
CITY COUNCIL WORKSHOP

CITY OF LAKE CITY

October 20, 2025 at 5:00 PM

Venue: City Hall

AGENDA

This meeting will be held in the City Council Chambers on the second floor of City Hall located at 205 North Marion Avenue, Lake City, FL 32055. Members of the public may also view the meeting on our YouTube channel. YouTube channel information is located at the end of this agenda.

Call to Order

Pledge of Allegiance

Invocation - Mayor Noah Walker

Roll Call

Ladies and Gentlemen; The Lake City Council has opened its public meeting. Since 1968, the City Code has prohibited any person from making personal, impertinent, or slanderous remarks or becoming boisterous while addressing the City Council. Yelling or making audible comments from the audience constitutes boisterous conduct. Such conduct will not be tolerated. There is only one approved manner of addressing the City Council. That is, to be recognized and then speak from the podium.

Failure to abide by the rules of decorum will result in removal from the meeting.

Items for Discussion

1. Mobility Plan & Mobility Fee Presentation - Project Manager Lauren Rushing, AICP - NUE Urban Concepts

Public Participation - Public Comments

Citizens are encouraged to participate in City of Lake City meetings. The City of Lake City encourages civility in public discourse and requests that speakers direct their comments to the Chair. Those attendees wishing to share a document and or comments in writing for inclusion into the public record must email the item to submissions@lcfla.com no later than noon on the day of the meeting. Citizens may also provide input to individual council members via office visits, phone calls, letters and e-mail that will become public record.

YouTube Information

Members of the public may also view the meeting on our YouTube channel at:
<https://www.youtube.com/c/CityofLakeCity>

Pursuant to 286.0105, Florida Statutes, *the City hereby advises the public if a person decides to appeal any decision made by the City with respect to any matter considered at its meetings or hearings, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.*

SPECIAL REQUIREMENTS: *Pursuant to 286.26, Florida Statutes, persons needing special accommodations to participate in these meetings should contact the **City Manager's Office at (386) 719-5768.***

File Attachments for Item:

1. Mobility Plan & Mobility Fee Presentation - Project Manager Lauren Rushing, AICP - NUE Urban Concepts

MOBILITY PLAN & MOBILITY FEE



CITY OF LAKE CITY *Council Workshop*

October 20th, 2025

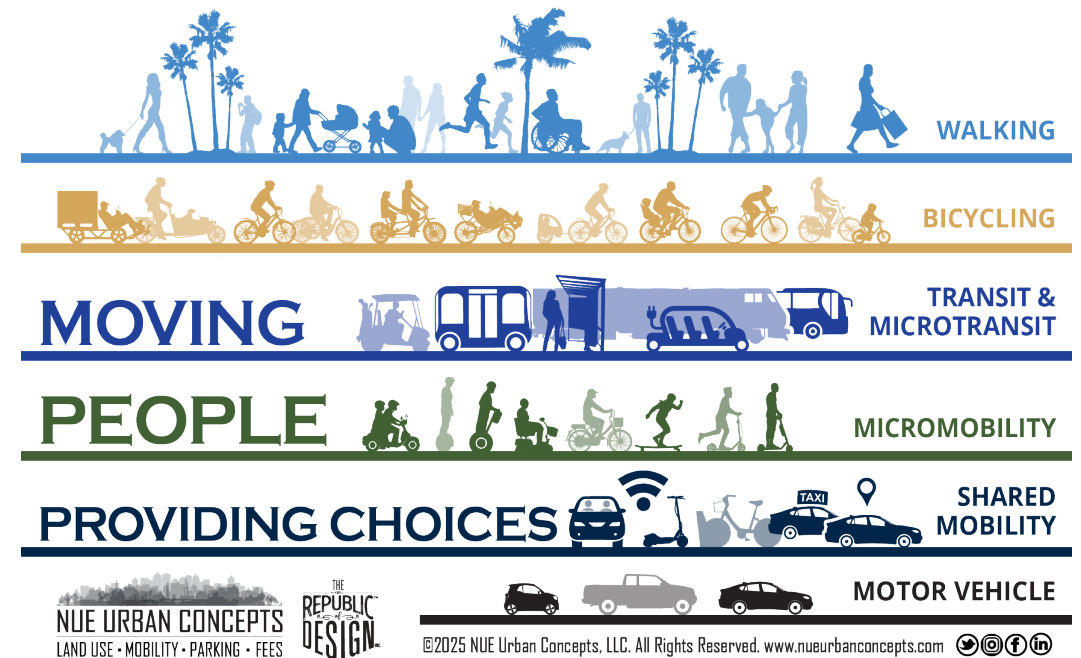
Lauren Rushing, AICP



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to moving people safely
- **Long-term plan** (2050 horizon)
- Identifies project needs at a high level
- Required by Florida Statute to serve as basis for development of a mobility fee



WHAT IS A MOBILITY FEE?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services



WHY DOES LAKE CITY NEED A MOBILITY PLAN & FEE?

POPULATION GROWTH

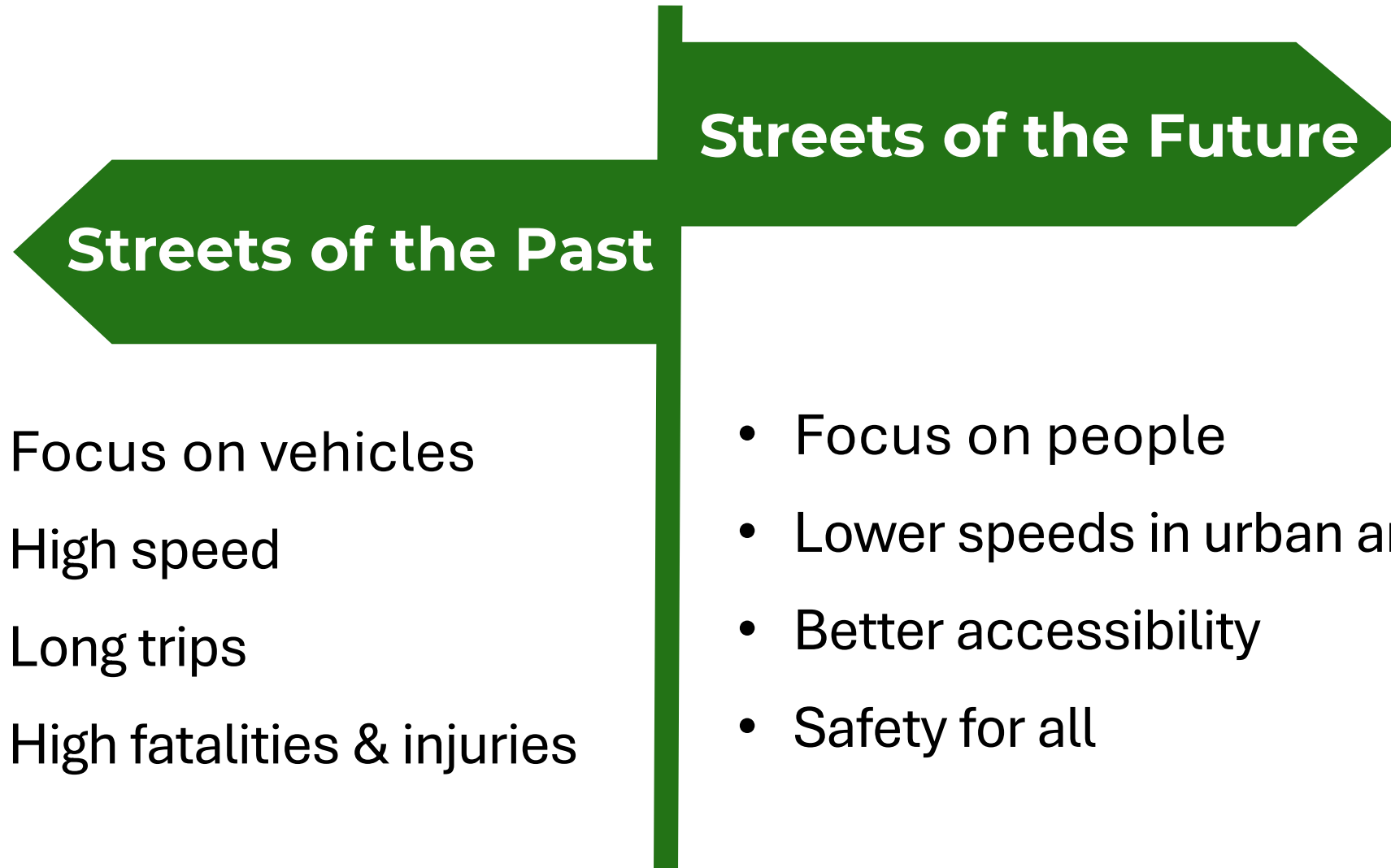
Year	Lake City	Columbia County
2024	12,494	72,155
2050	13,939	80,500
Increase	1,445	8,345

WHY DOES LAKE CITY NEED A MOBILITY PLAN & FEE?

- Provides **comprehensive vision** to guide capital projects and development
- Helps the City **balance growth** with **quality of life for existing residents**
- Creates a City-controlled funding mechanism
- Helps leverage alternative funding opportunities



WHY DOES LAKE CITY NEED A MOBILITY PLAN & FEE?



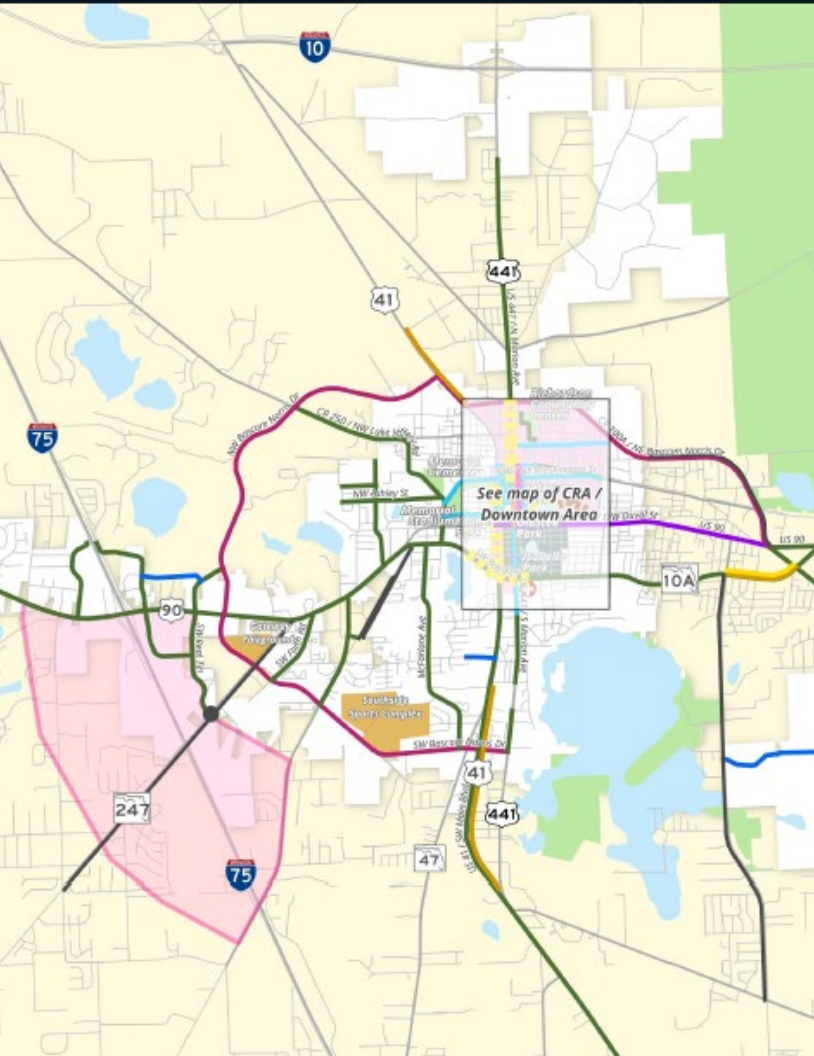
LAKE CITY 2050 MOBILITY PLAN

DRAFT

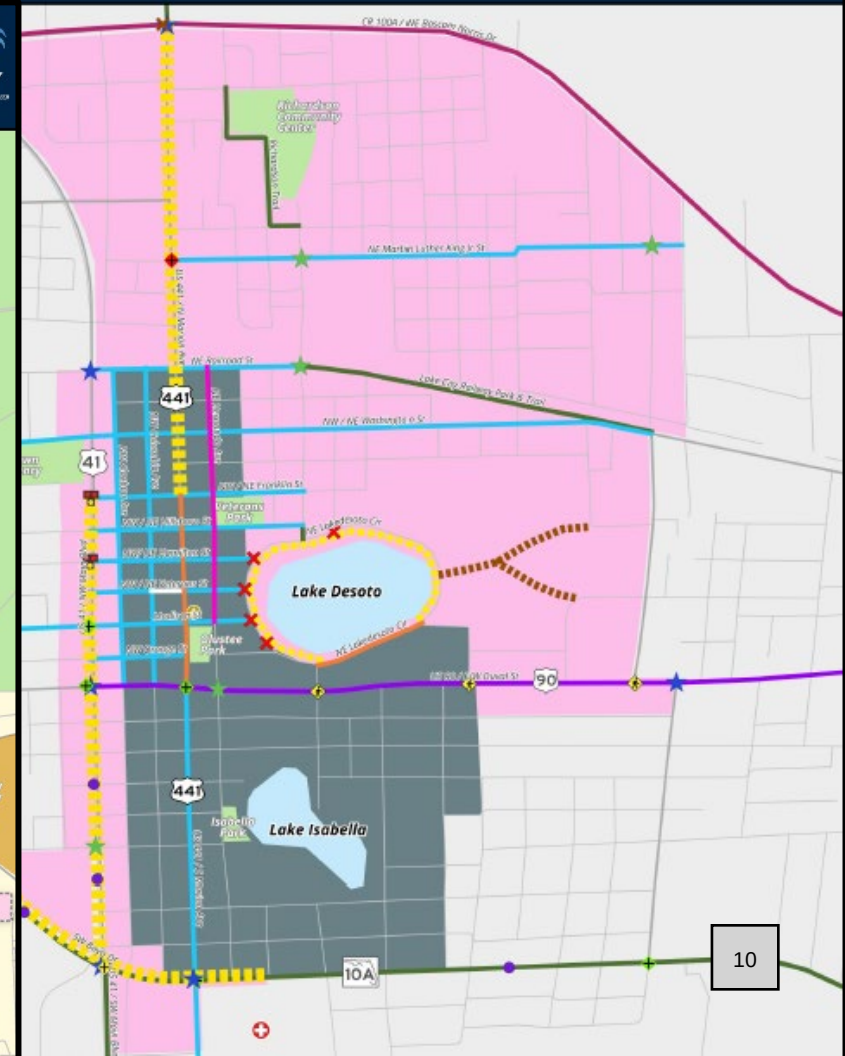
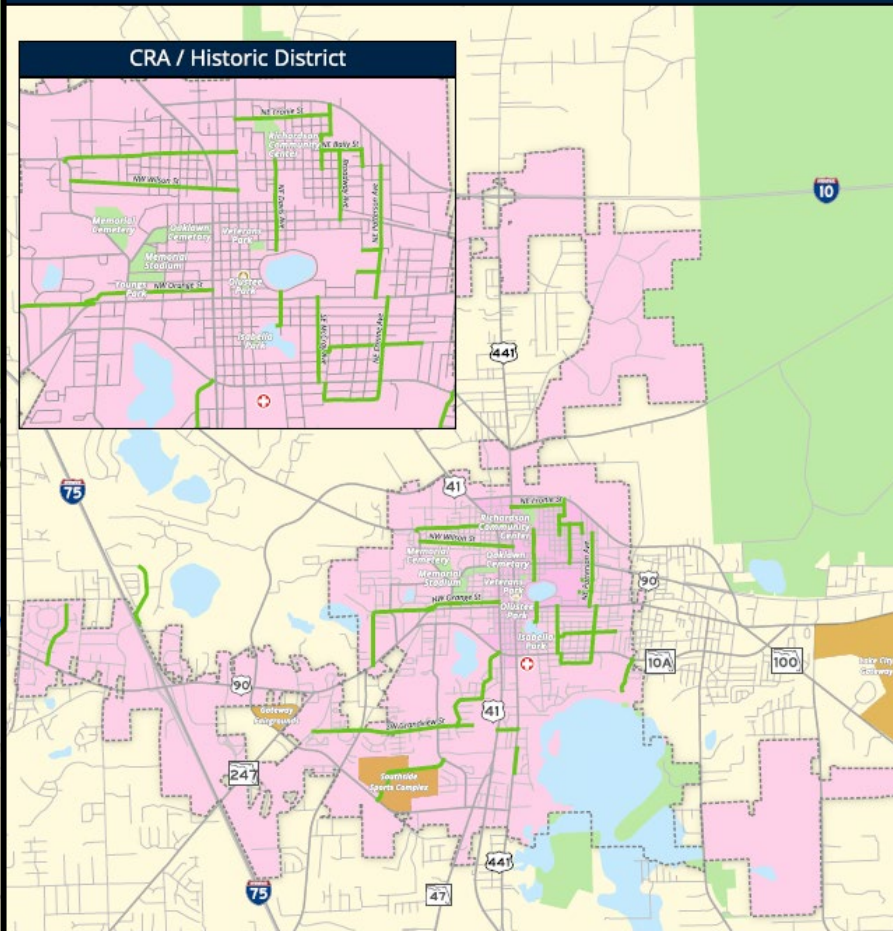
2050 Mobility Plan
City of Lake City



2050 Mobility Plan (CRA / Historic District)
City of Lake City



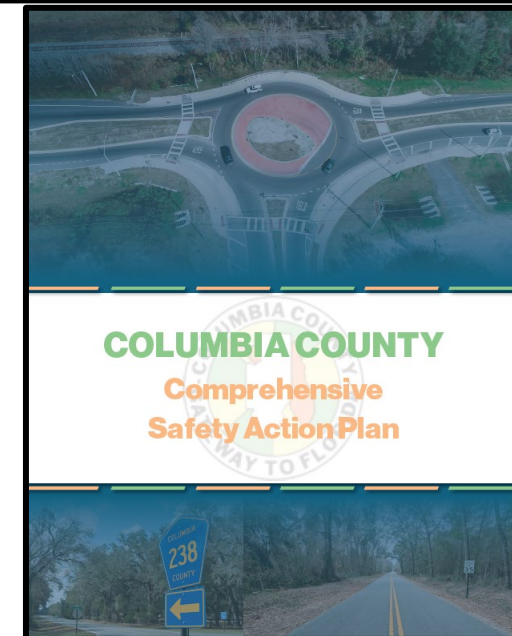
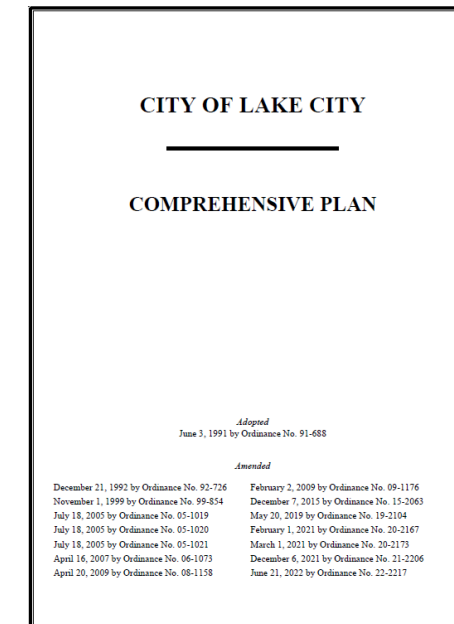
2050 Mobility Plan: Neighborhood Greenways
City of Lake City



LAKE CITY 2050 MOBILITY PLAN

Data & Document Review

- Lake City Comprehensive Plan
- Community Redevelopment Area (CRA) Master Plan
- Columbia County Comprehensive Safety Action Plan
- GIS Data
- Site Visits
- Staff Input



LAKE CITY 2050 MOBILITY PLAN

Stakeholder Meetings

- Columbia County (**Aug 18**)
- Florida Department of Transportation (FDOT D2) District 2 (**Sept 11**)
- Lake City Public Schools (**Oct 7**)



OVERARCHING GOALS

- Create a complete, connected multimodal transportation system
- Improve safety for vehicular and multimodal travel
- Reduce and prevent vehicle congestion
- Improve walkability in the Historic Downtown and CRA
- Transportation framework for redevelopment

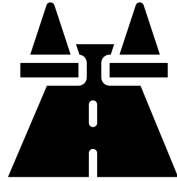


LAKE CITY 2050 MOBILITY PLAN



6

miles of
**Downtown Street
Upgrades**



9

miles of
Roadway Widening



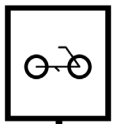
15

miles of
Multi-Use Trail



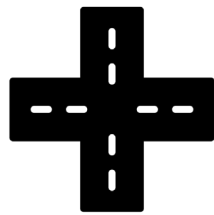
.5

miles of
Curbless Shared Streets



13

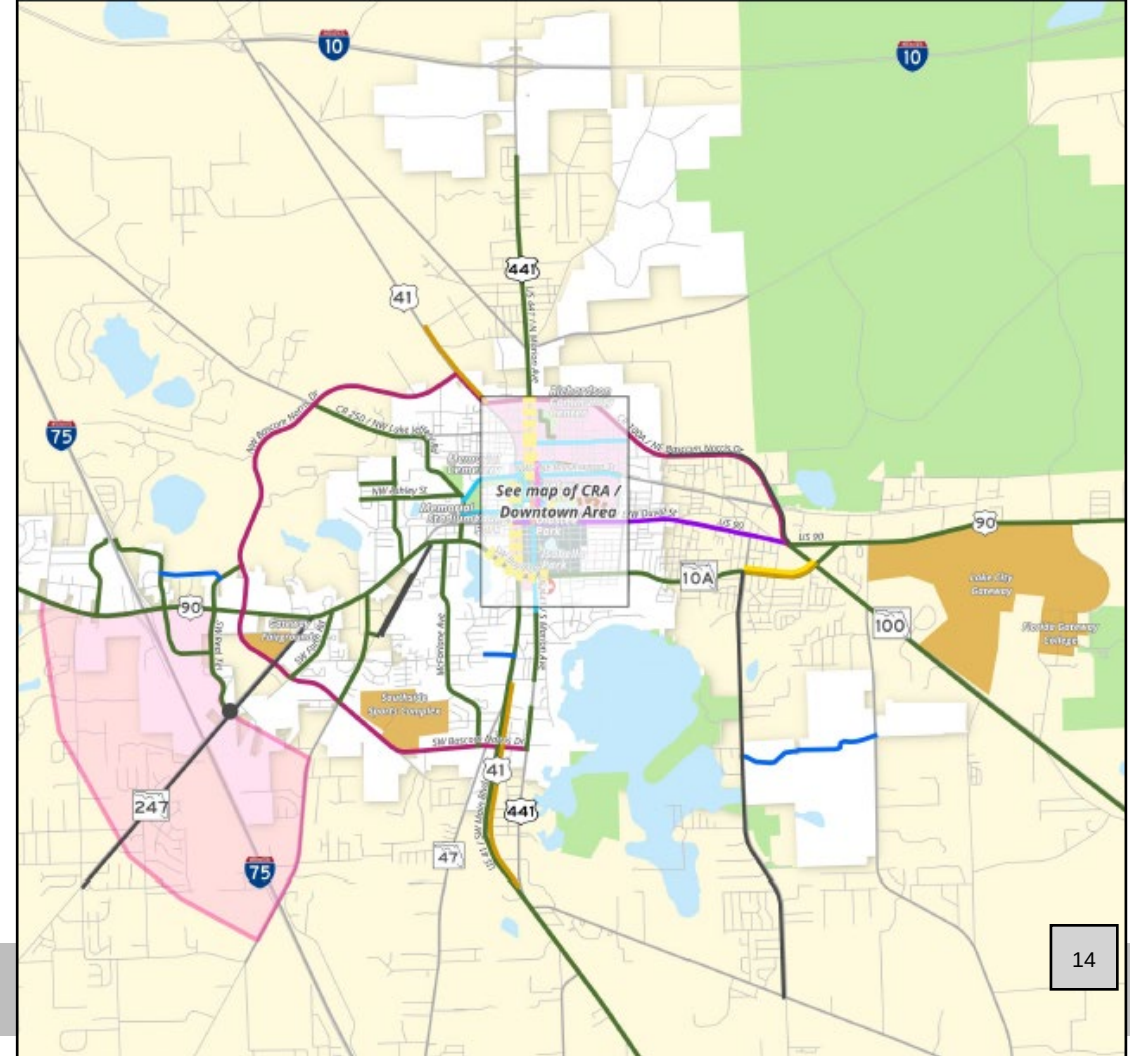
miles of
Neighborhood Greenways



63

Intersections

2050 Mobility Plan City of Lake City



LAKE CITY 2050 MOBILITY PLAN

- Boardwalks
- Lane Repurposing
- Lake DeSoto Promenade
- Safety Improvements
- Primary Commercial Streets
- Two-Way Conversion of Hernando Ave
- Midblock crossings
- Roundabout
- Studies & Programs

184
Mobility
Projects

LAKE DESOTO PROMENADE

Town Center Promenade | Wellington, FL



CURBLESS SHARED STREETS

LAKE CITY 2050 MOBILITY PLAN

SUMMARY:

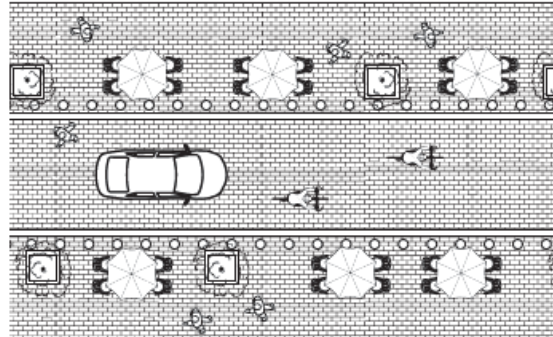
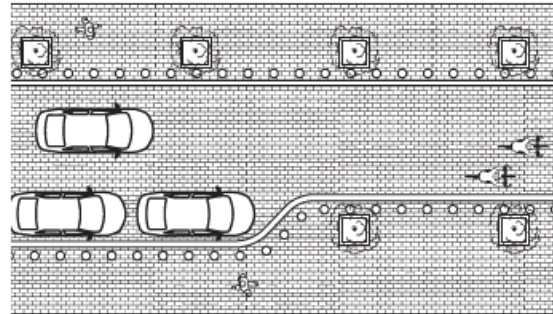
An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. Curbless Shared Streets feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of Curbless Shared Streets is that "out of the chaos of various modes sharing the same space, traffic will be calmed" because when people have to really pay attention to others around them, safety for everyone is increased.

Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables, and other features without the need to adjust set-ups to deal with curbs and changes in elevation.

Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as 'Main Streets' or destinations within a community. Living Streets feature slow speeds of 10 MPH or less with all modes sharing the same space and are most often found in residential areas. People walking or children playing have priority and other modes yield the right-of-way.

TYPICAL FEATURES:

- Removal of elevated curbs
- Materials delineate spaces
- Vehicles lanes and sidewalks feature pavers or bricks
- Streets with lower traffic volumes
- Travel speeds of 15 mph or less
- Furniture, parking, and landscaping define site visibility
- Space for vehicles is between 18' to 20' wide
- Zones for on-street deliveries, valet, pick-up & drop-off
- Retractable bollards limit vehicle access
- Streets comply with ADA standards



WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET



ALTAMONTE SPRINGS MOBILITY PLAN
CRANES ROOST

PROPOSED CURBLESS SHARED STREETS

NE Lake Desoto Cir (from NE Vickers Ter to NE Laguna Dr)
 US 441 / N Marion Ave (from Franklin St to US 90)



LAKE WALES MOBILITY PLAN
PARK AVENUE

NE Lake Desoto Cir
 (Vickers Ter to
 Laguna Dr)

Marion Ave
 (Franklin St to US
 90)

PRIMARY COMMERCIAL STREETS

LAKE CITY 2050 MOBILITY PLAN

SUMMARY:

These streets are proposed to be designed with the intent to prioritize people walking and create an urban environment to support commercial / retail development. Design will feature lower vehicle speeds, safer crossings, streetscape (i.e., hardscape and landscape), and amenities for people. On longer blocks and key destinations, providing mid-block crossings with appropriate traffic calming measures. Sidewalks along these streets are used frequently by people walking and therefore a higher level of streetscape amenities is emphasized.

Primary Commercial Streets can function either as a means to move people or can act as destinations in themselves by reclaiming streets for spending time and offering a high level of social interaction. Primary Commercial Streets are a high priority for retrofitting existing streets as part of any street resurfacing, reconstruction, rehabilitation, safety, operational, or capacity improvements.

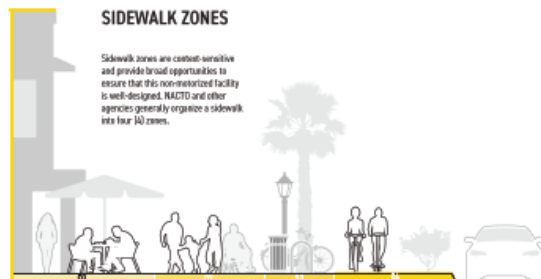
The City can elect to utilize mobility fees and other funding sources to encourage the State to upgrade sidewalks and streetscape as part of street improvements. The City can also offer development activity (for example, redevelopment and new development) mobility fee credits or reimbursements for the construction of off-site (for example, beyond the limits of development activity) sidewalk and streetscape improvements.



ALTAMONTE SPRINGS MOBILITY PLAN
 SR 436 - WALKING & TRANSIT IMPROVEMENT
 UNDER CONSTRUCTION

TYPICAL FEATURES:

- Minimum 10' wide sidewalks, ideally pavers
- Posted Speed Limits of 30 MPH or 35 MPH
- Shade trees with 50-foot spacing
- Streetscape themed features & public art
- Seating areas, particularly at mid-block locations
- Lighting, with common themes, scaled for people
- Signal master arms at intersections
- Themed street signage
- Themed informational and directional signage
- Themed and shaded transit shelters
- Bulb-outs at intersections
- Reduced distances at mid-block crossings
- Crossing design for handicapped accessibility
- Median safe zones where possible



- 01 FRONTAGE ZONE:** It functions as an extension of the building, whether it be through entryways and doors, or sidewalk cafes and sandwich boards. The frontage zone comprises of both the structure and the facade of the building fronting the street, as well as the space immediately adjacent to the building.
- 02 PEDESTRIAN THROUGH ZONE:** It's the primary accessible pathway that runs parallel to the street. The pedestrian through zone ensures that pedestrians have a safe and adequate place to walk. It should be 5-7 feet wide in residential settings and 8-12 feet wide in downtown or commercial areas.
- 03 FURNITURE ZONE:** The section of the sidewalk between the curb and the pedestrian zone in which street utilities and amenities, such as lighting, benches, utility poles, trees, and bicycle parking are provided.
- 04 ENHANCEMENT BUFFER ZONE:** The situational space immediately next to the sidewalk may comprise a variety of different optional elements. This buffer zone can be used for vehicular parking, commercial loading zones, curbside bike lanes, or protected bike lanes. It can also include parklets, stormwater management features, bike racks, bike share stations, and curbside extensions.



PROPOSED PRIMARY COMMERCIAL STREETS

State

US 41 / NW Main Blvd
 US 441 / N Marion St
 SR 10A / SW & SE Baya St



GAINESVILLE MOBILITY PLAN
 UNIVERSITY AVENUE - DEVELOPER IMPROVEMENT

NW Main Blvd
 (Franklin St to
 Baya Dr)

N Marion St
 (Bascom Norris
 to Franklin St)

SW/SE Baya
 (Knox St to
 Isabella Way)

SUMMARY:

Neighborhood Greenways are designated low-volume, low-speed streets with posted speed limits between 20 MPH and 25 MPH that prioritize walking, bicycling, and other alternative modes of transportation. Reduced posted speed limits are accompanied by traffic calming, identifying wayfinding signage, and shared lane pavement markings.

Neighborhood Greenways can also include improvements to reduce the width of vehicle travel lanes to slow motor vehicles and accommodate multimodal modes. Changes to the physical geometry of streets, such as restriping to add on-street parking, bicycle lanes, or advisory on-street sidewalks through pavement markings, are necessary to achieve these posted speed limits and can be added as part of projects to resurface existing streets.

This reduction in lane width can sometimes result in what are known as “yield streets.” The lane width of yield streets is too narrow for two cars to pass each other; one vehicle must pull aside using parking spaces or driveway openings to yield right-of-way to oncoming vehicles. Neighborhood Greenways may also include conversion of two-way streets to one-way streets to add on-street parking or bicycle lanes.

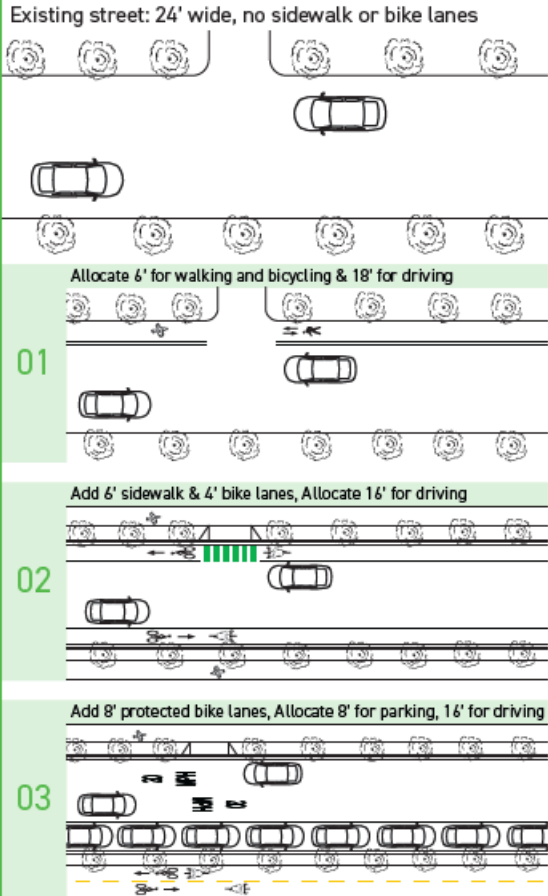
Neighborhood Greenways connect schools, parks, and neighborhoods to other key destinations within cities to provide safe and comfortable low speed routes that fill gaps in the overall multimodal transportation network.

Neighborhood Greenways can additionally include potential to incorporate natural stormwater management approaches (green infrastructure) and low impact development (LID) in future street design. This concept can be used as an innovative strategy to mitigate the impacts of urban flooding to improve resiliency and to provide shading for improved walkability.

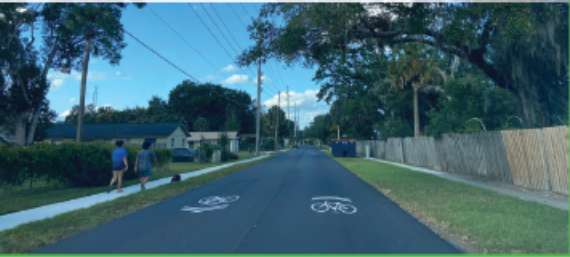


TYPICAL FEATURES:

- Low posted speed limit (ideally 20 MPH)
- Prioritize walking and biking
- Connect parks, schools, neighborhoods and other key destinations
- Shared lane pavement markings (a.k.a sharrows)
- Wayfinding signage
- On-street parking
- On-street bicycle lanes
- Sidewalks or on-street advisory sidewalks
- Pedestrian-scale lighting
- Traffic calming
- Street trees and landscaping



SHARED LANE PAVEMENT MARKINGS
LONGWOOD MOBILITY PLAN



PROPOSED LOCATIONS

Neighborhood Greenways are primarily proposed with the Historic District, Community Redevelopment Area (CRA), near schools and parks, or within residential neighborhoods.

YIELD STREET
GAINESVILLE MOBILITY PLAN



TWO-WAY TO ONE-WAY CONVERSION WITH ON-STREET PARKING
WEST PALM BEACH MOBILITY PLAN



13
miles of
**Neighborhood
Greenways**

DOWNTOWN CONTEXT SENSITIVE UPGRADE

Mt Dora



New Smyrna Beach



Delray Beach



LAKE CITY 2050 MOBILITY PLAN

Mobility Programs

- Downtown Parking Management Plan & Implementation
- Downtown Wayfinding Plan & Signage
- Sidewalk Improvements Program
- Bicycle Parking Program
- Micromobility & Low Speed Electric Vehicles Policy
- Tactical Urbanism
- Mobility on Demand /Microtransit Circulator Pilot

HOW TO IMPLEMENT A MOBILITY FEE



HOW TO DEVELOP A MOBILITY FEE

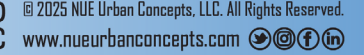


Development of a MOBILITY PLAN & MOBILITY FEE

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

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www.nueurbanconcepts.com



MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

$$MFu = (PTDu \times PMCr)$$

$$MFau = (MFu \times UMu)$$

Where:

MFu = Mobility Fee per use (Appendix Q)

PTDu = Person Travel Demand per use (Appendix O)

PMCr = Person Miles of Capacity Rate (Table 14)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix Q)

Prepared by NUE Urban Concepts, LLC

Mobility Fee Schedule

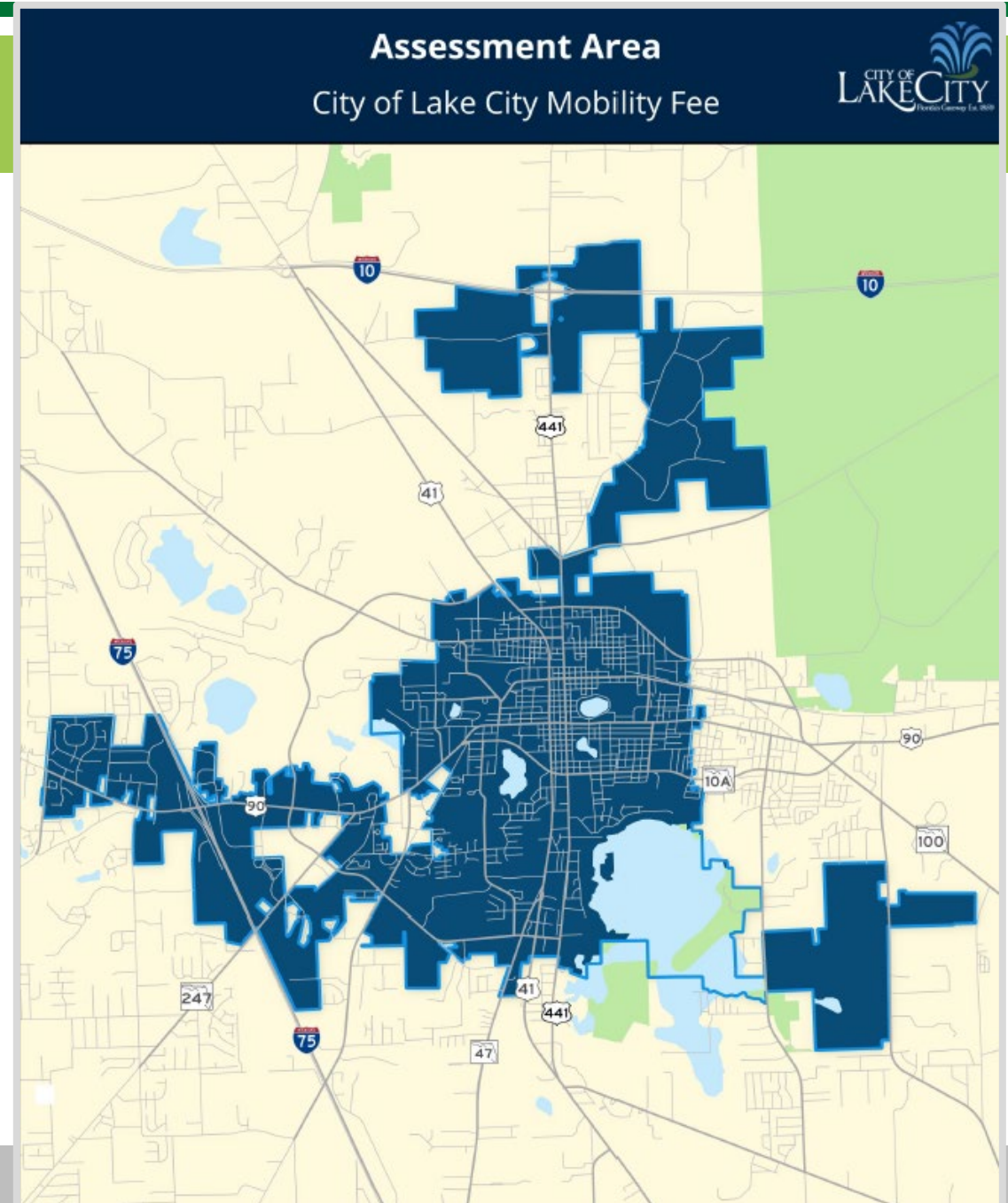
(for reference only: details to follow)

DRAFT CITY OF LAKE CITY MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	Mobility Fee
Residential Uses		
Affordable Residential ^{1,2}	per 1,000 Sq. Ft.	\$920
Residential (Single-Family, Multi-Family, Mobile Home) ^{2,3,4}	per 1,000 Sq. Ft.	\$1,839
Institutional Uses		
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$1,059
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per 1,000 Sq. Ft.	\$994
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$1,181
Recreational Uses		
Golf Course (Open to Public or Non-Resident Membership)	per hole	\$4,977
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis) ⁵	per Acre	\$4,493
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation) ⁵	per 1,000 Sq. Ft.	\$4,072
Recreational Vehicle or Travel Trailer Park	per Space / Lot	\$604
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities) ⁶	per 1,000 Sq. Ft.	\$724
Office Uses		
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per 1,000 Sq. Ft.	\$1,729
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$4,335
Commercial & Retail Uses		
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use) ⁷	per 1,000 Sq. Ft.	\$2,453
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale) ⁸	per 1,000 Sq. Ft.	\$3,967
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant) ⁹	per 1,000 Sq. Ft.	\$7,947
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station) ⁹	per 1,000 Sq. Ft.	\$17,073
Non-Residential Additive Uses (All uses are additive except overnight lodging)¹⁰		
Bank or Financial Drive-Thru Lane or Free-Standing ATM ¹¹	per Lane / ATM	\$7,923
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	\$1,772
Fast Food or Quick Service Restaurant Drive Thru ¹²	per Lane	\$20,868
Retail Drive-Thru (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail) ¹³	per Lane	\$7,241
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax) ¹⁴	per Lane or Stall plus per five (5) Stations	\$12,374
Automobile Charging (Commercial Facility which requires Membership or Payment) ¹⁵	per Position	\$6,225
Automobile Fueling	per Position	\$10,767
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires) ¹⁶	per Bay or Stall	
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¹ The City of Lake City defines affordable housing as housing available for those making 780% of the Area Medium Income. The mobility fee is calculated at a reduced rate as permitted per Florida Statute (Fla. Sta.), 163.3180 (5) (f) 6. The mobility fee could be waived completely by the City per Fla. Sta. 163.31801 (11) per affordable definition in Fla. Sta. 420.9071. The City shall establish that the housing meets the 780% criteria prior to utilization of the lower mobility fee rates.		

ASSESSMENT AREA

One Citywide Assessment Area

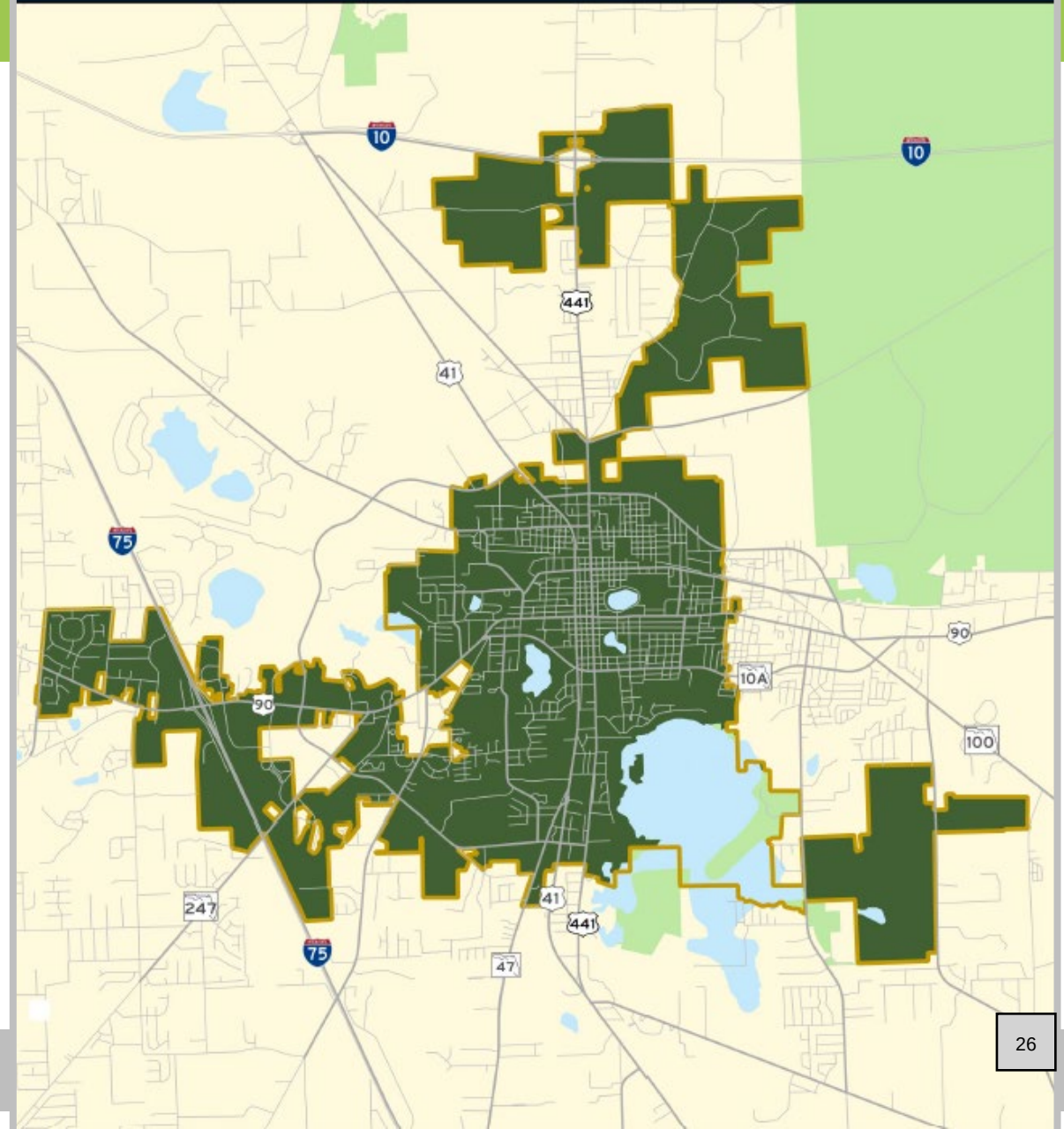
ILLUSTRATES WHERE MOBILITY FEES
CAN BE COLLECTED



BENEFIT DISTRICT

One Citywide Benefit District

ILLUSTRATES WHERE MOBILITY FEES
CAN BE EXPENDED



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL	UNIT OF MEASURE	MOBILITY FEE
Affordable Residential	per 1,000 sq. ft.	\$920
Residential (Single-Family, Multi-Family, Mobile Home)	per 1,000 sq. ft.	\$1,839

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL	UNIT OF MEASURE	MOBILITY FEE
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 sq. ft.	\$1,059
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per 1,000 sq. ft.	\$994
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per 1,000 sq. ft.	\$1,181

MOBILITY FEE SCHEDULE - RECREATIONAL

RECREATIONAL	UNIT OF MEASURE	MOBILITY FEE
Golf Course (Open to Public or Non-Resident Membership)	per hole	\$4,977
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis)	per Acre	\$4,493
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$4,072
Recreational Vehicle or Travel Trailer Park	per Space / Lot	\$604

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL	UNIT OF MEASURE	MOBILITY FEE
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities)	per 1,000 sq. ft.	\$724

MOBILITY FEE SCHEDULE - OFFICE

OFFICE	UNIT OF MEASURE	MOBILITY FEE
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per 1,000 sq. ft.	\$1,729
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per 1,000 sq. ft.	\$4,335

MOBILITY FEE SCHEDULE – RETAIL

RETAIL	UNIT OF MEASURE	MOBILITY FEE
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use)	per 1,000 sq. ft.	\$2,453
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale)	per 1,000 sq. ft.	\$3,967
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant)	per 1,000 sq. ft.	\$7,947
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station)	per 1,000 sq. ft.	\$17,073

MOBILITY FEE SCHEDULE - NON- RESIDENTIAL

NON-RESIDENTIAL	UNIT OF MEASURE	EAST MOBILITY FEE
Bank or Financial Drive-Thru Lane or Free-Standing ATM	per Lane / ATM	\$7,923
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	\$1,772
Fast Food or Quick Service Restaurant Drive Thru	per Lane	\$20,868
Retail Drive-Thru (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail)	per Lane	\$7,241
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$12,374

MOBILITY FEE SCHEDULE - NON- RESIDENTIAL

NON-RESIDENTIAL	UNIT OF MEASURE	EAST MOBILITY FEE
Automobile Charging (Commercial Facility which requires Membership or Payment)	per Position	\$6,225
Automobile Fueling	per Position	\$10,767
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires)	per Bay or Stall	\$4,498

MOBILITY FEE ASSESSMENT EXAMPLES

Example 1: 2,000 sq. ft. Single Family Residential

$$2 \text{ (per 1,000 sq. ft.)} \times \$1,839 = \mathbf{\$3,678}$$

Example 2: 4,000 sq. ft. Fast Food Restaurant with one (1) drive-thru

$$4 \text{ (per 1,000 sq. ft.)} \times \$17,073 = \mathbf{\$68,292}$$

$$1 \text{ (lane)} \times \$20,868 = \mathbf{\$20,868}$$

$$\mathbf{\text{Total Mobility Fee} = \$89,160}$$

NEXT STEPS

- Feedback and direction from Commission
- Update Mobility Plan & Mobility Fee based on direction
- Comprehensive Plan Amendment
- 1st Reading – TBD
- 2nd Reading – TBD

COMMENTS & QUESTIONS



Lauren Rushing, AICP | Project Manager

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Draft City of Lake City 2050 Mobility Plan (October 2025)																
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
5	CRA / Downtown	NE Fronie St	US 441 / N Marion Ave	N Black St (at Niblack High School)	0.46	Priority Neighborhood Greenway	City	CRA Plan	Proposed	2026-2030	\$690,000	5,796	50	--	\$690,000	Mobility Fees & Other Sources
10		Richardson Trail	NE Fronie St	NE Montana St	0.3	Multi-Use Trail	City	CRA Plan	Proposed	2026-2030	\$337,500	3,780	45	--	\$337,500	Mobility Fees & Other Sources
15		NE Davis Ave	NE Montana St	NE Hillsboro St	0.44	Priority Neighborhood Greenway	City	CRA Plan	Proposed	2026-2030	\$660,000	5,544	50	--	\$660,000	Mobility Fees & Other Sources
20		Multi-Use Trail (Multimodal Access to Lake Desoto)	NE Hillsboro St	Lake Desoto Cir	0.02	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2026-2030	\$22,500	120	45	--	\$22,500	Mobility Fees & Other Sources
25		NE Martin Luther King Jr St	US 41 / NW Main Blvd	NE Gurley Ave	0.75	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2040-2045	\$7,500,000	9,900	25	--	\$7,500,000	Mobility Fees & Other Sources
30		N Black St	SR 100A / NE Bascom Norris Dr	NE Lurose St	0.14	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$210,000	1,764	50	--	\$210,000	Mobility Fees & Other Sources
35		NE Lurose St	N Black St	NE Coldwater Ave	0.05	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$75,000	630	50	--	\$75,000	Mobility Fees & Other Sources
40		NE Coldwater Ave	NE Lurose St	NE Bailey Street	0.08	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$120,000	1,008	50	--	\$120,000	Mobility Fees & Other Sources
45		NE Coldwater Ave	NE Bailey Street	NE Montana St	0.05	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$75,000	630	50	--	\$75,000	Mobility Fees & Other Sources
50		NE Coldwater Ave	NE Montana St	NE Martin Luther King Jr St	0.04	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$60,000	504	50	--	\$60,000	Mobility Fees & Other Sources
55		NE Baily St	NE Coldwater St	NE Center Ave	0.19	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$285,000	2,394	50	--	\$285,000	Mobility Fees & Other Sources
60		NE Center Ave	BE Baily St	NE Martin Luther King Jr St	0.08	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2040-2045	\$120,000	1,008	50	--	\$120,000	Mobility Fees & Other Sources
65		Broadway Ave	NE Bailey St	NE Washington	0.34	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$510,000	4,284	50	--	\$510,000	Mobility Fees & Other Sources
70		NE Patterson Ave	NE Martin Luther King Jr St	US 90 / E Duval St	0.64	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$960,000	8,064	50	--	\$960,000	Mobility Fees & Other Sources
75		NE Simms Dr	Lake Desoto Boardwalk Connections	NE Patterson Ave	0.09	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$135,000	1,134	50	--	\$135,000	Mobility Fees & Other Sources
80		NE Lake Dr	Lake Desoto Boardwalk Connections	NE Patterson Ave	0.1	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$150,000	1,260	50	--	\$150,000	Mobility Fees & Other Sources
85		NE Railroad St	US 41 / NW Main Blvd	NE Davis Ave	0.3	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2040-2045	\$3,000,000	3,960	25	--	\$3,000,000	Mobility Fees & Other Sources

Draft City of Lake City 2050 Mobility Plan (October 2025)																
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
90	CRA / Downtown	Lake City Railway Park & Trail	US 441 / N Marion Blvd	NE Patterson Ave	0.52	Multi-Use Trail	City	CRA Plan	Proposed	2026-2030	\$585,000	3,120	45	--	\$585,000	Mobility Fees & Other Sources
95		NW / NE Washington St	US 41 / NW Main Blvd	NE Patterson Ave	0.82	Downtown Context Sensitive Upgrade	County	CRA Plan	Proposed	2035-2040	\$8,200,000	10,824	25	\$7,380,000	\$820,000	Anticipate 90% County Funding
100		NW / NE Franklin St	US 41 / NW Main Blvd	NE Davis Ave	0.31	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2035-2040	\$3,100,000	4,092	25	--	\$3,100,000	Mobility Fees & Other Sources
105		NW / NE Hillsboro St	US 41 / NW Main Blvd	NE Davis Ave	0.31	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2030-2035	\$3,100,000	4,092	25	--	\$3,100,000	Mobility Fees & Other Sources
110		NW/ NE Hamilton St	US 41 / NW Main Blvd	NE Lake Desoto Cir	0.24	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2030-2035	\$2,400,000	3,168	25	--	\$2,400,000	Mobility Fees & Other Sources
115		NW / NE Veterans St	US 41 / NW Main Blvd	NW Columbia Ave	0.09	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2026-2030	\$900,000	1,188	25	--	\$900,000	Mobility Fees & Other Sources
120		NW / NE Veterans St	NW Columbia Ave	US 441 / N Marion St	0.05	Pedestrian Street Upgrade	City	2050 Mobility Plan	Proposed	2045-2050	\$180,000	120	55	--	\$180,000	Mobility Fees & Other Sources
125		NW / NE Veterans St	US 441 / N Marion St	NE Lake Desoto Cir	0.09	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2026-2030	\$900,000	1,188	25	--	\$900,000	Mobility Fees & Other Sources
130		Madison St	US 41 / NW Main Blvd	NE Lake Desoto Cir	0.24	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2030-2035	\$2,400,000	3,168	25	--	\$2,400,000	Mobility Fees & Other Sources
131		NW Orange St	US 41 / Main Blvd	US 441 / N Marion St	0.14	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2030-2035	\$1,400,000	1,848	25	--	\$1,400,000	Mobility Fees & Other Sources
135		NW Alachua Ave	NE Railroad St	US 90 / E Duval St	0.46	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2035-2040	\$4,600,000	6,072	25	--	\$4,600,000	Mobility Fees & Other Sources
140		NW Columbia Ave	NE Railroad St	US 90 / E Duval St	0.46	Downtown Context Sensitive Upgrade	City	CRA Plan	Proposed	2030-2035	\$4,600,000	6,072	25	--	\$4,600,000	Mobility Fees & Other Sources
145		NE Hernando Ave	NE Railroad St	Madison St	0.37	Downtown Context Sensitive Upgrade & Two-Way Conversion	City	CRA Plan	Proposed	2030-2035	\$4,166,200	8,584	25, 115	--	\$4,166,200	Mobility Fees & Other Sources
150		NE Lake Desoto Cir	NE Vickers Terr	NE Laguna Dr	0.61	Lake Desoto Promenade (aka Lakefront Improvements)	City	CRA Plan	Proposed	2030-2035	\$8,784,000	12,261	75	--	\$8,784,000	Mobility Fees & Other Sources
155		NE Lake Desoto Cir	NE Vickers Terr	NE Laguna Dr	0.16	Curbless Shared Street	City	CRA Plan	Proposed	2030-2035	\$1,920,000	4,320	20	--	\$1,920,000	Mobility Fees & Other Sources
160		Lake Desoto Boardwalk Connections	NE Lake Desoto Cir	NE Simms Dr / NE Lake Dr	0.37	Boardwalk	City	CRA Plan	Proposed	2040-2045	\$1,480,000	2,664	5	--	\$1,480,000	Mobility Fees & Other Sources

Draft City of Lake City 2050 Mobility Plan (October 2025)																
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
165	CRA / Downtown	NE / SE Vickers Ter	NE Lake Desoto Cir	US 90 / E Duval St	0.04	Priority Neighborhood Greenway	City	CRA Plan	Proposed	2045-2050	\$60,000	504	50	--	\$60,000	Mobility Fees & Other Sources
170		NE / SE Vickers Ter	US 90 / E Duval St	SE Monroe St	0.15	Priority Neighborhood Greenway	City	CRA Plan	Proposed	2045-2050	\$225,000	1,890	50	--	\$225,000	Mobility Fees & Other Sources
180		SE McCray Ave	US 90 / E Duval St	SR 10A / SE Baya Dr	0.41	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$615,000	5,166	50	--	\$615,000	Mobility Fees & Other Sources
185		SE Paxton Pl / SE Perry Ave / SE Putnam St	SE McCray Ave	SE Castillo Terr	0.53	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2040-2045	\$795,000	6,678	50	--	\$795,000	Mobility Fees & Other Sources
190		NE Ermine Ave	US 90 / E Duval St	SR 10A / SE Baya Dr	0.4	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$600,000	5,040	50	--	\$600,000	Mobility Fees & Other Sources
195		SE Perry Ave / SE Pennsylvania St	SR 10A / SE Baya Dr	SR 10A / SE Baya Dr	0.43	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$645,000	5,418	50	--	\$645,000	Mobility Fees & Other Sources
196	Northwest	NW Forest Meadows Ave	NW River Sebastian Ln	US 90	0.57	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2040-2045	\$855,000	7,182	50	--	\$855,000	Mobility Fees & Other Sources
200		NW Hall of Fame Dr	Existing Northern Terminus of NW Hall of Fame Der	US 90	0.68	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2045-2050	\$765,000	4,080	45	--	\$765,000	Mobility Fees & Other Sources
205		CR 250 / NW Lake Jeffery Rd	NW Bascom Norris Dr	US 90 / W Duval St	1.75	Multi-Use Trail	County	2050 Mobility Plan	Proposed	2040-2045	\$1,968,750	10,500	45	\$1,771,875	\$196,875	Anticipate 90% County Funding
210		SW Lakeview Ave	US 90 / W Duval St	SR 10A / SW Baya Dr	0.13	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2040-2045	\$146,250	780	45	--	\$146,250	Mobility Fees & Other Sources
215		NW Wilson St	CR 250 / NW Lake Jeffery Rd	US 441 / N Marion St	0.81	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$1,215,000	10,206	50	--	\$1,215,000	Mobility Fees & Other Sources
220		NW Washington St	CR 250 / NW Lake Jeffery Rd	US 41 / NW Main Blvd	0.49	Downtown Context Sensitive Upgrade	County	2050 Mobility Plan	Proposed	2035-2040	\$4,900,000	6,468	25	\$4,410,000	\$490,000	Anticipate 90% County Funding
225		NW Gwen Lake Ave	CSX Railroad	US 90	0.84	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2030-2035	\$945,000	5,040	45	--	\$945,000	Mobility Fees & Other Sources
230		NW Labonte Ln	NW Lowland Ter	NW Gwen Lake Ave	0.26	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2030-2035	\$292,500	1,560	45	--	\$292,500	Mobility Fees & Other Sources
231		NW Long St	CR 250 / NW Lake Jeffery Rd	US 441 / N Marion St	0.84	Priority Neighborhood Greenway	City	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2035-2040	\$1,260,000	10,584	50	--	\$1,260,000	Mobility Fees & Other Sources
235		NW Ashley St	NW Lowland Ter	CR 250 / NW Lake Jeffrey Rd	0.78	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2030-2035	\$877,500	4,680	45	--	\$877,500	Mobility Fees & Other Sources
240		NW Ridgeview Ave / NW Eddie St / W Duval St	US 90	US 90 / W Duval St	0.98	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$1,470,000	12,348	50	--	\$1,470,000	Mobility Fees & Other Sources

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243	Northwest	NW Madison St	CR 250 / NW Lake Jeffery Rd	US 41/ Main Blvd	0.41	Downtown Context Sensitive Upgrade	City	2050 Mobility Plan	Proposed	2035-2040	\$4,100,000	5,412	25	--	\$4,100,000	Mobility Fees & Other Sources
244		NW Orange St	W Duval St	US 41 / Main Blvd	0.64	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$960,000	8,064	50	--	\$960,000	Mobility Fees & Other Sources
245		NW Fairway Dr	The County Club at Lake City	NW Commerce Dr	0.54	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2040-2045	\$810,000	6,804	50	--	\$810,000	Mobility Fees & Other Sources
246		NW Commerce Dr	NW Fairway Dr	US 90	0.82	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2045-2050	\$922,500	4,920	45	--	\$922,500	Mobility Fees & Other Sources
247		NW Commerce Dr to NW Real Terrace Connectivity Evaluations	NW Commerce Dr	NW Real Ter	0.49	Connectivity Evaluation	City/County	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	\$135,000	\$15,000	Anticipate 90% County Funding
248		NW Real Ter	NW Bascom Norris Dr	US 90	0.46	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2035-2040	\$517,500	2,760	45	--	\$517,500	Mobility Fees & Other Sources
250	Southwest	SW Real Ter	US 90	Windsong Cir	0.64	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2035-2040	\$720,000	3,840	45	--	\$720,000	Mobility Fees & Other Sources
251		SW Real Ter	Windsong Cir	US 247	0.22	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2035-2040	\$247,500	1,320	45	--	\$247,500	Mobility Fees & Other Sources
255		SW Commerce Dr	US 90	SW Real Ter	0.65	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2045-2050	\$731,250	3,900	45	--	\$731,250	Mobility Fees & Other Sources
256		El Prado Ave / SW Tularosa Ln / SW Lake Montgomery Ave	SW Baya Dr / SR 10A	SW Grandview St	0.92	Priority Neighborhood Greenway	City	2045 Mobility Plan	Proposed	2026-2030	\$1,380,000	11,592	50	--	\$1,380,000	Mobility Fees & Other Sources
257		SW Faith Rd	US 90	SW Bascom Norris	0.63	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2035-2040	\$708,750	3,780	45	--	\$708,750	Mobility Fees & Other Sources
260		CR 341 / SW Sisters Welcome Rd	US 90	SW Bascom Norris	0.9	Multi-Use Trail	County	2050 Mobility Plan	Proposed	2035-2040	\$1,012,500	5,400	45	\$911,250	\$101,250	Anticipate 90% County Funding
265		SW Summers Ln	SW Sisters Welcome Rd	SW Arlington Blvd	0.07	Multi-Use Trail	County	2050 Mobility Plan	Proposed	2035-2040	\$78,750	420	45	\$70,875	\$7,875	Anticipate 90% County Funding
266		SW Grandview	SW Faith Rd	SW Sisters Welcome Rd	0.41	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$615,000	5,166	50	--	\$615,000	Mobility Fees & Other Sources
270		SW Grandview St	SW Sisters Welcome Rd	SE Lake Montgomery Ave	0.85	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$1,275,000	10,710	50	--	\$1,275,000	Mobility Fees & Other Sources
275		SW Grandview St	SE Lake Montgomery Ave	Current eastern terminus of Grandview St	0.13	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$195,000	1,638	50	--	\$195,000	Mobility Fees & Other Sources
280		SW Grandview St Extension	Existing Eastern Terminus of Grandview St	US 41 / NW Main Blvd	0.23	Connectivity Evaluation	City	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	Mobility Fees & Other Sources

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285	Southwest	SW Happiness Ln	US 41 / SW Main Blvd	US 441 / S Marion St	0.18	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2035-2040	\$270,000	2,268	50	--	\$270,000	Mobility Fees & Other Sources
290		McFarlane Ave	US 90 / W Duval St	SW Bascom Norris	1.75	Multi-Use Trail	City	2050 Mobility Plan	Proposed	2035-2040	\$1,968,750	10,500	45	--	\$1,968,750	Mobility Fees & Other Sources
291		SW Kuhn Rd	SW Bascom Norris Dr	SW McFarlane Ave	0.79	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2026-2030	\$1,185,000	9,954	50	--	\$1,185,000	Mobility Fees & Other Sources
292		Southwest Bypass Feasibility Study	Lake City Ave	CR 341 / SW Sisters Welcome Rd	NA	Corridor Study	City	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	Mobility Fees & Other Sources
295	Southeast	Press-Ruth Rd Connectivity Evaluation	CR 133 / SE County Club Rd	CR 245	1.14	Connectivity Evaluation	City	2050 Mobility Plan	Proposed	2026-2030	\$150,000	1,000	10	--	\$150,000	Mobility Fees & Other Sources
296		SE Sycamore Ter	SE Baya Dr / SR 10A	Veterans Domiciliary	0.3	Priority Neighborhood Greenway	City	2050 Mobility Plan	Proposed	2030-2035	\$450,000	3,780	50	--	\$450,000	Mobility Fees & Other Sources
300	Bascom Norris Corridor	CR 100A / NE Bascom Norris Dr	US 90 / E Duval St	US 41 / NW Main Blvd	2.96	Widen to Four (4) Lane Street & Multi-Use Trail	County	2050 Mobility Plan	Proposed	2035-2040	\$62,530,000	76,960	125, 45	\$56,277,000	\$6,253,000	Anticipate 90% County Funding
305		NW Bascom Norris Dr	US 41 / NW Main Blvd	US 90	3.15	Widen to Four (4) Lane Street & Multi-Use Trail	County	2050 Mobility Plan	Proposed	2035-2040	\$66,543,750	81,900	125, 45	\$59,889,375	\$6,654,375	Anticipate 90% County Funding
310		SW Bascom Norris Dr	US 90 (West)	US 441 / S Marion St	2.78	Widen to Four (4) Lane Street & Multi-Use Trail	County	2050 Mobility Plan	Proposed	2035-2040	\$58,727,500	72,280	125, 45	\$52,854,750	\$5,872,750	Anticipate 90% County Funding
315	Baya Dr Corridor	SR 10A / SW Baya Dr	SW Knox St	SE Isabella Wy	0.51	Primary Commercial Street	State	CRA Plan	Proposed	2045-2050	\$7,344,000	5,661	70	\$6,609,600	\$734,400	Anticipate 90% Developer & State Funding
316		SR 10A / SE Baya Dr	CR 133 / SE County Club Rd	SR 100	0.59	Safety Improvements	State	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$185,850	531	95	\$167,265	\$18,585	Anticipate 90% State Funding
317		SR 10A / SE Baya Dr	CR 133 / SE County Club Rd	SR 100	0.56	Lane Repurposing Feasibility Study	State	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$150,000	1,000	10	\$135,000	\$15,000	Anticipate 90% State Funding
319	US 41 / Main Blvd Corridor	US 41 / NW Main Blvd	NW Guerdon St	NW Bascom Norris Dr	0.76	Safety Improvements	State	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$239,400	684	95	\$215,460	\$23,940	Anticipate 90% State Funding
320		US 41 / NW Main Blvd	NW Bascom Norris Dr	CR 100A / NE Bascom Norris Dr	0.32	Widen to Four (4) Lane Street & Multi-Use Trail	State	2050 Mobility Plan	Proposed	2035-2040	\$6,760,000	8,320	125, 45	\$6,084,000	\$676,000	Anticipate 90% State Funding
325		US 41 / NW Main Blvd	NW Franklin St	US 90 / E Duval St	0.28	Primary Commercial Street	State	CRA Plan	Proposed	2040-2045	\$4,032,000	3,108	70	\$3,628,800	\$403,200	Anticipate 90% Developer & State Funding
326		US 41 / NW Main Blvd	US 90 / E Duval St	SR 10A / SW Baya Dr	0.41	Primary Commercial Street	State	2050 Mobility Plan	Proposed	2040-2045	\$5,904,000	4,551	70	\$5,313,600	\$590,400	Anticipate 90% Developer & State Funding

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330	US 41 / Main Blvd Corridor	US 41 / SW Main Blvd	SR 10A / SW Baya Dr	O'Leno State Park	0.03	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2030-2035	\$33,750	180	45	\$30,375	\$3,375	Anticipate 90% State Funding
331		US 41 / SW Main Blvd	SW Margarets St	US 441	1.66	Safety Improvements	State	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$522,900	1,494	95	\$470,610	\$52,290	Anticipate 90% State Funding
335	US 90 / Duval St Corridor	US 90 / E/W Duval St	US 41 / NW Main Blvd	NE Jacksonville Loop	1.27	Convert Four (4) Lane to Two (2) Lane Divided	State	CRA Plan	Proposed	2035-2040	\$18,288,000	20,320	15	\$16,459,200	\$1,828,800	Anticipate 90% State Funding
340		US 90 / E Duval St	NE Jacksonville Loop / SE Lomond	SR 100	0.88	Convert Four (4) Lane to Two (2) Lane Divided	State	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2035-2040	\$12,672,000	14,080	15	\$11,404,800	\$1,267,200	Anticipate 90% State Funding
345		US 90	SR 100	SR 10A / SW Baya Dr	0.41	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2035-2040	\$461,250	2,460	45	\$415,125	\$46,125	Anticipate 90% State Funding
350	US 441 / Marion Ave Corridor	US 441 / N Marion Ave	Target Distribution Center	CR 100A / NE Bascom Norris Dr	1.91	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2045-2050	\$2,148,750	11,460	45	\$1,933,875	\$214,875	Anticipate 90% State Funding
355		US 441 / N Marion Ave	CR 100A / NE Bascom Norris Dr	NE Martin Luther King Jr St	0.34	Primary Commercial Street	State	CRA Plan	Proposed	2040-2045	\$4,896,000	3,774	70	\$4,406,400	\$489,600	Anticipate 90% Developer & State Funding
360		US 441 / N Marion Ave	NE Martin Luther King Jr St	Railroad St	0.16	Primary Commercial Street	State	CRA Plan	Proposed	2040-2045	\$2,304,000	1,776	70	\$2,073,600	\$230,400	Anticipate 90% Developer & State Funding
365		US 441 / N Marion Ave	Railroad St	Franklin St	0.19	Primary Commercial Street	State	CRA Plan	Proposed	2040-2045	\$2,736,000	2,109	70	\$2,462,400	\$273,600	Anticipate 90% Developer & State Funding
370		US 441 / N Marion Ave	Franklin St	US 90 / E Duval St	0.28	Curbless Shared Street	State	CRA Plan	Proposed	2035-2040	\$3,360,000	7,560	20	\$3,024,000	\$336,000	Anticipate 90% State Funding
375		US 441 / S Marion Ave	US 90 / E Duval St	SW Ivan St	0.73	Downtown Context Sensitive Upgrade	State	CRA Plan	Proposed	2030-2035	\$7,300,000	9,636	25	\$6,570,000	\$730,000	Anticipate 90% State Funding
380		US 441 / S Marion Ave	Ivan St	SE Margarets St	0.51	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2030-2035	\$573,750	3,060	45	\$516,375	\$57,375	Anticipate 90% State Funding
385		SE Loquat Wy	SE Margarets St	SE Lakewood Ln	0.22	Priority Neighborhood Greenway	State	2050 Mobility Plan	Proposed	2035-2040	\$330,000	2,772	50	\$297,000	\$33,000	Anticipate 90% State Funding
390		US 441 / S Marion Ave	SE Lakewood Ln	SW Malone St	0.33	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2030-2035	\$371,250	1,980	45	\$334,125	\$37,125	Anticipate 90% State Funding
395	SR 100 Corridor	SR 100 Multi-Use Trail	US 90 / E Duval St	SR 10A / SE Baya Dr	0.28	Multi-Use Trail	State	2050 Mobility Plan	Proposed	2045-2050	\$315,000	1,680	45	\$283,500	\$31,500	Anticipate 90% State Funding

Draft City of Lake City 2050 Mobility Plan (October 2025)																
Project ID	General Area	Street	From	To	Length (Miles)	Project Type	Maintenance Entity	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
Planned Projects - The City of Lake City, where possible, should coordinate with the County and FDOT to ensure planned projects incorporate adequate multimodal facilities.																
400	Bascom Norris Corridor	CR 100A / NE Bascom Norris Dr	US Hwy 90 / E Duval St	NE Voss Rd	1.36	Sidewalk	County	FDOT 5-Year Work Program (Item 433933-4)	Funded	2028	\$1,743,493	3,264	105	\$1,743,493	\$0	FDOT
405	Southeast	CR 133 / Old County Club Rd	CR 252	SW Baya Dr / SR 10A	3.419	Roadway Reconstruction	County	FDOT 5-Year Work Program (Item 447734-2)	Funded	2026	\$4,000,000	--	--	\$4,000,000	\$0	FDOT
410	Southwest	SW Arlington Blvd	SW Summers Lane	Lake City Maintained Zone	1.09	Widen to Four (4) Lane	County	FDOT 5-Year Work Program (Item 432599-2)	Funded	2027	\$1,400,000	21,800	125	\$1,400,000	\$0	FDOT
415	US 90 & Baya	US Hwy 90 SR 10A / SW Baya Dr SR 10A / SE Baya Dr	Columbia County Limit (West)	Columbia County Limit (East)	12.26	SunTrail	State	FDOT SunTrail (Trailway ID 29931004)	Unfunded Gap	2035-2040	\$13,792,500	73,560	45	\$13,792,500	\$0	Anticipate 100% State Funding
420	US 90 & Baya	SR 10A / SE Baya Dr US Hwy 90 / E Duval St	SR 100	Columbia County Limit (East)	8.67	SunTrail	State	FDOT SunTrail (Trailway ID 29931003)	Unfunded Gap	2035-2040	\$9,753,750	52,020	45	\$9,753,750	\$0	Anticipate 100% State Funding
425	SR 100 Corridor	SR 100	US Hwy 90 / SR 10 / E Duval St	SE Pounds Hammock Rd	2.16	SunTrail	State	FDOT SunTrail (Trailway ID 29931002)	Unfunded Gap	2035-2040	\$2,430,000	12,960	45	\$2,430,000	\$0	Anticipate 100% State Funding
430	SR 100 Corridor	SR 100	SE Pounds Hammock Rd	Columbia County Limit (East)	7.55	SunTrail	State	FDOT SunTrail (Trailway ID 29931002); FDOT 5-Year Work Program (Item 439393-2)	Partially Funded for Pre -Construction	2035-2040	\$8,493,750	45,300	45	\$8,493,750	\$0	Anticipate 100% State Funding
435	SR 47 Corridor	SR 247	CR 252B	US Hwy 90 / SR 10	2.77	Widen to Four (4) Lane	State	Columbia County Capital Improvements Program Five Year Schedule of Improvements 2021-2025; FDOT 5-Year Work Program (Item 434555-1)	Construction Unfunded	PD&E in 2025	\$55,400,000	55,400	125	\$55,400,000	\$0	Anticipate 100% State Funding

Draft City of Lake City 2050 Mobility Plan (October 2025)															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
Intersections															
440	CRA / Downtown	NE Davis Ave	NE Martin Luther King Jr St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
445		NE Patterson Ave	NE Martin Luther King Jr St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
450		NE Davis Ave	NE Railroad St	Secondary Gateway	City	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2026-2030	\$225,000	600	100	--	\$225,000	Mobility Fees & Other Sources
455		NE Methodist Ter	NE Lake Desoto Cir	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	CRA Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
460		NE Lake Desoto Cir	NE Hamilton St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
465		NE Lake Desoto Cir	NE Veterans St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
470		NE Lake Desoto Cir	NE Madison St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
475		NE Lake Desoto Cir	NE Justice St	Vehicular Road Closure	City	Close vehicular access to Lake Desoto Cir and only allow pedestrian and other multimodal access to support the conversion of Lake Desoto Cir into a multimodal promenade.	2050 Mobility Plan	Proposed	2030-2035	\$60,000	600	120	--	\$60,000	Mobility Fees & Other Sources
480	Northwest	CR 250 / NW Lake Jeffery Rd	NW Washington St	Multimodal Intersection Improvement	County	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% County Funding
485		CR 250 / NW Lake Jeffery Rd	NW Orange St	Multimodal Intersection Improvement	County	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2040-2045	\$500,000	1,000	40	--	\$500,000	Mobility Fees & Other Sources
490	Southwest	CR 341 / SW Sister Welcome Rd	SW Summers Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding
495	Bascom Norris Dr Corridor	NW Bascom Norris Dr	CR 250 / NW Lake Jeffery Rd	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
500		SW Bascom Norris Dr	SW Mary Ethel Ln	Roundabout	County	Install roundabout and implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2030-2035	\$3,240,000	4,000	80	\$2,916,000	\$324,000	Anticipate 90% County Funding
505		SR 247	SW Bascom Norris Dr	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
510		CR 341 / SW Sister Welcome Rd	SW Bascom Norris Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding
515		Southside Sports Complex	SW Bascom Norris Dr	Midblock Crossing	County	Crossing from Baseball fields to new subdivision.	2050 Mobility Plan	Proposed	2030-2035	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% County Funding
520		SW McFarlane Ave	SW Bascom Norris Dr	Trail Crossing	County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County Funding

Draft City of Lake City 2050 Mobility Plan (October 2025)															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
525	Baya Dr Corridor	SW McFarlane Ave	SW Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
526		SW McFarlane Ave	SW Baya Dr	Safety Improvements	State	Implement safety improvements at this high crash intersection.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
530		SW Lake View Ave	SW Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
535		SR 10A / SW Baya Dr	Between SW Knox St & US 41 / SW Main St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
540		US 41 / NW Main Blvd	SE Baya Dr	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
545		US 41 / SW Main Blvd	SW Baya Dr	Safety Improvements	State	Implement safety improvements at this high crash intersection.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
550		US 441 / N Marion Ave	SE Baya Dr	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
555		US 441 / N Marion Ave	SE Baya St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	2050 Mobility Plan	Proposed	2030-2035	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
560		Between Perry Ave & Baker Ave	SE Baya Dr	Midblock Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
565		SE Ermine Ave	SE Baya Dr	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
570		SR 100	SE Baya Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
575	US 41 / Main Blvd Corridor	US 41 / NW Main Blvd	Railroad St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	2050 Mobility Plan	Proposed	2040-2045	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
580		US 41 / NW Main Blvd	NW Franklin St	PHB	State	Install a Pedestrian Hybrid Beacon for a controlled, pedestrian crossing.	2050 Mobility Plan	Proposed	2040-2045	\$1,125,000	2,000	60	\$1,012,500	\$112,500	Anticipate 90% State Funding
585		US 41 / NW Main Blvd	NW Hamilton St	PHB	State	Install a Pedestrian Hybrid Beacon for a controlled, pedestrian crossing.	2050 Mobility Plan	Proposed	2040-2045	\$1,125,000	2,000	60	\$1,012,500	\$112,500	Anticipate 90% State Funding
590		US 41 / NW Main Blvd	Madison St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2030-2035	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
595		US 41 / NW Main Blvd	US 90 / E Duval St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
600		US 41 / NW Main Blvd	US 90 / W Duval St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2035-2040	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding

Draft City of Lake City 2050 Mobility Plan (October 2025)															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
605	US 41 / Main Blvd Corridor	US 41 / SW Main Blvd	SW Tucker St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2040-2045	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
610		US 41 / NW Main Blvd	SW Knox St	Secondary Gateway	State	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2040-2045	\$225,000	600	100	\$202,500	\$22,500	Anticipate 90% State Funding
615		US 41 / SW Main Blvd	Between SW Knox St & SW Camp St	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2040-2045	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
620		US 41 / SW Main Blvd	SW Grandview St Extension	Mid block Crossing	State	Install midblock crossing to reduce walking distance and increase pedestrian safety.	2050 Mobility Plan	Proposed	2030-2035	\$75,000	500	35	\$67,500	\$7,500	Anticipate 90% State Funding
624	US 90 Corridor	SW Pinemount Rd (CR 252) / NW Turner Ave	US 90	Safety Improvements	State / County	Implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan including installing signal head signs, updating crosswalk markings, installing signage around channelizing islands, removing permitted left turn phases on major approaches, leading pedestrian intervals, and installing pedestrian warning signage.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% County Funding
491		Lake City Ave	US 90	Safety Improvements	State	Implement safety improvements at this high crash intersection.	Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
625		NW Hall of Fame Dr	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
630		NE Centurion Ct / FL Gateway Blvd	US 90	Safety Improvements	State	Implement safety improvements at this high crash intersection.	2050 Mobility Plan / Columbia County Comprehensive Safety Action Plan (CSAP)	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
635		SW Real Ter	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
640		NW / SW Bascom Norris	US 90	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
645		NW / SW Bascom Norris	US 90	Safety Improvements	State / County	Implement safety improvements at this high crash intersection.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
650		SR 247	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
655		SW Faith Rd	US 90	Trail Crossing	State	Intersection improvements for trail crossing. High pedestrian crash location.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
670		CR 341 / SW Sister Welcome Rd	US 90	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
675		CR 250 / NW Lake Jeffrey Rd	US 90 / W Duval St	Trail Crossing	State / County	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2040-2045	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% County & State Funding
685		US 441 / N Marion Ave	US 90 / W Duval St	Multimodal Intersection Improvement	State	Implement improvements to walkability and pedestrian safety such as reducing turning radii with curb extensions, crossing islands, bicycle boxes, signage, hardened center lines, special pavers, etc.	2050 Mobility Plan	Proposed	2030-2035	\$500,000	1,000	40	\$450,000	\$50,000	Anticipate 90% State Funding
690		SE Hernando Ave	US 90 / E Duval St	Secondary Gateway	State	Install supplementary gateway signage that provides additional and reinforcing wayfinding.	CRA Plan	Proposed	2035-2040	\$225,000	600	100	\$202,500	\$22,500	Anticipate 90% State Funding

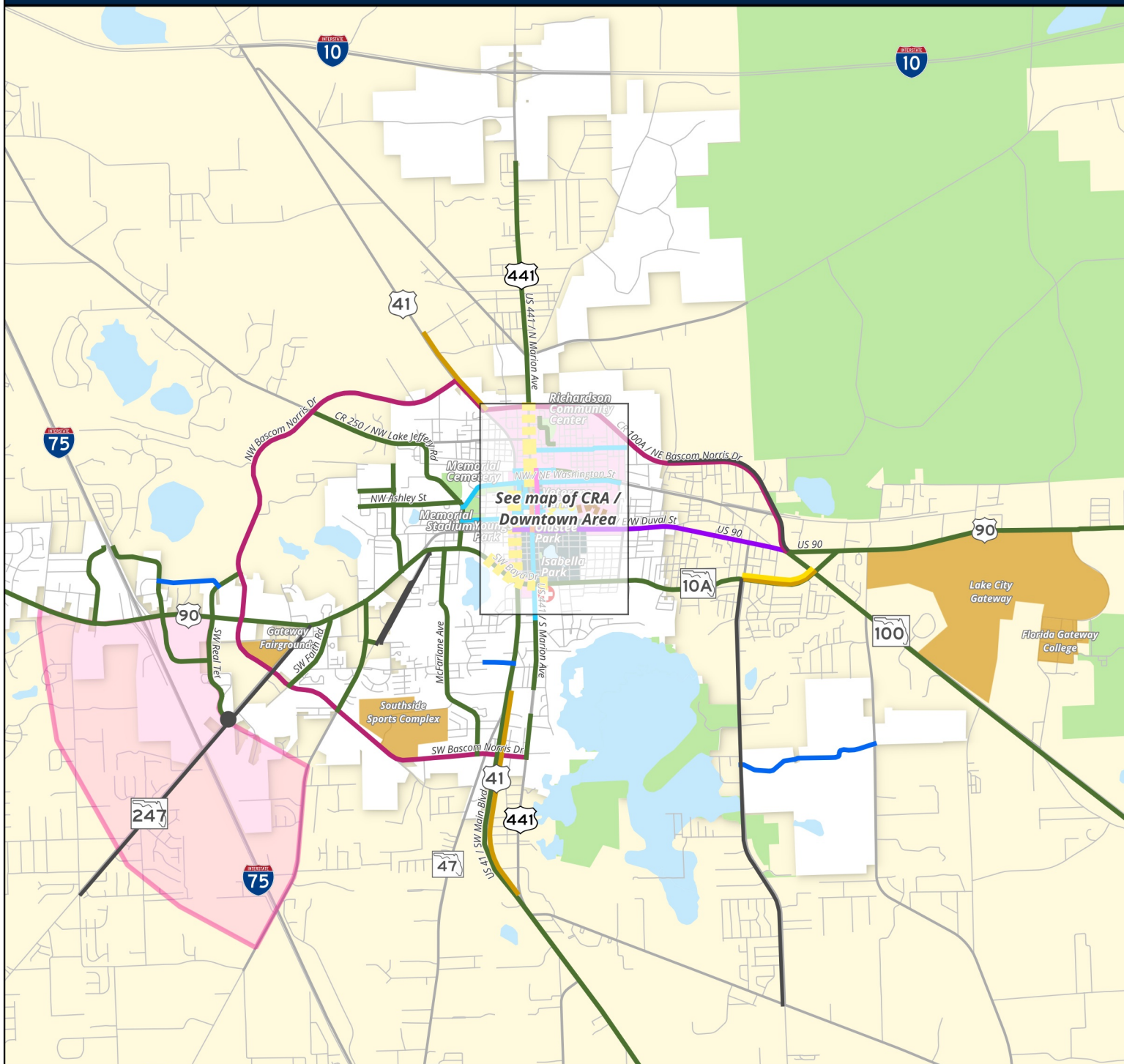
Draft City of Lake City 2050 Mobility Plan (October 2025)															
Project ID	General Area	North-South Facility	East-West Facility	Project Type	Maintenance Entity	Project Description	Project Source	Project Status	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Funding Source
695	US 90 Corridor	NE Vickers Terr	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
700		NE Laguna Dr	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
705		NE Patterson Ave	US 90 / E Duval St	RRFB	State	Install Rectangular Rapid Flashing Beacon (RRFB) for pedestrian safety.	2050 Mobility Plan	Proposed	2035-2040	\$25,000	1,000	85	\$22,500	\$2,500	Anticipate 90% State Funding
710		SE Ermine Ave	US 90 / E Duval St	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	CRA Plan	Proposed	2035-2040	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
715		SR 100	US 90	Roundabout	State	Short term: Implement safety improvements consistent with the Columbia County Comprehensive Safety Action Plan. Long Term: Add roundabout.	2050 Mobility Plan	Proposed	2035-2040	\$3,240,000	4,000	80	\$2,916,000	\$324,000	Anticipate 90% State Funding
720		SR 10A / SE Baya Dr	US 90	Safety Improvements	State	Improve vehicular safety. Consider realignment of NE Vilano Way with redevelopment.	2050 Mobility Plan	Proposed	2026-2030	\$60,000	1,200	90	\$54,000	\$6,000	Anticipate 90% State Funding
725		SR 10A / SE Baya Dr	US 90	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2035-2040	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
730	US 441 / Marion Ave Corridor	US 441 / N Marion Ave	SR 100A / NE Bascom Norris Dr	Primary Gateway	State	Install gateway signage at primary entry point to the downtown area / historic district.	2050 Mobility Plan	Proposed	2040-2045	\$450,000	900	65	\$405,000	\$45,000	Anticipate 90% State Funding
735		US 441 / N Marion Ave	SR 100A / NE Bascom Norris Dr	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2045-2050	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
740		US 441 / N Marion Ave	NE Martin Luther King Jr St & Railroad Tracks	Intersection Improvement	State	Install traffic signal.	CRA Plan	Proposed	2040-2045	\$450,000	2,000	30	\$405,000	\$45,000	Anticipate 90% State Funding
745		US 441 / S Marion Ave	SW Malone St	Trail Crossing	State	Intersection improvements for trail crossing.	2050 Mobility Plan	Proposed	2030-2035	\$112,500	1,000	110	\$101,250	\$11,250	Anticipate 90% State Funding
Planned Projects - The City of Lake City, where possible, should coordinate with the County and FDOT to ensure planned projects incorporate adequate multimodal facilities.															
750	Southwest	SW Real Terrace	SR 247 / Branford Hwy	Intersection Improvement	State	Intersection improvement.	FDOT 5-Year Work Program (Item 447166-1)	Funded	2027	\$839,550	3,000	30	\$839,550	\$0	FDOT

Draft City of Lake City 2050 Mobility Plan (October 2025): Mobility Programs													
Project ID	Project Type	Project Name	Maintenance Entity	Project Description	Project Source	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Attributable Person Miles of Capacity (PMC)	Funding Source
455	Plan	Downtown Parking Management Plan	City	Develop a downtown parking management plan to identify an overall strategy to integrate land use, parking, and transportation in Downtown Lake City. The plan should address parking in the downtown area including creating a park-once environment and addressing perception issues related to shortage of parking. The plan should also explore access management as it relates to parking, curb management, commercial loading/unloading, shared parking agreements, a fee-in-lieu of parking policy or reduced parking requirements for development in the historic downtown.	2050 Mobility Plan	2026-2030	\$150,000	300	--	--	\$150,000	300	Mobility Fees & Other Sources
460	Implementation	Downtown Parking Management Master Plan Implementation: Strategic Parking Management	City	Site acquisition, design, engineering, and construction of various parking improvements in the downtown historic district.	CRA Plan	2026-2050	\$5,000,000	10,000	--	--	\$5,000,000	10,000	Mobility Fees & Other Sources
465	Implementation	Downtown Parking Management Master Plan Implementation: Operational Improvements & Enforcement	City	Implement operational and enforcement recommendations in the Downtown Parking Management Master Plan including, but not limited to installation of parking meters, curb management signage, parking stall pavement markings, and hiring of enforcement officers.	2050 Mobility Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	1,000	Mobility Fees & Other Sources
470	Plan	Downtown Wayfinding Plan	City	Develop a Downtown Wayfinding Plan that lays out a comprehensive and unified signage system that emphasizes a coherent theme for the downtown and its surrounding areas including gateway signage, wayfinding signage, directional signage to parking lots. The Plan should aim to improve the efficiency of the transportation system, improve access, and facilitate placemaking. Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around the City. The Plan should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct.	2050 Mobility Plan	2030-2035	\$150,000	300	--	--	\$150,000	300	Mobility Fees & Other Sources
755	Implementation	Wayfinding Signage	City	Wayfinding signage and installation.	2050 Mobility Plan	2026-2050	\$100,000	200	--	--	\$100,000	200	Mobility Fees & Other Sources
780	Policy / Program	Neighborhood Greenways Policy & Program	City	Adopt a Neighborhood Greenways policy and develop a subsequent program to implement with the goal of making streets safer for all roadway users by reducing the posted speed limit to 20 MPH in conjunction with pavement management, traffic calming features, pedestrian-scale street lighting, and changes to the physical geometry of streets such as restriping to add on-street parking, bicycle lanes, shared lane pavement markings, or advisory on-street sidewalks through pavement markings. Priority Neighborhood Greenways are identified on the Mobility Plan map.	2050 Mobility Plan	2026-2030	\$7,500,000	15,000	--	--	\$7,500,000	15,000	Mobility Fees & Other Sources
785	Policy / Program	Residential Traffic Calming Policy & Program	City	Adopt a Residential Traffic Calming ordinance to guide the implementation of a Residential Traffic Calming Program. The limits of the Residential Traffic Calming Program are the city limits. The purpose of the Program will be to slow down vehicle traffic and prioritize safety for all people on Lake City's streets. The Program should establish the use and criteria for various traffic calming elements such as chicanes, speed tables, chokers, curb extensions, etc. The Program should also establish criteria for traffic control devices at intersections, such as stop signs and traffic circles / mini-roundabouts . The Program should also establish prioritization criteria and a resident request procedure. Construct traffic calming improvements as warranted.	2050 Mobility Plan	2026-2030	\$200,000	400	--	--	\$200,000	400	Mobility Fees & Other Sources
790	Program	Sidewalk Improvements Program	City	Construct approximately ten (10) miles of sidewalk improvements throughout the City to support safer, more walkable neighborhoods. This Program is aimed at expanding and enhancing Lake City's pedestrian infrastructure. This program focuses on meeting current accessibility standards through installation of ADA-compliant curb ramps, constructing new sidewalk segments to improve connectivity, and filling critical sidewalk gaps to create a more complete network. Exact location of sidewalk improvements should be determined in conjunction with planned Capital Improvements Program (CIP) projects.	2050 Mobility Plan	2026-2050	\$3,780,000	7,560	--	--	\$3,780,000	7,560	Mobility Fees & Other Sources
795	Program	Alley Revitalization Program	City	The City may elect to work with private development to improve alleyways as part of redevelopment projects and require access to properties from designated alleys, when feasible. The Program should establish an alley hierarchy system based on its intended use either as public space, pedestrian connectors, services areas, and garage access in new residential development.	CRA Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	1,000	Mobility Fees & Other Sources
800	Program	Bicycle Parking Program	City	Develop a program to install bicycle parking racks at various locations throughout the City as needs arise. The Program should include a process and establish procedures for residents and business owners to request that the City furnish and install bike racks free of charge.	2050 Mobility Plan	2026-2030	\$50,000	100	--	--	\$50,000	100	Mobility Fees & Other Sources
805	Policy	Micromobility & Low Speed Electric Vehicle Policy	City	Adopt a Micromobility & Low Speed Electric Vehicle ordinance that regulates the use of micromobility devices (e.g., e-bike) and low speed electric vehicles (e.g. golf carts, microtransit vehicles) within the City. The City should coordinate with FDOT and Columbia County regarding use of micromobility devices and low speed electric vehicles on and crossing County and State roads. The ordinance should address operations and safety for personal use, as well as vehicles for hire and shared mobility vendors.	2050 Mobility Plan	2026-2030	\$10,000	20	--	--	\$10,000	20	Mobility Fees & Other Sources

DRAFT CITY OF LAKE CITY 2050 MOBILITY PLAN (OCTOBER 2025): MOBILITY PROGRAMS													
Project ID	Project Type	Project Name	Maintenance Entity	Project Description	Project Source	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC & PMC Note	Reasonably Anticipated Funding	Attributable Planning Level Cost (APLC)	Attributable Person Miles of Capacity (PMC)	Funding Source
810	Program	Tactical Urbanism (aka Quick-Build) Program	City	Tactical urbanism is an experimental, low cost approach to street design that uses scalable, quick-build interventions to catalyze long-term change. Tactical urbanism is often implemented with high levels of engagement from the community. Tactical urbanism projects utilize low cost materials such as paint, planters, plastic delineators, street furniture, cones, crates, and barriers to implement improvements such as crosswalks, curb extensions, open streets, parklets, pedestrian plazas, traffic signal box art and bicycle parking. The Tactical Urbanism Program should create a tactical urbanism guide that establishes what types of street interventions are permitted, the project process – including permitting, who can apply, public engagement, site plan, traffic control plan - materials that can be used, design standards, permitted locations, installation and safety, maintenance, and monitoring and evaluation.	2050 Mobility Plan	2026-2050	\$500,000	1,000	--	--	\$500,000	1,000	Mobility Fees & Other Sources
815	Program	Florida Main Street	City	The City should apply to become a Florida Main Street community. The Florida Main Street program, administered through the National Trust for Historic Preservation, provides technical assistance, training, promotion, and grant opportunities with the goal of revitalizing historic downtowns and encourage economic development within the context of historic preservation.	2050 Mobility Plan	2026-2030	\$10,000	20	--	--	\$10,000	20	Mobility Fees & Other Sources
820	Service	Mobility on Demand (MoD) / Microtransit Circulator Pilot	City	Implement a pilot for Mobility on Demand (MoD) or microtransit circulator service that connects key destinations throughout Lake City and the region including Lake City's downtown / CRA, Florida Gateway College, Gateway Airport, Gateway Fairgrounds, Southside Sports Complex, and future development.	2050 Mobility Plan	2030-2035	\$400,000	800	--	--	\$400,000	800	Mobility Fees & Other Sources
835	NA	Multimodal Plans, Programs, Policies, & Services	City	Conduct and / or develop corridor and multimodal plans and studies, pursue grant fund opportunities through County, FDOT, Federal, and State, funding programs, update mobility plan and fee, develop complete street policies, design standards, and programs, develop or implement vision zero policy, action plan, and program. Explore shared mobility services and joint shared mobility, microtransit and transit services with FDOT, Columbia County, and private entities.	2050 Mobility Plan	2026-2050	\$2,000,000	4,000	--	--	\$2,000,000	4,000	Mobility Fees & Other Sources

2050 Mobility Plan

City of Lake City



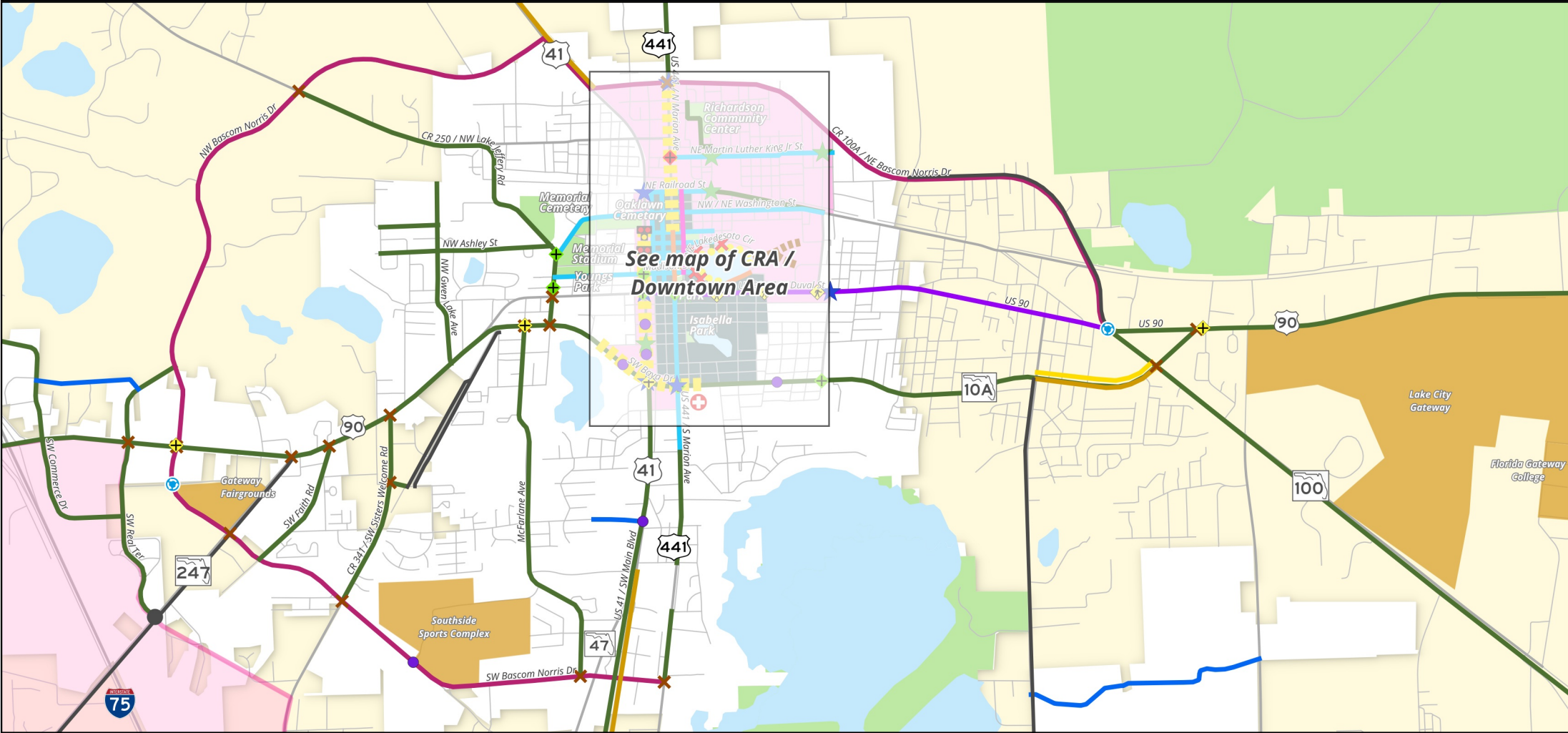
- Connectivity Evaluation
- Convert Four (4) Lane to Two (2) Lane Divided
- Lane Repurposing Feasibility Study
- Multi-Use Trail
- Safety Improvements
- Widen to Four (4) Lane Street & Multi-Use Trail
- FDOT / County Planned Street Projects
- FDOT Planned Intersection Project
- Southwest Bypass Feasibility Study
- City Limits
- Parks & Conservation
- Unincorporated Columbia County
- Key Destinations
- + Lake City VA Medical Center



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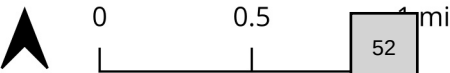
2050 Mobility Plan (Urban Area)

City of Lake City



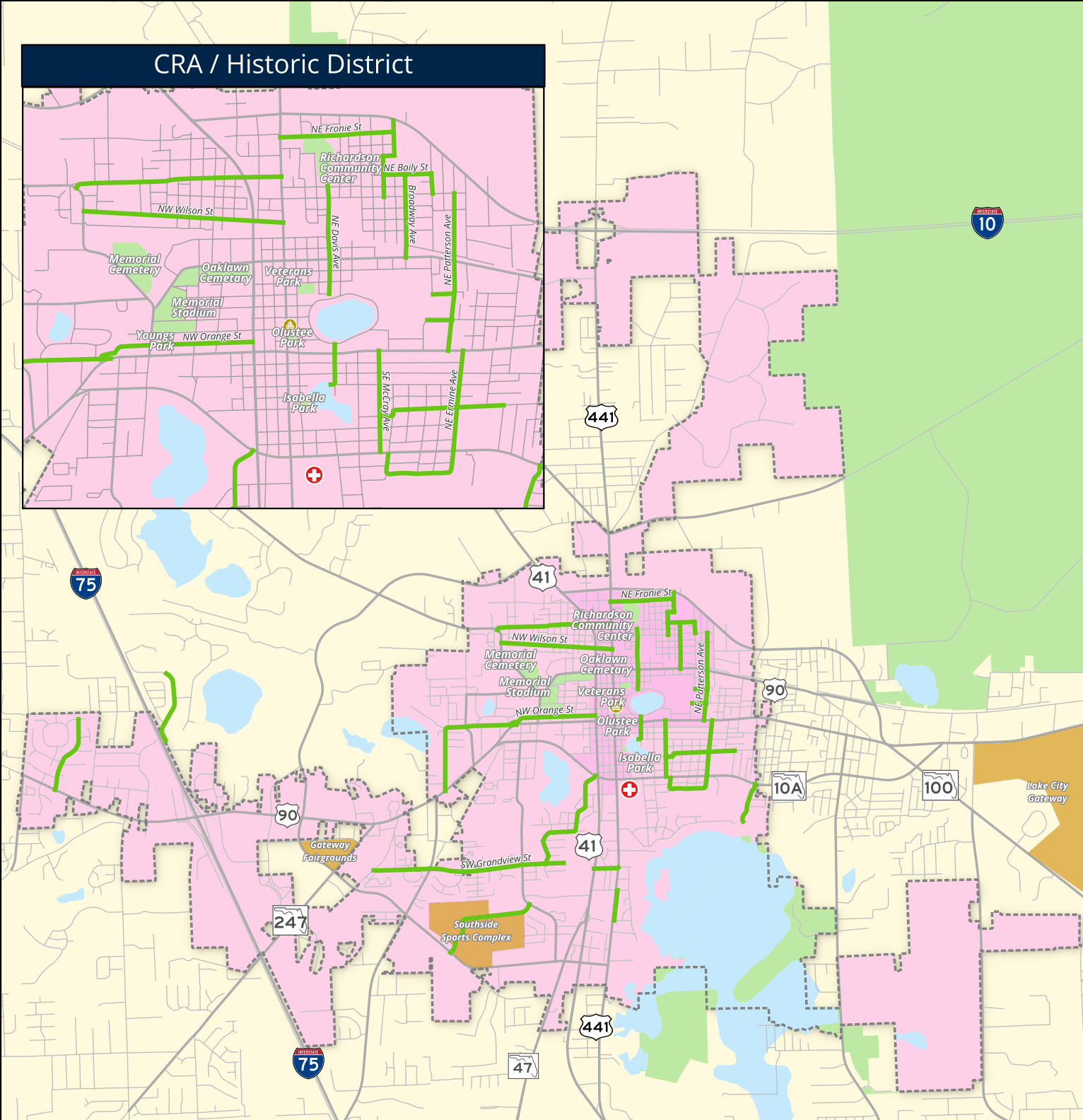
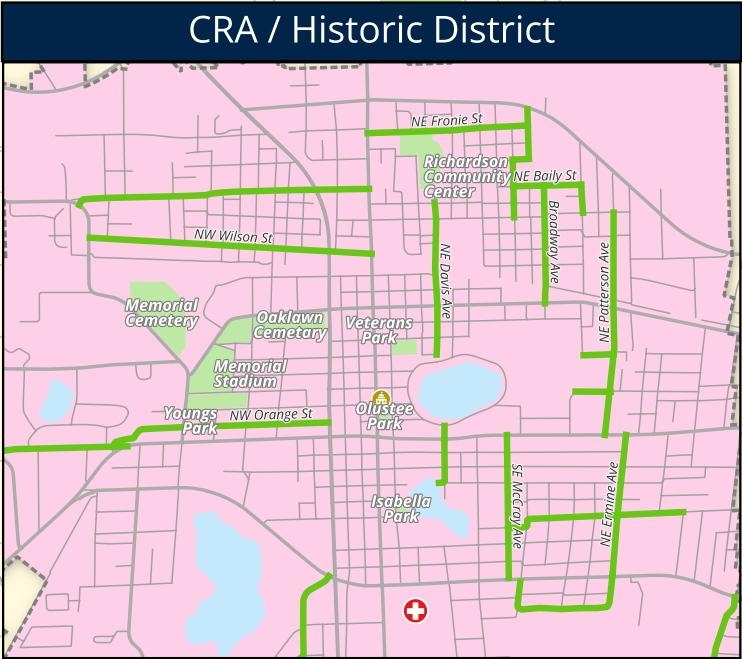
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| Connectivity Evaluation | Safety Improvement | City Limits |
| Convert Four (4) Lane to Two (2) Lane Divided | Roundabout | Parks & Conservation |
| Lane Repurposing Feasibility Study | Multimodal Intersection Improvement | Unincorporated Columbia County |
| Multi-Use Trail | Midblock Crossing | Key Destinations |
| Safety Improvements | Trail Crossing | Lake City VA Medical Center |
| Widen to Four (4) Lane Street & Multi-Use Trail | FDOT Planned Intersection Projects | |
| FDOT / County Planned Street Projects | | |
| Southwest Bypass Feasibility Study | | |

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

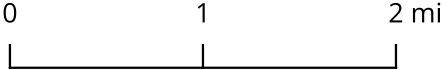


2050 Mobility Plan: Neighborhood Greenways

City of Lake City

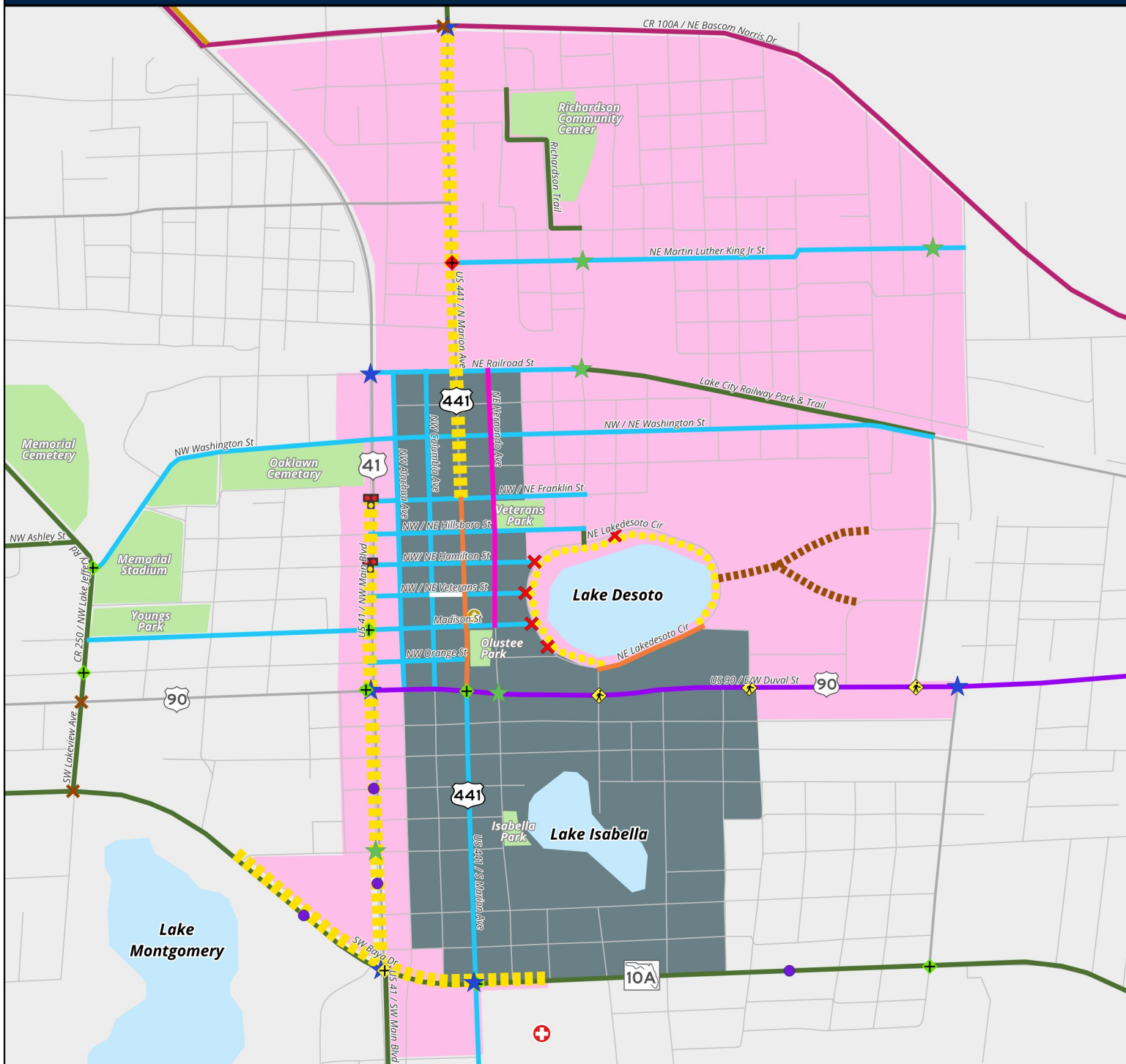


- Priority Neighborhood Greenway
- Neighborhood Greenways Program
- City Limits
- Parks & Conservation
- Unincorporated Columbia County
- Key Destinations
- Lake City VA Medical Center



2050 Mobility Plan (CRA / Historic District)

City of Lake City



- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Boardwalk Convert Four (4) Lane to Two (2) Lane Divided Curbless Shared Street Downtown Context Sensitive Upgrade Lake Desoto Promenade Multi-Use Trail Pedestrian Street Upgrade Primary Commercial Street Safety Improvements Two-Way Conversion Widen to Four (4) Lane Street & Multi-Use Trail | <ul style="list-style-type: none"> Intersection Improvement Multimodal Intersection Improvement Midblock Crossing Trail Crossing PHB RRFB Primary Gateway Secondary Gateway Vehicular Road Closure | <ul style="list-style-type: none"> Parks & Conservation Historic District Community Redevelopment Area (CRA) City Limits Lake City VA Medical Center |
|--|---|---|



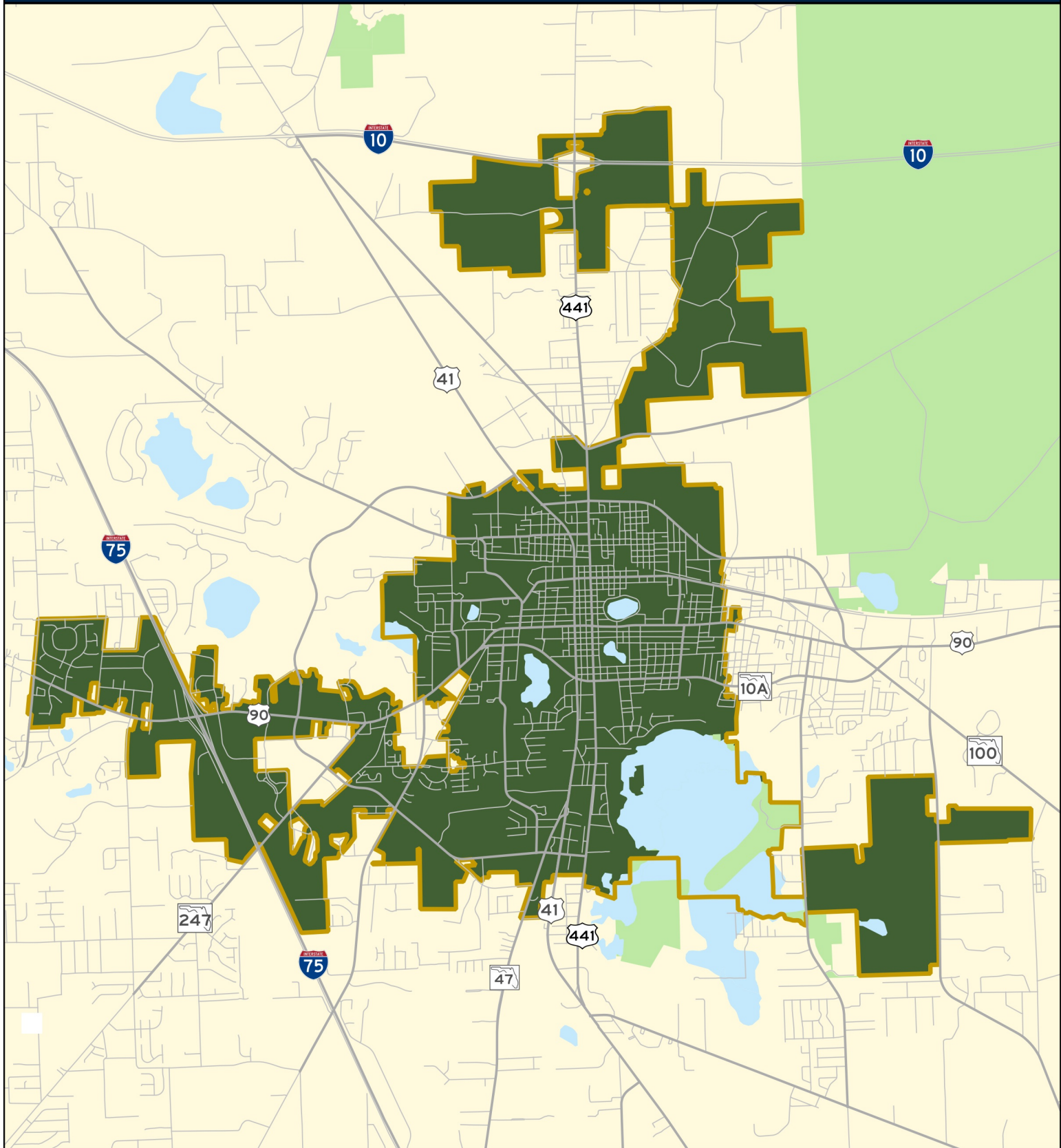
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DRAFT CITY OF LAKE CITY MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	Mobility Fee
Residential Uses		
Affordable Residential ^{1,2}	per 1,000 Sq. Ft.	\$920
Residential (Single-Family, Multi-Family, Mobile Home) ^{2,3,4}	per 1,000 Sq. Ft.	\$1,839
Institutional Uses		
Community Serving (Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$1,059
Long Term Care (Assisted Living, Adult Care Center, Congregate Living Facility, Nursing Home)	per 1,000 Sq. Ft.	\$994
Private Education (Afterschool, Child Care Center, Day Care Center, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$1,181
Recreational Uses		
Golf Course (Open to Public or Non-Resident Membership)	per hole	\$4,977
Outdoor Commercial Recreation (Amusement, Driving Range, Multi-Purpose, Recreation, Sports, Tennis) ⁵	per Acre	\$4,493
Indoor Commercial Recreation (Amusement Arcade, Exercise Studio, Fitness, Gym, Health, Indoor Sports, Recreation) ⁵	per 1,000 Sq. Ft.	\$4,072
Recreational Vehicle or Travel Trailer Park	per Space / Lot	\$604
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Microbrewery, Self or Outdoor Storage, Utilities) ⁶	per 1,000 Sq. Ft.	\$724
Office Uses		
Office (Administrative, Business, Hospital, Post Secondary Education, Professional, Real Estate)	per 1,000 Sq. Ft.	\$1,729
Medical or Dental Office (Clinic, Dental, Health Service, Laboratory, Professional Care, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$4,335
Commercial & Retail Uses		
Multi-Tenant Retail (Goods, Merchandise, Personal Services, Restaurant, Retail, Street Level Mixed-Use) ⁷	per 1,000 Sq. Ft.	\$2,453
Free-Standing Retail (Auto, Discount, Home Improvement, Superstore, Wholesale) ⁸	per 1,000 Sq. Ft.	\$3,967
High Impact Retail (Alcoholic Beverages, Banks, Grocery Store, Pharmacy & Drug Store, Sit-Down Restaurant) ⁹	per 1,000 Sq. Ft.	\$7,947
Convenience Retail (Convenience Store, Fast Food Restaurant, Drive-In Restaurant, Gasoline Station) ⁹	per 1,000 Sq. Ft.	\$17,073
Non-Residential Additive Uses (All uses are additive except overnight lodging) ¹⁰		
Bank or Financial Drive-Thru Lane or Free-Standing ATM ¹¹	per Lane / ATM	\$7,923
Hotel & Overnight Accommodations (B&B, Condo Hotel, Hotel, Motel, Motor Lodge, Tourist Court, Short-term Rental, Transient)	per Room	\$1,772
Fast Food or Quick Service Restaurant Drive Thru ¹²	per Lane	\$20,868
Retail Drive-Thru (Dry Cleaner, Dollar Store, Grocery Store, Pharmacy & Drug Store, Retail) ¹³	per Lane	\$7,241
Automobile Cleaning (Automated, Cleaning, Dry, Detailing, Polishing, Self-Serve, Vacuum, Wash, Wax) ¹⁴	per Lane or Stall plus per five (5) Stations	\$12,374
Automobile Charging (Commercial Facility which requires Membership or Payment) ¹⁵	per Position	\$6,225
Automobile Fueling	per Position	\$10,767
Automobile Repair Service (Brakes, Install, Maintenance, Major, Minor, Quick Lube, Repair, Tint, Tires) ¹⁶	per Bay or Stall	\$4,498
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¹ The City of Lake City defines affordable housing as housing available for those making TBD% of the Area Medium Income. The mobility fee is calculated at a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6. The mobility fee could be waived completely by the City per Fla. Sta. 163.31801 (11) per affordable definition in Fla. Sta. 420.9071. The City shall establish that the housing meets the TBD% criteria prior to utilization of the lower mobility fee rates.		

² Residential square feet is the sum of enclosed liveable areas (doors, windows, walls) under roof (in square feet) of each dwelling unit measured from the exterior surface of exterior walls, excluding unconditioned garages.
³ Any space that is leased to a third-party use to provides drinks, entertainment, food, goods, or other services available to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.
⁴ Mobile residence includes individual lots or parcels or more than one mobile residence in a development, park or resort. The storage of an RV or travel trailer on a residential parcel of land, where the land development code allows for on-site storage, is not considered to be a separate residence. Any space in a development, park, or resort that is leased to a third-party use to provides drinks, entertainment, food, goods, or other services available to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.
⁵ For Recreational Uses that feature both indoor and outdoor entertainment or recreation, the indoor shall be based on the indoor mobility fee rate, the outdoor shall be made on the outdoor rate, any other uses, such as hotel and overnight accommodations or commercial and retail uses, shall pay the applicable mobility fee for the land use.
⁶ Acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage.
⁷ Multi-tenant Retail means a single building, with two or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series, excluding grocery stores and supermarkets.
⁸ Free-Standing Retail shall mean retail and personal services in a single building where any use under common ownership exceeds 75% of the total square footage of the building. Free-Standing Retail uses are typically located on their own parcel, have designated off-street parking areas and one or more access to an external road. Free-Standing Retail may also be outparcels within a larger overall development and may share an access to an external street with one or more uses. ITE Trip Generation Manual Land Use Codes under the 800 and 900 series. Stand alone dollar stores and wholesale clubs are examples of free-standing retail uses. Excludes high impact retail and convenience retail uses.
⁹ High Impact Retail includes banks, pharmacies, sit down restaurants (non fast food), grocery stores, supermarkets, beer, liquor, package, wine and spirits stores, bars, nightclubs, lounges. These uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study. Convenience Retail includes car washes, convenience stores, gas stations, service stations, coffee, donut, sandwich, food and beverage that would be considered fast food or quick service restaurants. These uses generate more than 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.
¹⁰ Additive mobility fees are assessed in addition to the mobility fee assessed with the square footage of the building.
¹¹ Bank shall pay the multi-use or freestanding retail rate for the square footage of the building. Drive-thru lanes, Free Standing ATM's and Drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.
¹² Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Quick service restaurants include those in convenience stores or multi-tenant buildings.
¹³ Any drive-thru associated with a retail use will be assessed an additive mobility fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater. Drive-thru lanes may be located in multi-use or free-standing buildings. Banks and Quick Service Restaurants have their own mobility fee rates per drive-thru lane.
¹⁴ Vehicle Cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per bay, lane, stall, or tunnel, plus per (5) finishing stations. Applicable retail rates would be assessed for any additional building square footage.
¹⁵ Rates per Vehicle Charging or Fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the City or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.
¹⁶ Vehicle Repair Service includes maintenance, repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under retail uses for waiting areas, parts, supplies, and transactions.
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Benefit District

City of Lake City Mobility Fee



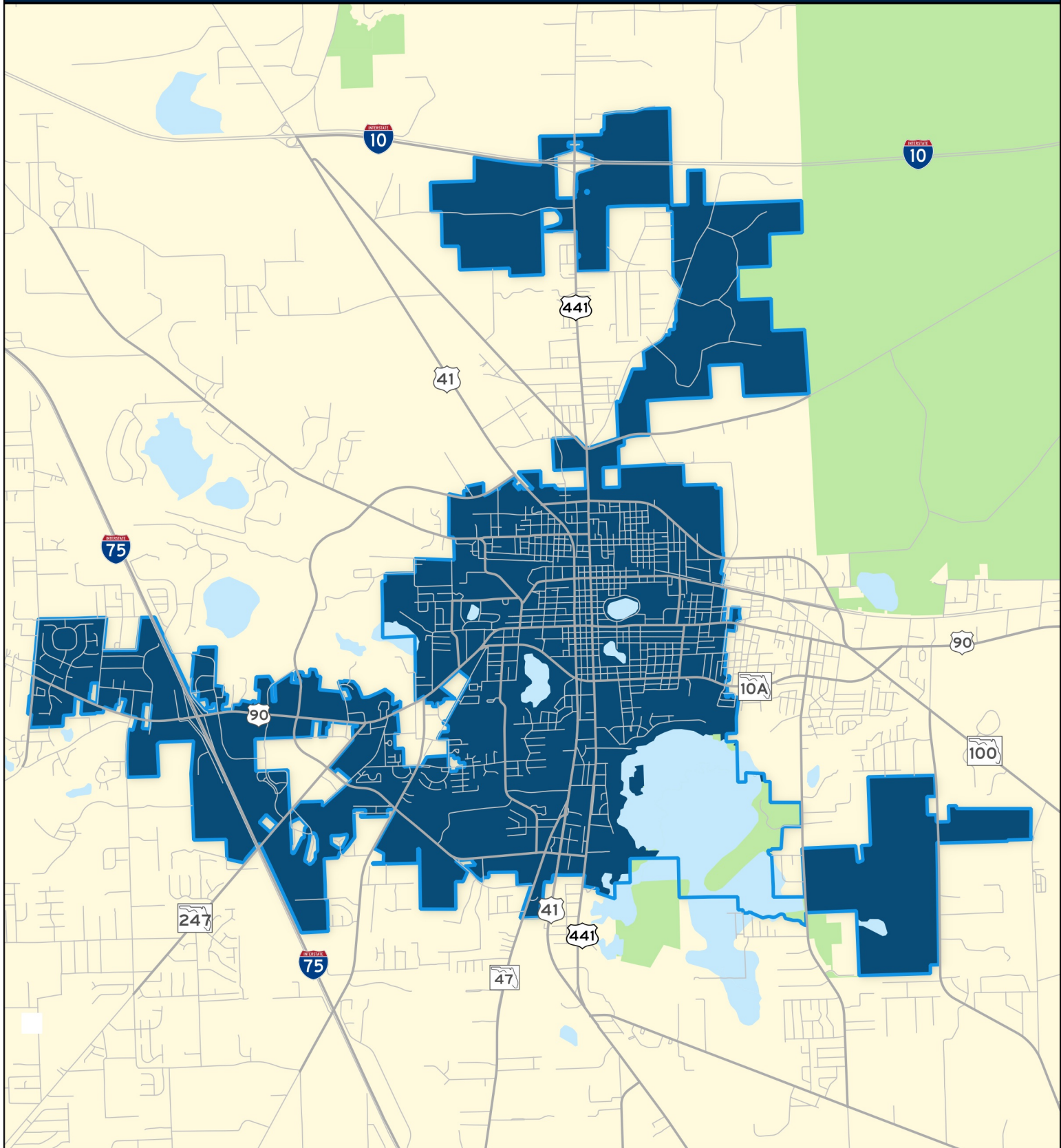
- CoLC_MF_BenefitDistrict
- City Limits



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Assessment Area

City of Lake City Mobility Fee



- Assessment Area
- City Limits



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