

# List of Priority Projects

Fiscal Years 2021-22 to 2025-26

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  
2009 NW 67th Place  
Gainesville, FL 32653-1603

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David Arreola, Chair

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Approved by the

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

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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.

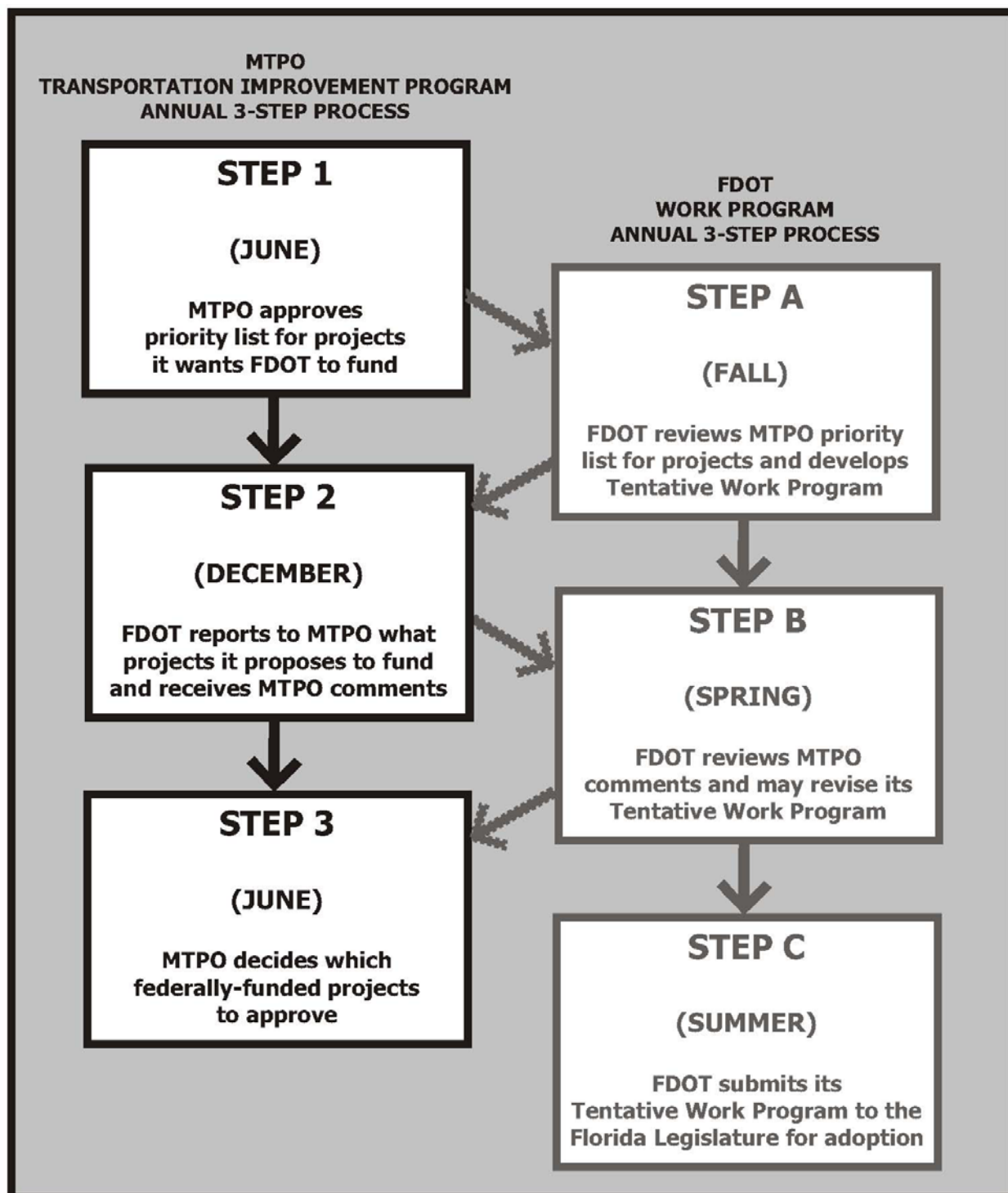
## B. Methodology Used for Setting Priorities

### 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

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## 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:

<b>Measure / Activity</b>	<b>Affected Facilities / Agency</b>
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.

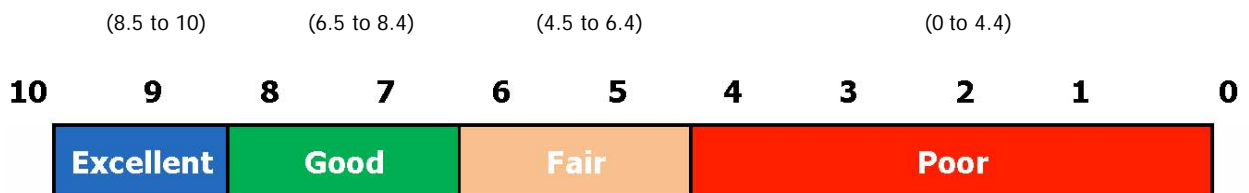
In addition, Metropolitan Transportation Planning Organization participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

**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:

9	8	7	6	5	4	3	2	1
EXCELLENT		GOOD		FAIR	STRUCTURALLY DEFICIENT			

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 / <a href="#">Regional Transit System</a>							
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:

<b>State of Florida</b>	<b>Alachua County</b>	<b>City of Gainesville</b>
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:

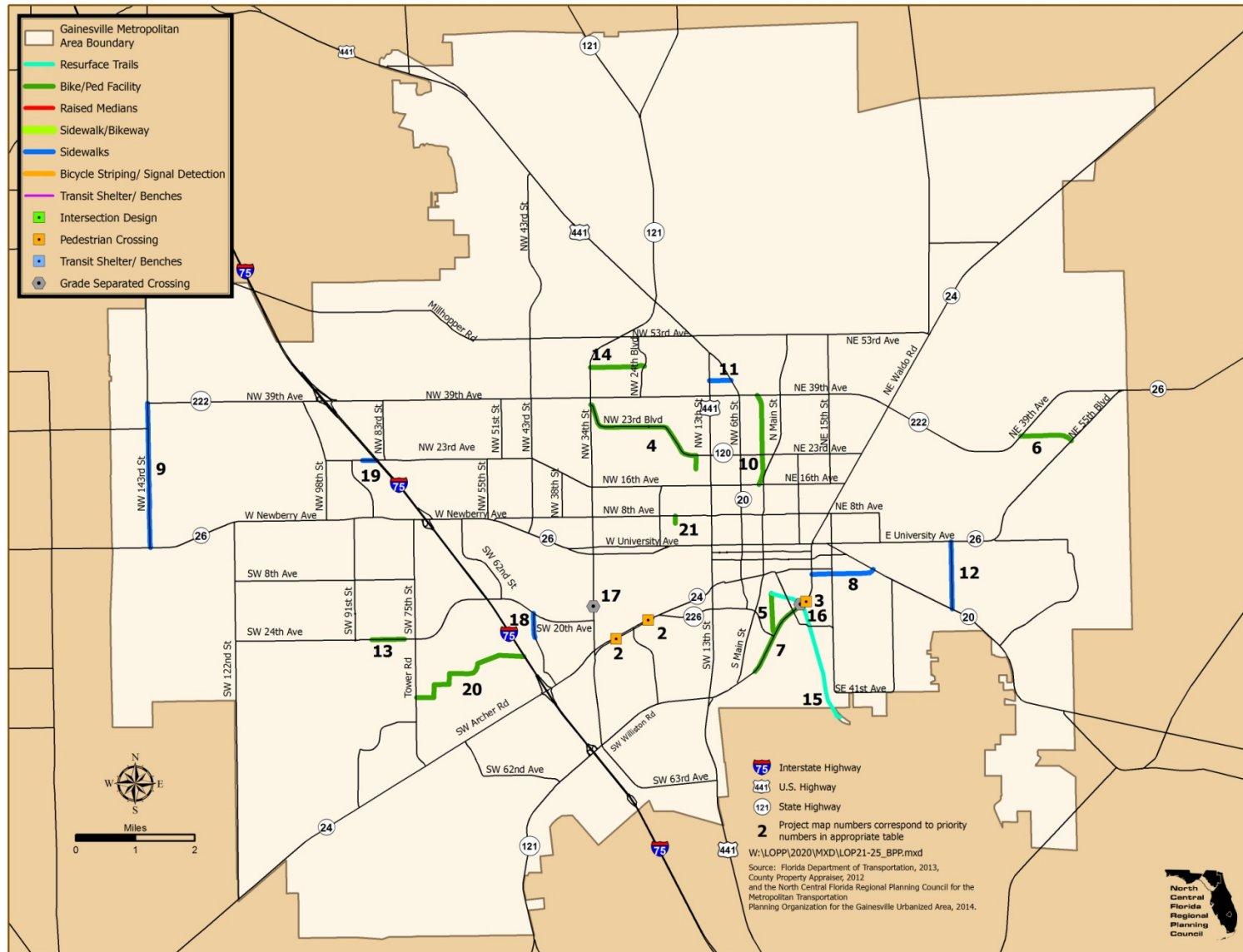
- Bicycle/Pedestrian Priorities;
- Other Construction/Right-of-Way Priorities; and
- Transit Priorities.

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 Areawide	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"> <li>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;</li> <li>2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;</li> <li>3. Conduct a line-of-sight analysis of the curve;</li> <li>4. Increase visibility of both motorists and trail users; and</li> <li>5. Analyze options for traffic calming at the crossing. [22,500 AADT]</li> </ol>
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

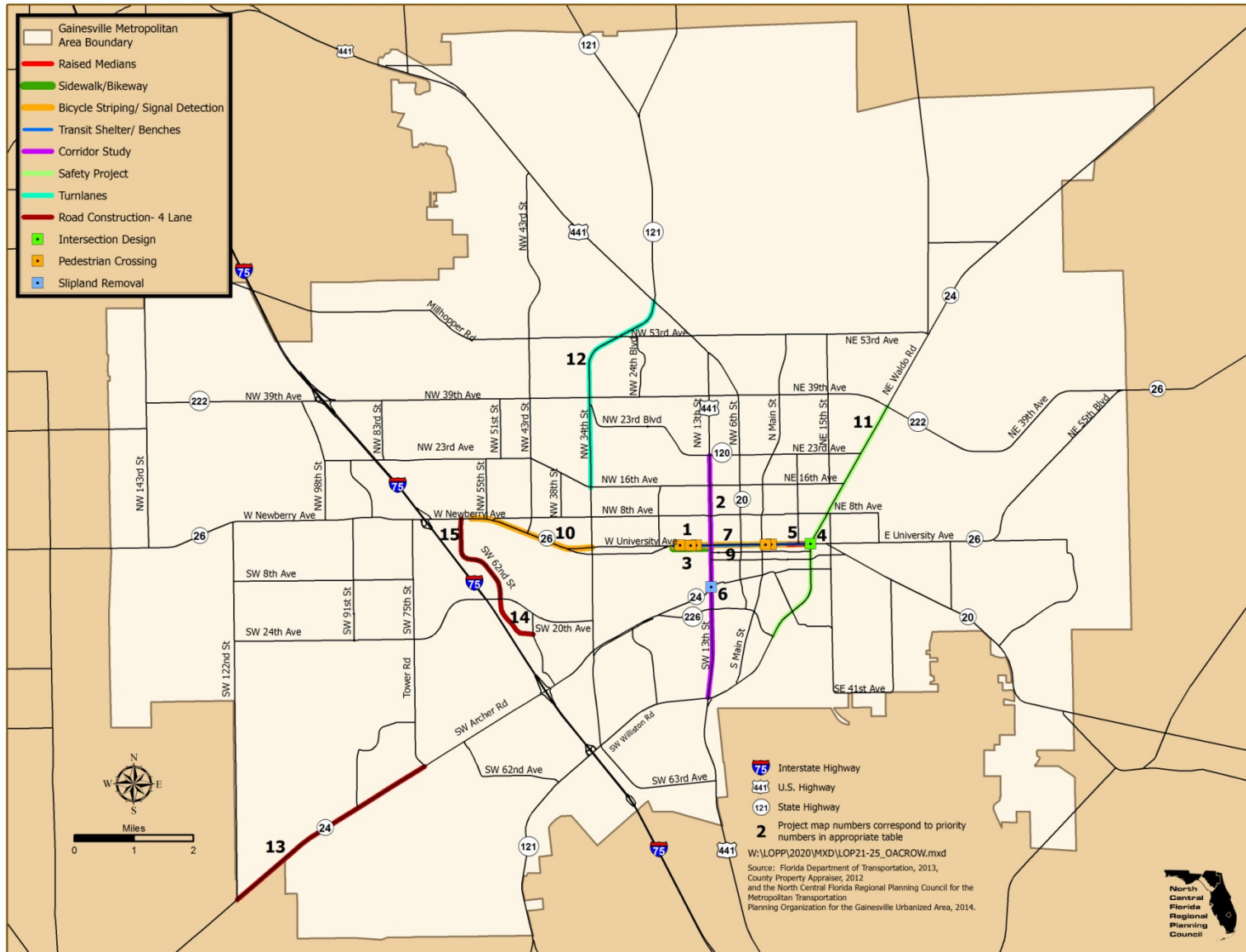
Notes: Projects in shaded text are partially funded, as shown in the Transportation Improvement Program.  
Project components in *italics* have been completed.

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]	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

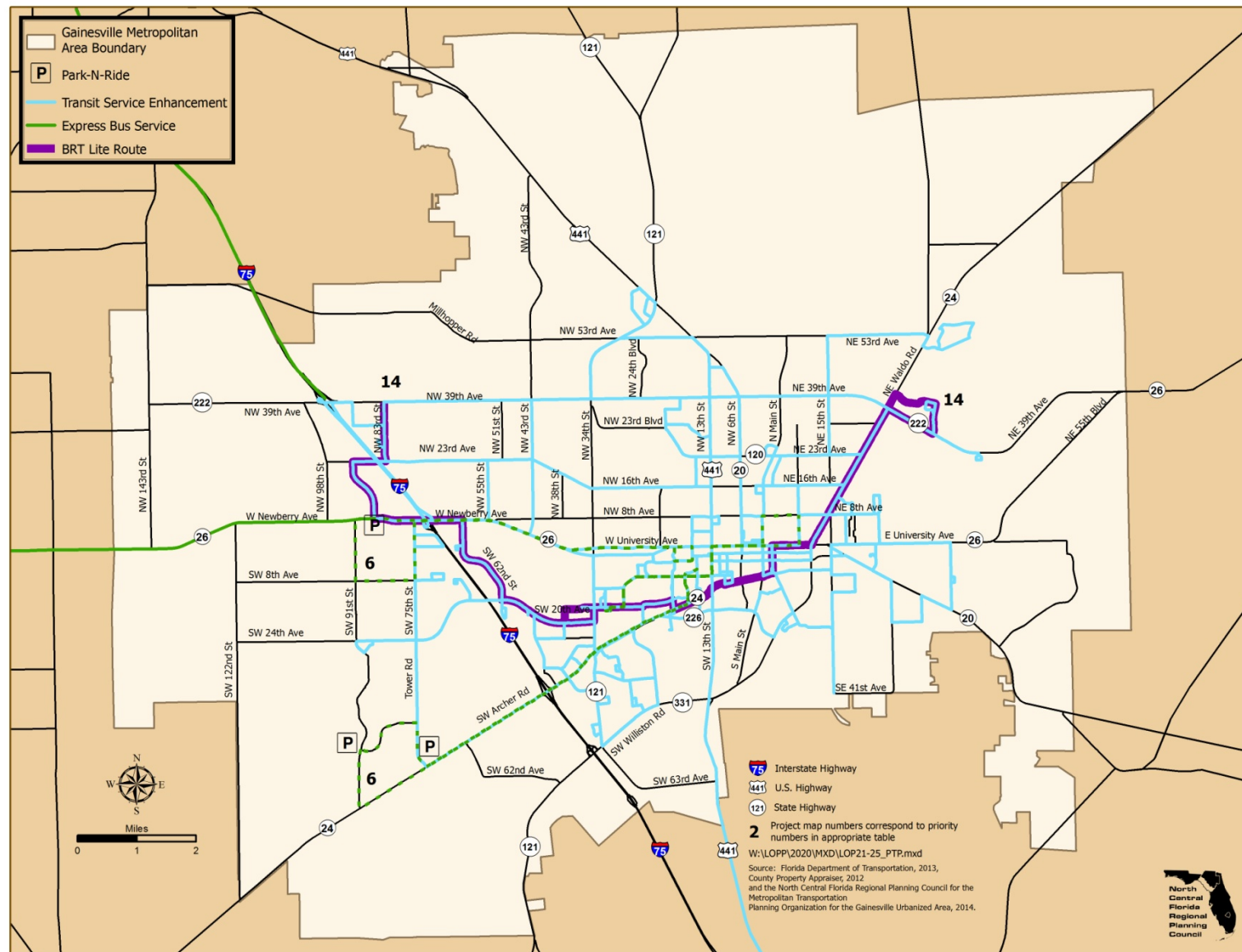
\* Block Grant program is an annual formula program with funds provided by State legislation.

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
<b>1</b> <b>Funded Annually</b>	Block Grant- Public Transit Operating	RTS Systemwide	Operating Assistance [Funded annually by State]*
<b>2</b> <b>Partially Funded</b>	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
<b>3</b>	Route Modifications - Concurrent with University of Florida Transportation and Parking Strategic Plan implementation	RTS Systemwide	<ul style="list-style-type: none"> <li>• Eliminate Route 121;</li> <li>• Realign Routes 10, 28, 34, 36 and 75; and</li> <li>• Realign Routes 25A, 29, 33, 36, 38, 46, 120, 122, 125, 127</li> </ul>
<b>4</b>	Expand existing service - Extend Microtransit Service Development	RTS Systemwide	Continuation of service development for the existing microtransit service
<b>5</b>	Implement new transit service - Mobility-on-Demand	RTS Systemwide	Expand current microtransit service to seven proposed Mobility-on-Demand zones
<b>6</b>	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.
<b>7</b>	Capital Infrastructure and Technology Modifications- Queue Jumps; Transit Signal Priority and Technology Projects	RTS Systemwide	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> </ul>

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

Number	Project	Location	Description
<b>8</b>	Expand existing service - Frequency and Span-of-Service	RTS Systemwide	<ul style="list-style-type: none"> <li>• Increase frequencies of Routes 6, 15, 21, 43 and 75; and</li> <li>• Extend hours of service for Routes 6, 15, 43, 75 and 600 series</li> </ul>
<b>9</b>	Americans with Disabilities Act Modifications	RTS Systemwide	Implement TDP Financial Plan Americans with Disabilities Act modifications
<b>10</b>	Recurring Facilities Upgrades	RTS Systemwide	Implement TDP Financial Plan to address Federal state-of-good-repair requirements
<b>11</b>	Technology Projects – Recurring	RTS Systemwide	Implement TDP Financial Plan to maintain/upgrade technology
<b>12</b>	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
<b>13</b>	East Side Transfer Station	AT: Eastside Gainesville	Planning, design, engineering and construction of a multimodal transportation center [site not determined]
<b>14</b>	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

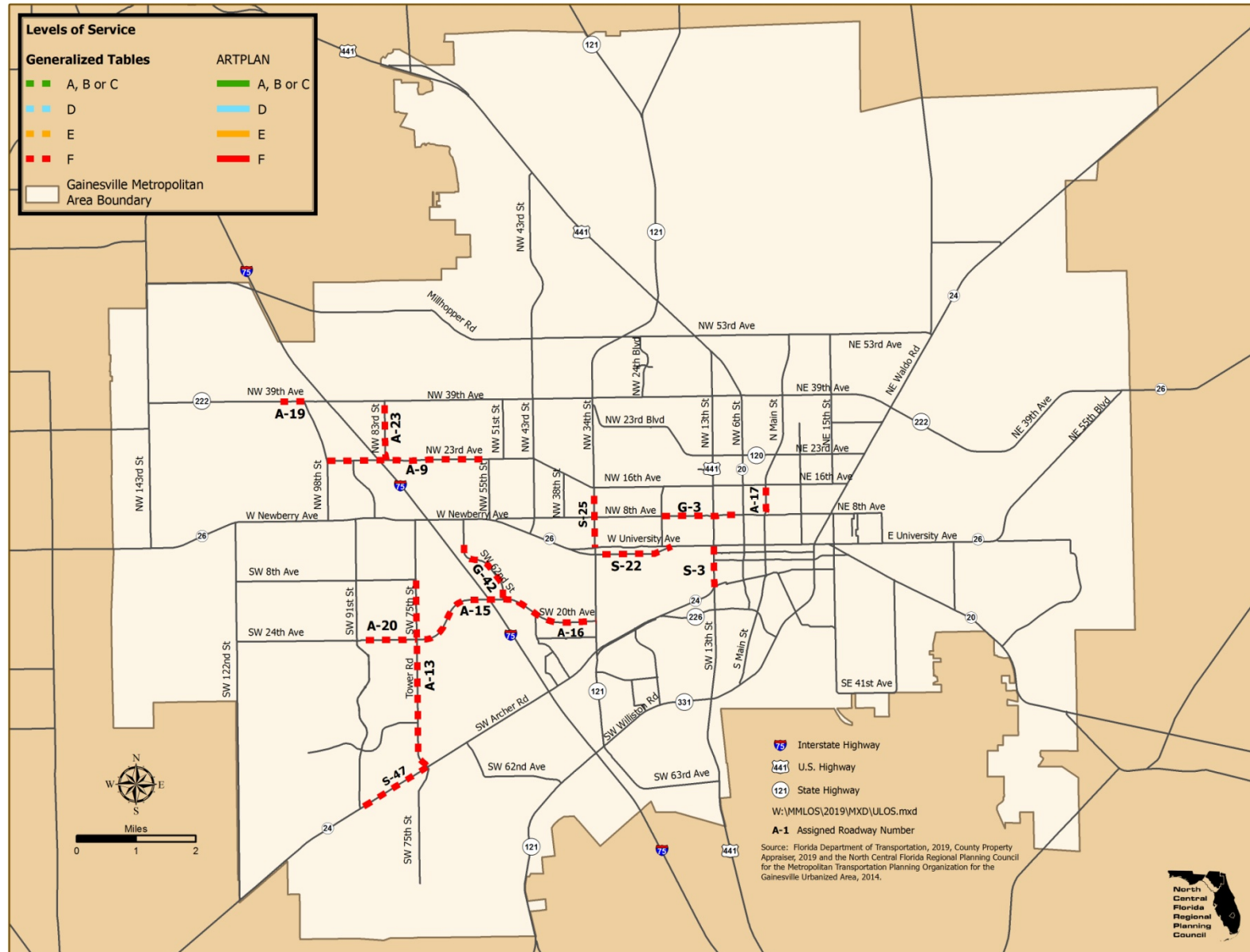
LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest

# 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**

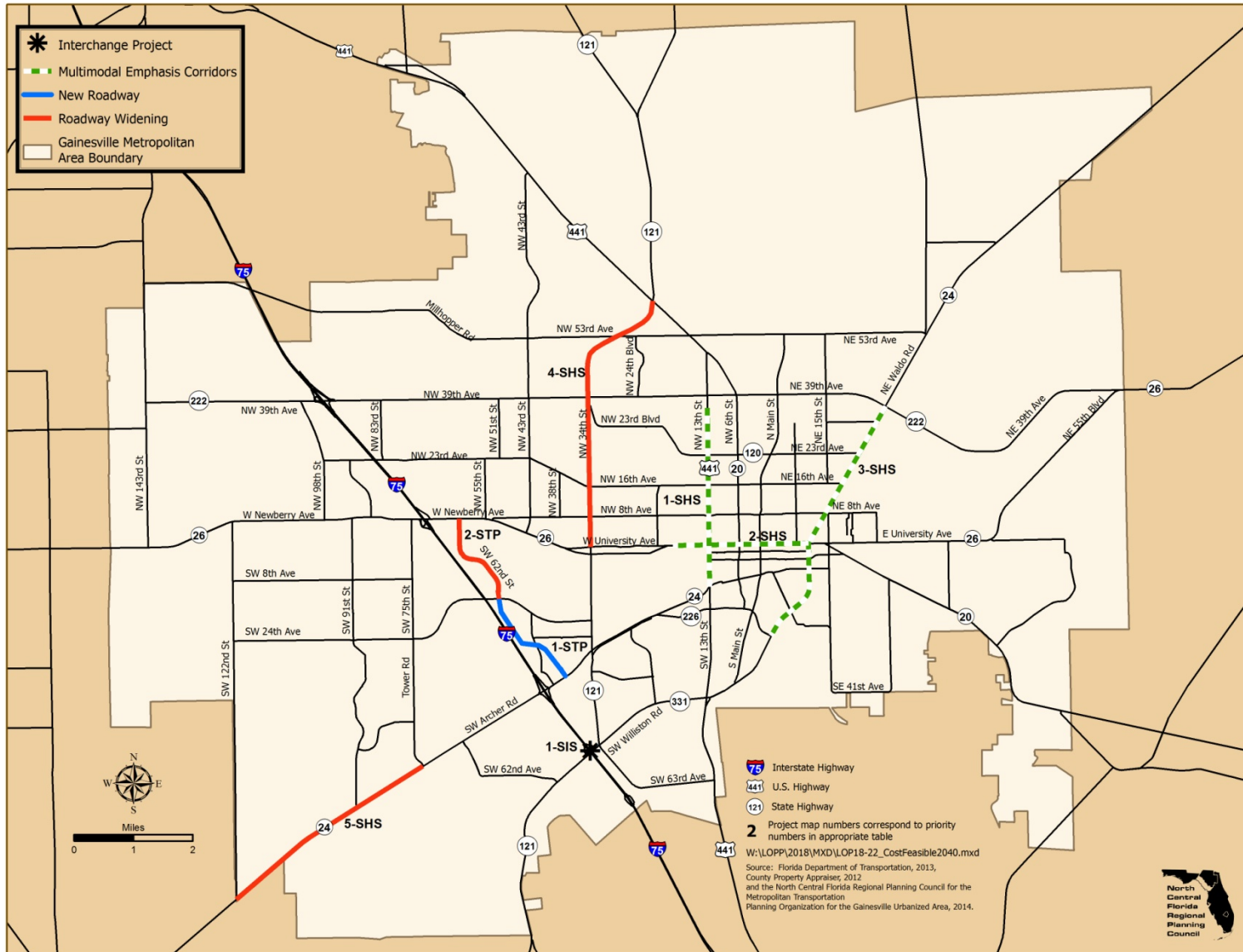
Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Strategic Intermodal System Revenues (Year of Expenditure dollars)								
1 - Modifications at Interstate 75 / State Road 121 Interchange	\$5.1 Million		-		-		-	
	ROW	\$0.10	-	-	-	-	-	-
	CST/CEI	\$5.00	-	-	-	-	-	-
State Highway System Revenues (Year of Expenditure dollars)								
1 - Multimodal Emphasis Corridor Study and Implementation on US 441 (West University Avenue) from NW 23rd Avenue to Archer Road	\$23.6 Million		\$22.3 Million		\$48.8 Million		\$33.3 Million	
	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)								
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	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
	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 - 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	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
	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)								
1 - Maintain and operate existing City of Gainesville Regional Transit System	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
	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**





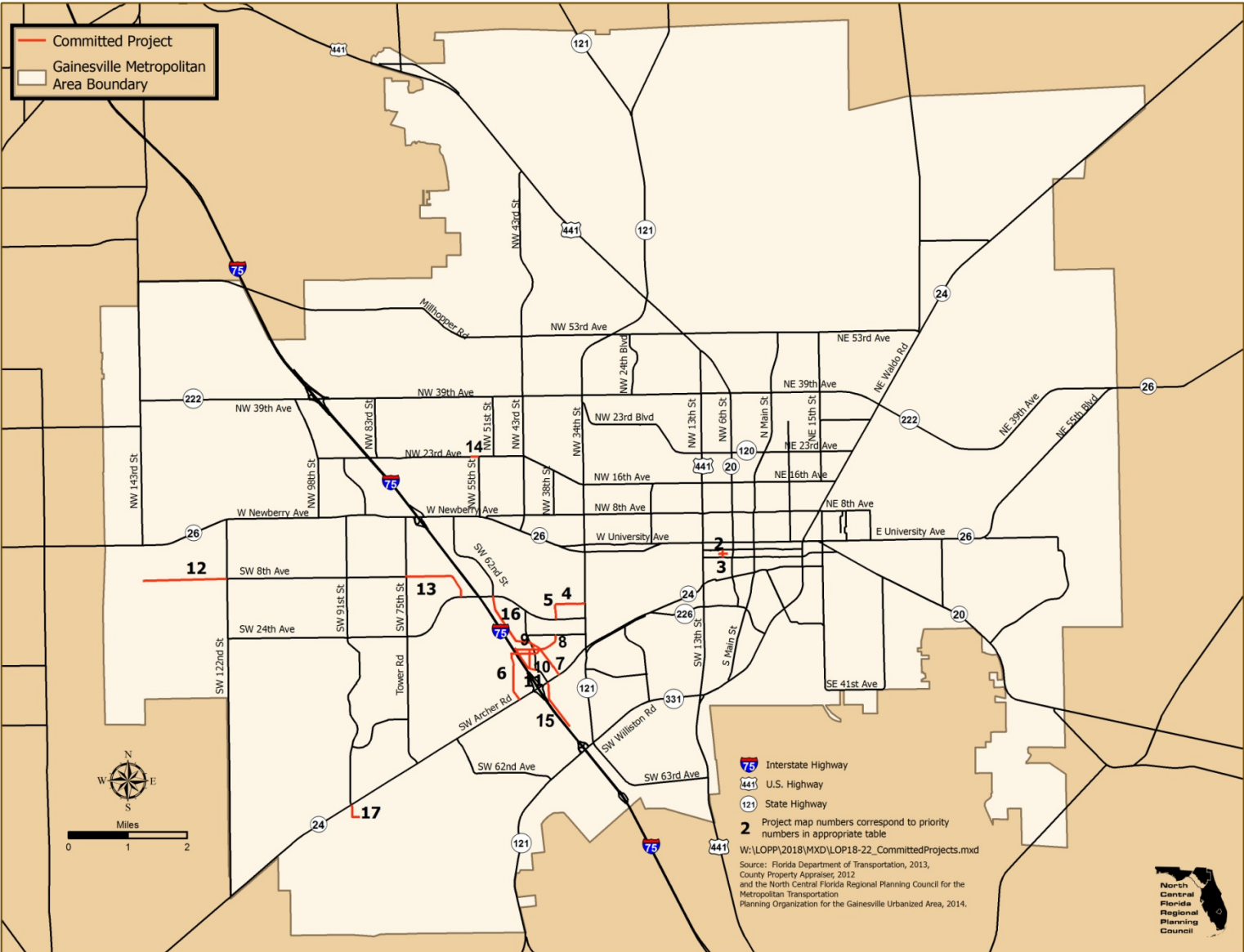
**Table C-3**  
**Year 2040 Long-Range Transportation Plan**  
**Existing Plus Committed Capacity Projects**

Roadway	From/To	Modification	Implementation Status
<b>New Road Projects Completed Since 2010</b>			
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
<b>New Road Projects Funded Through Construction by 2019</b>			
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-11



# 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
<b>1</b>	Long-Range Transportation Plan Development	AT: Gainesville Metropolitan Area	Five-Year Update of Long-Range Transportation Plan
<b>2</b>	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)
<b>3</b>	Long-Range Transportation Plan Socio-Economic Report Development	AT: Gainesville Metropolitan Area	Five-Year Update of Socio-Economic Report
<b>4</b>	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**

<b>Service Modification - Frequency</b>	
<b>Modification</b>	<b>Comment</b>
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

<b>Service Modification - Span of Service</b>	
<b>Modification</b>	<b>Comment</b>
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

<b>Service Modification - Route Modification</b>	
<b>Modification</b>	<b>Comment</b>
Eliminate Route 121	Elimination would coincide with modifications identified in the University of Florida Transportation and Parking Strategic Plan Report. With proposed changes associated with the University of Florida plan, Route 121 becomes redundant.
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**

<b>Service Modification - New Services</b>	
<b>Modification</b>	<b>Comment</b>
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**

<b>Service Modification - Capital and Infrastructure Modifications</b>	
<b>Modification</b>	<b>Comment</b>
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.

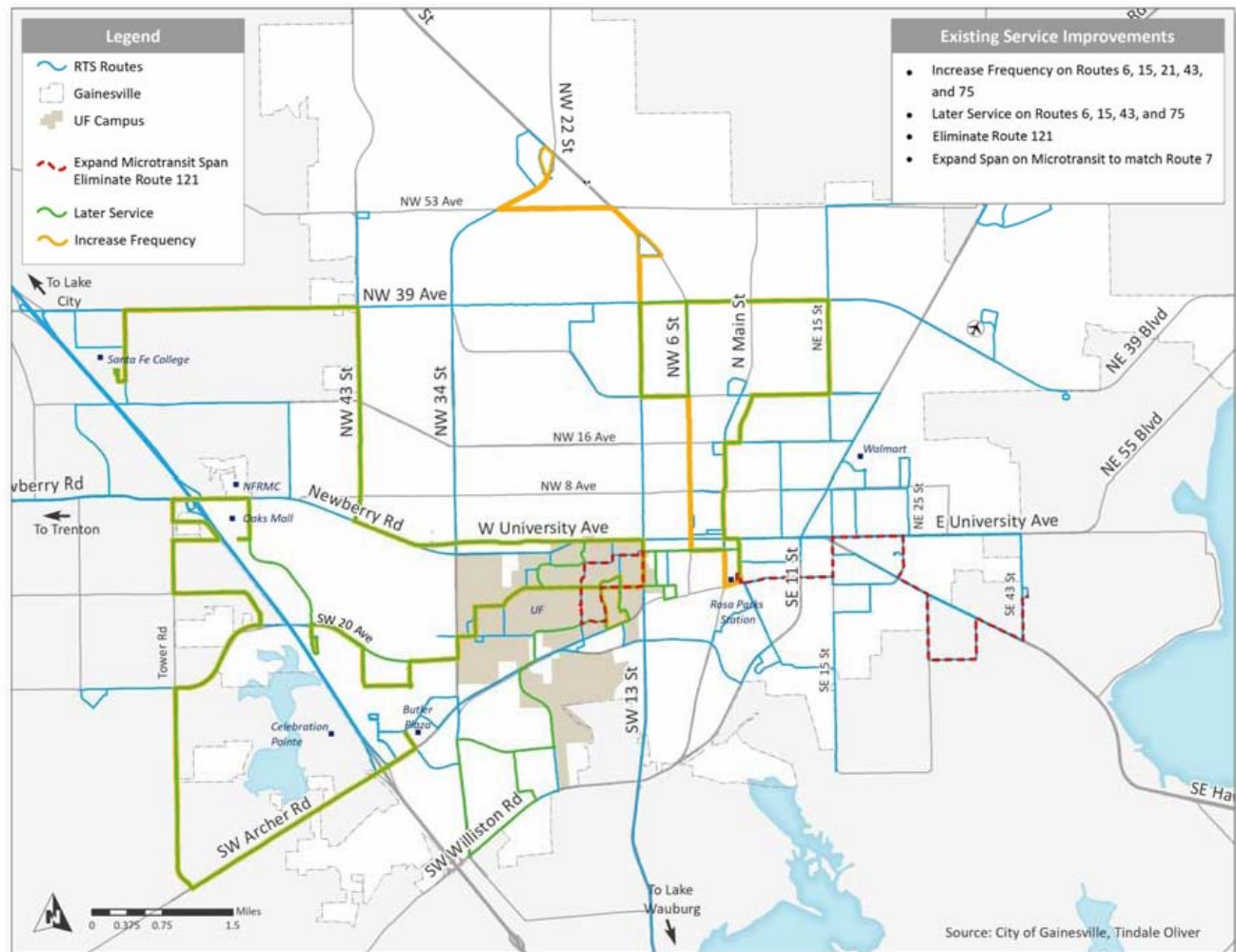
**Table D-2**  
**Transit Priorities Supplemental Information -**  
**Transit Development Plan**

<b>Service Modification - Technology Modifications</b>	
<b>Modification</b>	<b>Comment</b>
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**

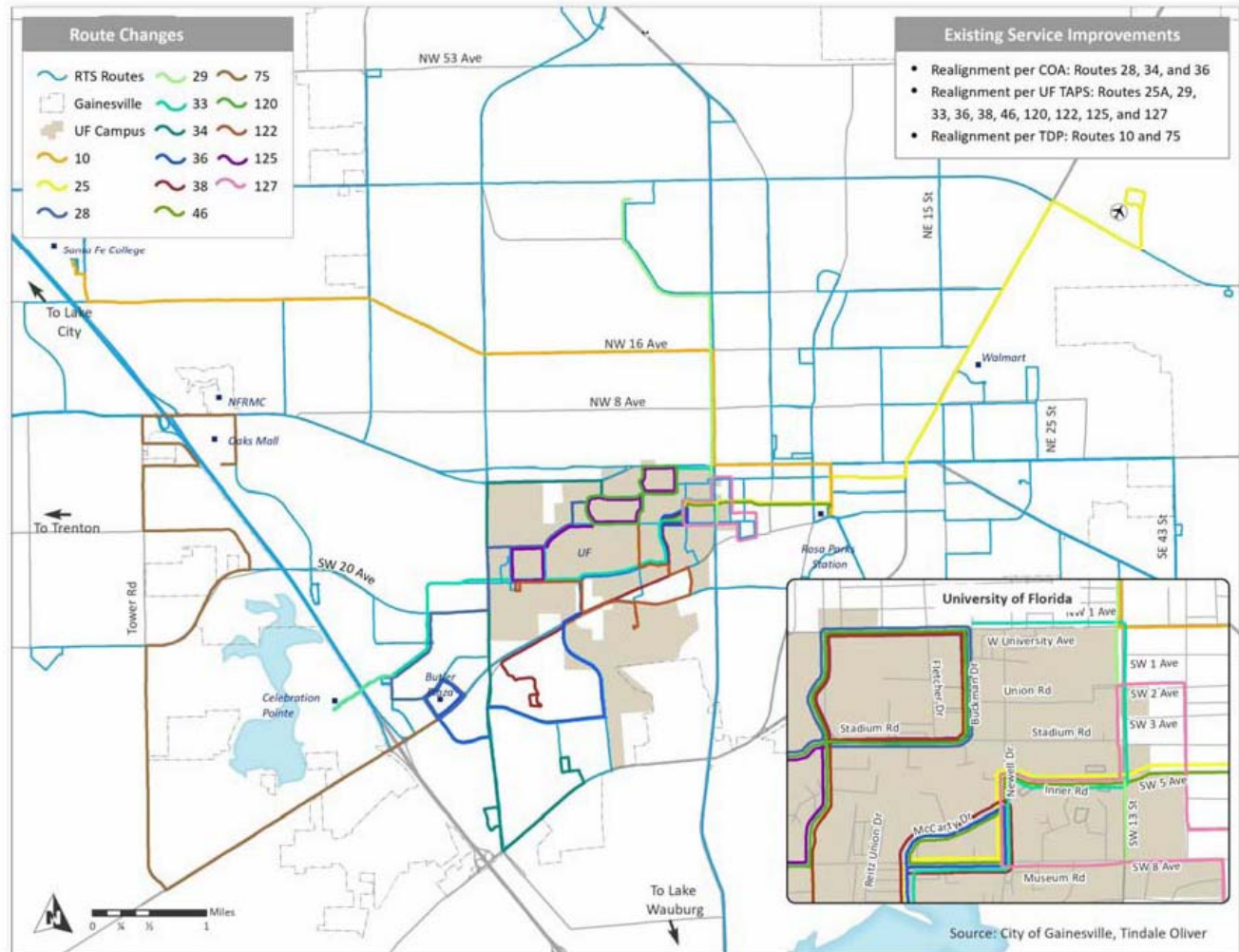
<b>Service Modification - Policy Modification Recommendations</b>	
<b>Modification</b>	<b>Comment</b>
Fare Policy Study	Regional Transit System is exploring the implementation of a free fare policy for older adults over the age of 65 and youth under age 17. Regional Transit System will need to study 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





**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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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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