

List of Priority Projects

Fiscal Years 2021-22 to 2025-26

DRAFT

June 22, 2020



Metropolitan Transportation
Planning Organization
for the
Gainesville Urbanized Area

List of Priority Projects

Fiscal Years 2021-22 to 2025-26

ENDORSEMENT

This List of Priority Projects has been developed consistent with federal and state requirements and approved on June 22, 2020 by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
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David Arreola, Chair

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Approved by the

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Chapter I

Introduction

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Chapter I: Introduction

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves a five-year program for transportation system modification projects to be funded with federal, state and local funds. This five-year program is referred to as the Transportation Improvement Program.

As shown in Illustration I, the Transportation Improvement Program has the following three phases.

- Summer - Metropolitan Transportation Organization approves priority lists for projects it wants Florida Department of Transportation to fund;
- Fall - Florida Department of Transportation reports to Metropolitan Transportation Planning Organization what projects it proposes to fund; and
- Summer - Metropolitan Transportation Planning Organization decides which federally-funded projects to approve.

A. Purpose of this Report

This report contains a list of needed, but unfunded, transportation projects. These projects are determined by the Metropolitan Transportation Planning Organization to be necessary to effectively implement the adopted 2040 Long-Range Transportation Plan. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program.

Development of the Long-Range Transportation Plan, List of Priority Projects and Transportation Improvement Program address the transportation planning process requirements in the Fixing America's Surface Transportation Act. In accordance with 23 United States Code 134 (c)(3) and 49 United States Code 5303 (a)(3), this document is developed based on a continuing, comprehensive and cooperative process.

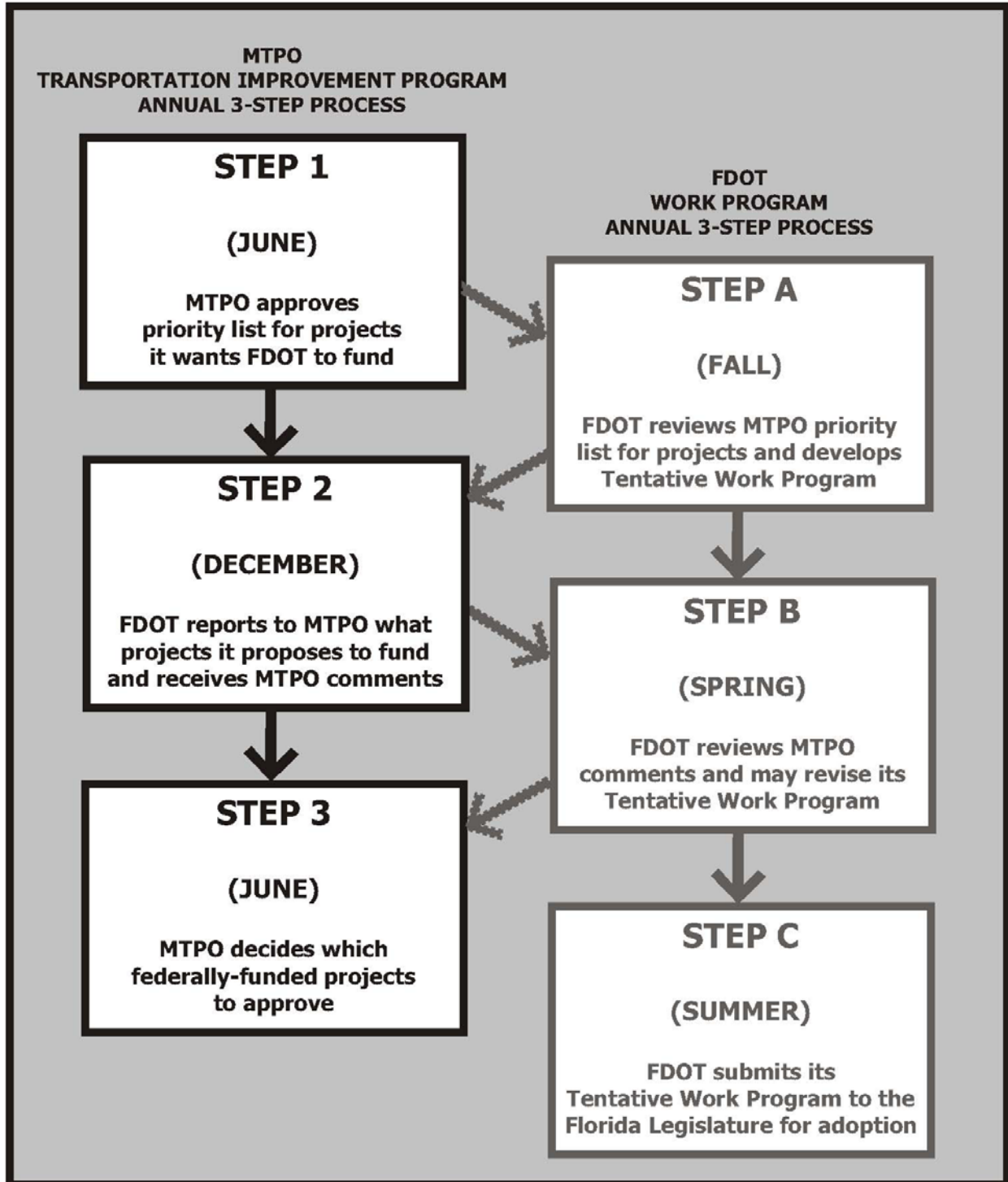
B. Methodology Used for Setting Priorities

1. Timetable

The following timetable has been used to establish the priorities contained in this report.

- June - Draft tables distributed to Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee that identifies bicycle/pedestrian priorities submitted last year less the project priorities that were fully funded;
- June - Metropolitan Transportation Planning Organization advisory committees develop recommended transportation priorities for the coming year; and
- June - Metropolitan Transportation Planning Organization approves transportation priorities for the coming year and submits a List of Priority Projects to Florida Department of Transportation.

Illustration I
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Calendar



FDOT= Florida Department of Transportation
MTPO= Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

t:\mike\tp\priorities\jop1217\calendar.cdr

2. Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long-range transportation plan every five years. The current long-range transportation plan is the Year 2040 Long-Range Transportation Plan. The long-range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long-range transportation plan is implemented using the Transportation Improvement Program process.

The Transportation Improvement Program process requires the Metropolitan Transportation Planning Organization to develop a List of Priority Projects. This document is then forwarded to the Florida Department of Transportation. The Florida Department of Transportation considers the Metropolitan Transportation Planning Organization List of Priority Projects in its development of the draft Tentative Work Program. The Florida Department of Transportation submits the draft Tentative Work Program for Alachua County to the Metropolitan Transportation Planning Organization for review and comment. The Metropolitan Transportation Planning Organization, in turn, submits its comments on the draft Tentative Work Program to the Florida Department of Transportation. After considering the Metropolitan Transportation Planning Organization comments, the Florida Department of Transportation transmits the Work Program to the Metropolitan Transportation Planning Organization in order to develop the Transportation Improvement Program. The Metropolitan Transportation Planning Organization develops its Transportation Improvement Program and transmits it to the Florida Department of Transportation. Illustration 1 shows the Transportation Improvement Program process.

To implement the Year 2040 Long-Range Transportation Plan and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization List of Priority Projects were developed in consultation with appropriate review agencies, freight mobility entities, public transportation providers (including paratransit), Alachua County Traffic Safety Team, Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee Technical Advisory Committee and the public at-large as follows:

1. Table 1 - Bicycle/Pedestrian Priorities - recommendations developed by a Technical Advisory Committee Working Group using the Alachua Countywide Bicycle Master Plan for guidance. This category includes: Safe Routes to School projects; SUNTrail projects; and Transportation Alternatives Program projects. The recommendations are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Bicycle facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle and Pedestrian Projects (Independent).

Pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 6 - Bicycle and Pedestrian Projects (Independent).

2. Table 2 - Other Arterial Construction/Right-Of-Way Priorities - recommendations primarily derived from the Year 2040 Long-Range Transportation Plan Cost Feasible Plan for construction, modifications and associated right-of-way on the State Highway System roadways not designated as part of the Strategic Intermodal System and federal aid-eligible designated local facilities for the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program. This table also identifies project priorities for local assistance programs such as Transportation Regional Incentive Program and County Incentive Grant Program.

Other Arterial Construction/Right-Of-Way, County Incentive Grant Program and Transportation Regional Incentive Program - Road Construction projects funded in the Transportation Improvement Program are identified in Table 8 - Road - Construction Projects.

Other Arterial Construction/Right-Of-Way, County Incentive Grant Program and Transportation Regional Incentive Program - Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 10 - Road - Intersection Projects.

3. Table 3 - Transit Priorities - recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; and transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for review and approval.

Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 16 - Transit Projects.

4. Appendix C 2040 Long-Range Transportation Plan - Project Priorities - recommendations from the adopted Year 2040 Long-Range Transportation Plan Cost Feasible Plan priorities. Table C-1 includes funding priorities for the Strategic Intermodal System revenues; Surface Transportation Block Grant revenues; Transportation Alternatives Program [box fund] revenues; and Transit revenues.
5. Appendix D Supplemental Priority Project Information - Long-Range Transportation Plan, Regional Transit System Priorities and Safety-Funded Priorities - supplemental recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding and recommendations from the , Metropolitan Transportation Planning Organization for federal safety funded priorities. Table D-1 includes supplemental long-range transportation plan priorities. Table D-2 includes supplemental priorities based on the Gainesville Regional Transit System Transit Development Plan. Table D-3 includes safety fund priorities.

In addition to local-funded projects, the Transportation Improvement Program includes the following project categories:

- *Federal Aviation Administration-funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 6 - Airport Projects;*
- *Metropolitan Planning activities and projects funded in the Transportation Improvement Program are identified in Table 8 - Planning/Administration Activity;*
- *Safety projects funded in the Transportation Improvement Program are identified in Table 9 - Road - Construction Projects and Table 11 - Road - Intersection Projects. The Alachua County Traffic Safety Team assists in providing Safety Fund project recommendations;*
- *Florida State Highway System drainage of right-of-way projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 10 - Road - Drainage Projects;*

- *Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 11 - Road - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Operations Team;*
- *Interstate facility projects funded in the Transportation Improvement Program are identified in Table 12 - Road - Interstate/Interchange Projects;*
- *Landscaping projects funded in the Transportation Improvement Program are identified in Table 13 - Road - Landscaping Projects;*
- *Maintenance of transportation facilities projects funded in the Transportation Improvement Program are identified in Table 14 - Road - Maintenance Projects;*
- *Railroad facility projects funded in the Transportation Improvement Program are identified in Table 15 - Road - Railroad Projects;*
- *Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 16 - Road - Resurfacing/Repaving Projects;*
- *Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 17 - Transit Projects. Project recommendations are developed by the Alachua County Transportation Disadvantaged Coordinating Board.*

3. Consideration of Performance Measures and Targets in the Project Selection Process

a. Project Selection Process

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation, metropolitan planning organizations and transit agencies include:

| Measure / Activity | Affected Facilities / Agency |
|---|--------------------------------------|
| Safety Measures (fatalities and serious injuries) | All public roads |
| Asset Management Plan | Florida Department of Transportation |
| Pavement Measures (state of good repair) | National Highway System |
| Bridge Measures (state of good repair) | National Highway System |
| Freight Mobility Measures | National Highway System |
| Planning Activities | All Agencies |
| System Performance Measures | National Highway System |
| Transit Measures (state of good repair) | Regional Transit System |
| Transit Safety Measures | Regional Transit System |

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The following sections describe performance measure activity.

i. Safety Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the safety performance measures requirements, including consideration of policies and criteria specified in the Florida Strategic Highway Safety Plan and the Florida Highway Safety Improvement Program for all public roads within the Gainesville Metropolitan Area. The Florida Department of Transportation Strategic Highway Safety Plan identifies a target of zero on all public roads for fatalities and serious injuries. At its December 4, 2017 and December 17, 2018 meetings, the Metropolitan Transportation Planning Organization set a safety target of zero on all public roads for fatalities and serious injuries. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

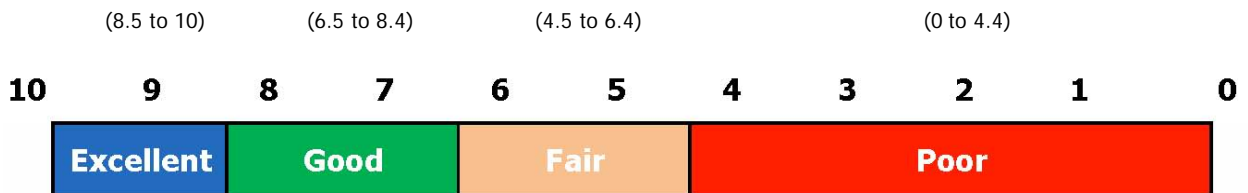
In addition, Metropolitan Transportation Planning Organization participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

ii. Asset Management Plan

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of its Asset Management Plan for National Highway System facilities within the Gainesville Metropolitan Area. Projects on the National Highway System in the Florida Department of Transportation Tentative Work Program are to be reviewed for consistency with the Florida Transportation Plan, Asset Management Plan and the Metropolitan Transportation Planning Organization Year 2040 Long-Range Transportation Plan. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

iii. Pavement Measures (State of Good Repair)

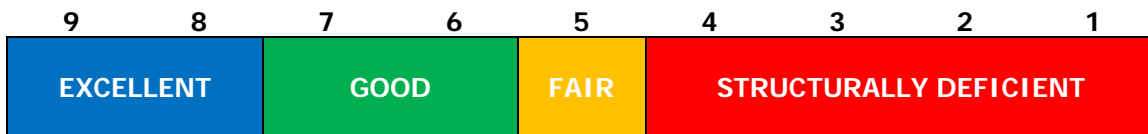
The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the pavement management performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target of 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good." The Florida Department of Transportation transmitted the 80 percent of all lane-miles on the State Highway System have a Pavement Condition Rating of "excellent" or "good" target to the Federal Highway Administration on May 18, 2018. Appropriate pavement condition data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation pavement condition scale is below.



iv. Bridge Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the bridge condition performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. The Florida Department of Transportation Asset Management Plan identifies a target 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale. The Florida Department of Transportation transmitted the 90 percent of its primary bridges having a rating of 6 or higher on National Bridge Inventory Rating Scale target to the Federal Highway Administration on May 18, 2018. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

As shown in the Florida Department of Transportation Asset Management Plan, the National Bridge Inventory Rating Scale is as follows:



v. Freight Mobility Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the freight mobility performance measures requirements, including consideration of policies and criteria specified in the Florida Freight Mobility and Trade Plan for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program. The Florida Department of Transportation transmitted a 1.75 Truck Travel Time Ratio two-year target and a 2.0 Truck Travel Time Ratio four-year target to the Federal Highway Administration on May 18, 2018. The Metropolitan Transportation Planning Organization also participates in the Florida Metropolitan Planning Organization Advisory Council Freight Committee meetings.

vi. Planning Activities

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the Planning Activity performance measures requirements. Resolution No. 2018-05 states that the Metropolitan Transportation Planning Organization shall conduct its transportation planning process and develop transportation planning documents that address federal transportation planning requirements regarding performance measures as established in the Moving Ahead For Progress In The 21st Century Act and in the Fixing America's Surface Transportation Act with regard to receiving Federal Highway Administration metropolitan planning funds and Federal Transit Administration planning funds. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

vii. System Performance Measures

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of the system performance measures requirements for National Highway System facilities within the Gainesville Metropolitan Area. Appropriate data is reviewed relevant to the performance measures. The Florida Department of Transportation transmitted a 75 Percent Reliability for Interstate Person-Miles Travelled two-year target, a 70 Percent Reliability for Interstate Person-Miles Travelled four-year target and a 50 Percent Reliability for Non-Interstate National Highway System Person-Miles Travelled four-year target to the Federal Highway Administration on May 18, 2018. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

viii. Transit Asset Management Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the implementation of the transit state of good repair performance measures requirements. The Metropolitan Transportation Planning Organization set its transit state of good repair targets consistent with the Regional Transit System state of good repair targets on August 27, 2018. Appropriate data is to be reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

ix. Transit Safety Measures (Safety Risks and Safety Hazards)

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the development and implementation of the transit safety performance measures requirements. The Regional Transit System needs set its transit safety targets by July 20, 2020. The Metropolitan Transportation Planning Organization set its transit safety targets consistent with the Regional Transit System state of good repair targets on June 22, 2020. Appropriate data is to be reviewed relevant to the performance measures. This information will contribute to the prioritization of projects for inclusion in the Transportation Improvement Program.

b. Targets

As established by the Moving Ahead for Progress in the 21st Century Act and maintained in the Fixing America's Surface Transportation Act, performance measure and target requirements for state departments of transportation and metropolitan planning organizations include:

- Safety Measures (fatalities and serious injuries) - All public roads;
- Asset Management Plan - National Highway System (Florida Department of Transportation only);
- Pavement Measures (state of good repair) - National Highway System;
- Bridge Measures (state of good repair) - National Highway System;
- Freight Plan - National Highway System (Florida Department of Transportation only);
- Planning Activities - National Highway System
- System Performance Measures - National Highway System;
- Transit Asset Management Measures (state of good repair) - Regional Transit System; and
- Transit Safety Measures (safety risks and safety hazards) - Regional Transit System.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2021-22 to 2025-26

The Metropolitan Transportation Planning Organization coordinated with the Florida Department of Transportation on the implementation of the performance measures requirements. Appropriate data was reviewed relevant to the performance measures. This information contributed to the prioritization of projects for inclusion in the Transportation Improvement Program.

All National Highway System facilities within the Gainesville Metropolitan Area are maintained by the Florida Department of Transportation. Therefore, the Florida Department of Transportation is the lead agency for meeting performance measure targets and setting and funding prioritized projects on the National Highway System. The performance measure and target status matrix below shows the due dates and target setting dates.

| Performance Measure Compliance Action | Measure | | | | | | |
|--|----------|-----------------------|--------------------|----------|----------|---------------|----------------|
| | Safety | Planning Requirements | System Performance | Bridge | Pavement | Transit Asset | Transit Safety |
| Florida Department of Transportation / Regional Transit System | | | | | | | |
| Target/Compliance Due Date | 8/31/17 | 5/27/18 | 5/20/18 | 5/20/18 | 5/20/18 | 6/30/18 | 7/20/20 |
| Target/Compliance Setting Date | 8/31/17 | 4/30/18 | 5/18/18 | 5/18/18 | 5/18/18 | TBD | TBD |
| Long-Range Transportation Plan | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| State Transportation Improvement Program - 10/1/18 and Beyond | 8/31/17 | 4/30/18 | 5/18/18 | 5/18/18 | 5/18/18 | N/A | N/A |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area | | | | | | | |
| Target/Compliance Due Date | 2/27/18 | 5/27/18 | 11/14/18 | 11/14/18 | 11/14/18 | 10/1/18 | TBD |
| Target/Compliance Setting Date | 12/4/17 | 4/23/18 | 10/22/18 | 10/22/18 | 10/22/18 | 8/27/18 | 6/22/20 |
| Long-Range Transportation Plan | 10/5/20* | 10/5/20* | 10/5/20* | 10/5/20* | 10/5/20* | 10/5/20* | 10/5/20* |
| Transportation Improvement Program - 10/1/18 and Beyond | 6/25/18 | 6/25/18 | 10/22/18 | 10/22/18 | 10/22/18 | 8/27/18 | 6/22/20 |

N/A - Not Applicable; TBD - To Be Determined; * Long-Range Transportation Plan Update Deadline

c. Monitoring/Coordination

The Metropolitan Transportation Planning Organization for the Gainesville Metropolitan Area implements the Fixing America's Surface Transportation Act performance measures requirements as follows:

i. Safety

Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were initially set at the December 4, 2017 Metropolitan Transportation Planning Organization meeting. Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were set again at the December 17, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures on all public roads. Projects included in the Transportation Improvement Program considered safety criteria addressed in the Florida Transportation Plan, 2018 Florida Strategic Highway Safety Plan and Florida Highway Safety Improvement Program.

ii. Planning Requirements

Resolution 2018-05 stating compliance with planning requirements was approved at the April 23, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Planning Requirements.

iii. System Performance

System Performance Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures for projects on National Highway System facilities within the Gainesville Metropolitan Area.

iv. Bridge

Bridge Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Bridge Measures and the Florida Department of Transportation Bridge Management System for projects on National Highway System facilities within the Gainesville Metropolitan Area.

v. Pavement

Pavement Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Pavement Management Measures and the Florida Department of Transportation Pavement Management Program for projects on National Highway System facilities within the Gainesville Metropolitan Area.

vi. Transit

Transit State of Good Repair Targets consistent with the Regional Transit System Transit State of Good Repair Targets were set by the Metropolitan Transportation Planning Organization at its August 27, 2018 meeting. Transit Safety Targets consistent with the Regional Transit System Transit Safety Targets were set by the Metropolitan Transportation Planning Organization at its June 22, 2020 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the Regional Transit System concerning the application and implementation of Fixing America's Surface Transportation Act Transit State of Good Repair and Safety Measures.

C. Development - Ten Planning Factors

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the ten factors contained in Appendix A, including: supporting the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; increasing the safety of the transportation system for motorized and nonmotorized users; increasing the security of the transportation system for motorized and nonmotorized users; increasing the accessibility and mobility options available to people and for freight; enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; promoting efficient system management and operation; emphasizing the preservation of the existing transportation system; improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and enhancing travel and tourism. These factors have been considered in the development of the project priorities contained in this report.

D. Transportation System Modifications Selected from the Gainesville Metropolitan Area Year 2040 Long-Range Transportation Plan

The transportation system modification priorities from the adopted 2040 Long-Range Transportation Plan are shown in Appendix C. Transportation system modifications includes the following categories:

- *Strategic Intermodal System or Fixing America's Surface Transportation Act High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 8 - Construction Projects; and*
- *Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 8 - Construction Projects.*

E. Relationship to Management Systems

The transportation priorities contained in this report are developed from available information from the management systems required for the Gainesville Metropolitan Area as in accordance with the Fixing America's Surface Transportation Act. The congestion management system for the Gainesville Metropolitan Area was fully operational by October 1, 1997.

F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies

The Metropolitan Transportation Planning Organization has, over the years, adopted various urban design and streetscape policies. These policies have been consolidated into a document entitled Metropolitan Transportation Planning Organization Urban Design Policy Manual. Therefore, unless otherwise stated within this List of Priority Projects document, all priority project recommendations shall be in conformance with the Metropolitan Transportation Planning Organization Urban Design Policy Manual document.

G. Public Involvement and Service Equity

Citizen involvement in the Transportation Improvement Program three-step process is promoted through the Metropolitan Transportation Planning Organization Public Involvement Process which was developed and adopted pursuant to 23 Code of Federal Regulations 450.316(b)(1) requirements. The Metropolitan Transportation Planning Organization Public Involvement Plan describes a process to involve the public, including private transportation operators, in the transportation planning process, including the annual development of the Transportation Improvement Program, in accordance with Section 339.175(7), Florida Statutes. In addition, the Metropolitan Transportation Planning Organization Public Involvement Plan includes strategies to address service equity, including outreach to socio-economic communities that have traditionally been underrepresented in the transportation planning process. The Metropolitan Transportation Planning Organization sponsors workshops, as necessary, regarding projects in the Transportation Improvement Program.

The Metropolitan Transportation Planning Organization provides local news media notification of meetings when the List of Priority Projects is scheduled for review and approval by the Metropolitan Transportation Planning Organization and its advisory committees, thereby providing citizens an opportunity to participate in the development of the List of Priority Projects. To inform the general public and other interested persons who may want to review and comment on the List of Priority Projects, public notice is also provided through the Clerk of the City of Gainesville, who places meeting notices on City Community Calendar and in the local newspaper listing of public meetings of the week.

H. Freight Shippers

The Metropolitan Transportation Planning Organization maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Electronic communication is sent to the freight shippers inviting them to participate in the development of the Transportation Improvement Program. Freight shippers are notified of the Metropolitan Transportation Planning Organization meeting dates when the List of Priority Projects and the Transportation Improvement Program documents are considered by the Metropolitan Transportation Planning Organization.

I. Public Transportation Providers/Users

The Metropolitan Transportation Planning Organization coordinates with Regional Transit System staff for public involvement in the development of the Transportation Improvement Program. The Regional Transit System Advisory Board provides input for transit projects to be included in the List of Priority Projects. In addition, Regional Transit System staff conducts transit forums to gather public input. The Alachua County Transportation Disadvantaged Coordinating Board, which includes public transportation users, provides input for transportation disadvantaged projects to be included in the List of Priority Projects. Each year, the Metropolitan Transportation Planning Organization solicits input from the Regional Transit System and the Alachua County Transportation Disadvantaged Coordinating Board for projects to be included in the List of Priority Projects.

J. Safety and Security in the Transportation System Planning Process

The Florida Department of Transportation supports a network of Community Traffic Safety Teams. These Teams are comprised of state and local technical expertise for transportation system management and planning, public safety, including police and fire personnel, and education. In addition to a Metropolitan Transportation Planning Organization representative, the Alachua County Traffic Safety Team is comprised of representatives from:

| State of Florida | Alachua County | City of Gainesville |
|--------------------------------------|-------------------------|-------------------------|
| Florida Department of Transportation | Fire Rescue | Fire Rescue |
| Florida Highway Patrol | Sheriff's Office | Police Department |
| UF Design, Planning & Construction | Public Works Department | Public Works Department |
| UF Police Department | School Board | - |
| UF Transportation Institute | Health Department | - |

UF = University of Florida

Chapter II

Project Priorities

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Chapter II: Project Priorities

This chapter includes the project priorities for several funding categories which are described on maps and tables. These project priority categories include:

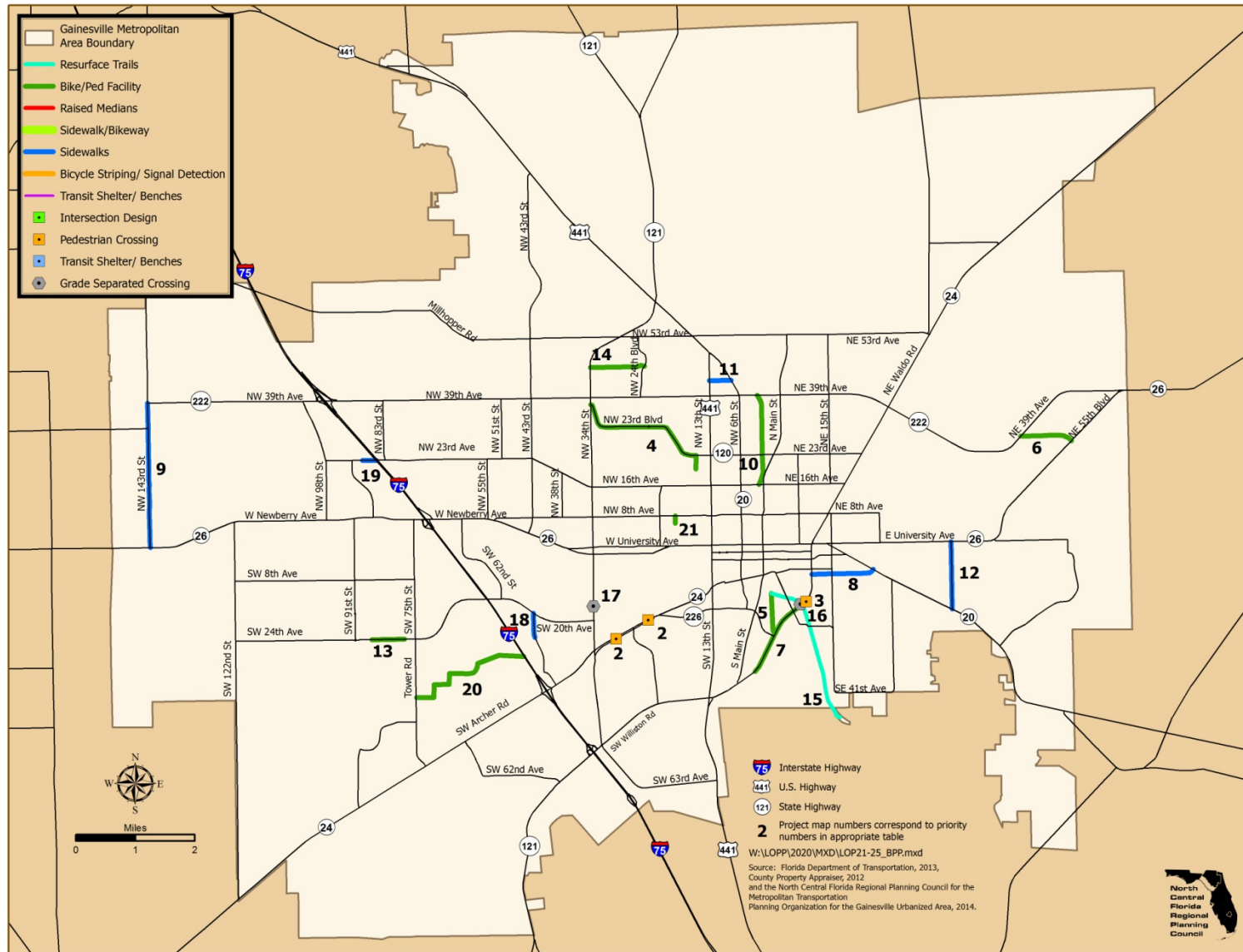
- Bicycle/Pedestrian Priorities;
- Other Construction/Right-of-Way Priorities; and
- Transit Priorities.

Projects that have received partial funding are shown in shaded rows in Tables 1, 2 and 3.

Road construction project priorities identified in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan are addressed in Appendix C. In addition, supplemental long-range transportation planning priorities, transit priorities and safety fund priorities are addressed in Appendix D.

Bicycle/Pedestrian projects are eligible for federal Transportation Alternatives Program funds, state Safe Routes to School, State Highway System and SUNTrail funds and local funds. Transit projects are eligible for Federal Transit Administration funds, Federal Highway Administration Surface Transportation Block Grant flex funds, state funds and local funds. Projects regarding regionally significant transportation facilities are eligible for state Transportation Regional Incentive Program funds.

Illustration II Bicycle/Pedestrian Priorities Fiscal Years 2021-22 to 2025-26



A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|--------|--|--|---|
| 1 | Americans with Disabilities Act Modifications | AT: Gainesville Metropolitan Area-wide | Modifications to Deficient Sidewalks, Ramps and Transit Stops |
| 2 | Archer Road [SR 24] | FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226] | Add Midblock Pedestrian-Actuated Crossings |
| 3 | Williston Road [SR 331] @ Downtown Connector Rail-Trail | FM: SE 4 Street TO: SE 12 Avenue | <ol style="list-style-type: none"> 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming at the crossing. [22,500 AADT] |
| 4 | Glen Springs Braid | FM: Gainesville High School TO: NW 34 Street [SR 121] | Construct Bicycle/Pedestrian Trail |
| 5 | Gainesville Regional Utilities Right-Of-Way | FM: Depot Park TO: Williston Road [SR 331] | Construct Bicycle/Pedestrian Trail |
| 6 | NE 27 Avenue | FM: State Road 222 TO: State Road 26 | Construct 8-Foot Multiuse Path on North Side of Roadway |
| 7 | Williston Road [SR 331] | FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector | Construct Bicycle/Pedestrian Trail |
| 8 | SE 8 Avenue | FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20] | Construct Sidewalk |
| 9 | NW 143 Street | FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222] | Complete Sidewalk Network |
| 10 | NW 6 Street Rail/Trail Extension | FM: NW 16 Avenue TO: NW 39 Avenue [SR 222] | Extend the Rail/Trail North to NW 39 Avenue |
| 11 | NW 42 Avenue | FM: NW 13 Street TO: NW 6 Street | Construct Sidewalk |

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|--------|--|--|--|
| 12 | SE 43 Street | FM: Hawthorne Road TO: University Avenue | Pedestrian Modifications |
| 13 | SW 24 Avenue | FM: SW 87 Way TO: SW 77 Street | Construct Multi-Use Path |
| 14 | NW 45 Avenue | FM: NW 34 Street TO: NW 24 Boulevard | Construct Multi-Use Path - <i>Preliminary Engineering funding</i> |
| 15 | Gainesville-Hawthorne Trail | FM: La Chua Trail Entrance TO: Depot Park | Resurface Trail |
| 16 | Downtown Connector Rail- Trail Crossing | AT: Williston Road [SR 331] | Construct Grade-Separated Crossing |
| 17 | Hull Road | AT: SW 34 Street [SR 121] | Construct Grade-Separated Crossing |
| 18 | SW 43 Street | FM: SW 24 Avenue TO: SW 20 Avenue | Construct sidewalks to fill sidewalk gaps |
| 19 | NW 23 Avenue | FM: NW 88 Street TO: Interstate 75 Bridge | Construct sidewalk to fill sidewalk gap on south side |
| 20 | Archer Braid Trail | FM: Tower Road TO: Interstate 75 Bridge | Construct Multi-Use Path |
| 21 | NW 20th Street | FM: NW 7th Avenue TO: NW 8th Avenue | Construct Bicycle/Pedestrian Facility |

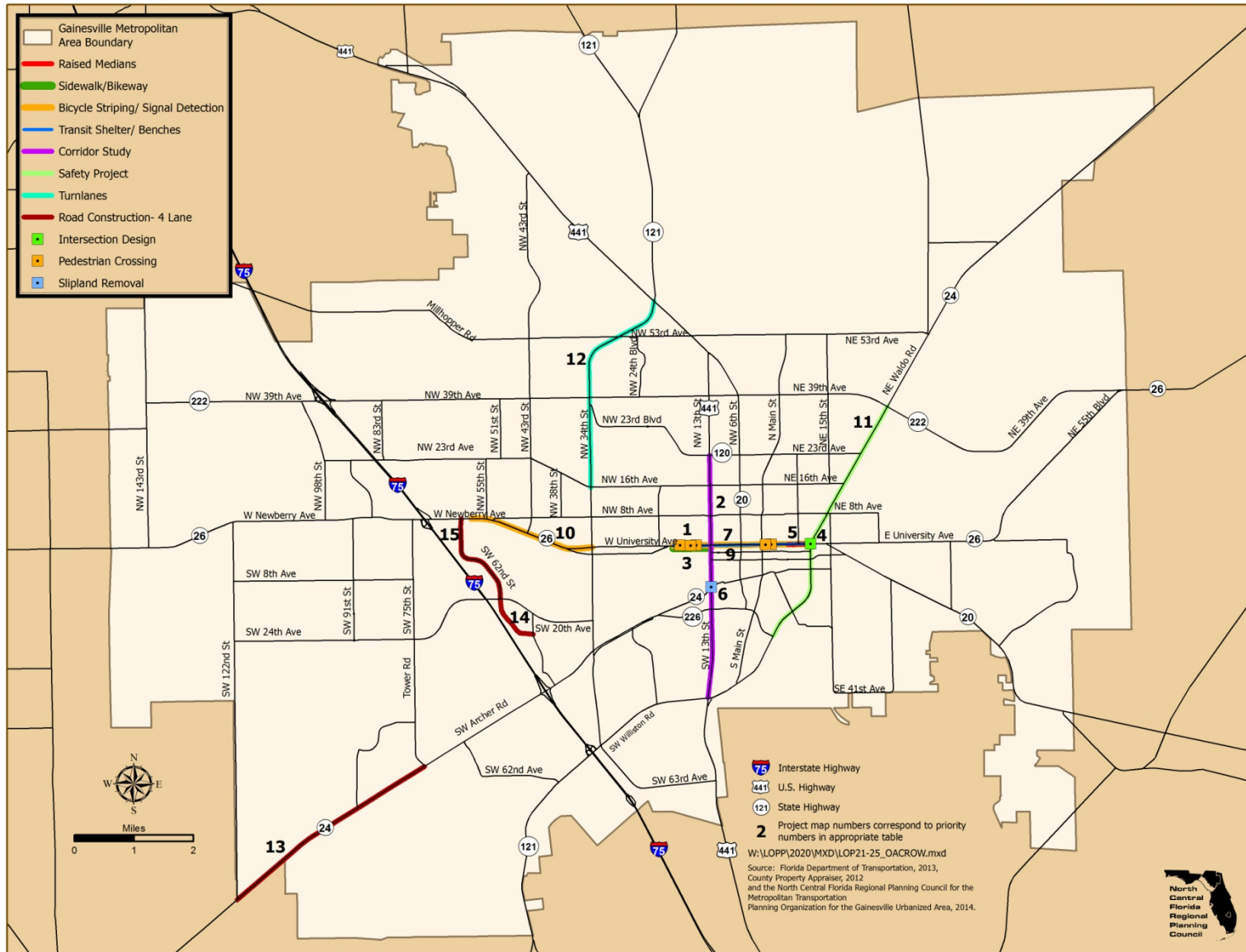
Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program. Project components in *italics* have been completed.

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road;
SW = Southwest; UF = University of Florida; U.S. = United States; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee and Bicycle/Pedestrian Advisory Board.

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Illustration III
Other Arterial Construction / Right-Of-Way Priorities
Fiscal Years 2021-22 to 2025-26



B. Other Arterial Construction/ Right-Of-Way Priorities

Table 2 identifies project priorities for construction, modifications and associated right-of-way on the State Highway System roadways not designated as part of the Strategic Intermodal System and federal aid-eligible designated local facilities for the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program. This table also identifies project priorities for local assistance programs such as Transportation Regional Incentive Program and County Incentive Grant Program.

Table 2
Other Arterial Construction/Right-Of-Way Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|--------|-----------------------------|--|--|
| 1 | W University Avenue [SR 26] | AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street | Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT] |
| 2 | U.S. Highway 441 | FM: Williston Road [SR 331] TO: NW 23 Avenue | Multimodal Emphasis Corridor Study |
| 3 | W University Avenue [SR 26] | FM: Gale Lemerand Drive TO: W 13 Street [SR 25] | Multimodal Emphasis Corridor Study Implementation - Construct Bikeway/Sidewalk [29,000 AADT] |
| 4 | E University Avenue [SR 26] | AT: Waldo Road [SR 24] | Multimodal Emphasis Corridor Study Implementation - Pedestrian-Oriented Intersection Design [18,700 AADT] |
| 5 | E University Avenue [SR 26] | FM: E 7 Street TO: E 10 Street | Multimodal Emphasis Corridor Study Implementation - Construct Raised Median [20,500 AADT] |
| 6 | SW 13 Street [U.S. HWY 441] | AT: Archer Road [SR 24] | Removal of Sliplanes |
| 7 | University Avenue [SR 26] | AT: Corridorwide | Multimodal Emphasis Corridor Study Implementation - Install Transit Shelters and Benches [29,000 AADT] |
| 8 | E University Avenue [SR 26] | FM: E 1 Street TO: E 3 Street | Multimodal Emphasis Corridor Study Implementation - Construct Midblock Pedestrian Crossings [20,500 AADT] |
| 9 | University Avenue [SR 26] | AT: Corridorwide | Multimodal Emphasis Corridor Study Implementation - Install Bicycle Striping and Signal Detection [29,000 AADT] |
| 10 | Newberry Road [SR 26] | FM: NW 59 Street TO: NW 34 Street [SR 121] | <ol style="list-style-type: none"> 1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52 Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43 Street; 2. Conduct a speed zone study between NW 59th Street and NW 40 Drive; 3. Prioritize this project for State Highway System funding; and 4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT] |

Table 2 (Continued)
Other Arterial Construction/Right-Of-Way Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|--------|--|---|--|
| 11 | Williston Road/Waldo Road [SR 24/331] | FM: SE 16 Avenue TO: NE 39 Avenue | Pedestrian Safety Modifications - <i>Streetlighting Preliminary Engineering</i> |
| 12 | NW 34 Street [SR 121] | FM: NW 16 Avenue U.S. Highway 441 | Safety and Capacity Enhancements Designed and Constructed as a Complete Street with Protected Bikelanes - <i>Turnlanes at Safety Fund-Eligible intersections</i> |
| 13 | Archer Road [SR 24] | FM: SW 122 Street TO: Tower Road | Widen to Four Lanes - <i>Project, Development and Environment Study</i> |
| 14 | SW 62 Boulevard Extension | FM: Butler Plaza TO: SW 20 Avenue | Four-Lane Extension as a Complete Street with Protected Bikelanes - <i>Two-Lane Interim Project</i> |
| 15 | SW 62 Boulevard | FM: SW 20 Avenue TO: Newberry Road [SR 26] | Widen to Four Lanes as a Complete Street with Protected Bikelanes |
| 16 | County Road Resurfacing | AT: Gainesville Metropolitan Areawide | Resurface County Roads According to Priorities Established by the Alachua County Board of County Commissioners |
| 17 | City Road Resurfacing | AT: City of Gainesville | Resurface City Roads According to Priorities Established by the Gainesville City Commission |

Note: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

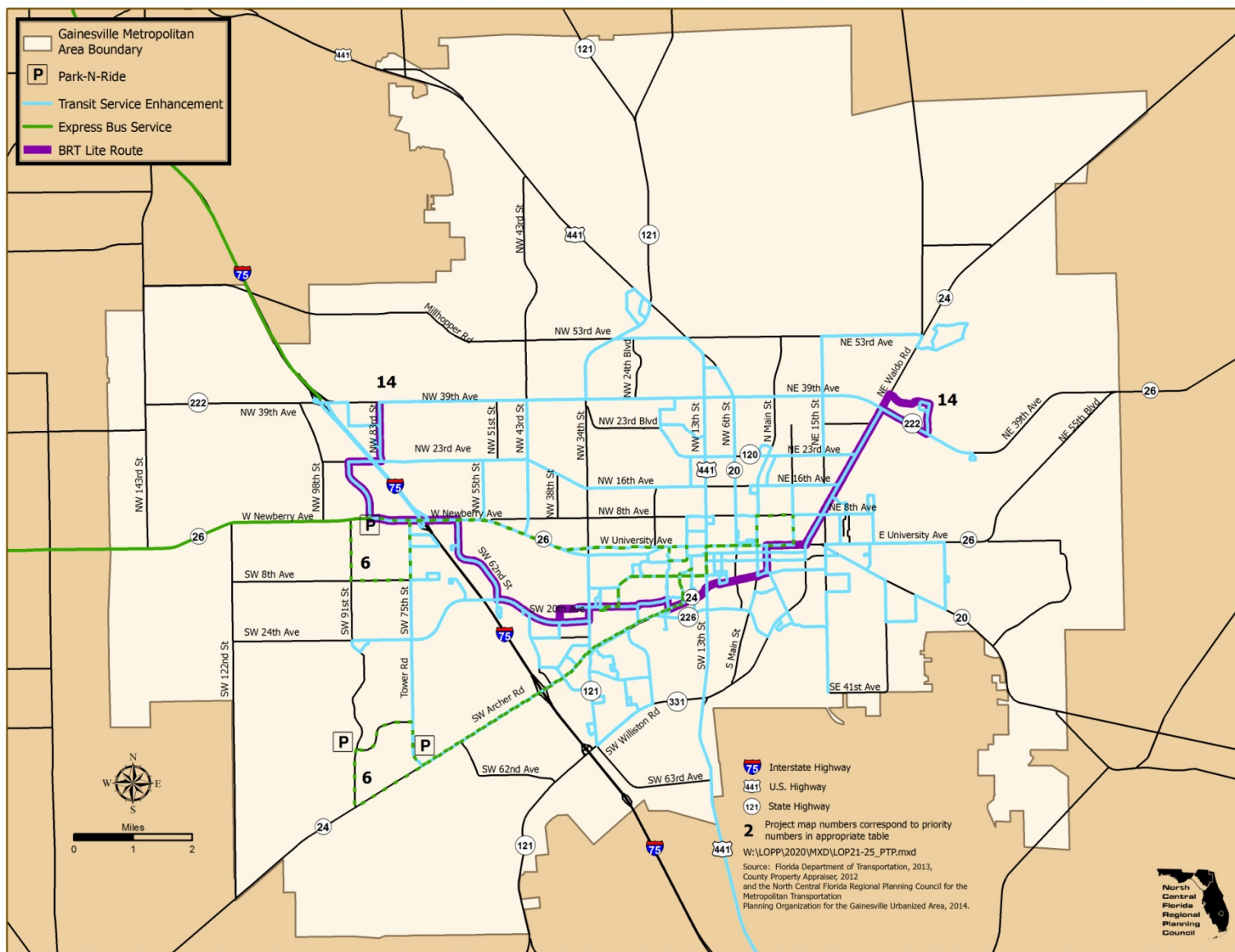
ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; HWY = Highway; NW = Northwest; RTS = Regional Transit System; SR = State Road; SW = Southwest; UF = University of Florida; U.S. = United States; W = West

* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Other Arterial/Right-of-Way Priorities were derived from the Year 2040 Long-Range Transportation Plan Cost Feasible Plan.

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Illustration IV Transit Priorities Fiscal Years 2021-22 to 2025-26



C. Transit Priorities

Table 3 identifies public transit project priorities for the Fiscal Years 2021-22 to 2025-26 Transportation Improvement Program.

**Table 3
Transit Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26**

| Number | Project | Location | Description |
|-----------------------------------|--|--|--|
| 1 Funded Annually | Block Grant- Public Transit Operating | RTS Systemwide | Operating Assistance [Funded annually by State]* |
| 2 Partially Funded | Capital Equipment- purchase of rolling stock | RTS Systemwide | Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP |
| 3 | Route Modifications - Concurrent with University of Florida Transportation and Parking Strategic Plan implementation | RTS Systemwide | <ul style="list-style-type: none"> • Realign Routes 10, 28, 34, 36 and 75; and • Realign Routes 25A, 29, 33, 36, 38, 46, 120, 122, 125, 127 |
| 4 | Expand existing service - Extend Microtransit Service Development | RTS Systemwide | Continuation of service development for the existing microtransit service |
| 5 | Implement new transit service - Mobility-on-Demand | RTS Systemwide | Expand current microtransit service to seven proposed Mobility-on-Demand zones |
| 6 | Express Bus Service | FM: Haile Plantation TO: University of Florida FM: Duck Pond Area TO: University of Florida FM: Tower Road Area TO: University of Florida | Implement University of Florida Transportation and Parking Strategic Plan-proposed express services. |
| 7 | Capital Infrastructure and Technology Modifications- Queue Jumps; Transit Signal Priority and Technology Projects | RTS Systemwide | <ul style="list-style-type: none"> • Queue Jumps and Transit Signal Priority to facilitate reliable travel times for proposed Bus Rapid Transit-Lite Route as well as University of Florida services and local bus routes • Technology Projects for fare collection, enhancing real time service information, cell phone app based systems to support mobility-on-demand and more robust data collection, and scheduling systems |

Table 3 (Continued)
Transit Priorities
Gainesville Metropolitan Area
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|-----------|---|--------------------------|---|
| 8 | Expand existing service - Frequency and Span-of-Service | RTS Systemwide | <ul style="list-style-type: none"> • Increase frequencies of Routes 6, 15, 21, 43 and 75; and • Extend hours of service for Routes 6, 15, 43, 75 and 600 series |
| 9 | Americans with Disabilities Act Modifications | RTS Systemwide | Implement TDP Financial Plan Americans with Disabilities Act modifications |
| 10 | Recurring Facilities Upgrades | RTS Systemwide | Implement TDP Financial Plan to address Federal state-of-good-repair requirements |
| 11 | Technology Projects – Recurring | RTS Systemwide | Implement TDP Financial Plan to maintain/upgrade technology |
| 12 | RTS Bus Stop Amenities | RTS Systemwide | Purchase and install bus shelters bicycle racks, etc. |
| 13 | East Side Transfer Station | AT: Eastside Gainesville | Planning, design, engineering and construction of a multimodal transportation center [site not determined] |
| 14 | Implement new transit service - Bus Rapid Transit Light | RTS Systemwide | Transportation System Management alternative implementation is phased in two parts. The system relies on queue jumps and transit signal priority technology to ensure reliable travel times |

Note: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; I = Interstate PD&E = Project Design and Environment Study; RTS = Regional Transit System; SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; UF = University of Florida; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Public Transportation Priorities were developed by Regional Transit System staff, based on the Regional Transit System Transit Development Plan. Appendix D includes the Transit Development Plan project descriptions.

Appendix A Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered

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Appendix A: Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered

The following is a listing of the factors to be considered pursuant to the Fixing America's Surface Transportation Act that was enacted December 4, 2015 as Public Law 114-94. As required by the Act, these factors are being addressed in the development of transportation plans and programs.

- FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;
- FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;
- FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;
- FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, and improve quality of life;
- FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;
- FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;
- FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.

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Appendix B

Roads Operating at an Unacceptable Highway Level of Service

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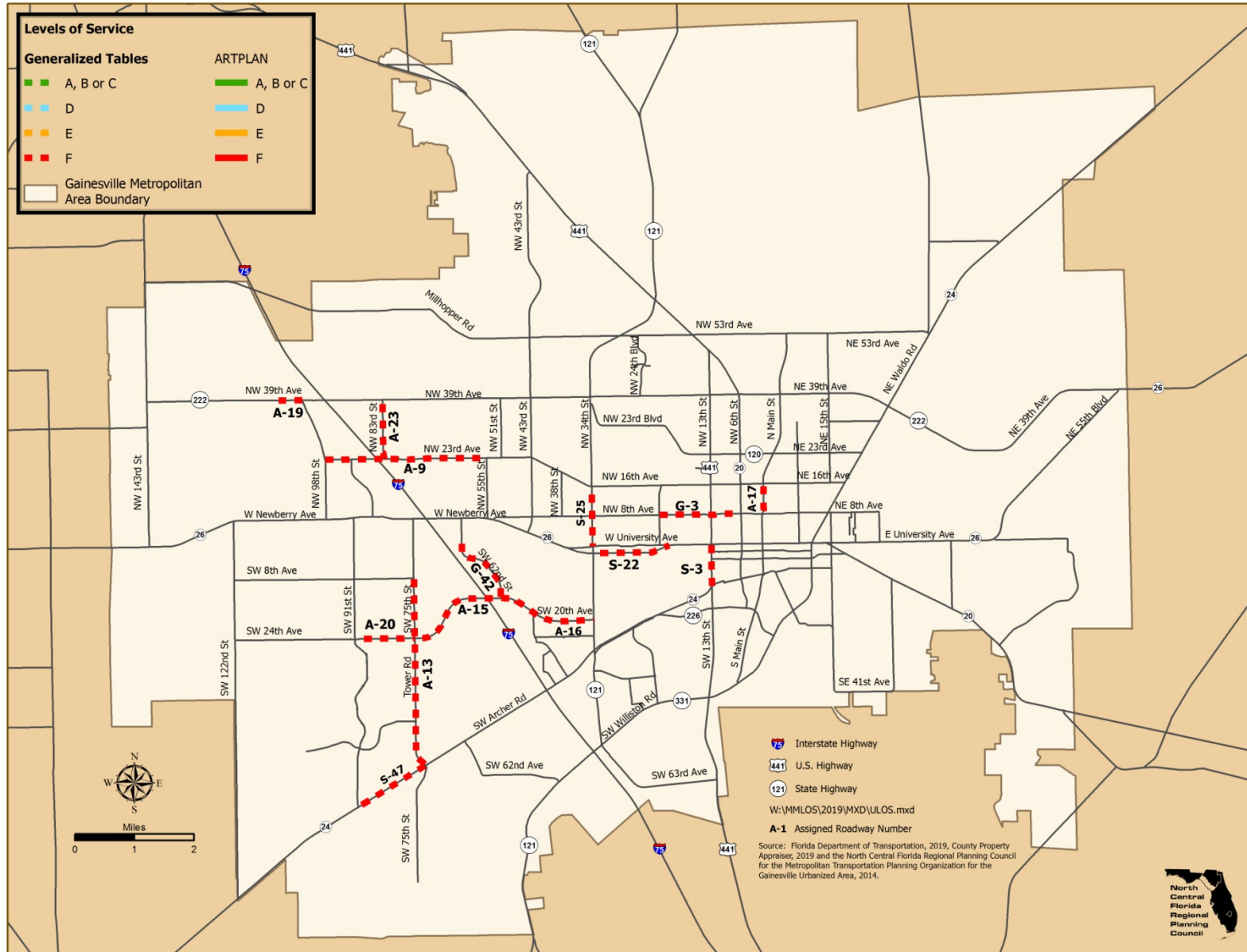
Appendix B: Roads Operating at an Unacceptable Highway Level of Service

**Table B-1
Roads Operating at an Unacceptable Highway Level of Service
Gainesville Metropolitan Area
2018**

| Roadway Facility | From | To | 2018 AADT | 2018 LOS | 2018 MSV |
|----------------------------------|-------------------|-------------------------|-----------|----------|----------|
| SW 13 Street [SR 26] (S-3) | Archer Road | University Avenue | 34,000 | F | 33,800 |
| Newberry Road [SR 26] (S-14) | NW 122 Street | Interstate 75 East Ramp | 39,000 | F | 39,800 |
| NW 34 Street [SR 121] (S-25) | University Avenue | NW 16 Avenue | 19,250 | F | 16,380 |
| Archer Road [SR 24] (S-47) | SW 91 Street | SW 75 Street | 21,000 | F | 17,010 |
| NW 23 Avenue (A-9) | NW 98 Street | NW 55 Street | 16,078 | F | 14,040 |
| SW 75 Street / Tower Road (A-13) | Archer Road | SW 8 Avenue | 16,968 | F | 14,040 |
| SW 20 Avenue (A-15) | Tower Road | SW 62 Boulevard | 19,442 | F | 14,040 |
| SW 20 Avenue (A-16) | SW 62 Boulevard | SW 34 Street | 26,176 | F | 14,040 |
| North Main Street (A-17) | N 8 Avenue | N 16 Avenue | 15,976 | F | 14,740 |
| NW 39 Avenue (A-19) | NW 110 Terrace | NW 98 Street | 17,236 | F | 14,040 |
| SW 24 Avenue (A-20) | SW 91 Street | SW 75 Street | 14,330 | F | 14,040 |
| NW 83 Street (A-23) | NW 23 Avenue | NW 39 Avenue | 18,874 | F | 14,740 |
| SW 62 Boulevard (G-42) | SW 20 Avenue | NW 1 Place | 20,717 | F | 14,040 |

AADT = Average Annual Daily Traffic; GMA = Gainesville Metropolitan Area; NW = Northwest
 LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest
 # Maximum service volume for Level of Service D is not attainable. Italics indicate ARTPLAN analysis.
 * Roadway is within the City of Gainesville Transportation Concurrency Exception Area.
 Note - Table does not include reserve trips.

Illustration B-I Roads Operating at an Unacceptable Highway Level of Service



Appendix C 2040 Long-Range Transportation Plan - Project Priorities

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Appendix C: 2040 Long-Range Transportation Plan - Project Priorities

This appendix includes the project priorities identified in the Year 2040 Long-Range Transportation Plan Cost Feasible Plan that was adopted on October 5, 2015. The following tables also include the implementation status of the projects. Projects in shaded rows have received full or partial funding.

Table C-1 shows the Strategic Intermodal System and State Highway System Cost Feasible Plan project priorities. Table C-2 shows the Surface Transportation Block Grant flex funds, Transportation Alternatives Program and Transit Cost Feasible Plan project priorities. Table C-3 shows the Existing Plus Committed Cost Feasible Plan projects.

**Table C-1
Year 2040 Strategic Intermodal System and State Highway System Cost Feasible Plan Priorities**

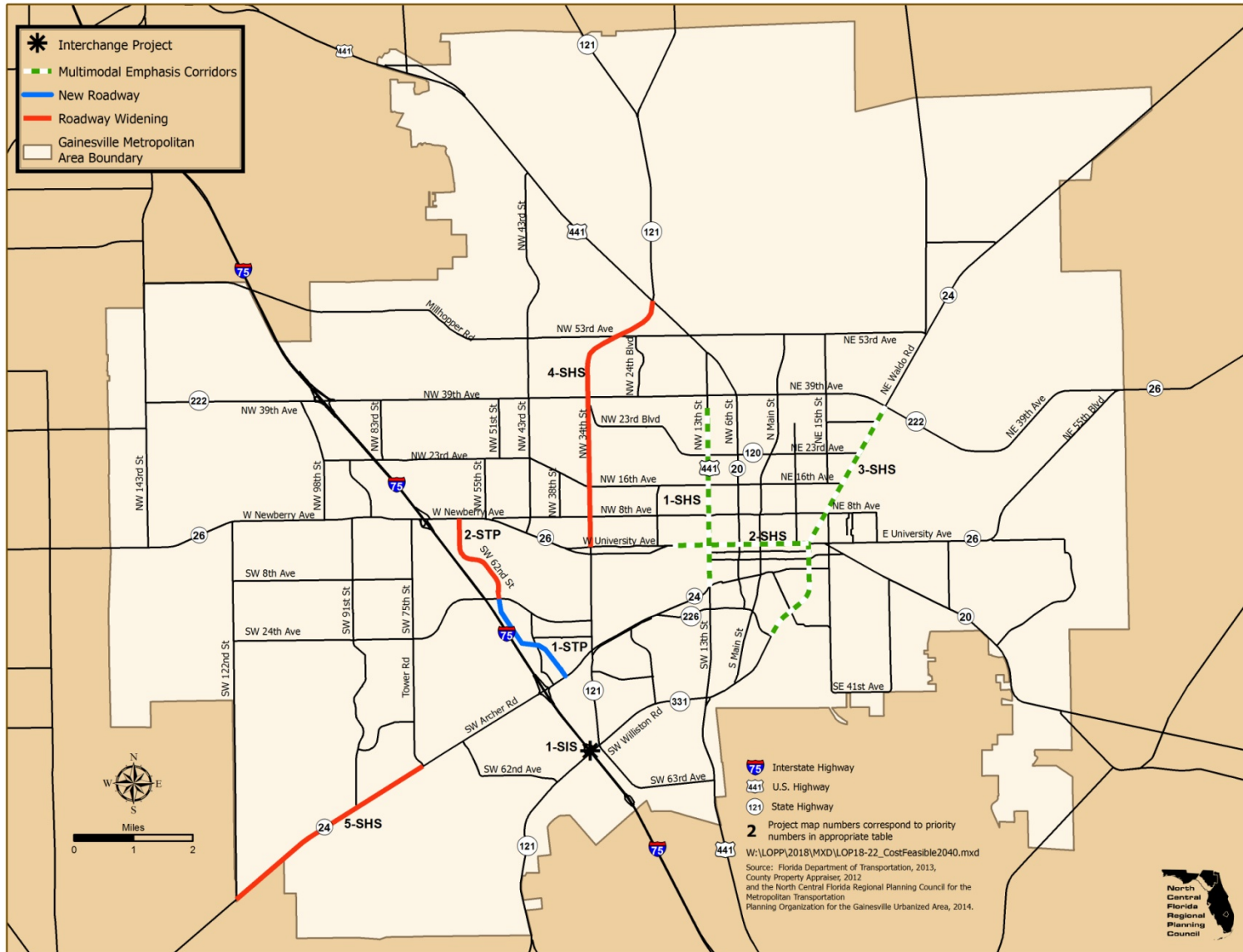
| Project | Funding Period | | | | | | | |
|--|----------------|--------|-------------|--------|-------------|---------|-------------|---------|
| | 2021 - 2025 | | 2026 - 2030 | | 2031 - 2040 | | Beyond 2040 | |
| Strategic Intermodal System Revenues (Year of Expenditure dollars) | | | | | | | | |
| \$5.1 Million | | | | | | | | |
| 1 - Modifications at Interstate 75 / State Road 121 Interchange | ROW | \$0.10 | - | - | - | - | - | - |
| | CST/CEI | \$5.00 | - | - | - | - | - | - |
| | | | | | | | | |
| State Highway System Revenues (Year of Expenditure dollars) | | | | | | | | |
| \$23.6 Million \$22.3 Million \$48.8 Million \$33.3 Million | | | | | | | | |
| 1 - Multimodal Emphasis Corridor Study and Implementation on US 441 (West University Avenue) from NW 23rd Avenue to Archer Road | Design | FDOT | - | - | - | - | - | - |
| | ROW | NA | - | - | - | - | - | - |
| | CST | \$2.35 | - | - | - | - | - | - |
| | CEI | \$0.40 | - | - | - | - | - | - |
| 2 - Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road | Design | FDOT | - | - | - | - | - | - |
| | ROW | \$0.30 | - | - | - | - | - | - |
| | CST | \$6.55 | - | - | - | - | - | - |
| | CEI | \$1.00 | - | - | - | - | - | - |
| 3 - Pedestrian Safety Modifications on State Roads 24.331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue | Design | FDOT | - | - | - | - | - | - |
| | ROW | NA | - | - | - | - | - | - |
| | CST | \$3.30 | - | - | - | - | - | - |
| | CEI | \$0.50 | - | - | - | - | - | - |
| 4 - Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes | Design | FDOT | - | - | - | - | - | - |
| | ROW | \$1.65 | ROW | \$1.50 | - | - | - | - |
| | CST | \$6.55 | CST | \$3.70 | CST | \$39.35 | - | - |
| | CEI | \$1.00 | CEI | \$0.50 | CEI | \$5.70 | - | - |
| 5 - Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street | Design | FDOT | - | - | - | - | - | - |
| | - | - | ROW | \$9.70 | - | - | ROW | \$5.15 |
| | - | - | CST | \$6.10 | CST | \$3.15 | CST | \$24.40 |
| | - | - | CEI | \$0.80 | CEI | \$0.60 | CEI | \$3.75 |

**Table C-2
Year 2040 Surface Transportation Block Grant / Transportation Alternatives Program / Transit
Cost Feasible Plan Priorities**

| Project | Funding Period | | | | | | | |
|---|-----------------------|---------|-----------------------|---------|-----------------------|---------|-----------------------|---------|
| | 2021 - 2025 | | 2026 - 2030 | | 2031 - 2040 | | Beyond 2040 | |
| Surface Transportation Block Grant Revenues (Year of Expenditure dollars) | | | | | | | | |
| | \$8.7 Million | | \$8.3 Million | | \$18.0 Million | | \$71.9 Million | |
| 1 - Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes | ROW | \$8.25 | ROW | \$4.15 | - | - | ROW | \$2.50 |
| | - | - | - | - | - | - | CST | \$14.00 |
| | - | - | - | - | - | - | CEI | \$2.00 |
| 2 - Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes | Design | \$0.33 | - | - | - | - | - | - |
| | ROW | \$0.30 | - | - | - | - | ROW | \$7.25 |
| | CST | \$6.55 | - | - | - | - | CST | \$9.35 |
| | CEI | \$1.00 | - | - | - | - | CEI | \$1.40 |
| 3 - Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners | - | - | Design | \$0.45 | Design | \$1.40 | - | - |
| | - | - | ROW | NA | ROW | NA | - | - |
| | - | - | CST | \$2.25 | CST | \$13.40 | - | - |
| | - | - | CEI | \$0.40 | CEI | \$2.00 | - | - |
| 4 - Resurface City Roads according to priorities established by the Gainesville City Commission | - | - | Design | \$0.30 | Design | \$0.20 | - | - |
| | - | - | ROW | NA | ROW | NA | - | - |
| | - | - | CST | \$0.60 | CST | \$0.80 | - | - |
| | - | - | CEI | \$0.15 | CEI | \$0.20 | - | - |
| Transportation Alternatives Program Revenues (Year of Expenditure dollars) | | | | | | | | |
| | \$1.45 Million | | \$1.45 Million | | \$2.9 Million | | - | |
| 1 - Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects | Design | \$0.20 | Design | \$0.15 | Design | \$0.25 | - | - |
| | ROW | NA | ROW | NA | ROW | \$0.30 | - | - |
| | CST | \$1.10 | CST | \$1.15 | CST | \$2.10 | - | - |
| | CEI | \$0.15 | CEI | \$0.15 | CEI | \$0.25 | - | - |
| Transit Revenues (Year of Expenditure dollars) | | | | | | | | |
| | \$18.2 Million | | \$19.1 Million | | \$40.0 Million | | - | |
| 1 - Maintain and operate existing City of Gainesville Regional Transit System | TOP | \$18.20 | TOP | \$19.10 | TOP | \$40.00 | - | - |

Florida Department of Transportation has fully-funded construction of a two-lane interim road for the SW 62 Boulevard Extension.

Illustration C-I
Year 2040 Long-Range Transportation Plan Cost Feasible Priority Ranking of Projects
Adopted October 5, 2015



**Table C-3
Year 2040 Long-Range Transportation Plan
Existing Plus Committed Capacity Projects**

| Roadway | From/To | Modification | Implementation Status |
|--|-------------------------------------|---|-------------------------------|
| New Road Projects Completed Since 2010 | | | |
| 1 - Gainesville Regional Airport Entrance | Waldo Road / Airport Terminal | New two-lane facility | Complete |
| 2 - SW 9 Street | SW 2 Avenue / SW 4 Avenue | New two-lane facility | Complete |
| 3 - SW 3 Avenue | SW 10 Street / SW 7 Terrace | New two-lane facility | Complete |
| 4 - Hull Road Extension | SW 34 Street / SW 38 Terrace | New two-lane facility | Complete |
| 5 - SW 38 Terrace | SW 20 Avenue / Hull Road | New two-lane facility | Complete |
| 6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge | Archer Road / SW 42 Way | New four-lane facility | Complete |
| 7 - SW 62 Boulevard (Butler Boulevard) | Archer Road / SW 43 Street | New four-lane facility* | Complete |
| 8 - Plaza Boulevard (SW 38 Terrace) | SW 24 Avenue / SW 42 Street | New two-lane facility | Complete |
| 9 - SW 30 Avenue | SW 42 Street / SW 40 Boulevard | New two-lane facility | Complete |
| 10 - SW 42 Way Extension | SW 30 Place / SW 30 Avenue | New two-lane facility | Complete |
| 11 - SW 30 Place Extension | SW 42nd Way / SW 42 Street | New two-lane facility | Complete |
| 14 - NW 23 Avenue | NW 55 Street / NW 58 Boulevard | Widen to four-lanes | Complete |
| New Road Projects Funded Through Construction by 2019 | | | |
| 12 - SW 8 Avenue | SW 143 Street / SW 122nd Street | New two-lane facility | Under Construction |
| 13 - Road Connecting SW 8 Avenue and SW 61 Street | SW 75 Street / SW 24 Avenue | New two-lane facility | Under Construction |
| 15 - SW 40 Boulevard Extension | South of Archer Road / SW 47 Avenue | New two-lane facility | Funded in Fiscal Year 2016-17 |
| 16 - *SW 62 Boulevard Connector | SW 43 Street / SW 20 Avenue | New four-lane facility - Planning and Right-of-Way | Funded in Fiscal Year 2016-17 |

*Project advanced into Existing Plus Committed Capacity Projects by administrative modification for the purchase four-lane right-of-way and to construct a two-lane roadway interim project.

Note: Projects in shaded text are partially or fully funded, as shown in the Transportation Improvement Program.

Illustration C-II
Year 2040 Long-Range Transportation Plan Cost Existing Plus Committed Capacity Projects
Adopted October 5, 2015



Appendix D Supplemental Priority Project Information - Long-Range Transportation Planning, Regional Transit System Priorities and Safety-Funded Priorities

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Appendix D: Supplemental Project Priority Information - Long-Range Transportation Planning, Regional Transit System and Safety-Funded Priorities

A. Long-Range Transportation Planning Priorities

Table D-1 provides supplemental project descriptions for additional planning assistance funding for the development of the Long-Range Transportation Plan update and subsequent revisions. The purpose of this section and Table D-1 is to serve as a request and listing for funds for Long-Range Transportation Plan for Fiscal Years 2021-22 to 2025-26.

B. Regional Transit System Priorities

Table D-2 provides the expanded project descriptions from the Regional Transit System Transit Development Plan.

C. Safety-Funded Priorities

Table D-3 provides project descriptions for highway safety funding.

Table D-1
Long-Range Transportation Planning Priorities
Fiscal Years 2021-22 to 2025-26

| Number | Project | Location | Description |
|----------|--|-----------------------------------|---|
| 1 | Long-Range Transportation Plan Development | AT: Gainesville Metropolitan Area | Five-Year Update of Long-Range Transportation Plan |
| 2 | Gainesville Urbanized Area Transportation Study Model Update and Calibration | AT: Alachua Countywide | Update and Calibrate Gainesville Urbanized Area Transportation Study Model as needed for plan updates and revisions (amendments and/or modifications) |
| 3 | Long-Range Transportation Plan Socio-Economic Report Development | AT: Gainesville Metropolitan Area | Five-Year Update of Socio-Economic Report |
| 4 | Long-Range Transportation Plan Revisions | AT: Gainesville Metropolitan Area | Update of Long-Range Transportation Plan as needed for revisions (amendments and/or modifications) |

**Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan**

| Service Modification - Frequency | |
|--|---|
| Modification | Comment |
| Double Frequency Route 6 - Weekday only | Recommendation from extensive public outreach, particularly on-board survey results |
| Double Frequency Route 15 after 6 PM | Recommendation from extensive public outreach, particularly on-board survey results |
| Double Frequency Route 21 | Recommendation from extensive public outreach, particularly on-board survey results |
| Improve Route 43 frequency from every 30 minutes to every 20 minutes | Recommendation from extensive public outreach, particularly on-board survey results |
| Provide consistent 30 minute frequency on Route 75 | Extending the service span for Route 600 to match Route 7 will facilitate ease of transfers and create a reliable link between local and express services |

| Service Modification - Span of Service | |
|---|---|
| Modification | Comment |
| 600 extend service span to match Route 7 | Extending the service span for Route 601 to match Route 7 will facilitate ease of transfers and create a reliable link between local and express services |
| Later Service Route 6 (until 10 pm) | Later service on this Route will allow transit users who work or attend school late to reach their final destinations |
| Later Service Route 15 (until midnight) | Later service on this Route will allow transit users who work or attend school late to reach their final destinations |
| Later Service Route 43 (until 10 pm) | Later service on this Route will allow transit users who work or attend school late to reach their final destinations |
| Later Service Route 75 (until 11pm) | Later service on this Route will allow transit users who work or attend school late to reach their final destinations |

| Service Modification - Route Modification | |
|--|--|
| Modification | Comment |
| Realign routes per Comprehensive Operations Analysis and Transit Development Plan | Recent Comprehensive Operations Analysis recommended the following route realignments: Route 28, Route 34, Route 36 The previous Transit Development Plan recommended the following route realignments: Route 10, Route 75. |
| Realign routes per University of Florida Transportation and Parking Strategic Plan | The University of Florida's Transportation and Parking Services Transportation and Parking Strategic Plan recommended the following route realignments: Routes 25A, 29, 33, 36, 38, 46, 120, 122, 125, 127. The realignment of these routes in the long-term will facilitate the creation of a bicycle and pedestrian only zone on the University of Florida campus. |

**Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan**

| Service Modification - New Services | |
|--|---|
| Modification | Comment |
| Bus Rapid Transit Light | Various versions and alignments of a Bus Rapid Transit line in the greater Gainesville area have been proposed over the past decade. The recommended alternative proposed in the Go Enhance Regional Transit System Study includes a TSM alternative phased in two parts. The system relies on queue jumps and transit signal priority technology to ensure reliable travel times |
| Duck Pond/ University of Florida Express | This route, proposed in the University of Florida Transportation and Parking Strategic Plan, is intended to serve University of Florida employees and students in the Duck Pond area. As an express route, it will provide reliable travel times through limited stops |
| Haile/ University of Florida Express | This route, proposed in the University of Florida Transportation and Parking Strategic Plan, was implemented with the Fall 2019 service change and is intended to serve University of Florida employees and students in the Haile Plantation area to provide reliable travel times through limited stops |
| Tower/University of Florida Express | This route, proposed in the University of Florida Transportation and Parking Strategic Plan, is intended to serve University of Florida employees and students along Tower Road. As an express route, it will provide reliable travel times through limited stops. |
| Mobility-On-Demand Services | Seven Mobility-on-Demand zones are proposed for the greater Gainesville area. These services are designed to be a continuation and enhancement of the existing microtransit service and to expand the concept to additional areas to allow persons to request door-to-door local mobility (e.g.: home to Publix) and door-to-bus stop (e.g.: home to fixed route for longer trips) services and increase overall access to transit. The services are available to all and will augment Americans with Disabilities Act paratransit service as demand continues to grow. The Mobility-on-Demand services are accessed in real-time via phone and web app or by calling Regional Transit System. Rides can be requested for immediate service and can be scheduled for a future time and date |

**Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan**

| Service Modification - Capital and Infrastructure Modifications | |
|--|--|
| Modification | Comment |
| Vehicle Replacement | The existing average age of the Regional Transit System fleet is high compared to best practices and Federal Transit Administration guidelines for vehicle replacement. Investing in replacement vehicles will reduce the age of the fleet, improve service reliability, and reduce vehicle maintenance costs. |
| Queue Jumps | The implementation of queue jump lanes along the proposed Bus Rapid Transit-Lite Route and the University of Florida Express routes will facilitate reliable travel times and provide for a truly premium bus service along majorly congested corridors. The benefits will derive to all transit in corridors where queue jumps are deployed at key intersections. Queue jumps should be implemented in conjunction with transit signal priority technology. |
| East Side Transfer Station | The East Side Transfer Station was proposed during the Bus Rapid Transit-Lite GO Enhance Regional Transit System Report. The new transfer center will provide an important transportation mobility hub to serve East Gainesville. Funds have been programmed for the design/construction of the facility in past financial plans, but revenues have not been allocated. |
| Bus Stop Infrastructure | Bus stop infrastructure modifications are included in the Transit Development Plan Financial Plan based upon the existing annual allocation for such modifications. Many comments received during the public outreach process focused on improved bus stop amenities and facilities, particularly shelters. |
| Americans with Disabilities Act Modifications | Americans with Disabilities Act modifications are an essential component of facilitating transit accessibility. The Transit Development Plan Financial Plan includes the existing annual allocation for such modifications. |
| Recurring Facilities Upgrades | Funding for ongoing facilities maintenance and upgrades are included in the financial plan as is consistent with state of good repair requirements |
| Microtransit Service Development | This line item in the Transit Development Plan Financial Plan allocates continuing service development funds (operations) for the existing microtransit service (Routes 600 and 601) through 2021. Funds are also requested in the Transit Development Plan to continue microtransit development and enhancement through the proposed Mobility-on-Demand service and zones. |

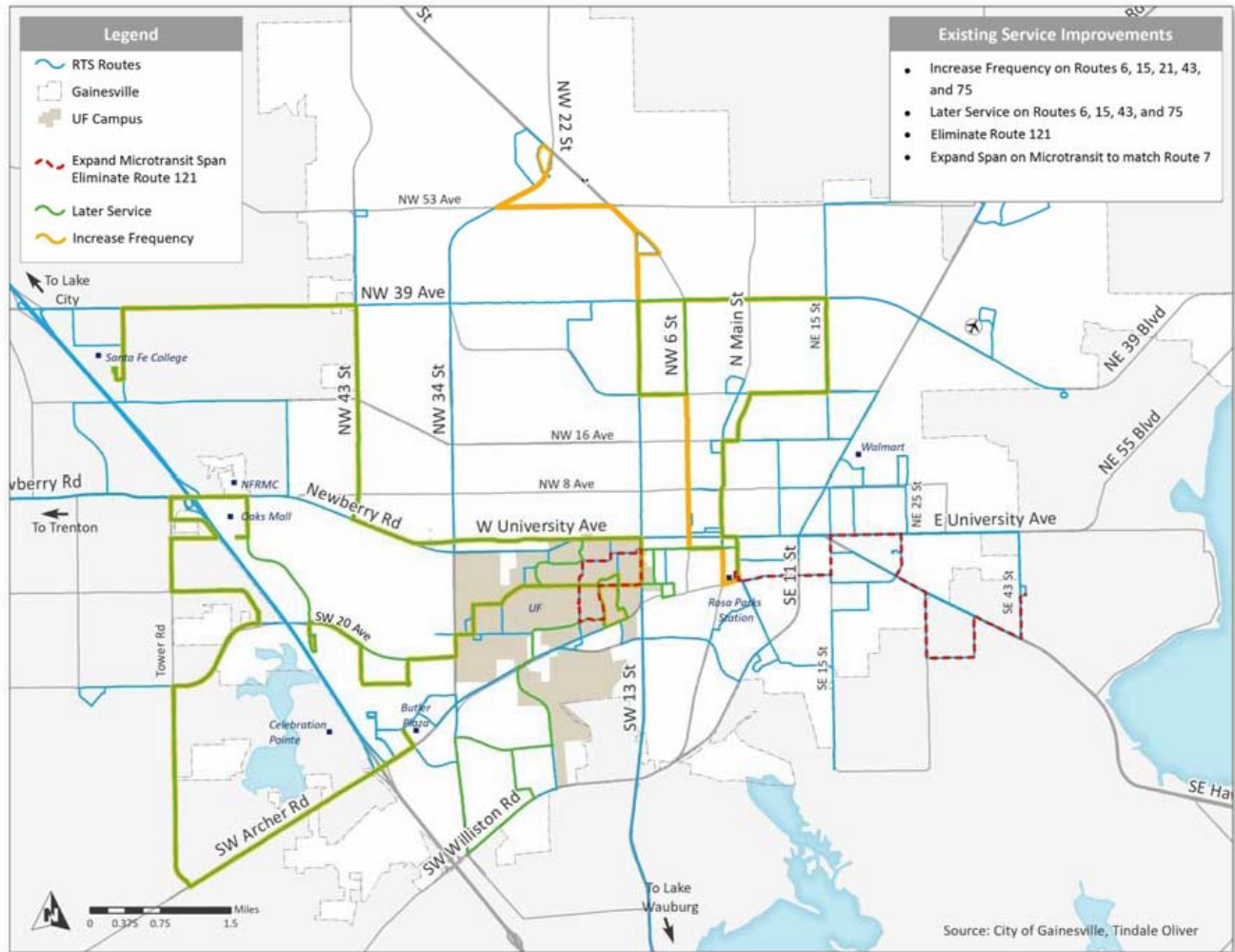
**Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan**

| Service Modification - Technology Modifications | |
|--|--|
| Modification | Comment |
| Transit Signal Priority | Transit signal priority along the proposed Bus Rapid Transit-Lite Route will facilitate reliable travel times for the Bus Rapid Transit-Lite service as well as University of Florida services and local bus routes that use traverse the major roadways along the Bus Rapid Transit corridor. Transit signal priority interacts with the phasing of traffic signals at designated intersections to allow transit vehicles to advance through the intersection (with an extended green phase as the vehicle approaches the intersection) and permit transit vehicles an advanced green (a green light for the transit vehicles in a queue jump lane to provide a few seconds lead time for the transit vehicles to clear the intersection before the general purpose lanes). Transit signal priority in combination with queue jump lanes will significantly improve transit reliability, reduce travel times for transit, and increase throughput along the corridor. Transit signal priority offers premium bus service along majorly congested corridors. |
| Technology Projects | Regional Transit System continues to investigate and assess the benefits of technology to improve existing services, operations, and processes. Projects involving modifications to fare collection, enhancing real time service information, app based systems to support mobility-on-demand and more robust data collection, and scheduling systems are included in this list. |
| Technology Projects – Recurring | Regional Transit System has existing legacy systems that require maintenance and upgrades. Funding for systems maintenance and upgrades in included in the Transit Development Plan. |

**Table D-2
Transit Priorities Supplemental Information -
Transit Development Plan**

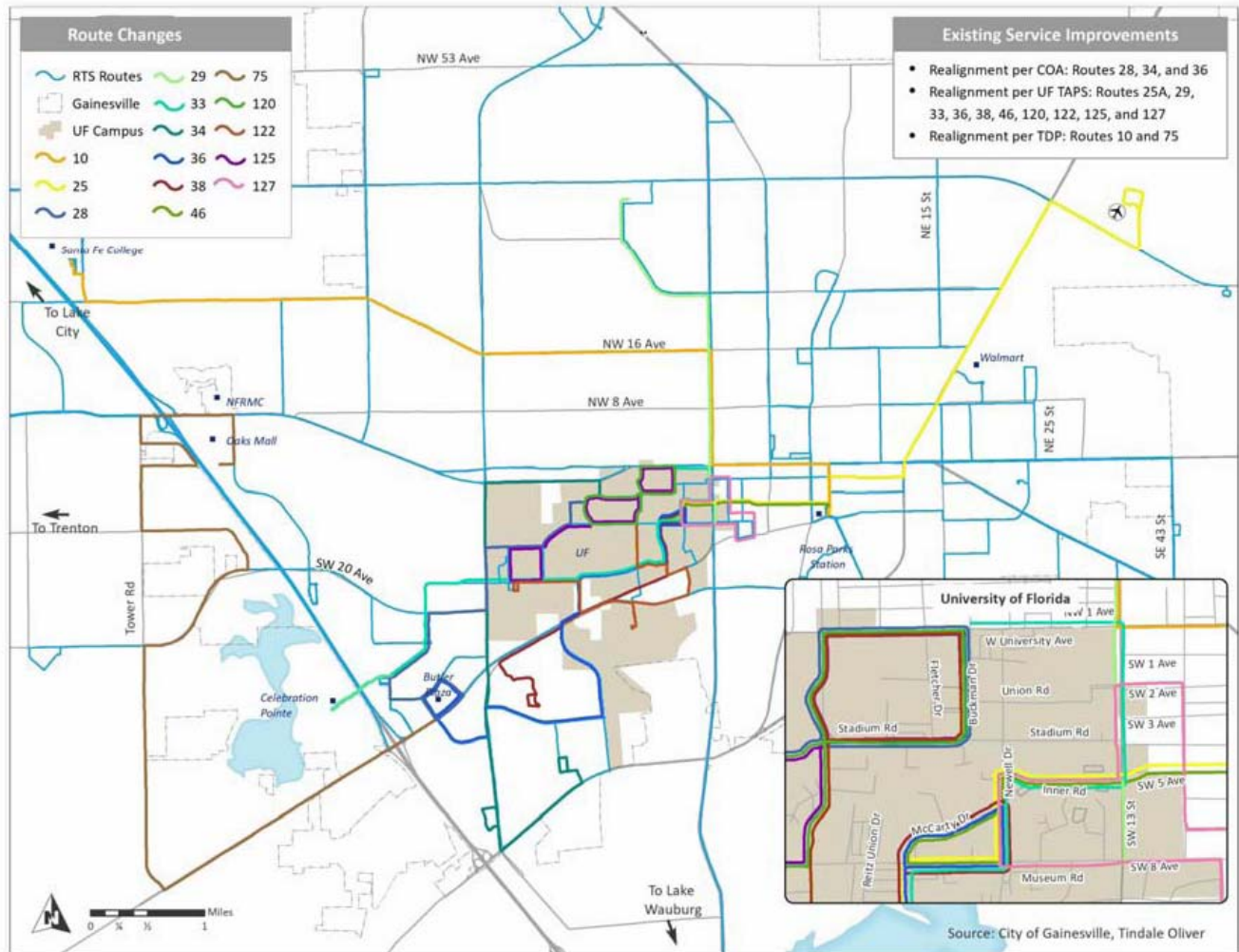
| Service Modification - Policy Modification Recommendations | |
|---|---|
| Modification | Comment |
| Fare Policy Study | Regional Transit System is exploring the implementation of a free fare policy for older adults over the age of 65 and youth under age 17. Regional Transit System will need to study the impacts of the fare policy change to revenue streams and potential environmental justice impacts and ensure Title VI compliance. Review of this proposed policy suggests that a Title VI disproportionate burden will be triggered and need to be mitigated. |
| Enhanced Access to Mobility | Regional Transit System is experiencing a growth in paratransit demand due to natural aging of the population, particularly the effect of the Baby Boomer generation as this cohort ages beyond the point of 65 years old. This is a national trend that is coupled with a high percentage of this cohort who reside in and are aging in place in suburban locations. To address the growth in paratransit demand, and to provide easy access to mobility for all residents, Regional Transit System should consider developing a Mobility-on-Demand service strategy. The Mobility-on-Demand concept is a modern, real-time version of general public dial-a-ride services and will introduce a strategy for Regional Transit System to more cost-effectively serve Americans with Disabilities Act paratransit demand as well as connecting a larger segment of the population to transit, thus reducing the need for reliance on the private automobile. |
| Regional Priority Corridor Modifications | Regional Transit System has an opportunity to partner with Alachua County, the Metropolitan Transportation Planning Organization, Florida Department of Transportation, the University of Florida, and other major businesses and institutions to program traffic engineering solutions to congestion along key travel corridors. Targeting and implementing transit signal priority with queue jump lanes at key intersections along these travel corridors will afford significant modifications in transit reliability, travel time reductions, and operating cost savings while providing a real incentive for commuters to use transit. |

Illustration D-1 Existing Service Modifications Frequency and Span Of Service



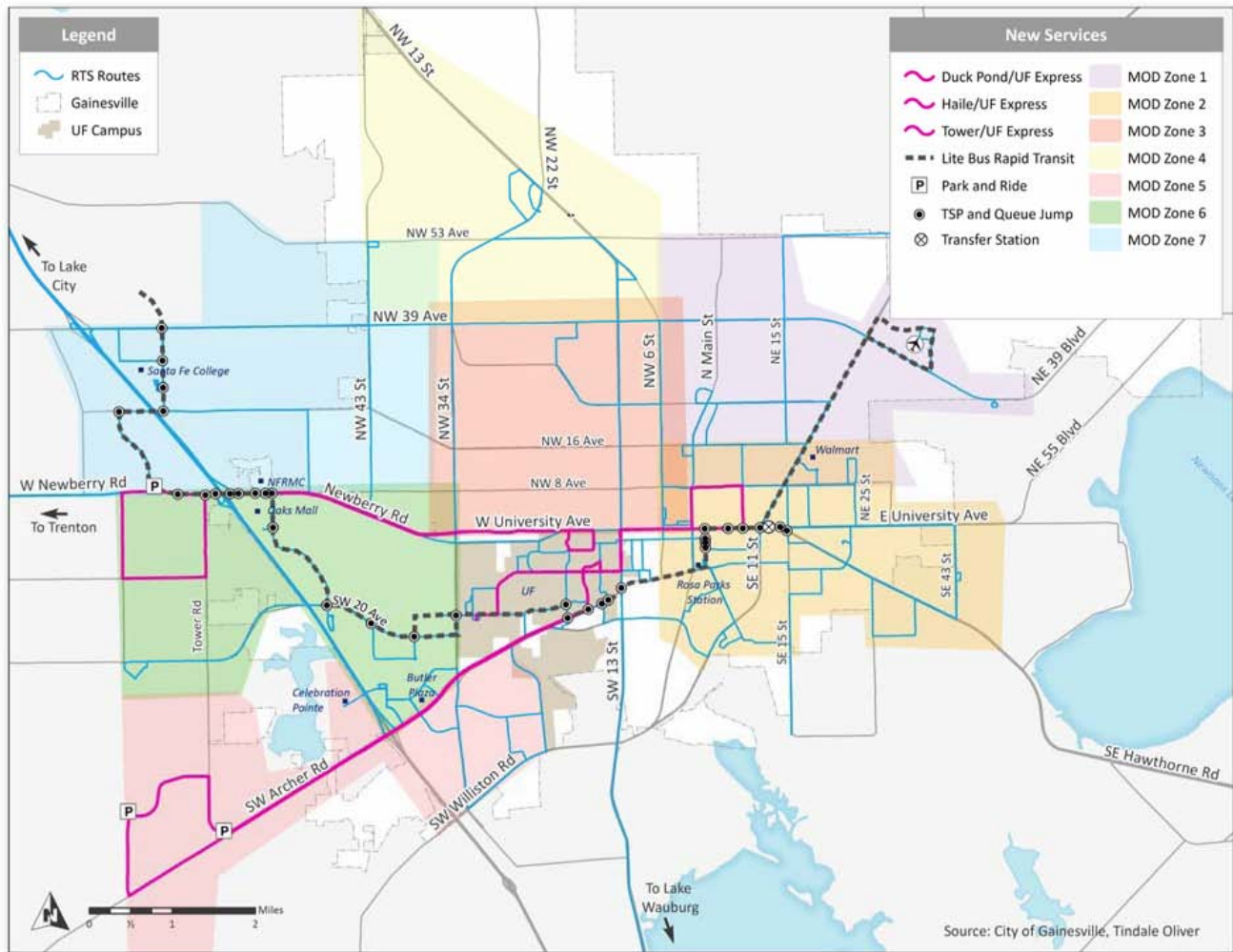
Source - Regional Transit System Transit Development Plan Executive Summary, 2019

Illustration D-1 (Continued) Existing Service Modifications Route Realignment



Source - Regional Transit System Transit Development Plan Executive Summary, 2019

Illustration D-2 New Service Modifications Bus Rapid Transit Lite, Express Bus and Microtransit Zones



Source - Regional Transit System Transit Development Plan Executive Summary, 2019

**Table D-3
Highway Safety Fund Priorities
Fiscal Years 2021-22 to 2025-26**

| Number | Project | Location | Description |
|--------|-----------------------------|--|---|
| 1 | NE 39 Avenue | AT: NE 28 Drive | Install Midblock Crossing |
| 2 | W University Avenue [SR 26] | AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street | Multimodal Emphasis Corridor Study Implementation - Install Enhanced Pedestrian Crossings [29,000 AADT] |
| 3 | SW 13 Street [U.S. HWY 441] | AT: Archer Road [SR 24] | Removal of Sliplanes |
| 4 | Archer Road [SR 24] | FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226] | Add Midblock Pedestrian-Actuated Crossings |

East; FM = From; HWY = Highway; NE = Northeast; NW = Northwest; SR = State Road;
SW = Southwest; U.S. = United States; W = West

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