.....	3
Overall Project Goal.....	6
Project Considerations	7
Existing Land Use.....	10
Transportation and Land Use History	10
Existing Land Use	14
Future Land Use.....	16
Corridor Inventory.....	19
Existing Transportation Facilities.....	26
Roadway Network.....	26
Complete Streets	26
Driveways and Access Points.....	28
Traffic Analysis.....	30
Capacity Analysis.....	31
Crash Analysis Overview	36
Environmental Inventory	41
Social.....	41
Cultural.....	44
Natural.....	44
Future Projects.....	47
Capital Circle Southwest Widening (FDOT Project 219749-2)	47
Innovation Park of Tallahassee	47
Orange Avenue PD&E	48
Outreach Efforts	49
Overall Feedback.....	50
Transportation Alternatives Along South Lake Bradford Road.....	52
Pedestrian Facilities:.....	53
Bicycle Facilities.....	54
Motorists	55
Summary of Recommended Alternatives.....	56
Typical Section.....	56
Next Steps.....	58

Introduction and Project Background

South Lake Bradford Road, along with Orange Avenue, North Lake Bradford Road, and Springhill Road make up the transportation corridors for the Southwest Area Transportation Plan. The Southwest Area Transportation Plan is a joint project by the Capital Region Transportation Planning Agency (CRTPA) and Blueprint Intergovernmental Agency (Blueprint). The purpose of the Plan is to identify transportation



Figure 1. Existing South Lake Bradford Road

improvements for the Southwest Area Transportation corridors. The improvement opportunities identified include operational and multimodal improvements and future transportation enhancements.

The Southwest Area Transportation Plan is broken into two phases. Phase 1 focused on Orange Avenue to align with The Florida Department of Transportation (FDOT) Project Development and Environment (PD&E) study which began in late 2018. Phase 2 focused on North Lake Bradford Road, South Lake Bradford Road (shown in **Figure 1**), and Springhill Road, with both phases incorporated

into a final Southwest Area Transportation Plan. **Figure 2** shows the Southwest Area Transportation Plan corridors and the phased approach to public outreach conducted for the Plan.

This corridor plan considers the feasibility of alternatives along South Lake Bradford Road (**Figure 3**) in relation to environmental, cultural, historical, right-of-way, and contamination issues. Existing conditions along South Lake Bradford Road are outlined in this document for public consumption and technical guidance along with the data collection and analyses that took place. Public outreach efforts and recurring topics heard from participants during the multiple outreach efforts are also incorporated.

The information gathered and evaluated regarding South Lake Bradford Road is summarized in this corridor plan, which outlines the alternative transportation improvements. South Lake Bradford Road is one of three corridors identified within the Airport Gateway Project, which is a Blueprint Intergovernmental Agency project intended to create an urban gateway into Tallahassee from the Tallahassee International Airport. The alternatives for South Lake Bradford Road that are outlined in this document are intended to not only detail potential multi-modal improvements along the corridor, but also provide guidance for this upcoming Gateway project. South Lake Bradford Road is different than the other Airport Gateway Project corridors in that it has much lower traffic volumes and the land uses surrounding it are predominately residential. Additional planning and design of the Airport Gateway corridors will be done by Blueprint upon completion of this Southwest Area Transportation Plan.

Figure 2. Southwest Area Transportation Plan Corridors and Phases

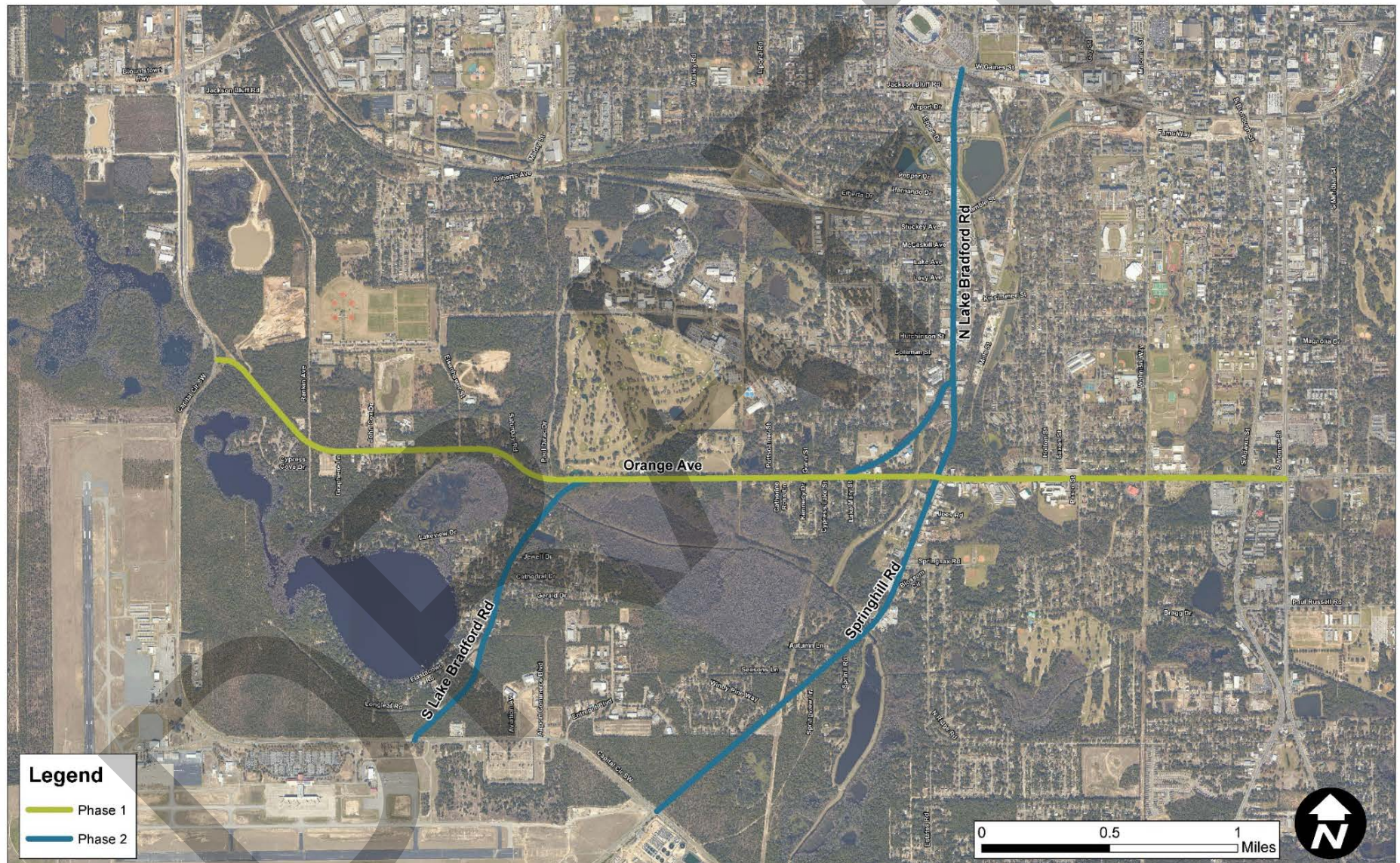


Figure 3. South Lake Bradford Road



Overall Project Goal

The objective for the Southwest Area Transportation Plan is to create a vision for the area that is consistent with the 2040 Regional Mobility Plan, FDOT plans, Blueprint 2020 sales tax extension projects, and the Tallahassee-Leon County Comprehensive Plan. This Corridor Plan also reflects input from local land owners, residents, business owners, and public officials regarding the guiding elements for future development of the transportation network in the area. Transportation is a fundamental part of daily life. It affects everyone in many ways and plays a critical role in shaping a region's physical and social infrastructure. Reliable access to efficient and safe modes of transportation is critical in the development of livable communities and goes a long way toward improving the region's economic equity, environmental footprint, and overall quality of life. Below is an outline of the Goals and Objectives of this plan. All ten planning factors as described in §450.306(b) are addressed in the Goals and Objectives of this plan.

Goals and Objectives

1. Balanced Transportation System and Safety.
 - 1.1 Incorporate ITS and technology throughout the study area to improve safety for all user types.
 - 1.2 Allow for a balanced transportation system that includes all appropriate modes for the corridors within the study area.
 - 1.3 Provide project recommendations that support emergency response and disaster preparedness.
2. Compatibility with Local Planning Efforts.
 - 2.1 Develop corridor recommendations that consider existing and future land use maps.
 - 2.2 Promote consistency with the Comprehensive Plan, 2040 Regional Mobility Plan, neighborhood/sector plans, and Blueprint projects.
 - 2.3 Create corridor recommendations that coincide with, or improve upon, ongoing and future transportation projects in the area.
 - 2.4 Recommend projects consistent with the Congestion Management Plan.
3. Increased Multi-modal Connectivity to Support Current and Future Development.
 - 3.1 Identify potential improvements to transit service and related amenities.
 - 3.2 Improve the pedestrian and bicycle network through the addition of new facilities and improvements to existing facilities.
 - 3.3 Improve roadway design to improve safety and mobility for all modal users along study corridors.
 - 3.4 Identify potential Complete Streets applications that focus on all transportation types.

4. Improved Community Cohesion and Connectivity.
 - 4.1 Engage the community in the planning process through public and stakeholder involvement efforts.
 - 4.2 Improve access to and between existing community assets such as churches, schools, parks, community centers, neighborhoods, and Tallahassee International Airport.
 - 4.3 Increase the effectiveness and safety of all modal connections between community assets and neighborhoods.
 - 4.4 Implement appropriate bicycle and pedestrian signage and crossings in areas with schools and other high pedestrian areas.
5. Improved Economic Opportunities.
 - 5.1 Apply access management techniques to the corridor to maximize safe travel to and from local businesses.
 - 5.2 Develop corridor enhancements that improve multi-modal access to community assets.
 - 5.3 Develop corridor recommendations that encourage context-sensitive development in the Southwest Area.
 - 5.4 Continue to allow for efficient freight movement on existing freight corridors.

Project Considerations

The Blueprint Intergovernmental Agency approved an Airport Gateway Project amendment in March 2018 to allocate funding to the following corridors for improvements related to transportation, sense of place, and safety:

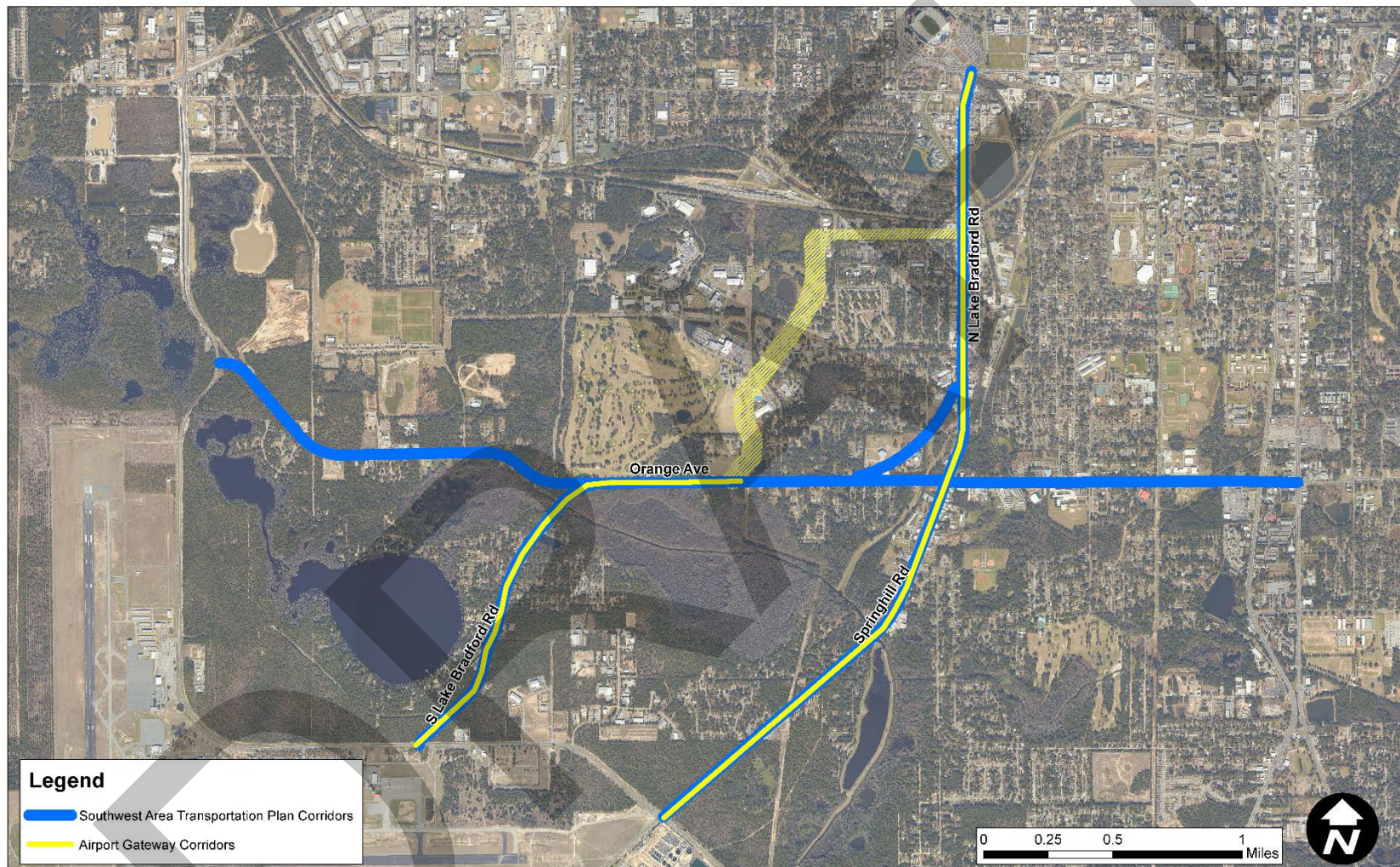
- South Lake Bradford Road
 - Capital Circle Southwest to Orange Avenue
- North Lake Bradford Road
 - Orange Avenue to Gaines Street
- Orange Avenue¹
 - South Lake Bradford Road to new gateway road alignment
- Springhill Road
 - Capital Circle Southwest to Orange Avenue
- New corridor connecting Orange Avenue to North Lake Bradford Road (*not a part of the Southwest Area Transportation Plan*)

¹ For the Orange Avenue Corridor Plan, the section between South Lake Bradford Road and the proposed new north/south corridor should consider opportunities related to a possible new intersection and upgraded multi-modal facilities through the Airport Gateway project.

- Orange Avenue to North Lake Bradford Road; accessing North Lake Bradford Road via Stucky Avenue

Figure 4 illustrates the location of the corridors that are included in the Airport Gateway. After the Southwest Area Transportation Plan is completed, Blueprint will take the recommendations and move forward to additional environmental, planning, and design phases.

Figure 4. Airport Gateway Corridors



Existing Land Use

Transportation and Land Use History

The area south of Tallahassee's downtown/urban core has been the focal point of several improvement efforts over the last decades. Growth in Tallahassee has historically occurred away from the southern area.

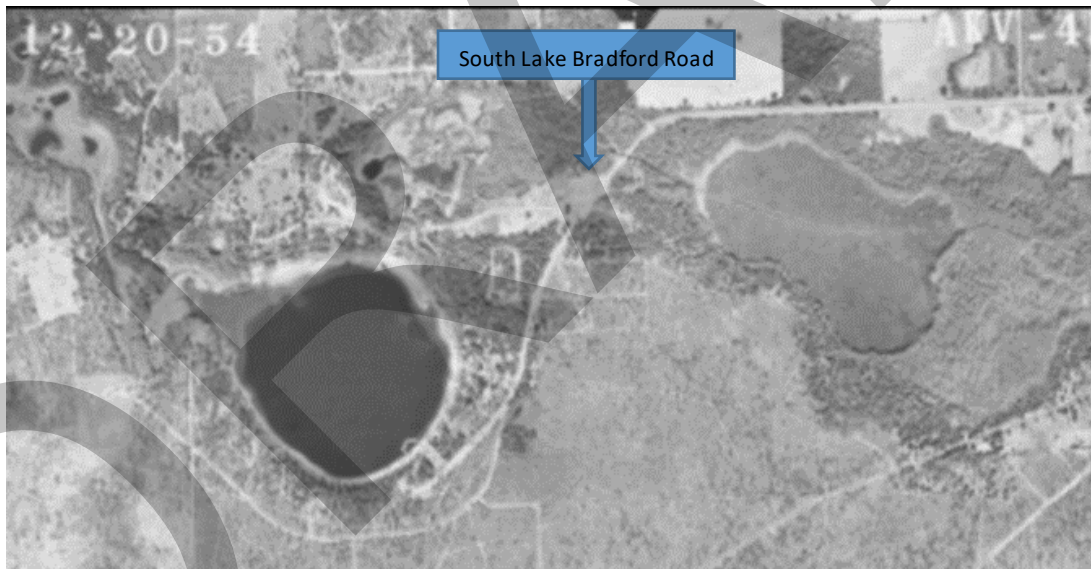
Figure 5 shows this southern area, which encompassed Orange Avenue as the main east-west transportation artery, was rural, with little to no development.

In 1954, South Lake Bradford Road was extended and connected to Longleaf Road, shown in **Figure 6**

Figure 5. 1937 Aerial Photo



Figure 6. 1949 Aerial Photo



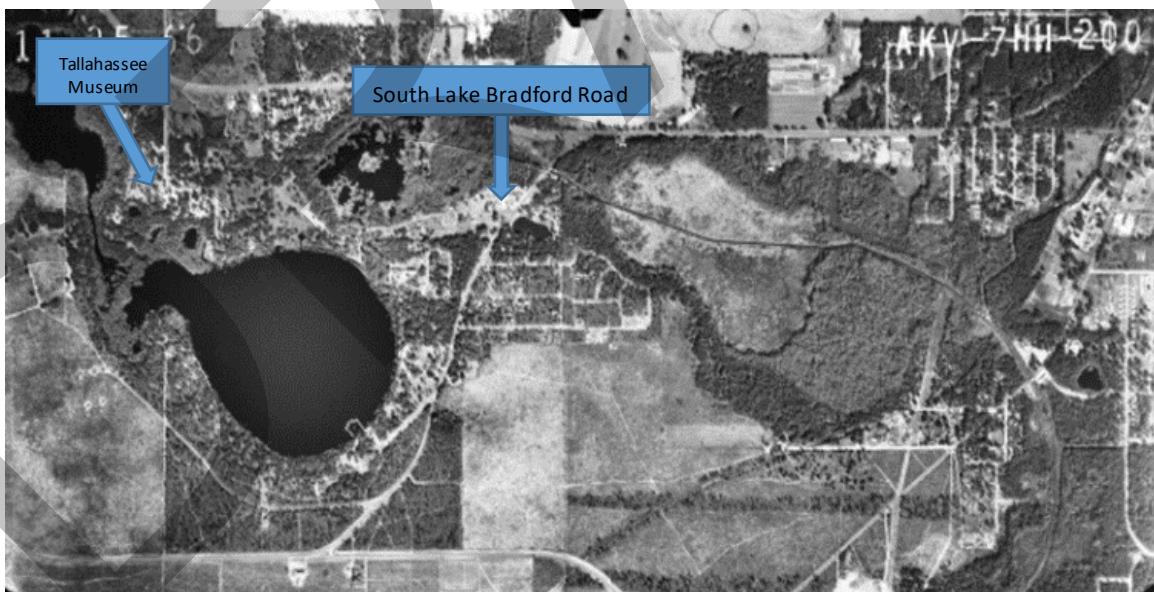
As the southside area continued to slowly develop, in 1960, South Lake Bradford Road was extended and connected to what would later be called Capital Circle Southwest as shown in **Figure 7**.

Figure 7. 1960 Aerial Photo



By 1966, residential areas were under development along South Lake Bradford Road. A trail was added to the south end of South Lake Bradford Road connecting South Lake Bradford Road to Springhill Road at some point between the aerials taken in 1949 and 1960. The roadway serves as a main route for the Tallahassee Museum which was constructed in 1962, as shown in **Figure 8**

Figure 8. 1966 Aerial Photo



Currently, South Lake Bradford Road is developed with single family residences and churches, while providing access to several small neighborhoods. The roadway serves as the only route to the Florida State University Reservation, as well as an alternate access to the Tallahassee Museum.

Although the southern area has experienced development, the economic development and growth, as well as the demographics within the area have not kept up pace with the remainder of Tallahassee and Leon County, as referenced by **Table 1**. According to the American Community Survey of the US Census (2017), the one census tract that touches South Lake Bradford Road shows a population of 46.9% White and 49.4% African American. The median household income of \$20,809 is lower than the median income of Tallahassee, which is \$42,418. The percentage of residents living below the poverty line at 35.5% is higher than the overall Tallahassee area with 27%. **Table 1** below displays the demographic statistics for the tract along South Lake Bradford Road, as well as the Tallahassee.

Table 1. Demographic Statistics of South Lake Bradford Road Compared to Tallahassee

Demographic Statistics		
	South Lake Bradford Road	Tallahassee
Median Household Income	\$20,809	\$42,418
African American Population	49.4%	35.2%
Residents Below Poverty Line	35.5%	27.1%

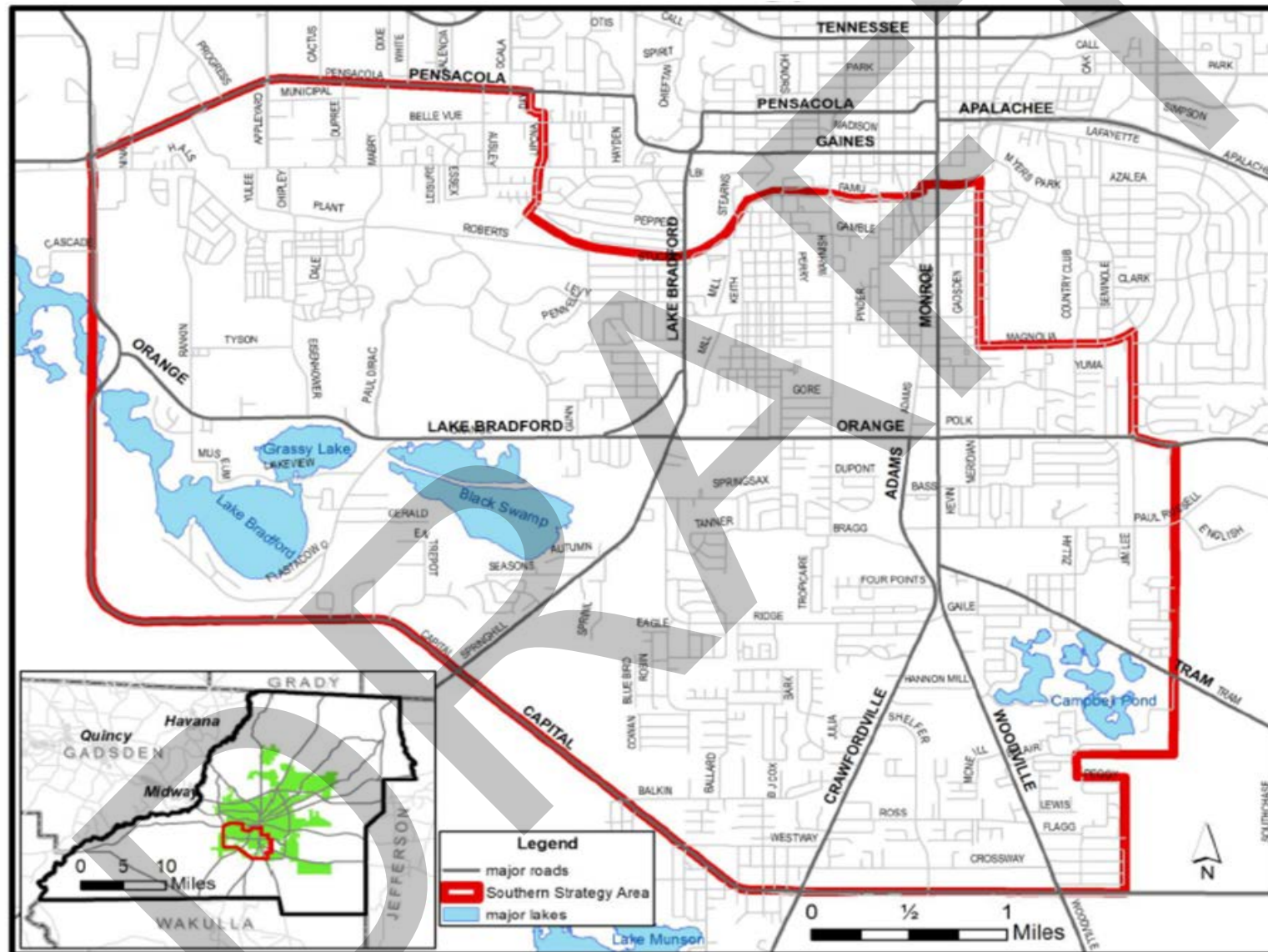
In recognition of the relative lack of economic development, growth and opportunities within the area, the City of Tallahassee and Leon County Comprehensive Plan incorporated a targeted effort known as the Southern Strategy in 1998. This Southern Strategy Area (SSA) included the area shown below in **Figure 9**.

The primary goals for the SSA included the promotion of quality land development with an increase in population, the incentivization and retention of businesses and employment opportunities, and the promotion of mixed-income housing within the area to encourage population growth. There have been several additional efforts subsequent to the designation of the SSA focused on growth and development through land use and transportation strategies. The efforts that impact Orange Avenue have included:

- Five-Year Economic and Development Strategy (2004, Angelou Economics)
- Lake Bradford Sector Study (2005, Tallahassee-Leon County Planning Department)
- Retaining and Expanding Businesses of Tallahassee's Southside (2006, Florida State University)
- Multimodal Transportation District (2009, Tallahassee-Leon County Planning Department)
- South City Report (2015, Urban Land Institute)
- Southern Strategy Area Comprehensive Report (2016, Tallahassee-Leon County Planning Department)

Each of these efforts have identified or encapsulated a variety of strategies to promote sustainable economic development and quality growth through the coordination of transportation and land use.

Figure 9. Tallahassee-Leon County Planning Department Southern Strategy Area



Existing Land Use

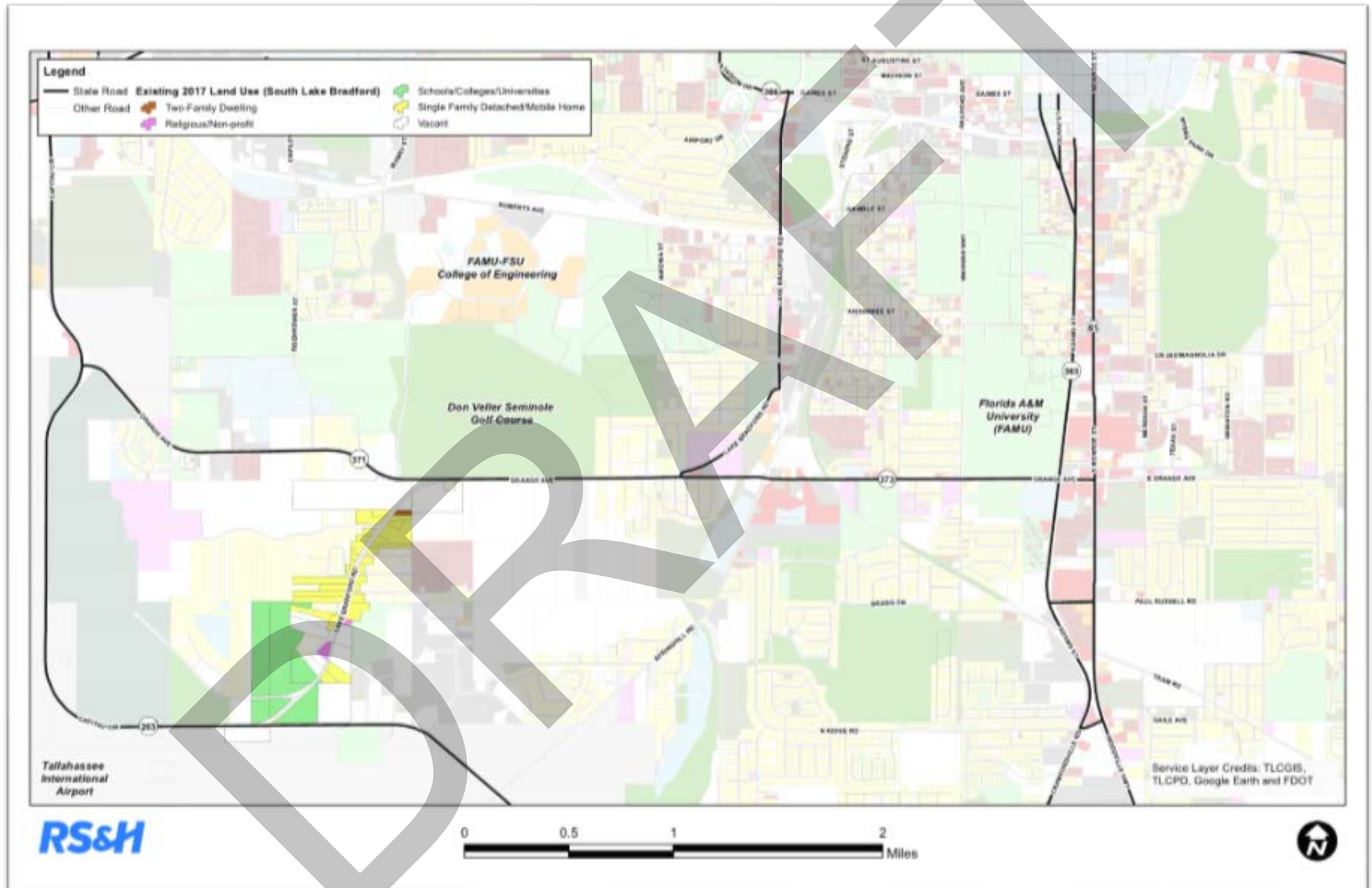
To understand the existing land use within the study area, a review of the parcels adjacent to each of the major facilities was conducted, with a focus on South Lake Bradford Road for this effort. The parcels are shown in the existing land use map found on the following page. The majority of land use in number of properties along South Lake Bradford Road is Single Family Detached/Mobile Home with 66% of the parcels in this category, which encompass over 51 acres. The next highest category of use in number of properties along South Lake Bradford Road is Vacant properties with slightly over 21%, although these properties are the highest in acreage at over 89 acres. Schools/Colleges/Universities and Religious/Non-profit make up approximately 11% of the land uses and Two-Family Dwelling is approximately 2%.

Table 2 provides a summary of existing land uses along South Lake Bradford Road and **Figure 10** shows the locations of these land uses.

Table 2. Existing Land Use Summary

Land Use	# of Parcels	Percent of Total	Total Acreage
Single Family Detached/Mobile Home	31	66.0%	51.6
Vacant	10	21.3%	89.6
Schools/Colleges/Universities	3	6.4%	67.9
Religious/Non-profit	2	4.3%	2.0
Two-Family Dwelling	1	2.1%	1.0
Grand Total	47	100.0%	212.0

Figure 10. Existing Land Use



Future Land Use

Future land use must conform to the goals and vision of the Tallahassee-Leon County Comprehensive Plan, which is articulated below:

“The Comprehensive Plan shall protect and enhance the quality of life in this community by providing economically sound educational, employment, cultural, recreational, commercial, industrial and professional opportunities to its citizens while channeling inevitable growth into locations and activities that protect the natural and aesthetic environments and residential neighborhoods.”

The Land Use Element of the Comprehensive Plan provides the framework for growth and development within Tallahassee and Leon County. This element provides the connection between the community’s overall vision and priorities with the land use and development patterns. The current Land Use Element, which was adopted in 1991 and only incrementally revised since that adoption, is being updated with a target completion date in 2019. The draft goals that have been identified are applicable to the study area as part of the larger community, however, no specific goals have been identified that are applicable only to the study area and South Lake Bradford Road. In addition, the proposed 2019 amendments to the Comprehensive Plan are not within the study area.

According to the Major Ongoing and Proposed Development Report for Tallahassee and Leon County, there is no significant development scheduled within the study area as of this report. The criteria for this designation is defined as 20+ residential units and/or 10,000+ square feet of non-residential construction.

The future land use categories found along South Lake Bradford Road are shown in **Figure 11** and are described below in the Land Use Element of the Comprehensive Plan:

- **Residential Preservation**

The primary function of this future land use category is to protect existing stable and viable residential areas from incompatible land use intensities and density intrusions. This future land use category allows for single family, townhouse, and cluster housing development within a range up to six dwelling units per acre. Consistency with surrounding residential type and density shall be a major determinant in granting development approval. New and infill development shall be consistent with the existing residential type and density. Commercial, including office as well as any industrial land uses, are prohibited.

- **Suburban**

This land use category is intended to create an environment for economic investment or reinvestment through the mutually advantageous placement of employment and shopping opportunities with convenient access to low to medium density residential land uses. The category predominantly consists of single-use projects that are interconnected whenever feasible. Mixed-use projects and the principles of traditional neighborhood developments are encouraged, though not required. A mix of residential types is permitted. The density range is up to a maximum of 20 dwelling units per acre. Other permitted uses include commercial, office, community services, passive and active recreation, light industrial and light infrastructure. Business activities are not intended to be limited to serve area residents; and as a result, may attract shoppers from throughout larger portions of the community.

- **Urban Residential 2**

The primary function of the Urban Residential land use category is to promote a range of residential densities (4-20 dwelling units per acre) thereby promoting infill development, reducing urban sprawl, and maximizing the efficiency of infrastructure. The category allows townhouses, single family detached homes, two-family homes, and apartments, as well as open space/recreation and community facilities related to residential use. The category is not intended to be applied within the interior of an existing neighborhood.

- **Recreation/Open Space**

This category includes those lands owned by a government which incorporate active and/or passive recreational facilities, historic sites, forests, cemeteries, or wildlife management areas. This category can also include privately owned lands with cemeteries, golf courses or wildlife management areas. The category allows for passive recreation and silviculture. If the property is located within the urban service area or in a rural community, active recreation facilities are allowed.

- **Government Operational**

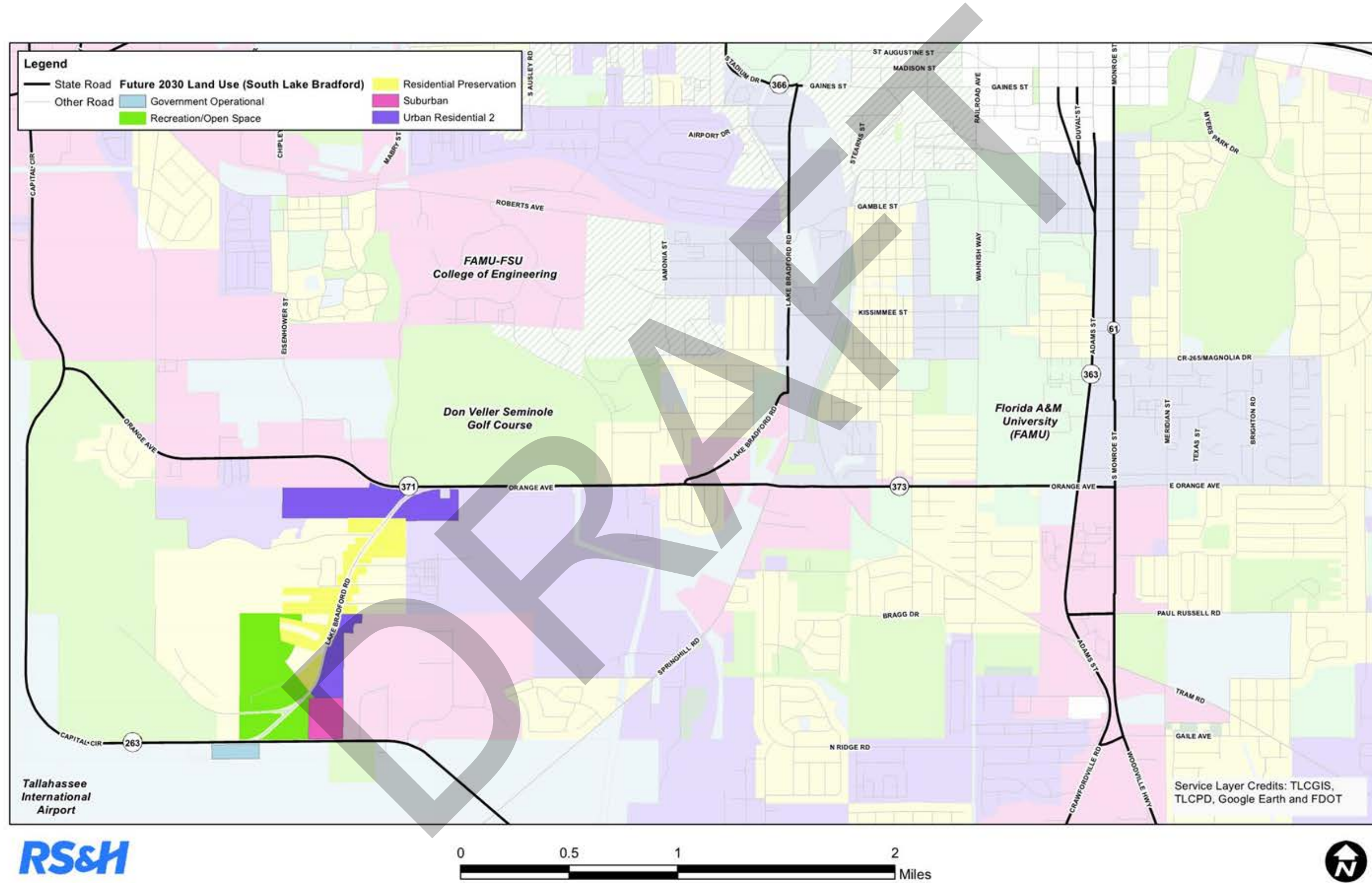
The primary function of this future land use category is to provide for the operation of and provision of services on property owned or operated by local, state, and federal government. Allowed uses include community services, heavy infrastructure, and post-secondary uses, including police and fire stations, electric generating facilities, postal facilities, and government offices.

The largest categories for the future land uses of the vacant parcels along South Lake Bradford Road are Residential Preservation and Urban Residential 2. **Table 3** below displays the 10 total vacant parcels and how they are identified on the future land use map.

Table 3. Vacant Parcels and Future Land Use Map Identification

South Lake Bradford Road	Count
Urban Residential 2	4
Residential Preservation	4
Government Operational	1
Suburban	1
Total	10

Figure 11. 2030 Future Land Use



The existing zoning and development codes, when combined with the future land use designations, are important in understanding the development/redevelopment efforts. **Table 4** below depicts the primary existing land uses along South Lake Bradford Road and the future land use designations found along the roadway. The existing land use information is found in the 2017 Future Land Use update and the future land use has the horizon year of 2030. As noted previously, the Comprehensive Plan is currently being updated with an anticipated completion date in 2019.

Table 4. Primary Existing Land Uses Along Orange Avenue

South Lake Bradford Road Existing and Future Land Use	
Existing Land Use	Future Land Use
Single Family Detached/Mobile Home	Urban Residential 2
Vacant	Residential Preservation
Schools/Colleges/Universities	Recreation/Open Space
Religious/Non-profit	Suburban
Two Family Dwelling	Government Operational

Development Potential

The major existing land use along South Lake Bradford Road is Single Family Detached/Mobile Home and Vacant parcels, however there are other uses identified as shown in the table above and on the Existing Land Use map. When cross-referencing the existing land use with the future land use designations, parcels along South Lake Bradford Road are included in future land use designations that incorporate a focus on the preservation of existing stable residential areas.

The Suburban designation is designed to create an environment encouraging economic investment and reinvestment, including shopping and employments with good residential access. Mixed use developments are encouraged within the suburban designation, and a mix of residential types is allowed. Other permitted uses include commercial, office and light industrial. Through this type of investment, the intent is to attract employees and shoppers from throughout the greater community.

The Urban Residential 2 designation includes a range of residential densities designed to promote infill development while avoiding sprawl. A mix of residential uses and commercial/retail facilities to serve the residential uses are encouraged.

The Residential Preservation designation is intended to preserve existing, stable residential areas. A range of residential densities is allowable, with up to six dwelling units per acre. The designation includes a requirement on new or redevelopment being consistent and compatible with existing development.

Corridor Inventory

Structures Inventory

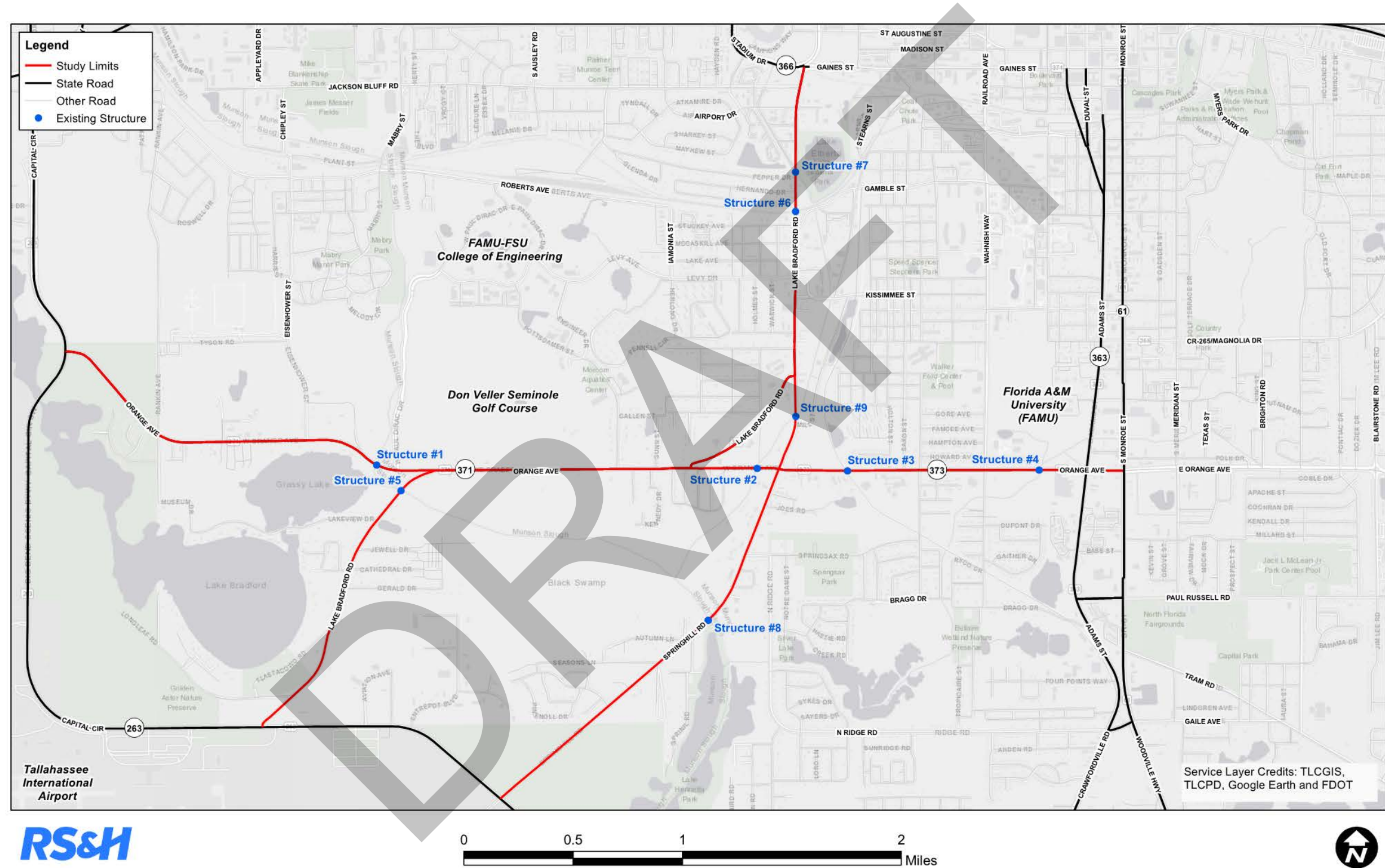
Bridges are regularly inspected by the Florida Department of Transportation to determine their structural and operational integrity. If a bridge is deemed structurally deficient, the bridge should be

repaired or replaced within the next six years. A bridge that is functionally obsolete indicates that the configuration of the bridge does not meet current roadway design conditions. The sufficiency rating considers a variety of factors and are part of the formula used by the Federal Highway Administration to determine funding allocations for bridges. Sufficiency ratings are on a scale from one to 100, with 100 considered to be a fully sufficient bridge, usually new. The sufficiency ratings shown for the bridges along South Lake Bradford Road were found in the 2019 FDOT 2nd quarter bridge report.

Figure 12 provides an overview of individual structures within the Southwest area project corridors.

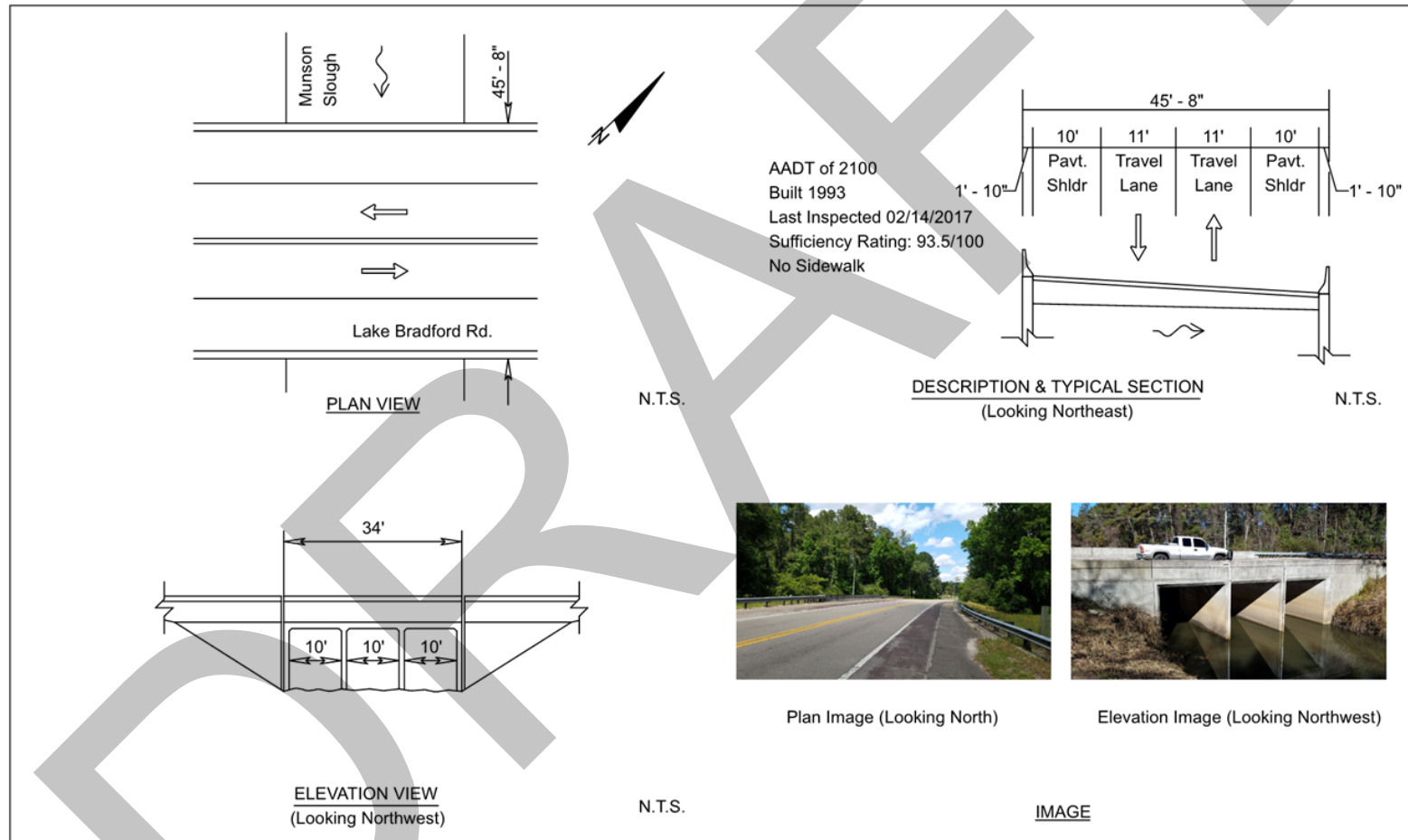
Figure 13 reflects a structures inventory performed within the project limits. Projections in plan, elevation, and section view are accompanied by pictures taken during various site visits. Structure number five is located along South Lake Bradford Road. This bridge is not rated as functionally obsolete or structurally deficient.

Figure 12. Structure Locations



Structure 5 is located on South Lake Bradford Road, approximately 800 feet south of Orange Avenue. The bridge spans Munson Slough and was built in 1993, while last inspected on February 14th, 2019. The bridge has a sufficiency rating of 93.5.

Figure 13. Structures Inventory—Structure #5



Utilities

Table 5 shows a summary of the companies identified as having utilities present within the right of way of South Lake Bradford Road, although the exact location of each of the utilities was not determined.

Table 5. Utilities

Owner	Point of Contact	Phone
Centurylink	Bill McCloud	(850) 599-1444
Dial Communications	Nelson Sweeney	(850) 877-3282
Level 3 Communications	Network Relations	(877) 366-8344 [Ext. 2]
Comcast Cablevision	Wade Matthews	(352) 516-3824
City of Tallahassee Operations	Wayne Bryan	(850) 891-2080
City of Tallahassee Utility Services	William Tolar	(850) 556-5873

Lighting

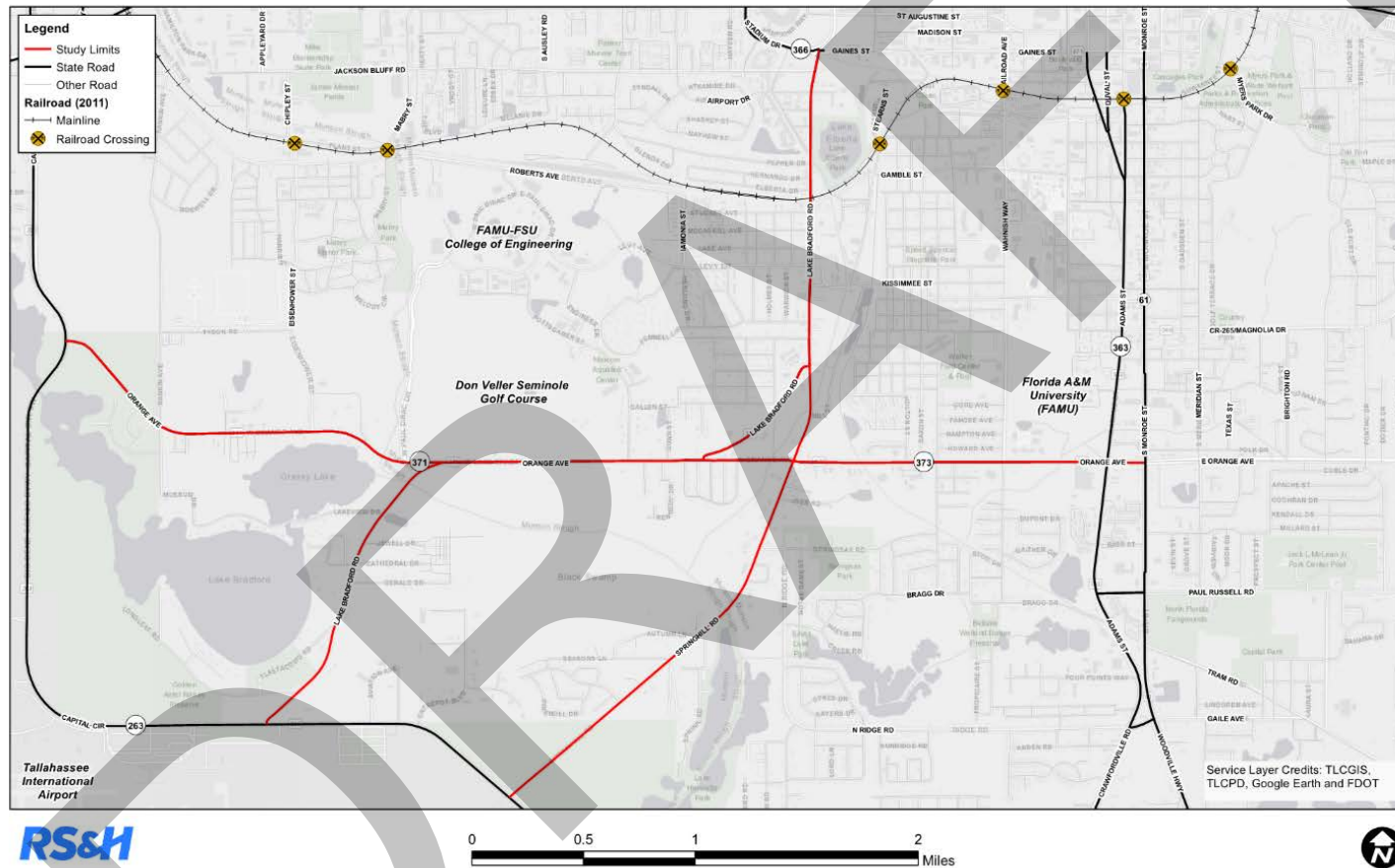
Figure 14 illustrates the results of a lighting inventory conducted within the Southwest Area Transportation Plan corridors. A total of 204 existing light poles were located on all facilities, with 5 luminaire observed to be out of service during site visits. Lighting is not currently provided along the entirety of South Lake Bradford Road.



Rail

As shown in **Figure 15**, there is one existing rail line within proximity to South Lake Bradford Road. The CSX line runs basically parallel to Orange Avenue to the north and crosses North Lake Bradford Road approximately one-quarter of a mile south of Stadium Drive.

Figure 15. Railroad Information



Existing Transportation Facilities

Roadway Network

The South Lake Bradford Road section of the Southwest Transportation Plan study area spans from Capital Circle Southwest to Orange Avenue. South Lake Bradford Road is classified as a 1.3-mile urban major collector roadway traveling north-south between Capital Circle Southwest and Orange Avenue. The roadway features of the South Lake Bradford Corridor are summarized below:

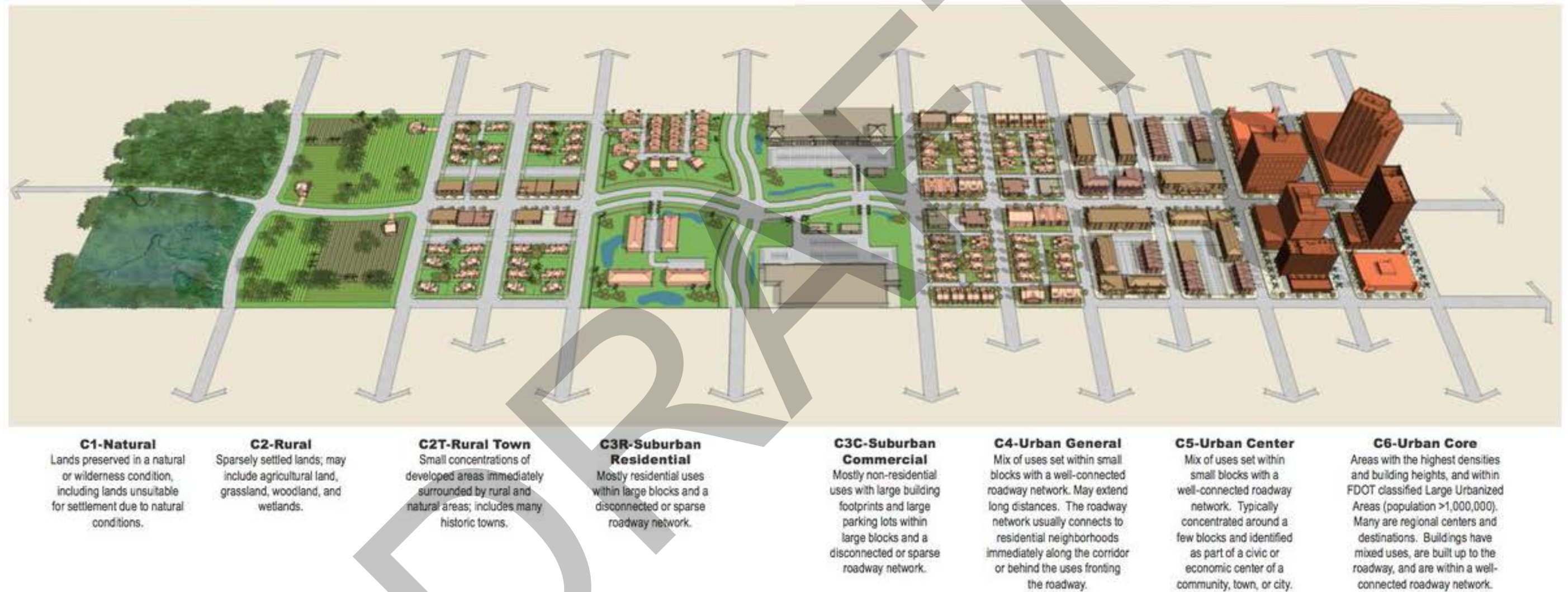
- Capital Circle Southwest to Orange Avenue
 - Two-lane undivided facility
 - 12-foot lanes
 - Right-of-way along this section varies from 70 to 120 feet.

There are no existing signalized intersections along South Lake Bradford Road.

Complete Streets

The Florida Department of Transportation developed a Complete Streets policy in 2014 which promotes context sensitive transportation projects. Complete Streets focus on planning, designing, constructing, and reconstructing streets to take into consideration the surrounding local land uses and user types. Context classifications are the broad characteristics often found in our built environment which directs the types of transportation facilities that should be present. Because Orange Avenue and North Lake Bradford Road are FDOT roads, they will incorporate complete streets and context classifications into future designs. Both of these corridors are located within close proximity to or intersect with South Lake Bradford Road, and in order to maintain consistency, complete street principles should be considered by Blueprint in the future designs of South Lake Bradford Road in determining the most suitable transportation alternatives. These principles include maintaining safety, mobility, and serving the needs of transportation system user of all ages and abilities including cyclists, freight handlers, motorists, pedestrians, and transit riders (FDOT Complete Streets Implementation Plan, 2015). FDOT's classifications are shown in **Figure 16**.

Figure 16. FDOT Context Classifications from FDOT Design Manual



Driveways and Access Points

The number of access points along a facility is a key element in both safety and operational efficiency, as well as a major component of the coordination between transportation and land use. South Lake Bradford Road has a total of 24 driveway access points with a density of 19 access per mile. Driveway materials vary throughout the project and have been inventoried and noted in **Table 6**.

Table 6. Driveway Access Points and Driveway Material

	Concrete	Asphalt	Unpaved	Total	Density (Access/Mile)
Orange Avenue	47	57	4	108	
Springhill Road	19	24	20	63	29
North Lake Bradford Road	74	26	4	104	59
South Lake Bradford Road	5	8	11	24	19

FDOT access classification guidelines provided in FDOT Design 14-96 shows that for both restrictive and non-restrictive medians (roadway class 5 and 6), with the posted speed limits of 45 mph or less the connection spacings on one side of the roadway should be a minimum distance of 245 feet. To compare the access density along the corridors the 245 feet minimum was converted to 44 access points/mile (considering both sides of the roadway). South Lake Bradford Road access density is 19 access points per mile, which is well below FDOT standards.

Figure 17 is a graphical representation of the data described in **Table 6** and the spatial distribution of parcels with driveway access; there are parcels that have multiple access points.

Traffic Analysis

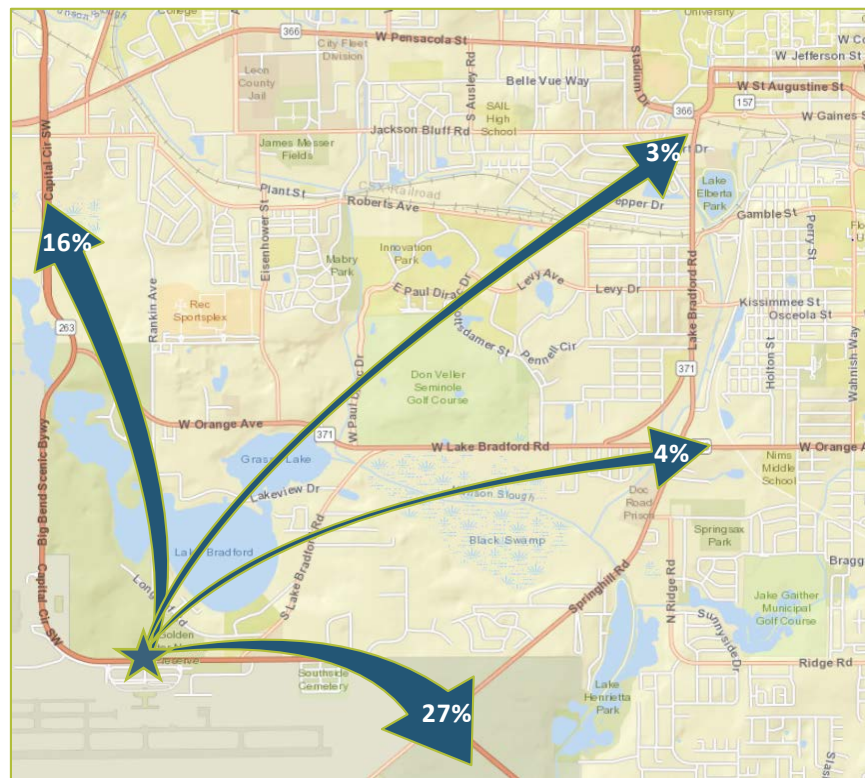
Traffic data was collected and analyzed throughout the Southwest Area Transportation Plan study area. The following sections describe the existing traffic trends along with the existing and future traffic operational and segment analyses focusing on South Lake Bradford Road.

Existing Traffic Trends Analysis

Origin-destination (O-D) data was collected from 11/2/2017 to 11/14/2017. The technology used to collect the O-D data is Bluetooth. The Bluetooth data was collected anonymously by device media access control (MAC) addresses as they passed into or through the signal range of Bluetooth collection units placed strategically in and around the southwest area of Tallahassee. Records are not otherwise associated with the owner of the vehicle or device detected by the collection units. Data was collected specifically for analyses of travel patterns in the area. The data identifies trends and travel patterns rather than a quantifiable volume of trips.

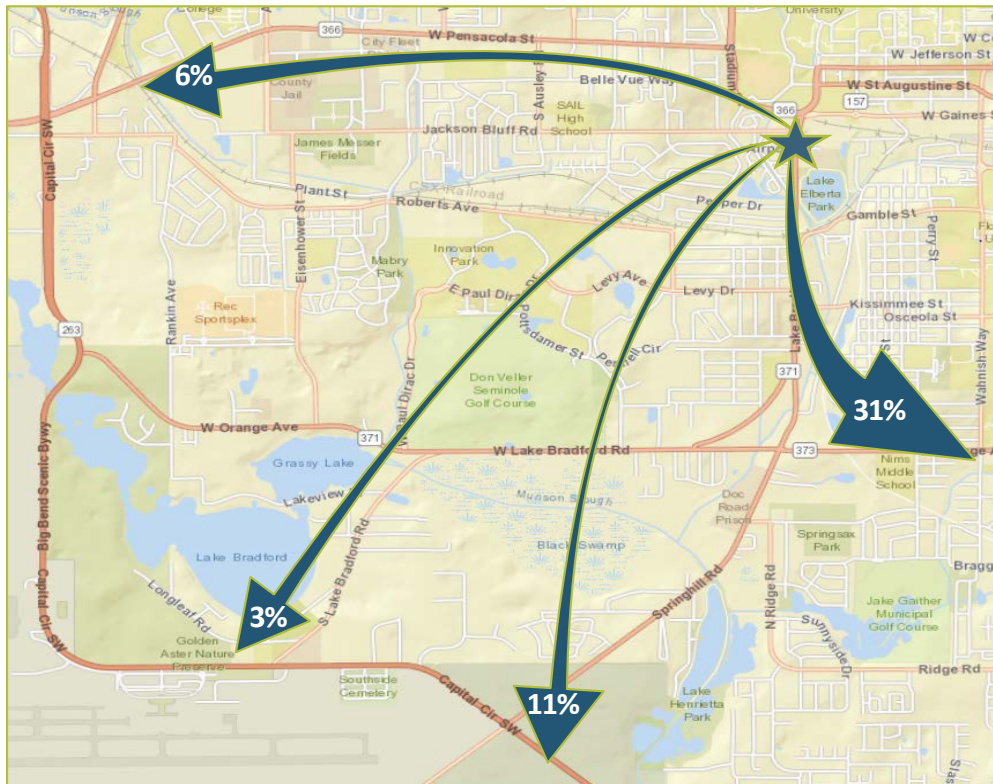
The overall traffic patterns of trips originating in the south end of the study area at the airport are shown in **Figure 18**. Traffic trends indicate that 25% of the trips that reach the northern point of North Lake Bradford Road use South Lake Bradford Road and 75% use Springhill Road.

Figure 18. Traffic Patterns Originating from South of Corridor



The percentage of traffic that originates at the northern portion of North Lake Bradford Road primarily utilizes two separate routes to reach the airport (shown as 3% on the **Figure 19**). Fifty percent (50%) of the trips travel south on Springhill Road to Capital Circle Southwest and 50% use South Lake Bradford Road.

Figure 19. Traffic Patterns Originating from North of Corridor



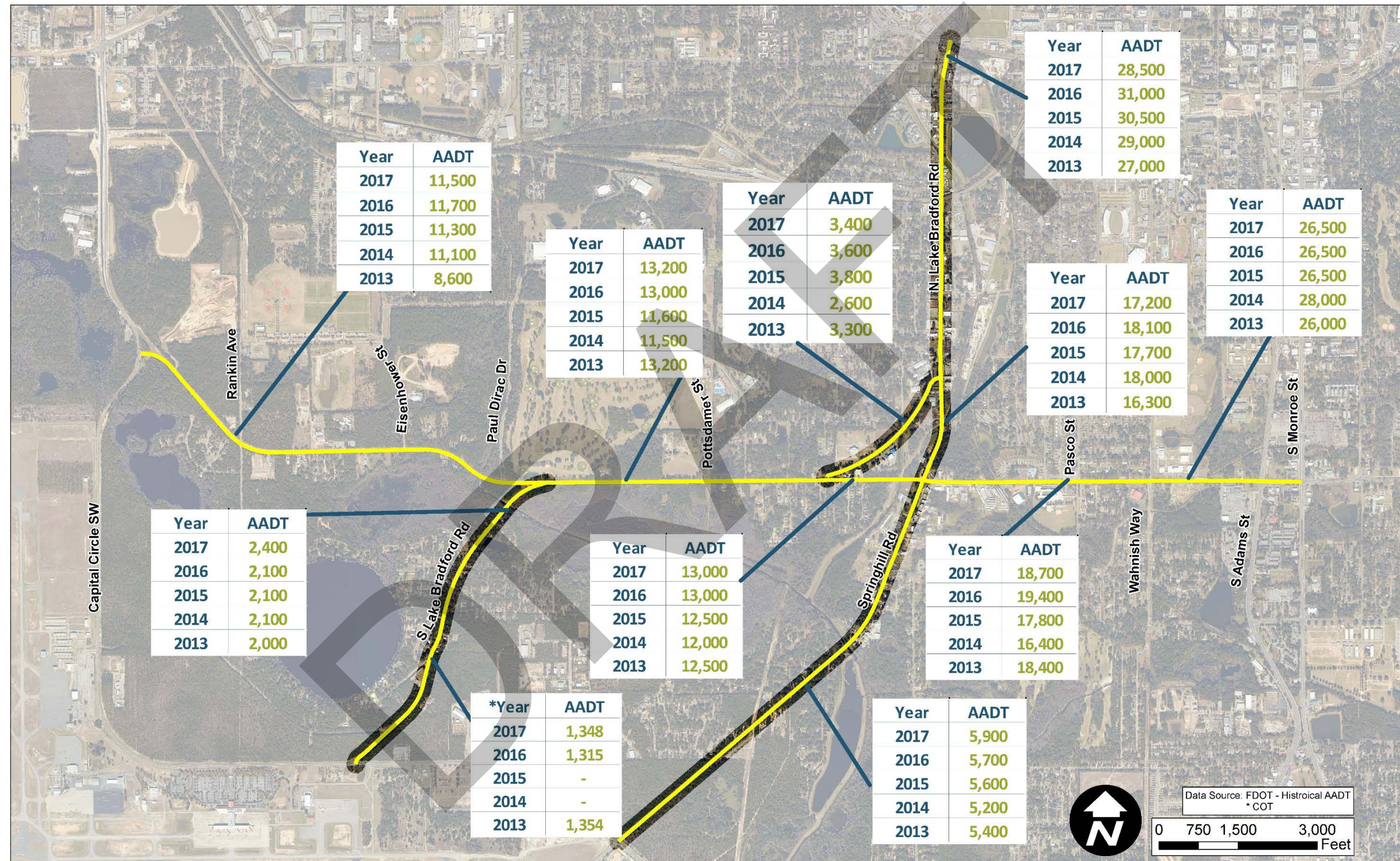
Capacity Analysis

Signalized intersection data were obtained from the City of Tallahassee. Additional traffic volume data were collected during the analysis period.

Historical Traffic Volumes and Trends

Annual Average Daily Traffic (AADT) volumes along South Lake Bradford Road were obtained from FDOT's online traffic website and from the City of Tallahassee. **Figure 20** shows the historical traffic volumes throughout the Southwest Area Transportation Plan study area. The last five years of data were used to determine the annual growth of the traffic. The annual growth rate was calculated using the data shown on the north side of South Lake Bradford Road, which was determined to be 4%.

Figure 20. Historical AADT Traffic Data



Segment Analysis

The 2017 AADTs along South Lake Bradford Road were compared to FDOT's Generalized Maximum Service Volume Tables (12/18/12). South Lake Bradford Road is categorized as an unsignalized collector. The segment from Capital Circle Southwest to Orange Avenue is currently operating well under capacity. **Figure 21** shows the existing (2017) capacity conditions along the corridor.

The 2017 traffic volumes were forecasted to the year 2045 by applying the 4% annual growth rate to the volumes and the entire corridor from Capital Circle Southwest to Orange Avenue is anticipated to remain under capacity through the 2045 planning horizon. **Figure 22** shows the 2045 capacity conditions along the corridor.

The traffic growth is being applied over a 28-year period, which provides insight into future demand along the corridor. Future planned projects near the corridor, including expansion plans for FSU's Southwest campus and Innovation Park, future widening of Capital Circle Southwest, and future FDOT PD&E along Orange Avenue could impact travel patterns temporarily during construction. The posted speed limit along South Lake Bradford Road is 35 miles per hour. Proposed improvements to this corridor should complement the rural residential character of the corridor.

Figure 21. 2017 AADT Capacity Analysis



Figure 22. Future Capacity Analysis



Crash Analysis Overview

The University of Florida's SIGNAL4 analytics web application was used to obtain crash data. Crash data for years 2013 to 2017 were obtained for South Lake Bradford Road in Leon County, Florida. The data below reflects crashes recorded along South Lake Bradford Road.

Overall Crashes (13)

A total of 13 crashes along South Lake Bradford Road—including 5 injury crashes and no fatal crashes—were reported over the five-year period between January 1, 2013 to December 31, 2017 (most current and available data at the time of the study). The annual crash frequency varied during the analysis years, with a maximum of 4 crashes in 2015 and 2016 and 0 crashes in 2014.

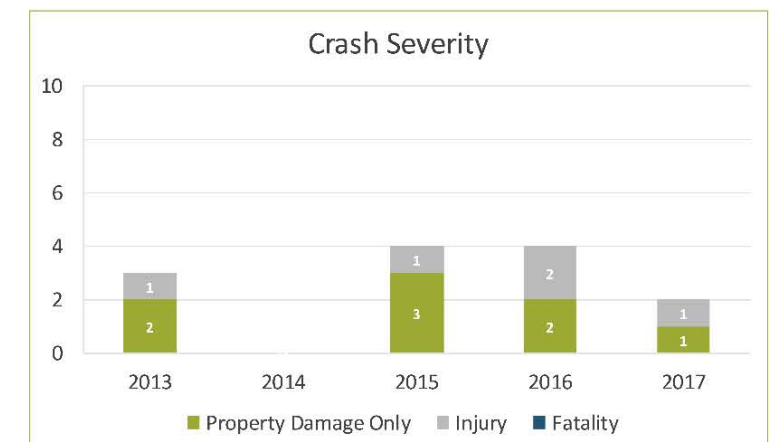
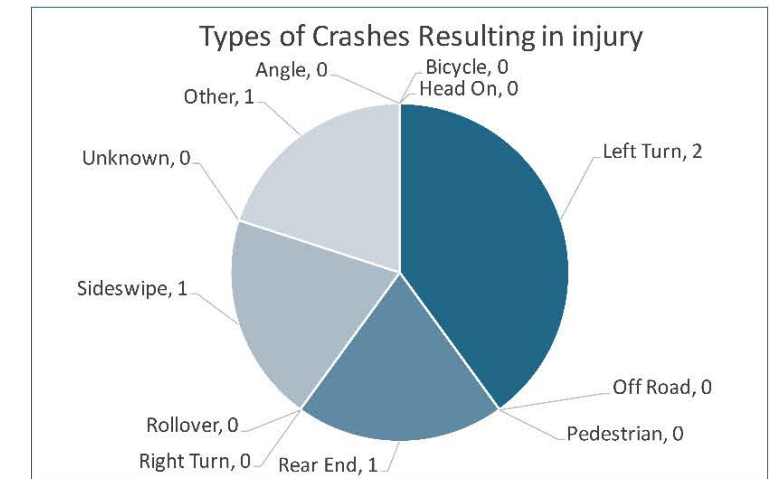
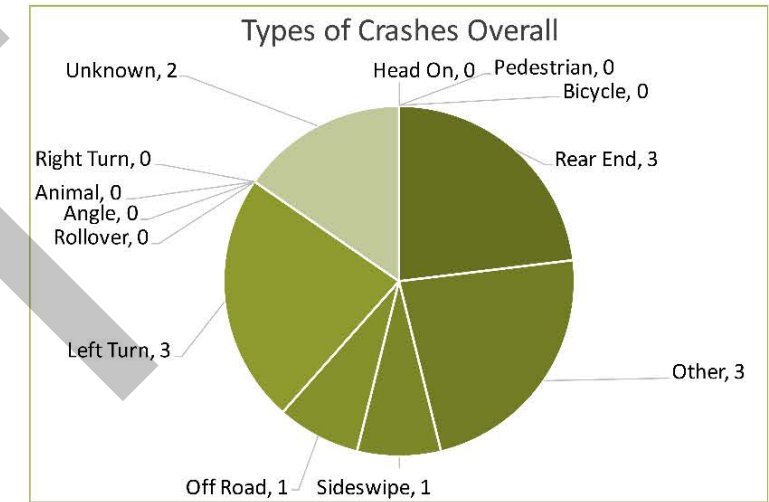
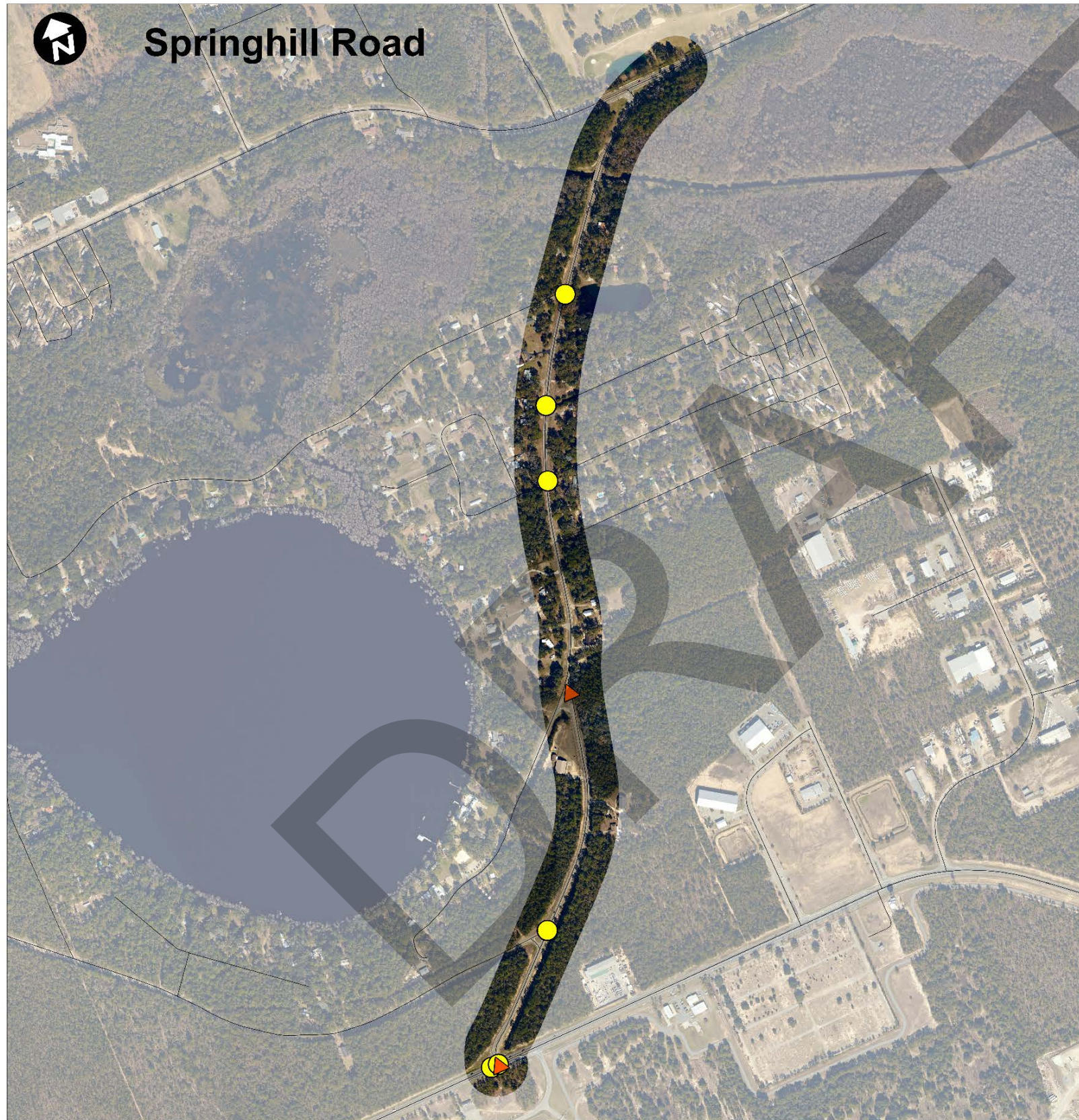
Crash data was analyzed to estimate the severity of crashes and contributing factors. Injury crashes accounted for 38% of all crashes. Crashes that occurred under dark conditions accounted for 8% of all crashes and crashes that occurred on wet surface conditions accounted for 8%. **Table 7** summarizes the crashes that occurred along South Lake Bradford Road during the five-year analysis period.

Table 7. Crashes in Five-Year Period along South Lake Bradford Road

Year	Total Crashes	Injury Crashes	Fatal Crashes	Dark Crashes	Wet Crashes	Alcohol Related Crashes
2013	3	1	0	1	0	0
2014	0	0	0	0	0	0
2015	4	1	0	0	0	0
2016	4	2	0	0	1	0
2017	2	1	0	0	0	0
TOTAL	13	5	0	1	1	0
Average Per Year	3	1	0	0	0	0
Percent of Total Crashes		38%	0%	8%	8%	0%

The locations of the 13 crashes recorded along South Lake Bradford Road are shown in **Figure 23**. The graphical representation shows locations of crashes and not the amount of crashes at that location.

Figure 23. Five Year Crash Data (2013-2017)



Crash characteristics were assessed to determine temporal trends in the 13 crashes during the five-year study period, such as monthly, weekday vs. weekend, and hourly variations in crash frequency. April and November were the most common months for crashes, with 3 (23%) compared to the monthly median of 1 crash. The day of the week during which the most crashes occurred was Wednesday, with 3 crashes (23%) compared to the median of 2 crashes. The two-hour period during which the most crashes occurred was between 3:00 P.M. and 4:00 P.M. and 6:00 P.M. and 7:00 P.M., with 3 crashes (23%) compared to the one-hour median of 1 crash. **Figure 24** through **Figure 26** depict the monthly, weekly, and hourly patterns observed in the five years of crash data from 2013 to 2017 along South Lake Bradford Road.

Figure 24. Monthly Crash Trends along South Lake Bradford Road

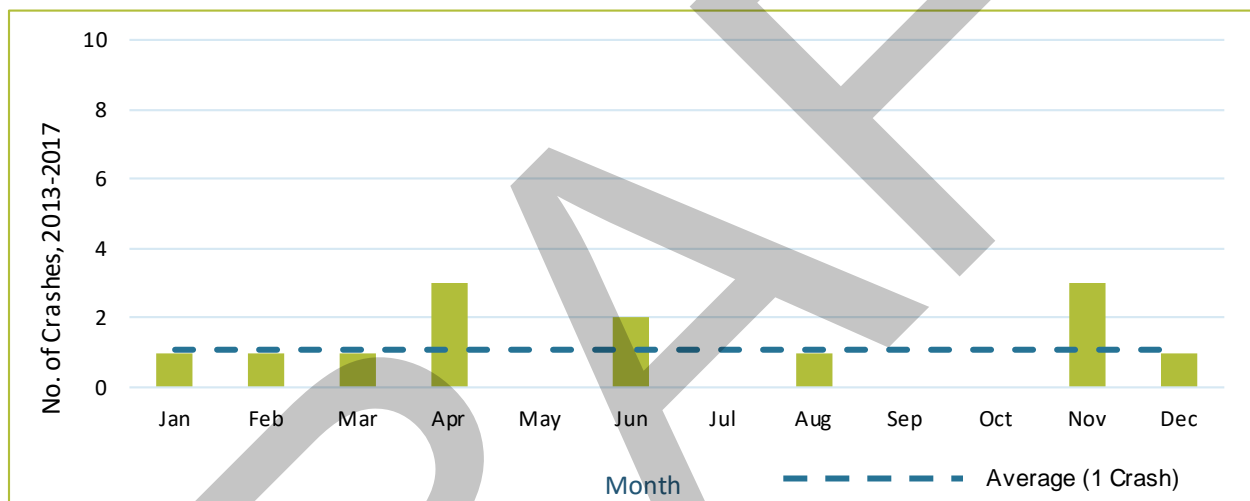


Figure 25. Weekday Crash Trends along South Lake Bradford Road

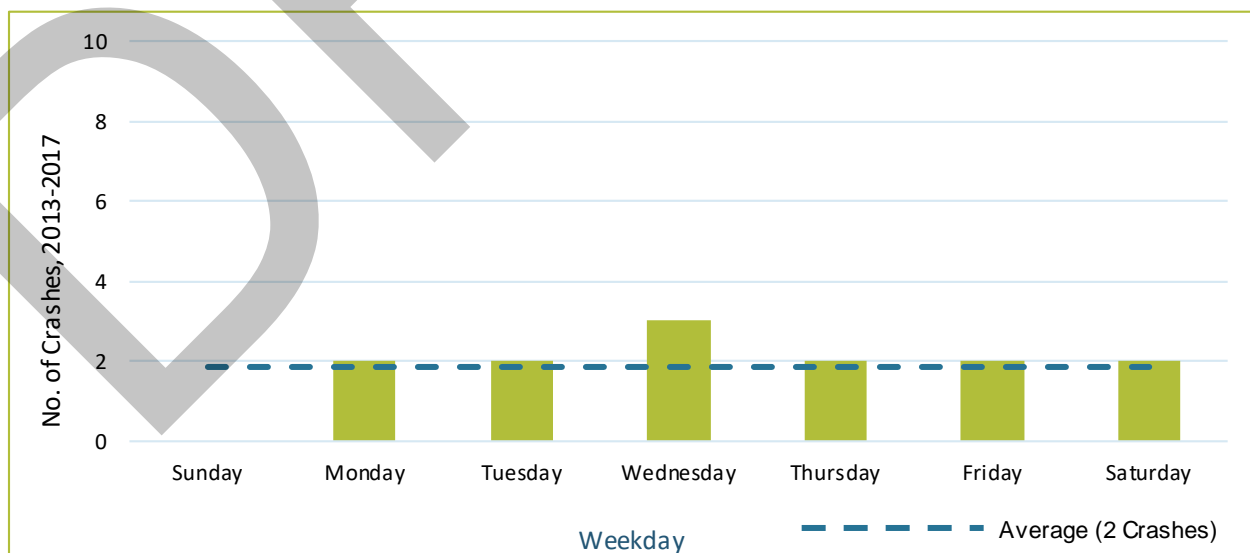
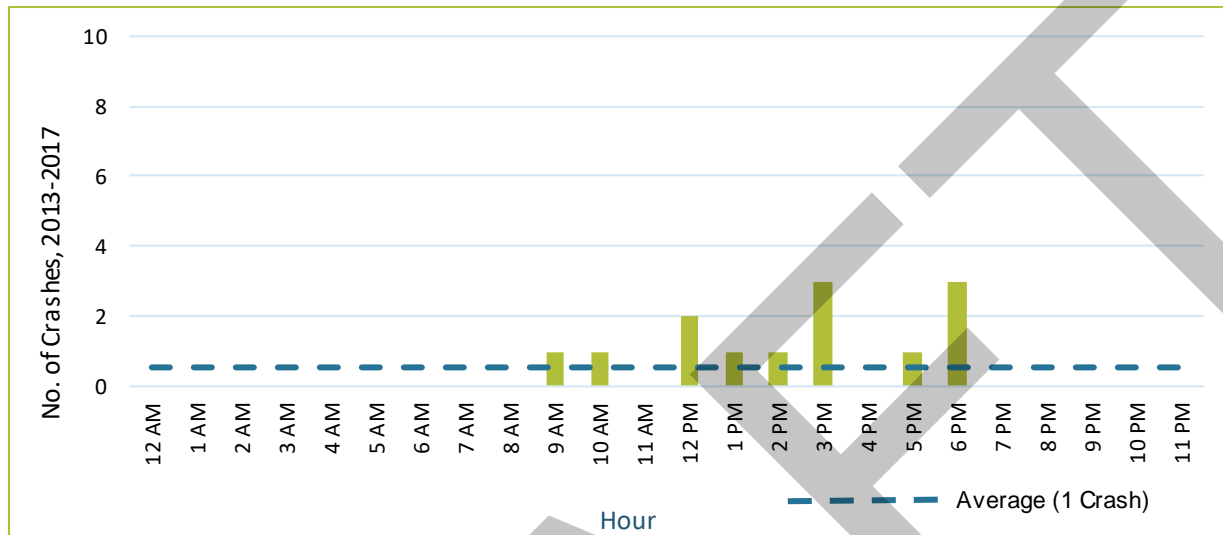


Figure 26. Hourly Crash Trends along South Lake Bradford Road



Several parameters were used to determine trends in the crash types that occurred along the corridor from 2013 to 2017. The highest percentage of crash types along South Lake Bradford Road were attributed to rear end and left turn crashes, which each accounted for 3 of the 13 crashes (23%).

Crash Rate Analysis-Segments

Crash rates per million vehicle miles traveled (MVMT) on the corridor were calculated for each year from 2013 to 2017. Roadway classifications varied based on the area type (all study segments are urban in this case), number of travel lanes, and the presence of a median. South Lake Bradford Road from Capital Circle Southwest to Orange Avenue is classified as an urban, two-lane, undivided roadway. This classification was utilized to compare the study segments to the statewide average crash rate for similar facilities in each year.

Crashes along South Lake Bradford Road, the associated crash rate (crashes per million vehicle miles traveled), and the statewide average for similar facilities are summarized in **Table 8**. Crashes on South Lake Bradford Road from Capital Circle Southwest to Orange Avenue were over the state average for all years (2013-2016), except 2014 when there were no crashes. Statewide average data for 2017 is not yet available but indicated by the trend over previous years, it can be predicted the 2017 crash rate for South Lake Bradford Road to be below state average.

Table 8. South Lake Bradford Road Crash Summary by Segment, Rate, and Statewide Average

Limits		Segment Length (miles)		2013	2014	2015	2016	2017*
Segment 1	Capital Circle Southwest to Orange Avenue	1.27	Total Crashes	3	0	4	4	2
			Crash Rate	3.236	0	4.109	4.109	1.798
			Statewide Average	3.194	3.462	3.452	3.892	-

*Statewide average data for 2017 is not yet available.

The crash rates for the years 2013, 2014 and 2016 are over the statewide average, however a total of 13 crashes over a 5 year period is not typically identified as a high crash corridor. The intersection of South Lake Bradford and Capital Circle Southwest accounted for 7 of the 13 crashes. When these crashes are removed from the analysis the calculated crash rate for all years becomes less than the statewide average.

Crash Analysis Findings

In summary, over the five-year analysis period from 2013 to 2017, there is a total number of 13 crashes. This is not indicative of a facility that would typically be identified as having a safety issue. Although the calculated crash rates are above the statewide average the analysis is conducted on a short segment of roadway and when the 7 crashes occurring at the intersection of Capital Circle Southwest are removed the calculated crash rates are well below the statewide average.

Environmental Inventory

The following sections summarize the results of the socio-economic, cultural, and natural environmental data collection and analysis conducted as part of this corridor study. This analysis was conducted at a desktop level utilizing available U.S. Census tract data along with Federal Emergency Management Agency (FEMA) data.

Social

Community

Community cohesion is the degree to which residents have a sense of belonging to their community. This may also include the degree to which neighbors interact and cooperate with one another; the level of attachment felt between residents and institutions in the community; and/or a sense of common belonging, cultural similarity or “togetherness” experienced by the population. There are multiple established neighborhoods throughout the study area that were very active and engaged in the public outreach process associated with the Southwest Area Transportation Plan. Several Neighborhood Association meetings revealed that residents in these communities are adamant about maintaining community cohesion and limiting traffic that is using the corridor as a cut-through to and from the airport. When selecting a recommended opportunity, consideration should be given to how the recommendation will impact connectivity and cohesiveness among these neighborhoods.

Demographics

An analysis of minority and low-income populations (Environmental Justice (EJ) or Potential EJ populations) on South Lake Bradford was conducted through a review of the American Community Survey of the US Census (2017) and field reconnaissance. In addition, the level of vehicle ownership was reviewed as part of the socioeconomic assessment to give a full picture of the surrounding community and determine what transportation alternatives would be feasible and worth pursuing. The corridor is characterized by a poverty rate that varies from 10 to 20 percent, and relatively low incidence of households without vehicle ownership (0 to 10%) compared to other Southwest Area Transportation Plan Corridors. Because vehicle access is generally not a huge issue in the area, and the relatively low volume of the road, the need for transit facilities is not currently supported. In the future, there is potential for a transit route on South Lake Bradford Road to accommodate students accessing the FSU Reservation, but this has not been evaluated at this time. Recommendation for pedestrian and bicycle facilities are supported by the residential nature of the road and that percentage of household vehicle ownership that is not considerably high but still exists. **Figure 27** and **Figure 28** show the poverty and vehicle ownership maps.

Figure 27. US Census Poverty Data



Figure 28. US Census Vehicle Ownership Data



Cultural

Historic Sites/Districts

There are multiple State Historic Preservation Office (SHPO) structures within the area surrounding the Southwest Area Transportation Plan corridors, however, none are eligible for listing in the National Register of Historic Places (NRHP) for their significance to transportation and commerce.

Recreational Areas

Recreational facilities and other community facilities near the corridor are shown in **Figure 29**. Along South Lake Bradford Road, the FSU Reservation is the only recreational facility. North of the corridor is the FSU Golf Course, and the Tallahassee Museum is located to the west. Northwest of the project area off of Capital Circle SW, the Debbie Lightsey Nature Park Project, which will include trails and greenway connections, is expected to be completed in the next few years. There are also several unpaved trails in the natural areas surrounding the corridor and Lake Bradford, which is west of South Lake Bradford Road.

Development of other recreational opportunities in the project area that promote connectivity to regional trail network can be expected in the future. In selecting alternatives to move forward, consideration should be given to the impacts of any potential connections of residential, community centers, recreational, and educational facilities. Currently, the area lacks multi-modal connectivity for the students and the public in general to these points of interest.

Natural

Wetlands and Floodplains

Figure 30 shows the presence of the wetlands and flood zones near the project corridor. The avoidance and minimization of impacts to wetlands and natural surface waters are critical criteria during the evaluations of opportunities. FEMA Flood Insurance Rate Map GIS data for Leon County indicates the project is located within FEMA flood zones AE and A. Flood zone AE represents the 100-year flood with base flood elevations determined. Flood zone A represents the 100-year flood with no base flood elevations determined.

Stormwater treatment should be designed to maintain the natural predevelopment hydroperiod and water quality, as well as to protect the natural functions of adjacent wetlands. Wetland impacts, and stormwater treatment will be addressed as part of the Blueprint Airport Gateway Project.

Figure 29. Recreational and Community Facilities

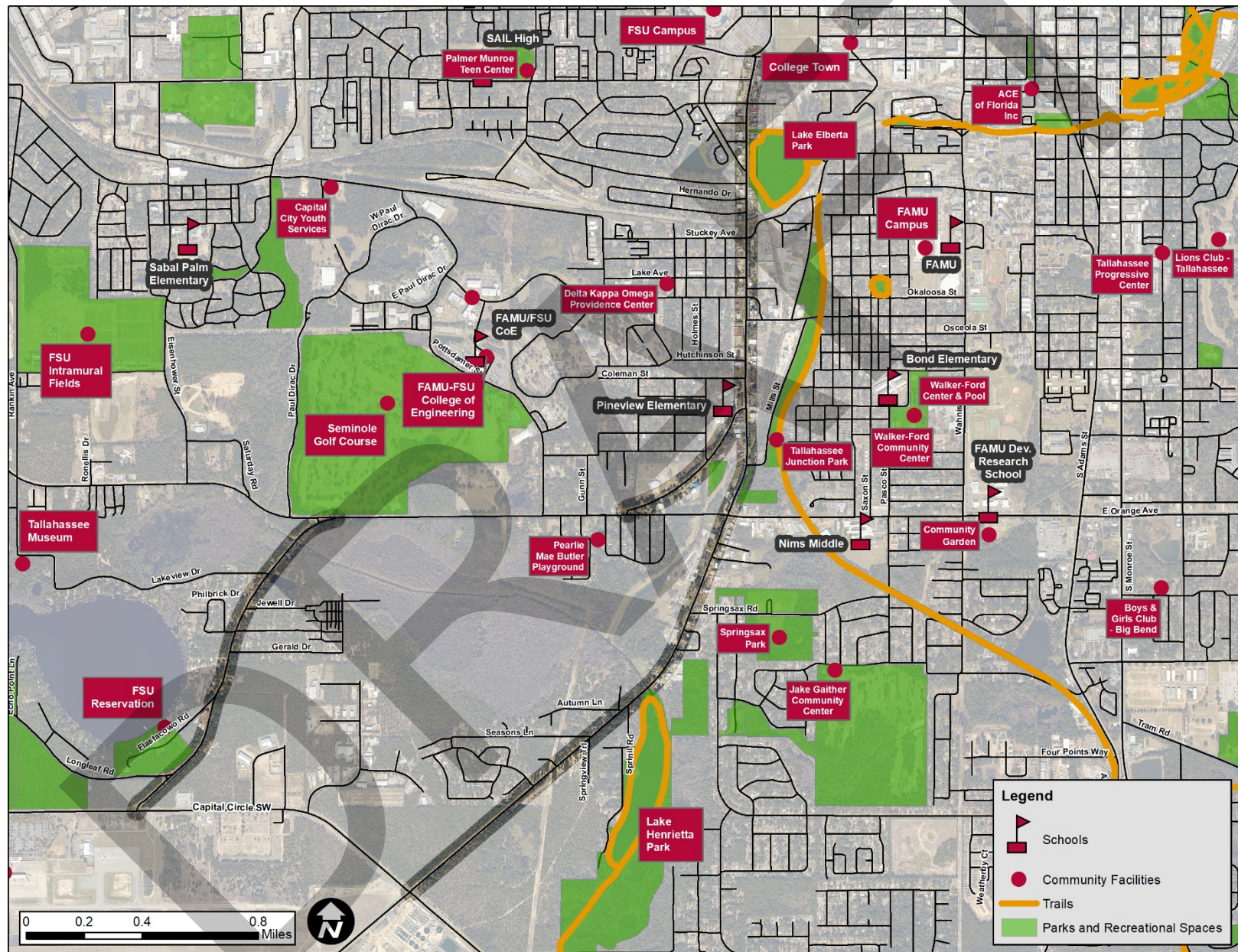
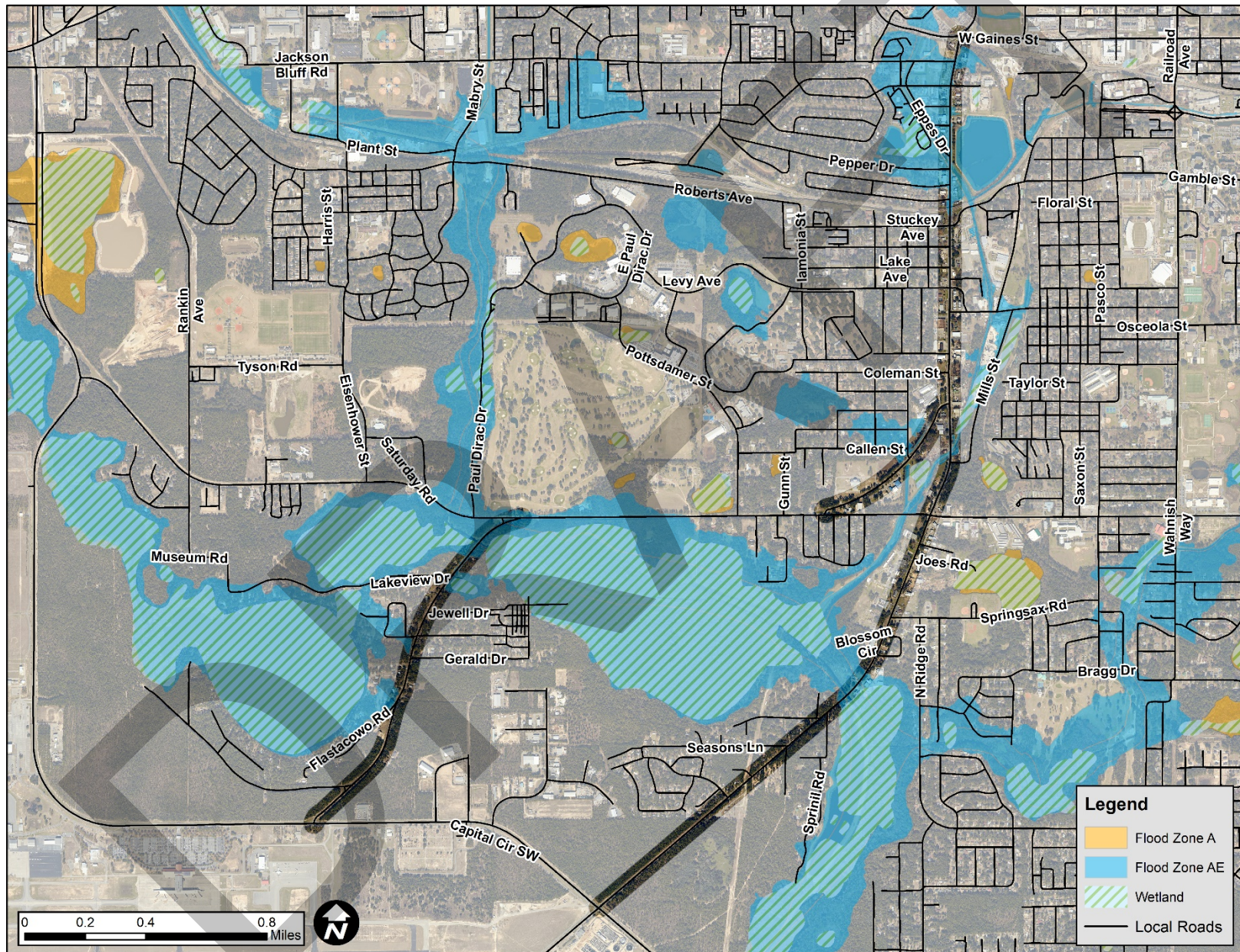


Figure 30. Flood and Wetland Map



Future Projects

There are multiple planned projects in the surrounding area that may impact South Lake Bradford Road. These projects should be considered throughout the next phases of South Lake Bradford Road redevelopment to ensure consistency and continuity in design and recommendations.

Capital Circle Southwest Widening (FDOT Project 219749-2)

The limits for the Capital Circle Southwest (SR 263) capacity project are from Crawfordville Road to Springhill Road and from Springhill Road to Orange Avenue. The project is a roadway widening project that is currently in the right-of-way acquisition stage. The project will widen the existing roadway facility from two lanes to six lanes with the addition of lighting, stormwater management facilities, and intersection improvements. In addition, the typical section will include a 10-foot multi-use path on the east side of the roadway and a 5-foot sidewalk will be included on the west/south side of the roadway. Additionally, the intersection of South Lake Bradford Road and Capital Circle Southwest will be realigned.

The segment from Crawfordville Road to Springhill Road is funded for right-of-way acquisition and construction. The schedule indicates that bids for construction will be received in fall 2021. The segment from Springhill Road to Orange Avenue is also funded for right-of-way acquisition and construction. The schedule indicates that bids for construction will be received in 2021. This project will directly impact the intersection of Capital Circle Southwest and Orange Avenue. This project also has the potential to impact travel patterns in the area as capacity increases along the corridor it will become more advantageous for commuters with the potential of reducing cut through traffic in the surrounding community.

Innovation Park of Tallahassee

Innovation Park is located north of Orange Avenue with access to the Orange Avenue corridor via both Paul Dirac Drive and Pottsdamer Street. This is a research and development business park that is managed by the Leon County Research and Development Authority. The park is affiliated with Florida State University, Florida A&M University, and Tallahassee Community College along with supporting businesses.

The Park is continuing to grow and expand with the renovation of existing facilities and construction of new facilities. Currently, there are plans for a 40,000-square foot state-of-art incubator/accelerator. This will offer space for education, mentoring, and other support for startup and second stage businesses looking to commercialize new technologies in Tallahassee. In addition, Danfoss Turbocor is expanding their footprint with the construction of 44,000 additional square feet which will add 120 new jobs. The Florida State University will be constructing a new interdisciplinary research and commercialization 125,000 square foot building to accommodate researchers in the disciplines of bio-medical engineering, chemistry, chemical engineering, condensed matter physics, and device prototyping. The Park is also constructing a trail along the central pond that will have three different entry points to support Park employees along with providing an amenity to the surrounding community. The expansion of the Park will increase the traffic demand in the area which will need to be considered as part of the future

redevelopment of the surrounding corridors. In addition, as the park continues to expand and add job opportunities, attention should be paid to multimodal connectivity to the surrounding community to provide access to the new amenities along with job opportunities.

Orange Avenue PD&E

Florida Department of Transportation is currently performing a PD&E study along the Orange Avenue corridor from Capital Circle Southwest to South Monroe Street. This study will result in the completion of the required NEPA documents along with a preferred Orange Avenue roadway alternative. This project is in the early stages and will analyze the existing facility traffic and multimodal needs along with extensive public involvement and environmental considerations to shape the preferred alternative that will move forward to design. It is understood that the PD&E will consider the results of the Southwest Area Transportation Plan.

Outreach Efforts

The Southwest Area Transportation Plan team completed extensive public outreach efforts to collect information from residents, business owners, and other stakeholders in the project area. The public outreach for Orange Avenue, North Lake Bradford Road, South Lake Bradford Road and Springhill Road was comprised of

- 14 Stakeholder Interviews and Meetings
- 4 District Forums
- 7 Neighborhood Association Meetings
- 1 Open House

To ensure that input and comments were received that addressed concerns and issues on specific roadways, the district forums were held in a manner that focused on either East-Corridors (Phase 1: Orange Avenue) or North-South Corridors (Phase 2: North Lake Bradford Road, South Lake Bradford Road, and Orange Avenue). Although these meetings were planned according to certain roadways, all comments and input were collected regardless of what corridor they addressed. **Figure 31** and **Figure 32** show community members actively participating at District Forum 1.



Figure 31. District Forum 1 for Phase 2

Following Phase I of the Plan, which was primarily focused on Orange Avenue, Phase II outreach focused on public input regarding North Lake Bradford Road, South Lake Bradford Road, and Springhill Road. Public Outreach for South Lake Bradford Road specifically consisted of 2 Neighborhood Association Meetings with residents in the South Lake Bradford Road area, 2 District Forums, and 1 Open House. The District Forums and Open House were also related to North Lake Bradford Road and Springhill Road, and opportunities were given to the public to comment on all corridors or on specific ones as desired.



Figure 32. District Forum 1 for Phase 2

Each of these meetings provided the opportunity for the public to comment, and express their concerns and desires related to South Lake Bradford Road and potential future improvements.

All public outreach efforts were advertised through multiple avenues including agency websites, newsletters, mailouts, and emails. All public involvement efforts complied with Title VI. The general approach taken to collect public input is summarized below, and general feedback and comments are shown in **Figure 33**. The full summary of input is provided in the *Southwest Area Transportation Plan Public Involvement Plan*.

Overall Feedback

Through the extensive outreach conducted focusing on gathering input for South Lake Bradford Road, the overall sentiment from participants was related to a desire to maintain calm and nonintrusive traffic conditions throughout the corridor. Some residents expressed a deep interest in maintaining the road as is with no improvements, while others were open to minor improvements that would slow traffic and provide some limited bicycle-pedestrian facilities. Suggestions related to landscaping and lighting consistent with a rural corridor were highly supported by the residents. Through-traffic between Capital Circle Southwest and Orange Avenue was also brought up as a major concern. Residents frequently see motorists ignoring the posted speed limit and using the paved shoulder to swerve to avoid speed bumps, which was perceived as highly unsafe for pedestrians and bicyclists in the area, and especially for neighborhood children walking to and from the bus stop without adequate sidewalks. Overall, residents were very engaged and proactive, requesting two separate presentations at their scheduled neighborhood association meetings to get a better grasp of what this project sought to do and how it would impact South Lake Bradford Road. The team worked with the residents of the South Lake Bradford Road area extensively to ensure that any proposed improvements were supported by the community and provided renderings and exhibits to reach common ground.



Transportation Alternatives Along South Lake Bradford Road

The following pages discuss the existing transportation facilities by user types and the different opportunities for addressing these transportation facilities along South Lake Bradford Road. The transportation facilities have been broken down by the following user types:

- **Pedestrians**
 - Sidewalks
 - Multi-use path
 - Pedestrian crossings
- **Bicyclists**
 - Bicycle lanes
 - Multi-use path
- **Motorists**
 - Traffic-calming measures
 - Intersection improvements

This information should be considered to help provide an understanding of the existing facilities along the corridor (**Figure 34** and **Figure 35**), the need for improved transportation facilities to manage expanding traffic demands, and options to provide safe facilities for other user types.



Figure 34. Existing Paved Shoulder along South Lake Bradford Road



Figure 35. Existing Speed Bumps along South Lake Bradford Road

Pedestrian Facilities:

Existing Conditions

Along South Lake Bradford Road, no sidewalks currently exist, shown in **Figure 36**. Pedestrians on South Lake Bradford Road are limited to a paved shoulder that is approximately five-foot wide, or grassy areas along the corridor that are sandy and not ideal for pedestrians. The paved shoulder is often used by



Figure 36. Existing South Lake Bradford Road

motorists as a means to avoid speedbumps in the roadway as well as travel at increased speeds while using the shoulder as part of a wider travel lane. Currently, there are sidewalks along the South side of Orange Avenue, north of the corridor, and an FDOT future roadway project on Orange Avenue is considering the addition of a multi-use path. On Capital Circle Southwest, a multi-use path is being constructed, which would provide connectivity with recommended facilities on South Lake Bradford Road. The lack of pedestrian facilities on South Lake Bradford Road limits connectivity between Orange Avenue and Capital Circle Southwest and limits alternative

transportation options for residents in the area, as well as students and members of the general public to places of interest such as the FSU Reservation. As new and improved pedestrian facilities are constructed, and as FSU, FAMU and Innovation Park make improvements to their transportation networks, South Lake Bradford Road would benefit from better facilities to allow connections to the FSU Reservation, and for residents to safely access destinations to the north. There is potential for the addition of round-a-bouts along South Lake Bradford Road to encourage slower approach speeds among motorists, and these additions will provide important pedestrian infrastructure such as crosswalks and refuges.

Pedestrian Facility Alternatives

- Addition of a 6-ft sidewalk on either the east or west side of the corridor
- Addition of a 10-ft multi-use path on either the east or west side of the corridor
- Addition of a 6-ft sidewalk on both sides of the corridor
- Addition of pedestrian crossings at potential round-a-bout locations which are undetermined
- Addition of a Rectangular Rapid Flash Beacon (RRFB) pedestrian crossing at Cathedral Drive school bus stop if not addressed by round-a-bout
- Addition of a RRFB pedestrian crossing at Kennedy Drive school bus stop

Crossings for pedestrians are needed on South Lake Bradford Road

-Comment received at District Forum #1

Bicycle Facilities

Existing Conditions

Existing bicycle facilities along South Lake Bradford Road include five-foot paved shoulders on either side of the corridor which is shown in **Figure 37**. Through public outreach efforts, residents indicated that these are underutilized and are used more commonly by motorists to avoid traffic calming measures and increase speeds and function as a “wider” lane. Currently, there are no bicycle facilities along the stretch of Orange Avenue that intersects with South Lake Bradford Road north of the corridor, but an FDOT future roadway project on Orange Avenue is considering the addition of a multi-use path. On Capital Circle Southwest, a multi-use path is being constructed, which would provide connectivity with recommended facilities on South Lake Bradford Road. Because of the opportunity for long-range connectivity through off-street bicycle facilities, the addition of a ten-foot multi-use path is recommended to accommodate bicyclists, as well as pedestrians, and to provide a safe, protected option for travel along South Lake Bradford Road. On-street bicycle facilities are not recommended in the proposed typical section for this corridor, but roadway improvements such as a two-foot ribbon curb next to the travel lane are proposed to address speeding issues among motorists.



Figure 37. Paved shoulders along South Lake Bradford Road

Bicycle Alternatives

- South Lake Bradford Road from Capital Circle Southwest to Orange Avenue
 - Addition of a 10-ft multi-use path on either the east or west side of the corridor

Keep traffic slow.

-Comment from District Forum #1

Motorists

Existing Conditions

South Lake Bradford Road is currently a two-lane road with a posted speed limit of 35 miles per hour. There are approximately eight speed bumps existing along the corridor from Capital Circle Southwest to Orange Avenue which were originally installed as traffic calming devices to reduce vehicle speeds. The existing speed bumps are shown in **Figure 38**. A five-foot paved shoulder exists along both sides of the road. Comments received from public outreach efforts revealed that residents are concerned with high speeds along the road. In addition, the public identified that motorists veer onto the paved shoulder to avoid the speed bumps. The existing traffic calming speed bumps are not effectively slowing the speeds along the corridor. The removal of the ineffective speed bumps and implementation of other traffic calming measures is suggested.



Figure 38. Existing speed bumps on South Lake Bradford Road

To maintain the rural residential character of South Lake Bradford Road additional traffic calming measures are proposed through this plan to slow vehicular speeds and discourage non-local traffic. Narrowing the travel lanes and constructing a 2-foot ribbon curb are effective alternatives to encourage slower travel speeds. In addition, the construction of a roundabout at the intersection of Flastacowo Road and South Lake Bradford Road will establish the local feel to the roadway while slowing the travel speeds.

Future development in the area has the potential to impact the corridor with traffic pattern changes and the need for additional improvements to the bicycle and pedestrian infrastructure. Suggestions for motorist alternatives along South Lake Bradford Road are listed below.

Motorist Alternatives

- South Lake Bradford Road
 - Reduce lane width to 10 -10 ½ feet to encourage slower speeds
 - Include a 2-foot ribbon curb providing friction for the driver while maintaining the rural residential character of the roadway.
 - Construct no less than two roundabouts along the corridor to encourage the local use of the corridor and slow travel speeds.

Keep traffic calming measures in place

- Part of a comment regarding South Lake Bradford Road, District Forum 1

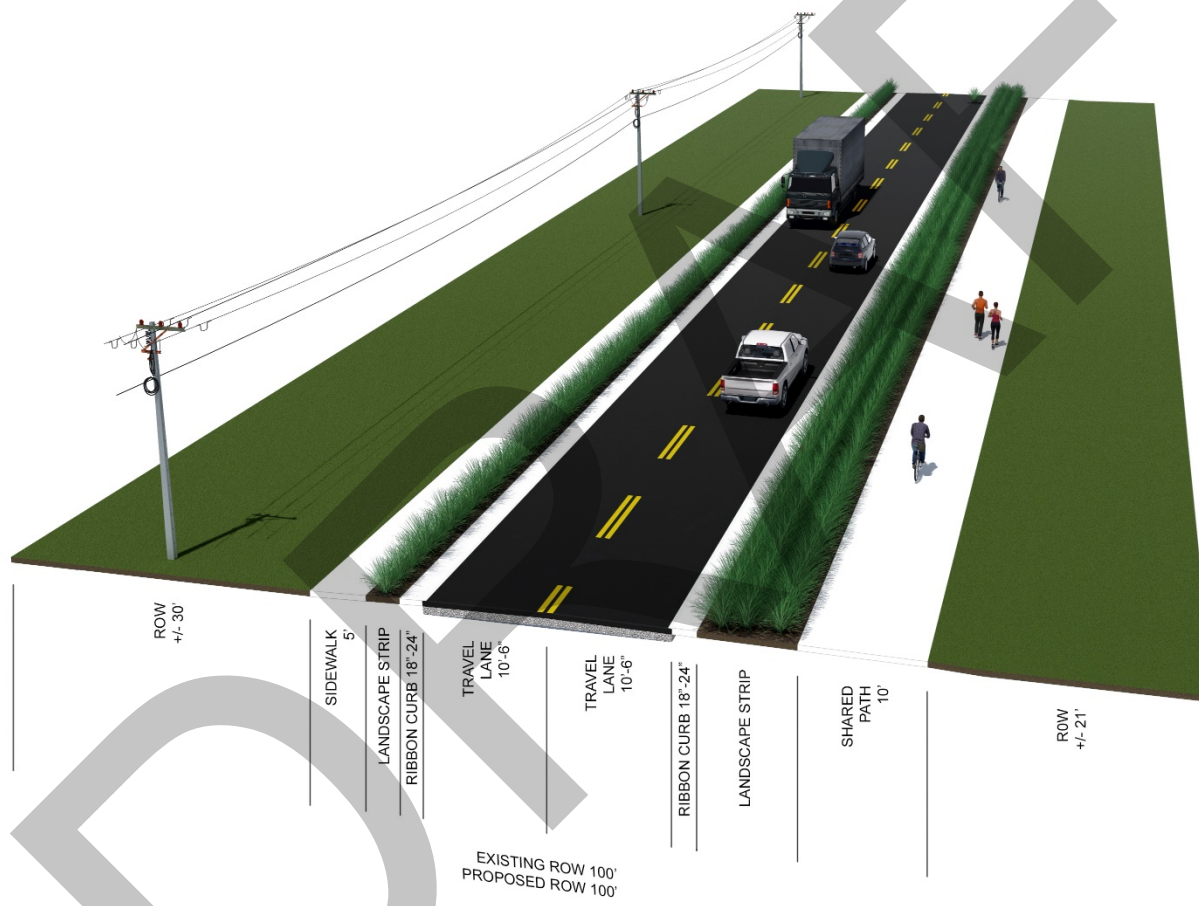
Summary of Recommended Alternatives

Through a combination of data collection, traffic analysis, and stakeholder and public outreach, a set of preferred alternatives for South Lake Bradford Road are provided for consideration into the Airport Gateway Project (referenced in **Figure 4**). Because of high public interest and engagement with the surrounding community of South Lake Bradford Road, the desire to maintain the rural character of the road while also promoting safety was a core focus of these recommended alternatives. These alternatives are presented by user type; pedestrian, bicyclists, and motorists. Pedestrian and Bicycle improvements include the addition of both sidewalks and a multi-use path to address safety concerns on the corridor and provide facilities that serve a dual-use and accommodate both bicyclists and pedestrians. These facilities will also provide for multi-modal transportation trips for residents in the area by connecting to multi-use paths on nearby corridors, as well as make connections to points of interest like the FSU Reservation. In providing these, efforts will be made to maintain native landscaping and swales. Recommended alternatives regarding motorists include reducing lane width from 11 feet to 10 ½ foot lanes, and the addition of a ribbon curb consistent with layouts associated with rural corridors instead of curb and gutter. Multiple round-a-bouts are also recommended to encourage slower approach speeds and create a safer environment for pedestrian traffic, especially neighborhood children walking to and from the bus stop. Round-a-bouts will also provide much needed pedestrian facilities such as crosswalks and refuges.

Typical Section

Figure 39 shows a typical section for South Lake Bradford Road. The community preferred typical is consistent with what is displayed in **Figure 39** which contains a sidewalk and multiuse path. This typical section was designed with the feedback that was received from district forums and the neighborhood association meetings with the communities surrounding South Lake Bradford Road.

Figure 39. Community Preferred Typical Section



Next Steps

Through extensive public outreach and stakeholder input, a variety of possible multi-modal improvements for South Lake Bradford have been proposed. The improvements address the need for safe and more connected pedestrian facilities such as continuous sidewalks, multi-use path along the entirety of the corridor, and pedestrian crossings near high traffic areas. Public and stakeholder input indicated the desire to maintain the rural atmosphere of the road and recommended alternatives in this corridor plan are consistent with a rural corridor. Ribbon curbs, round-a-bouts, and reduced lane widths are suggested to address the community's request as well as accommodate different user types maintain the rural residential character, discourage non-local traffic and slow through traffic speeds.

Future traffic volumes indicate that the roadway segment from Capital Circle Southwest to Orange Avenue is expected to operate under capacity by the year 2045. Although there is not a capacity concern there is a concern by residents pertaining to the effectiveness of the existing traffic calming devices (speed bumps) installed along the corridor. The suggested traffic calming measures could encourage drivers to travel at slower speeds while maintain the existing character of the roadway.

The recommended alternatives identified in this corridor plan are based on both preliminary data analyses along with public and stakeholder input. With the Airport Gateway Project set to begin design in September 2019, including a design survey for the corridors, it is recommended that specific improvements be determined through survey, design, additional analyses during those efforts. South Lake Bradford Road is not a FDOT maintained roadway and is not slated for any resurfacing or improvement projects as such, and it is recommended that these alternatives be adopted by Blueprint, and that the location for the roundabouts, pedestrian crosswalks, and a multi-use path be refined through the Airport Gateway Project's implementation.