



Town of _____
Micanopy
_____ Florida

July 14, 2026

AGENDA ITEM SUMMARY

Meeting Date: July 14, 2026

Agenda Item: Seminary Avenue Traffic Speed and Volume Study (Informational)

Background

Over the past several years, residents living along Seminary Avenue have expressed concerns regarding traffic speeds, traffic volumes, the potential installation of additional traffic calming measures, increased law enforcement presence, and the possibility of converting the intersection of Seminary Avenue and Division Street into an all-way stop.

In response to these concerns, staff requested assistance from Alachua County Public Works to determine whether any previous traffic studies existed for the corridor. When it was determined that no study had been conducted, Alachua County graciously agreed to perform a comprehensive traffic speed and volume analysis as an in-kind service to the Town at no cost. Traffic data was collected over a five-day period while school was in session and during a typical week to provide a representative sample of roadway conditions.

Summary of Findings

The study evaluated vehicle speeds, traffic volumes, crash history, and whether the intersection of Seminary Avenue and Division Street meets the engineering warrants for an all-way stop.

Among the report's findings:

- Seminary Avenue and Division Street function as low-volume local roadways.
- The posted speed limits on both roadways were found to be appropriate based on engineering standards.
- The majority of motorists travel at or below the posted speed limits.
- Existing traffic calming features, including speed humps, roadway geometry, and the surrounding residential environment, appear to be effective.
- Only two reported crashes have occurred near the study area during the past five years, neither of which would have been prevented by installing an all-way stop.

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- The intersection of Seminary Avenue and Division Street does not meet the engineering warrants established by the Manual on Uniform Traffic Control Devices (MUTCD) for installation of an all-way stop.
- The study also concluded there does not appear to be a need for increased law enforcement presence related to speeding along the corridor.

Fiscal Impact

There is no fiscal impact associated with this agenda item. The traffic study was completed by Alachua County Public Works as an in-kind service to the Town.

Staff Recommendation

This item is presented for informational purposes only. Staff recommends that the Town Commission receive the Seminary Avenue Speed and Volume Study prepared by Alachua County Public Works and acknowledge the County's assistance in providing this analysis at no cost to the Town.

Alachua County Board of County Commissioners
Department of Public Works



**Alachua County Public Works
Seminary Avenue, Micanopy, FL
Speed and Volume Analysis**

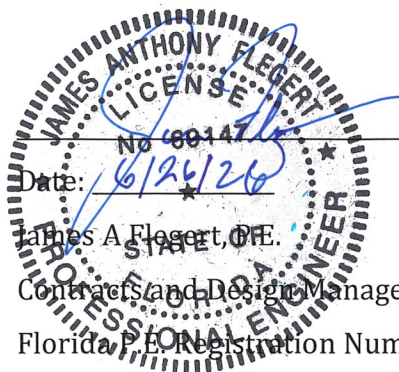
June 23, 2026



Alachua County Public Works Department

The analysis in this document was performed using generally accepted engineering practices in the State of Florida, the Manual for Uniform Traffic Control Devices (MUTCD) and in accordance with the Manual on Uniform Traffic Control Studies (MUTS) published by the Florida Department of Transportation (FDOT).

This Report and the content listed in the Table of Contents were prepared under the direction and responsible charge of:



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I. Background

Residents of the Town of Micanopy that live along Seminary Avenue have expressed concerns about the roadway to the town's leadership. Some items that have been requested or discussed, in no particular order, are:

- The addition of speed humps
- The addition of signage
- The conversion of the intersection with Division Street to an all-way stop
- Increasing law enforcement presence

Seminary Avenue is a two-lane, two-way local road that runs from CR 234 on the west end to NE 1st Street on the east end. This is a length of almost 0.7 MI. The roadway is between 18 and 19 FT wide with flush, grassed shoulders. The right-of-way (ROW) is narrow and there are no sidewalks along the corridor. The surrounding area is predominantly residential. On the west end, adjacent to CR 234, is the Micanopy Area Cooperative School and the roadway terminates at the east end in downtown Micanopy at NE 1st Street/NE Chokolka Boulevard.

In February 2026, the Town Administrator reached out to County staff to see if there were any existing traffic studies for Seminary Avenue and if there weren't, would staff be able to produce a study as in-kind services for the community. No such study existed and in March and April data was collected and analyzed.

II. Location & Speed Counter Deployment



Figure 1: Study Locations

Radar traffic data collectors were deployed at five locations along the corridor. They are identified in the figure above as:

- **SchZone** – on Seminary Avenue just east of NW Ed Glover Street/NW 7th Street
- **WS** – On Seminary Avenue just east of NW 1st Street
- **ES** – On Seminary Avenue just west of NE 1st Street
- **SS** – On Division Street just south of Seminary Avenue
- **NS** – On Division Street just north of Seminary Avenue

The data collectors that were deployed are utilized by the County to perform data collection for its own studies. They are radar detectors that can accurately measure speeds and volumes of traffic in both directions. They have a robust battery system and can be deployed for days at a time. In this case, they were deployed for five days (Monday through Friday) during a typical study period, that is outside of holidays or special events and while school was in session. This multi-day deployment allows for the collection of data over an extended period of time allowing for more samples to be collected and a better understanding of travel patterns to be established. The collectors take measurements at a range between 100 to 200 FT.



Figure 2: Existing Conditions Seminary Avenue at Division Street Looking East

III. Speed Survey Results

The current posted speed limit on Seminary Avenue is 30 MPH. A summary of speed data collection is presented below in Figures 3 through 7.

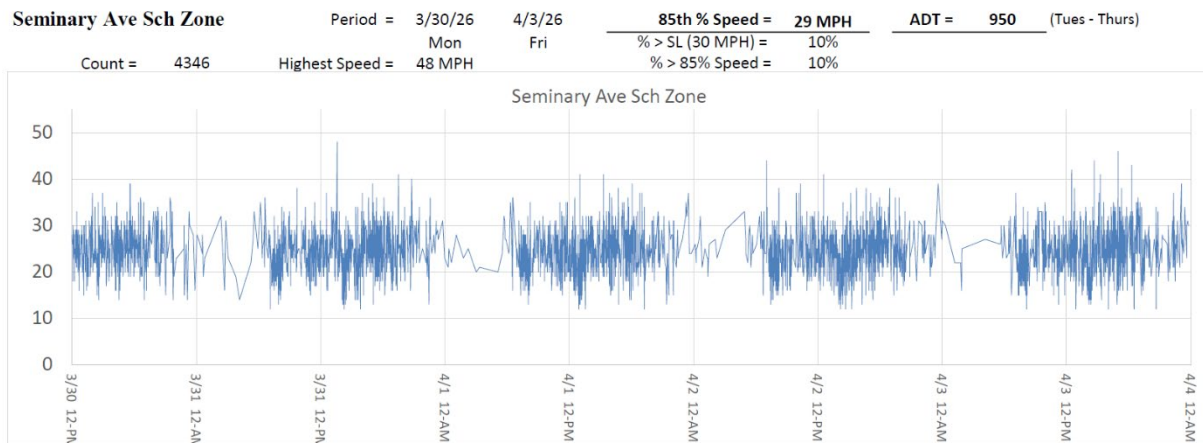


Figure 3: Collected Speed Data Patterns, SchZone



Alachua County Public Works: Seminary Avenue Speed and Volume Analysis

June 23, 2026

Seminary Ave WS Period = 3/30/26 4/3/26 85th % Speed = 31 MPH ADT = 689 (Tues - Thurs)
Count = 3192 Highest Speed = 46 MPH Mon Fri % > SL (30 MPH) = 18%
% > 85% Speed = 18%

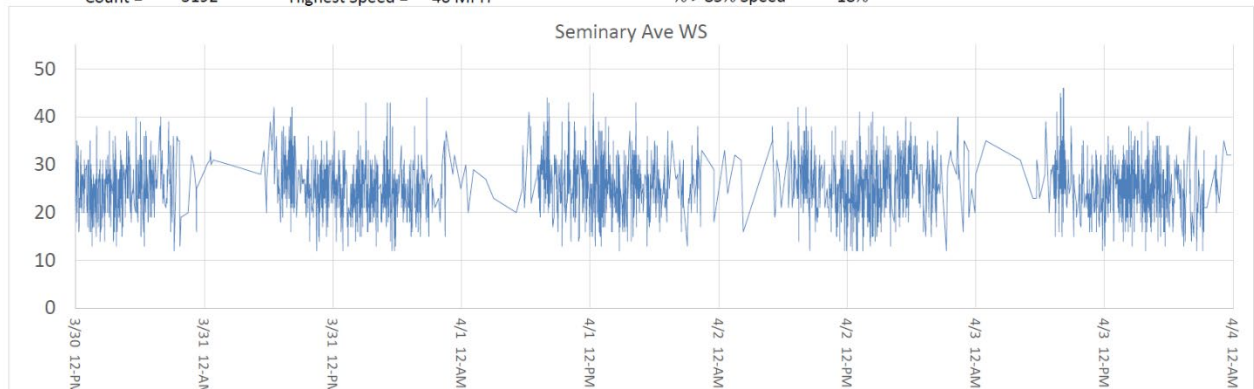


Figure 4: Collected Speed Data Patterns, WS

Seminary Ave ES Period = 3/30/26 4/3/26 85th % Speed = 30 MPH ADT = 583 (Tues - Thurs)
Count = 2738 Highest Speed = 44 MPH Mon Fri % > SL (30 MPH) = 15%
% > 85% Speed = 15%

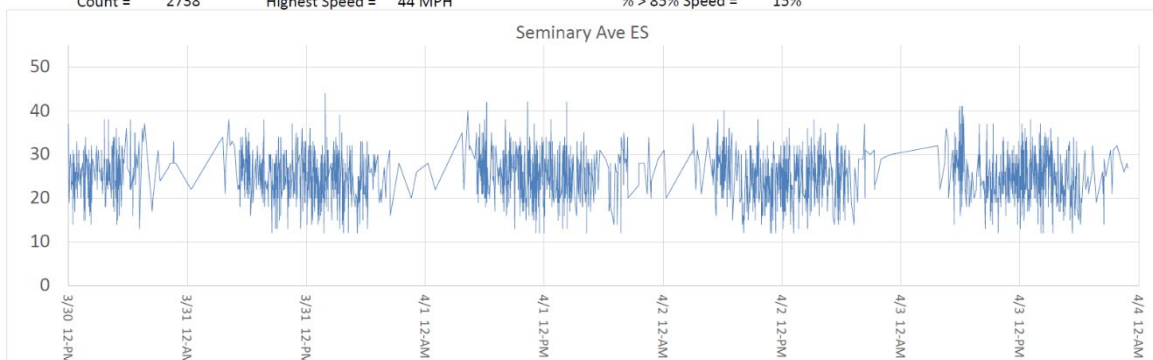


Figure 5: Collected Speed Data Patterns, ES

Division St SS Period = 3/30/26 4/3/26 85th % Speed = 22 MPH ADT = 166 (Tues - Thurs)
Count = 801 Highest Speed = 48 MPH Mon Fri % > SL (25 MPH) = 5%
% > 85% Speed = 5%

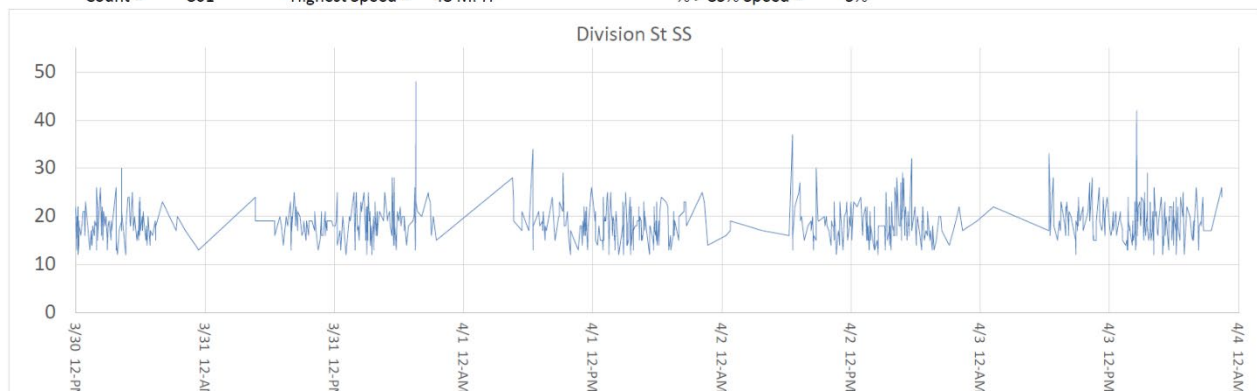


Figure 6: Collected Speed Data Patterns, SS

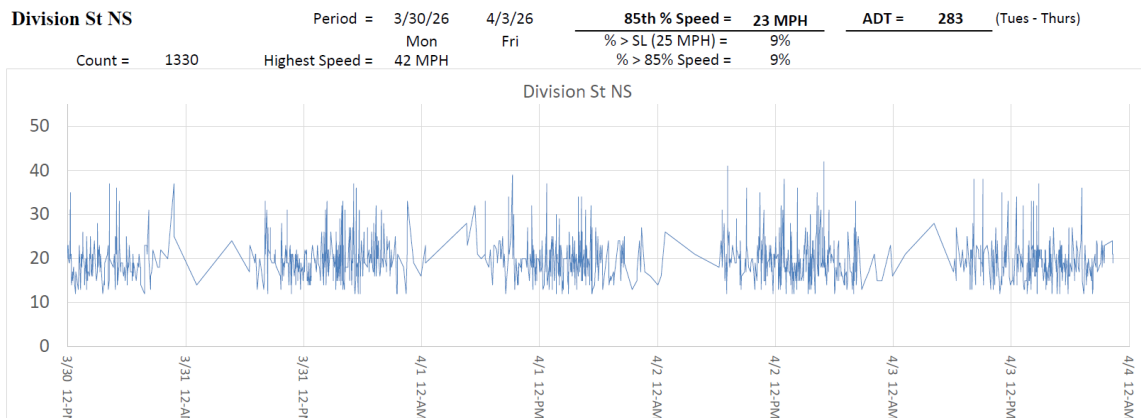


Figure 7: Collected Speed Data Patterns, NS

Collector SchZone was deployed on Seminary Avenue just east of NW Ed Glover Street/NW 7th Street. Collector WS was deployed on Seminary Avenue just east of NW 1st Street. Collector ES was deployed on Seminary Avenue just west of NE 1st Street. Collector SS was deployed on Division Street just south of Seminary Avenue. Collector NS was deployed on Division Street just north of Seminary Avenue.

SchZone was deployed to measure speeds in both directions. WS, ES, SS, and NS were deployed to measure only incoming traffic. The SchZone deployment provided a second study point outside the influence of the Division Street intersection to evaluate whether the western section of Seminary Avenue exhibited different vehicle speed trends. This was important to help identify any variance that may be caused by the intersecting roadway closer to the downtown area.

The graphs above present the general pattern of traffic speeds approaching the study zones. They are not intended for granular analysis, rather they show the overall pattern of speed data fluctuations throughout day, and from day to day, during the five-day study period. It can be seen from each graph that speed fluctuations are generally consistent, if not exact, and traffic speed patterns are similar from day to day. This observation indicates that the drivers that utilize these roads travel at consistent speeds and at consistent times over the course of a typical week. This pattern repetition can also indicate a familiarity with the roadway which would be indicative of use by local traffic rather than commuter traffic. This is consistent with the roadway being classified as a local road.

Traditional histograms of cumulative speed data are presented on the following pages.

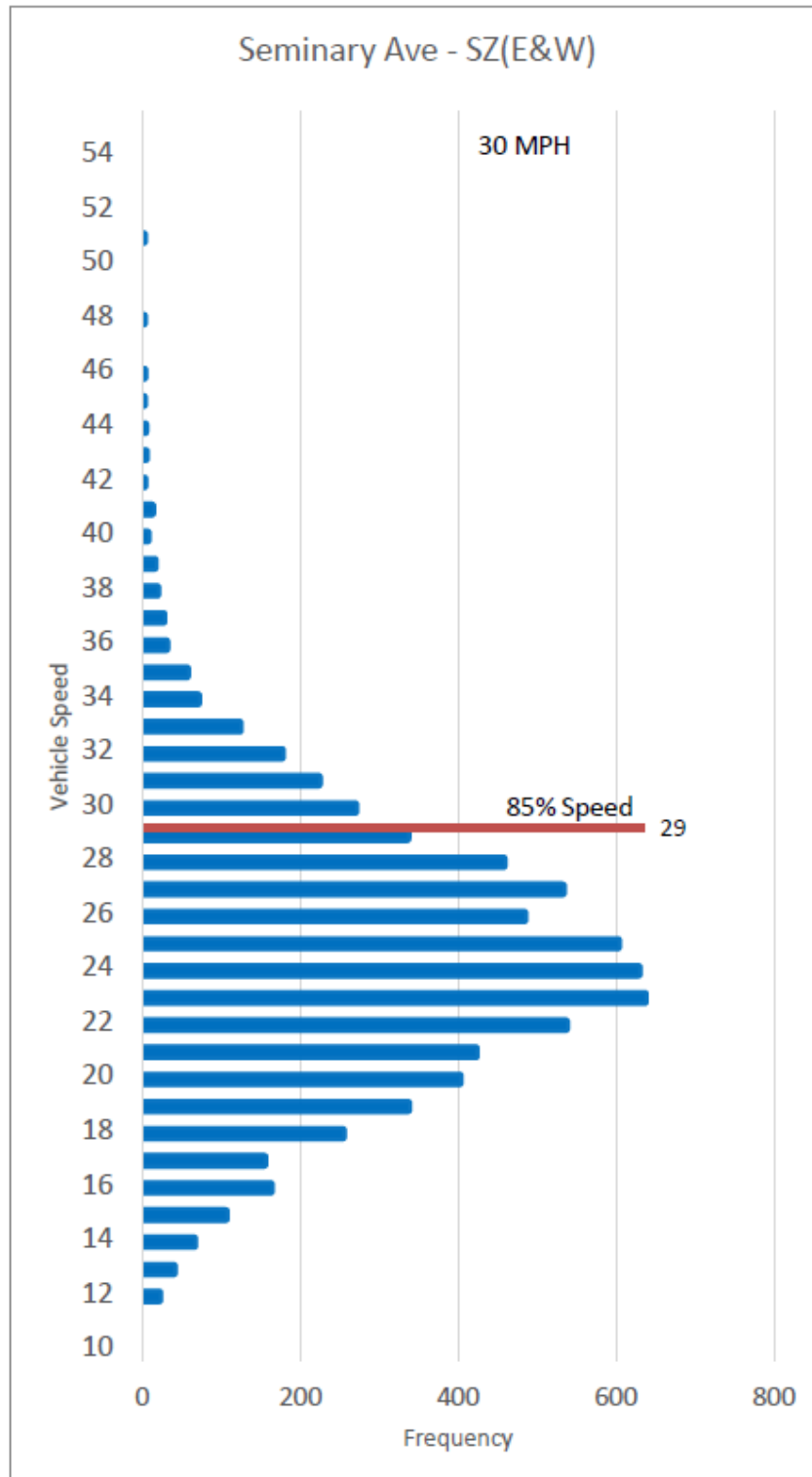


Figure 8: Cumulative Speed Data, SchZone

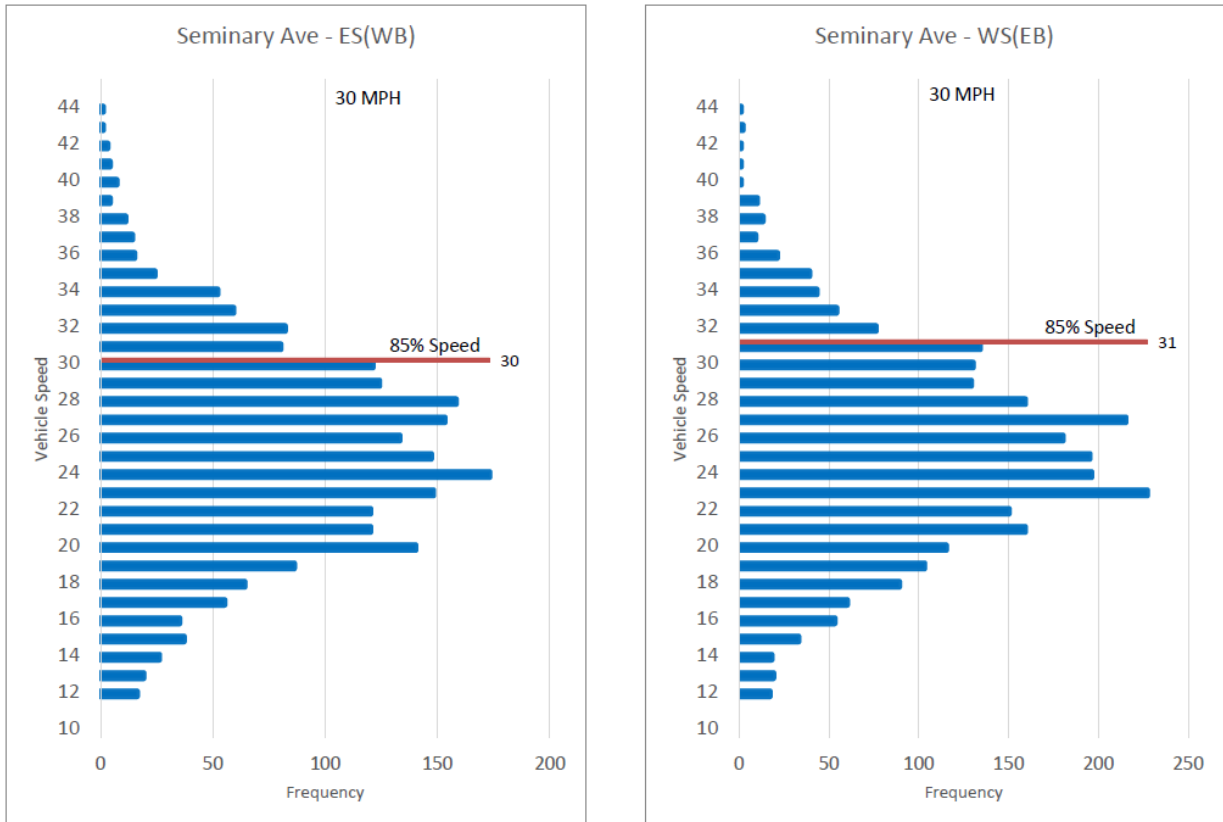


Figure 9: Cumulative Speed Data, ES & WS

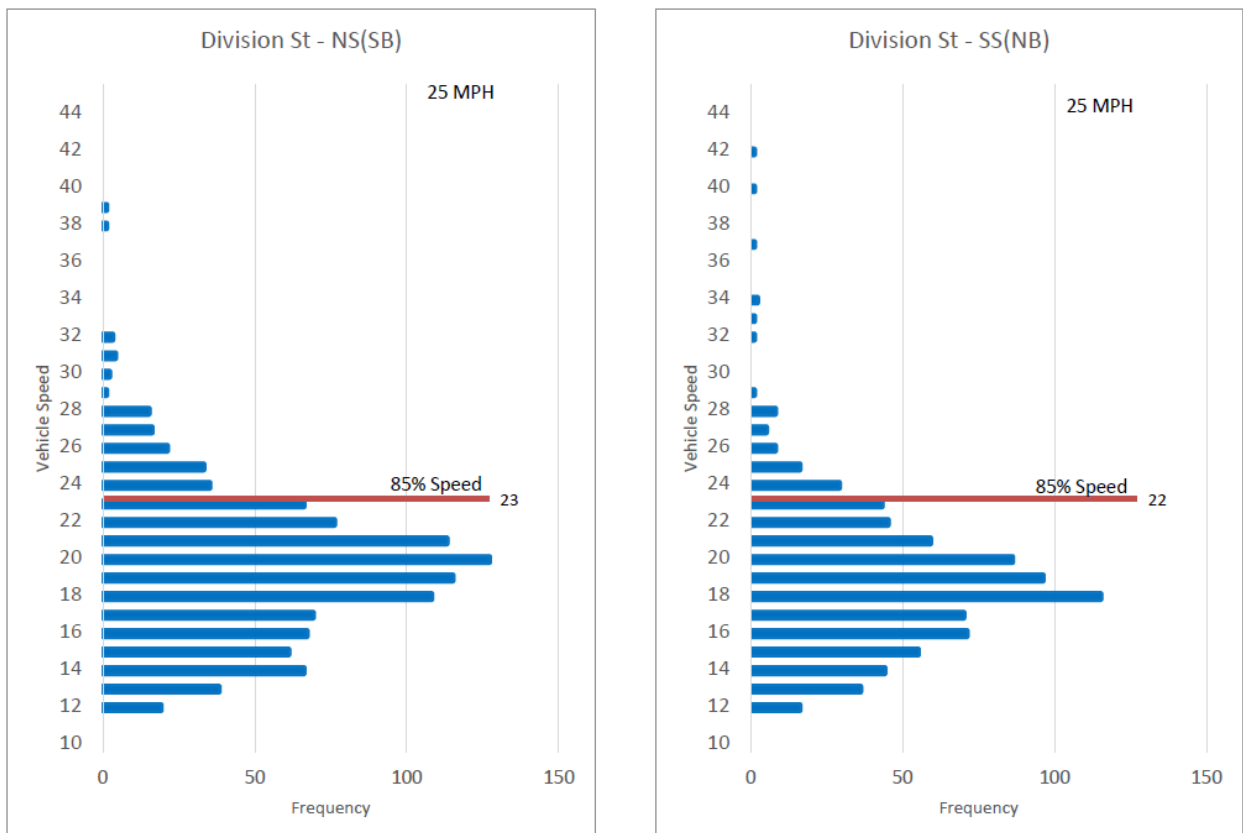


Figure 10: Cumulative Speed Data, NS & SS



To complete the discussion on speed analysis, it is necessary to define the following:

- Posted speed limit
- 85th percentile speed
- 10 MPH pace speed

The posted speed is the limit established by law, ordinance, regulation, or as adopted by the authorized agency and is shown in multiples of 5 MPH on a regulatory street sign. The 85th percentile speed is the speed at or below which 85 percent of the observed free-flowing vehicles are traveling. The 10 MPH pace speed is the 10 MPH range containing the highest number of free-flowing vehicles contained in the study sample data. The 85th percentile speed and the 10 MPH pace speed are both utilized to determine what speed zones are appropriate for a particular roadway, especially when a speed zone regulation is not specifically called out in statute, as described below. Florida Statute regulates the establishment of a means of speed zoning in Florida to the Florida Department of Transportation (FDOT). FDOT presents its methodology for speed zoning in the Speed Zoning for Highways, Roads and Streets in Florida manual (Speed Zone manual). The Speed Zone manual states:

The posted speed limit shall be rounded to the nearest multiple of 5 MPH of the observed 85th percentile speed or upper limit of the 10 MPH pace, whichever is less... An observed 85th percentile speed that exceeds the 10 MPH pace could result from a small percentage of vehicles exceeding the posted speed limit to a greater degree than the average driver traveling within the 10 MPH pace. With rounding, the posted speed limit should not differ from the 85th percentile speed or upper limit of the 10 MPH pace (whichever is less) by more than 3 MPH. Speed limits of more than 8 MPH below the 85th percentile speed are not authorized. A speed limit of 4 to 8 MPH less than the 85th percentile speed shall be authorized if supported by a supplemental investigation...

The key speed data collected for this study is tabulated below.

Collector	Posted Speed	85 th Percentile Speed	10 MPH Pace Speed
SchZone	30	29	18 – 28
WS	30	31	20 – 30
ES	30	30	19 – 29
SS	20	22	13 – 23
NS	20	23	13 – 23

Table 1: Tabulated Speed Data (in MPH)

The data collected indicates that the majority of drivers observe the posted limits and that there is not a speeding problem where samples were taken. Section 316.189, F.S., regulates speed zones within municipalities. It says:

The maximum speed within any municipality is 30 miles per hour. With respect to residence districts, a municipality may set a maximum speed limit of 20 or 25 miles per hour on local streets and highways after an investigation determines that such a limit is reasonable.

Based on the statute and the collected data, the speed zones established for both Seminary Avenue and Division Street seem to be reasonable and would be considered to be in compliance with the regulations described above. It should be noted that there are multiple speed hump locations on both Seminary Avenue



and Division Street, that when coupled with roadway geometry and the surrounding environment, help produce a traffic calming effect.

IV. Volume Survey Results

In addition to speed data, vehicular volume data was also collected. The data collected allowed for a determination of average daily traffic or ADT. The ADT for each collector is tabulated below and is counted in vehicles per day (VPD). Please note that SchZone represents a bi-directional count, that is it shows a volume that is based off trips in both directions. The other stations collected incoming volumes only. This allows for a calculation of total entering volume on an average day.

Collector	ADT
SchZone	950
WS	689
ES	583
SS	166
NS	283

Table 2: Tabulated Volume Data (in VPD)

This shows that on a typical day, there are about 1,000 vehicles that utilize Seminary Avenue and approximately 225 per day on Division Street, at least in the vicinity of Seminary Avenue. This also tells us that about 1,720 vehicles pass through the intersection of Seminary Avenue and Division Street on a typical day. In this case Seminary Avenue would be identified as the major street. Both roadways are accurately categorized as low volume, local roads. Every data collector, except SS, showed a large vehicle percentage of about 2%. SS reported a large vehicle percentage of about 6%. This means that the SS collector reported the lowest daily volume but the highest large vehicle percentage. It is not readily clear why this would be the case as that leg of Division Street is signed as “No Thru Trucks” and there doesn’t appear to be a land use that would generate larger vehicle traffic. However, a large vehicle, as counted by the data collector, is any vehicle longer than 30 FT. When reviewing the raw count numbers, the actual number of large vehicles on Division Street is not much higher than those reported on Seminary Avenue. If the large vehicle number is relatively consistent between both roadways but the total volume is much lower on Division Street, then the higher percentage of large vehicles at SS makes sense. This anomaly should be investigated further.

V. All Way Stop Control

The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is published by the Federal Highway Administration (FHWA) and is the guidance provided for traffic engineers to make determinations on the installation of traffic control devices such as traffic signals or all way stop control intersections (AWSC).

There are five conditions or warrants that can be evaluated to determine if an AWSC is needed or justified. They are:

1. Warrant A: Crash Experience
2. Warrant B: Sight Distance
3. Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection
4. Warrant D: 8-Hour Volume
5. Warrant E: Other Factors



These were reviewed for the intersection of Seminary Avenue and Division Street, which is currently a two way stop controlled intersection with traffic required to stop on Division Street.

Warrant A requires five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control. This effort found only two crashes in a five-year period close to the intersection. Neither of these would have been correctable by the addition of stop signs on Seminary Avenue. This warrant was not met.

Warrant B requires that the sight distance on the minor road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major road. Division Street was found to have adequate sight distance to perform turning or crossing maneuvers. This warrant was not met.

Warrant C allows for an AWSC to be installed at locations where AWSC is an interim measure that can be used to control traffic while arrangements are being made for the installation of a traffic control signal or roundabout at the intersection. This is not the case at this intersection, so this warrant is not applicable.

Warrant D requires that the volume entering the intersection from the major street approaches is at least 300 units per hour for each of any eight hours of a typical day and that during the same eight hours the minor street approaches have at least 200 units per hour entering the intersection. The hourly volumes throughout the day did not match these levels. This warrant was not met.

Warrant E allows for other mitigating circumstances, such as left turn conflict control, high pedestrian or bicycle volumes, etc., to be considered where the addition of an AWSC could provide some traffic operational benefit. No other conditions were identified that would be improved by the addition of stop control on Seminary Avenue, so this warrant is not applicable.

VI. Conclusions & Recommendations

Based on the information provided above the following was determined:

- Seminary Avenue and Division Street are low volume local roadways.
- The speed limits on both roads are correctly set.
- There is existing traffic calming in place provided by the presence of traffic humps, the existing roadway geometry, and the environment.
- The majority of the vehicles are travelling at or below the posted speed limits.
- There have been only two reported crashes on Seminary Ave in the last five years.
- The installation of an AWSC at Seminary Ave and Division Street is not warranted.
- There doesn't appear to be the need for increased law enforcement presence as it relates to traffic.

The following actions are recommended:

- Investigate the higher percentage of large vehicles on Division Street south of Seminary Avenue.
- Review the placement of existing speed limit signs and relocate and/or supplement as necessary.