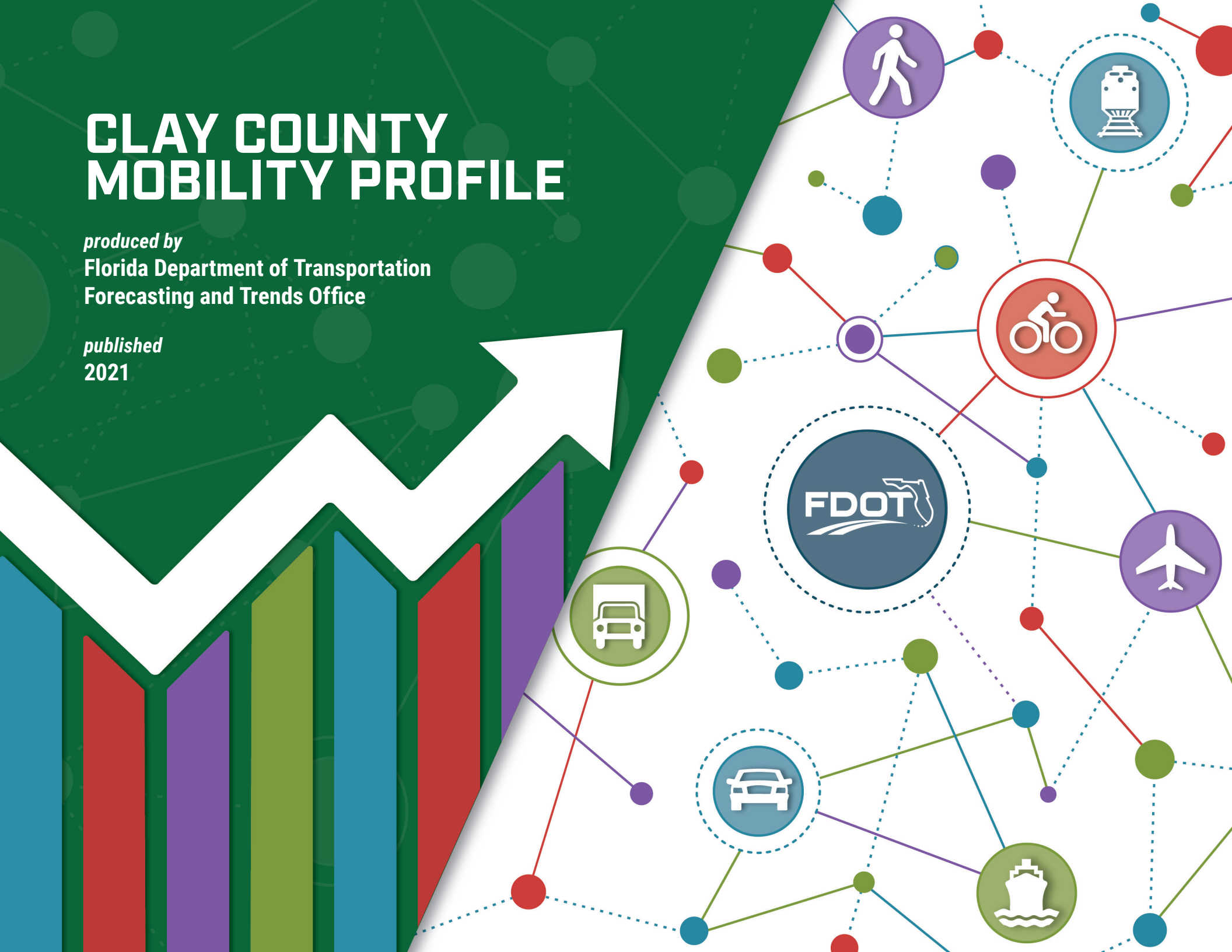


CLAY COUNTY MOBILITY PROFILE

produced by
Florida Department of Transportation
Forecasting and Trends Office

published
2021



Clay

County Mobility Profile - 2019

Planning
Time
Index

1.22

On-Time
Arrival

79%

Not Applicable (N/A)*
FREEWAYS
(INTERSTATE)

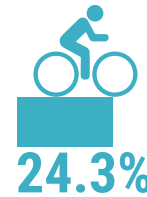
NON-FREEWAY STRATEGIC
INTERMODAL SYSTEM

Travel Time Reliability

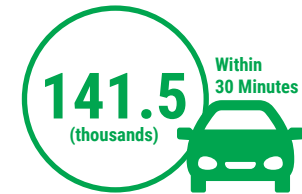
% Pedestrian Facility
Coverage in Urban Areas



% Bicycle
Facility Coverage



Average
Job Accessibility
by Automobile



Average
Job Accessibility
by Transit



Daily Vehicle Hours of Delay



n/a
FREEWAYS



Commute Modes

3.08%
Households
without Vehicles

CAR, TRUCK, OR VAN



PUBLIC TRANSPORTATION

0.2%

WALK

1.0%

BIKE

0.1%

OTHER MEANS

2.0%

WORK FROM HOME

5.9%

Percent Miles Daily Truck Miles Traveled Heavily Congested Daily Vehicle Miles Traveled

NATIONAL HIGHWAY SYSTEM

<1% 138.5K
1.8M

STATE HIGHWAY SYSTEM

<1% 154.0K
2.1M

FREEWAYS

n/a

NON-FREEWAYS

<1% 154.0K
2.1M

NOTE: Please go to Page 2 for measure definitions.

* Clay County has no freeway.

DEFINITIONS

Travel Time Reliability:

Planning Time Index: The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Vehicle On-Time Arrival: The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph. For this reporting, the measure is captured in the peak hour, which is from 5 to 6 pm.

Daily Vehicle Hours of Delay: Delay is the product of directional hourly volume and the difference between travel time at “threshold” speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT. For the definitions of LOS B, please refer to [2020 Source Book Methodology](#) publication for more details.

Percent Miles Heavily Congested: Arterial segments operating at LOS E or worse in urbanized areas and D or worse in non-urbanized areas; highways operating at LOS E or worse; and freeways operating at 45 mph or worse. For more calculations details, please refer to [2020 Source Book Methodology](#) publication.

Daily Truck Miles Traveled: (for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system. For truck classifications, please refer to [Federal Highway Administration \(FHWA\) classification](#).

Daily Vehicle Miles Traveled: The product of a road’s length and its AADT. If a 10-mile-long road has an AADT of 5,000 vehicles, then its daily VMT is 50,000.

Percentage of Pedestrian Facilities: The percentage of pedestrian facilities and shared path coverage along the SHS within the metropolitan planning organization’s (MPO’s) urbanized area.

Percentage of Bicycle Facilities: The percentage of bicycle facilities and shared path coverage along the SHS within the MPO’s boundary, the MPO’s urbanized area, and within the county boundary (or county boundaries if more than one county) that the MPO is comprised of.

Average Job Accessibility by Automobile: The number of jobs accessible within a 30-minute automobile trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the [FDOT Accessibility](#) page for more details.

Average Job Accessibility by Transit: The number of jobs accessible within a 30-minute transit trip for each MPO. The Accessibility Observatory at the University of Minnesota calculated accessibility at the Census block level by measuring the travel time from each block to the neighboring blocks, then summing the total number of jobs that can be accessed within a 30-minute time period. Visit the [FDOT Accessibility](#) page for more details.

Three roadway systems are reported: National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS).



Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed.

Clay (County Boundary)		Annual Measures ¹					Rotating Measures ²			
Networks/Measures	A: Daily Vehicle Miles Traveled (Millions)	B: Daily Truck Miles Traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily Vehicle Hours of Delay (Thousands)	F: Percent Miles Heavily Congested	G: % Pedestrian Facility Coverage	H: % Bicycle Facility Coverage	I: Average Job Accessibility by Automobile (Thousands) ³	J: Average Job Accessibility by Transit (Thousands) ³
A: National Highway System	1.8	138.5			1.5	<1%			141.5	1.3
B. State Highway System	2.1	154.0			1.7	<1%				
C: Strategic Intermodal System ⁴	0.9	86.5	79%	1.22	0.3	<1%				
D. Freeways										
E. Interstates										
F: Non-freeways (SHS)	2.1	154.0			1.7	<1%	80%	24%		

1. These six Annual Measures are reported each year.

2. These four Rotating Measures change every other year. Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.

3. Measures C and D are captured in the peak hour, which is from 5 to 6 pm.

4. SIS On-Time Arrival and Planning Time Index exclude freeways



Forecasting & Trends Office

