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May 27, 2020

TO:

Citizens Advisory Committee

Technical Advisory Committee

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Meeting Announcement and Agenda

On June 3, 2020, the Technical Advisory Committee will meet at 2:00 p.m. Also on June 3, 2020, the Citizens Advisory Committee will meet at 7:00 p.m. Times shown on this agenda are for the Citizens Advisory Committee meeting. Due to the COVID-19 Public Health Emergency, these meetings will be conducted via the following communications media technology:

DIAL IN NUMBER:

Toll free 1.888.585.9008

CONFERENCE CODE:

568 124 316

STAFF RECOMMENDATION

Introductions (if needed)* I. 7:00 p.m. APPROVE AGENDA Page #1 II. Approval of Meeting Agenda 7:05 p.m. APPROVE MINUTES Page *3 Ш. **Approval of Committee Minutes** 7:10 p.m. APPROVE STAFF Page *11 IV. **Transportation Improvement Program for** RECOMMENDATION Fiscal Years 2020-21 to 2024-25 7:15 p.m. The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.

Page #15 V. List of Priority Projects for 7:25 p.m. Fiscal Years 2021-22 to 2025-26

APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to provide its List of Priority Projects to the Florida Department of Transportation.

Page *17 VI. Transit Safety Performance Measures and Targets
7:35 p.m. APPROVE STAFF
RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to set transit safety targets.

Page [#]21 VII. Year 2045 Long-Range Transportation Plan - APPROVE WORKING GROUP 7:40 p.m. Needs Plan RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to adopt a Year 2045 Long-Range Transportation Plan Needs Plan.

VIII. Information Items

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page *73 A. Advisory Committee Attendance Records
Page *75 B. Meeting Calendar - 2020

^{*}No handout included with the enclosed agenda item.



MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Gainesville Regional Utilities Administration Building

November 20, 2019

2:00 p.m.

301 SE 4th Avenue Gainesville, Florida

MEMBERS PRESENT MEMBERS ABSENT

OTHERS PRESENT STAFF PRESENT

Aaron Carver

Dekova Batey

Tatum Edge

Michael Escalante

Chris Dawson

Yaima Droese

Tutum Bage

Scott Koons

Tony Flagert

Deborah Leistner, Chair

Ronald Fuller, Vice-Chair

Erik Lewis

Mari Schwabacher Jason Simmons

CALL TO ORDER

Vice-Chair Ronald Fuller, University of Florida Transportation and Parking Services Assistant Director, called the meeting to order at 2:08 p.m.

I. INTRODUCTIONS

Vice-Chair Fuller introduced himself and asked other members to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice-Chair Fuller asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Erik Lewis seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice- Chair Fuller stated that the October 2, 2019 minutes were ready for consideration of approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the October 2, 2019 Technical Advisory Committee minutes. Erik Lewis seconded; motion passed unanimously.

IV. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - PUBLIC PARTICIPATION PLAN

Michael Escalante, Senior Planner, stated that the consultant for the Year 2045 Long-Range Transportation Plan update has prepared a Public Participation Plan. He said that this plan is consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. He discussed the plan and answered questions.

Chris Dawson, Alachua County Acting Transportation Planning Manager, discussed the use of social media for the Year 2045 Long-Range Transportation Plan update.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization approve the Year 2045 Long-Range Transportation Plan Public Participation Plan. Erik Lewis seconded; motion passed unanimously.

V. SAFETY PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Safety Targets for fatalities and serious injuries annually to meet federal legislation requirements. He discussed the safety measures and targets and answered questions.

MOTION: Erik Lewis moved to recommend that the Metropolitan Transportation Planning Organization set safety performance targets consistent with the Florida Department of Transportation targets (see Exhibit 1). Chris Dawson seconded; motion passed unanimously.

VI. STATE ROAD 121 (NW 34TH BOULEVARD) SAFETY CONCERN

Mr. Escalante stated that the Metropolitan Transportation Planning Organization referred safety concerns on State Road 121 (NW 34th Boulevard) in the Pine Ridge neighborhood-WalMart-Senior Citizen Center area for recommendations.

MOTION: Chris Dawson moved to defer this agenda item. Erik Lewis seconded; motion passed unanimously.

VII. DR. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2019
[Citizens Advisory Committee Only]

VIII. COMMITTEE ELECTIONS

Mr. Escalante stated that it was time to select a Chair and Vice-Chair. He said that currently Deborah Leistner is the Chair and Ron Fuller is the Vice-Chair.

Erik Lewis, University of Florida Senior Planner, nominated Chris Dawson for Chair.

Mr. Dawson nominated Erik Lewis for Vice-Chair.

MOTION: Erik Lewis moved to select Chris Dawson as Chair and Erik Lewis as Vice-Chair. Chris Dawson seconded; motion passed unanimously.

IX. REGIONAL TRANSIT SYSTEM TRANSIT DEVELOPMENT PLAN - STATUS REPORT

Mr. Escalante stated that the Florida Department of Transportation has accepted the Regional Transit System Transit Development Plan. He said that the Transit Development Plan projects will be incorporated into the List of Priority Projects and the Year 2045 Long-Range Transportation Plan.

X. STRATEGIC INTERMODAL SYSTEM MODIFICATIONS

Mr. Escalante stated that the Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization that there have been modifications to the Strategic Intermodal System. He said that the State Road 24 (Waldo Road) and State Road 120 (NE 23rd Avenue) connectors to the bus station have been removed from the Strategic Intermodal System. He noted that the connector to the Gainesville Regional Airport was modified to access the State Road 24 (Waldo Road) entrance to the airport.

XI. MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE

Mr. Escalante stated that the Metropolitan Transportation Planning Organization, at its meeting on October 28, 2019, discussed the Multi-use Corridors of Regional Economic Significance Suncoast Connector. He said that the Metropolitan Transportation Planning Organization sent a letter to the Florida Department of Transportation Secretary that expressed the following concerns related to the Suncoast Connector:

- Lack of representation by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on the Suncoast Connector Task Force;
- Impacts to economic development outside the Suncoast Connector study area, including impact to the Florida Department of Transportation Work Program; and
- Impacts to the natural environment.

INFORMATION ITEMS

He reported that information concerning the October 23, 2019 Suncoast Connector Task Force meeting was included in the meeting packet.

Mr. Lewis discussed Multi-use Corridors of Region	onal Economic Significance.
ADJOURNMENT	
The meeting was adjourned at 3:15 p.m.	
Date	Chris Dawson, Chair

XII.

Safety Performance Targets Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Performance Measure	Target	Performance Measure Rate Target
Fatalities	Zero	Zero per 100 million vehicle miles travelled
Serious Injuries	Zero	Zero per 100 million vehicle miles travelled
Non-Motorized Fatalities and Serious Injuries	Zero	N/A

Note - The Metropolitan Transportation Planning Organization set Safety Performance Targets consistent with the Florida Department of Transportation Targets.

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION CITIZENS ADVISORY COMMITTEE

North Central Florida Regional Planning Council

2009 NW 67th Place November 20, 2019

Gainesville, Florida 7:00 p.m.

MEMBERS PRESENT MEMBERS ABSENT OTHERS PRESENT STAFF PRESENT

Craig Brashier Thomas Bolduc McKenna Brown Michael Escalante
Alyssa Brown Mary Ann DeMatas Scott Koons

Nelle Bullock
Luke Tia
Jan Frentzen
Chris Towne

Gilbert Levy

Chandler Otis, Vice-Chair

John Pickett James Samec Ruth Steiner, Chair Joshua Williams

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:08 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked member to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

Michael Escalante, Senior Planner, requested that the agenda be amended to delete item VI. State Road 121 (NW 34th Boulevard) Safety Concern. He said that the Technical Advisory Committee deferred this item.

MOTION: Joshua Williams moved to approve the meeting agenda amended to delete item VI. State Road 121 (NW 34th Boulevard) Safety Concern. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the October 2, 2019 Citizens Advisory Committee meeting minutes.

MOTION: Gil Levy moved to approve the October 2, 2019 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously.

IV. YEAR 2045 LONG-RANGE TRANSPORTATION PLAN - PUBLIC PARTICIPATION PLAN

Michael Escalante, Senior Planner, stated that the consultant for the Year 2045 Long-Range Transportation Plan update has prepared a Public Participation Plan. He said that this plan is consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. He discussed the plan and answered questions.

MOTION: Alyssa Brown moved to recommend that the Metropolitan Transportation Planning Organization approve the Year 2045 Long-Range Transportation Plan Public Participation Plan. James Samec seconded; motion passed unanimously.

V. SAFETY PERFORMANCE MEASURES AND TARGETS

Mr. Escalante stated that the Metropolitan Transportation Planning Organization needs to set Safety Targets for fatalities and serious injuries annually to meet federal legislation requirements. He discussed the safety measures and targets and answered questions.

MOTION: Craig Brashier moved to recommend that the Metropolitan Transportation Planning Organization set safety performance targets consistent with the Florida Department of Transportation targets (see Exhibit 1). Alyssa Brown seconded; motion passed 7 to 1.

VI. STATE ROAD 121 (NW 34TH BOULEVARD) SAFETY CONCERN [Deleted]

VII. DR. KERMIT SIGMON CITIZEN PARTICIPATION AWARD - 2019

Mr. Escalante stated that it was time to select a recipient for the Dr. Kermit Sigmon Citizen Participation Award. He said that University of Florida Vice President Charles Lane was the recipient for 2018.

MOTION: James Samec moved to select Penny Wheat as the recipient for the 2019 Dr. Kermit Sigmon Citizen Participation Award. Craig Brashier seconded; motion passed unanimously.

VIII. COMMITTEE ELECTIONS

Mr. Escalante stated that it was time to select a Chair and Vice-Chair. He said that currently Ruth Steiner is the Chair and Chandler Otis is the Vice-Chair.

MOTION: Nelle Bullock moved to select Ruth Steiner as Chair and Chandler Otis as Vice-Chair. Gil Levy seconded; motion passed unanimously.

IX. REGIONAL TRANSIT SYSTEM TRANSIT DEVELOPMENT PLAN - STATUS REPORT

Mr. Escalante stated that the Florida Department of Transportation has accepted the Regional Transit System Transit Development Plan. He said that the Transit Development Plan projects will be incorporated into the List of Priority Projects and the Year 2045 Long-Range Transportation Plan.

A consensus of the Citizens Advisory Committee requested that the Regional Transit System staff make a presentation to the Committee concerning the Transit Development Plan and mobility hubs.

X. STRATEGIC INTERMODAL SYSTEM MODIFICATIONS

Mr. Escalante stated that the Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization that there have been modifications to the Strategic Intermodal System. He said that the State Road 24 (Waldo Road) and State Road 120 (NE 23rd Avenue) connectors to the bus station have been removed from the Strategic Intermodal System. He noted that the connector to the Gainesville Regional Airport was modified to access the State Road 24 (Waldo Road) entrance to the airport.

XI. MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE

Mr. Escalante stated that the Metropolitan Transportation Planning Organization, at its meeting on October 28, 2019, discussed the Multi-use Corridors of Regional Economic Significance Suncoast Connector. He said that the Metropolitan Transportation Planning Organization sent a letter to the Florida Department of Transportation Secretary that expressed the following concerns related to the Suncoast Connector:

- Lack of representation by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on the Suncoast Connector Task Force;
- Impacts to economic development outside the Suncoast Connector study area, including impact to the Florida Department of Transportation Work Program; and
- Impacts to the natural environment.

He reported that information concerning the October 23, 2019 Suncoast Connector Task Force meeting was included in the meeting packet.

The meeting was adjourned at 7:51 p.m.	
ADJOURNMENT The meeting was adjourned at 7:51 n m	
There were no comments on the information items.	
XII. INFORMATION ITEMS	

Safety Performance Targets Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Performance Measure	Target	Performance Measure Rate Target
Fatalities	Zero	Zero per 100 million vehicle miles travelled
	_	•
Serious Injuries	Zero	Zero per 100 million vehicle miles travelled
Non-Motorized Fatalities and Serious Injuries	Zero	N/A

Note - The Metropolitan Transportation Planning Organization set Safety Performance Targets consistent with the Florida Department of Transportation Targets.





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May 27, 2020

TO:

Technical Advisory Committee

Citizens Advisory Committee Bicycle/Pedestrian Advisory Board

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Transportation Improvement Program for Fiscal Years 2020-21 to 2024-25

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program as modified to incorporate review agency comments.

BACKGROUND

Please find a draft copy of the Fiscal Years 2020-21 to 2024-25 Transportation Improvement Program at the following website:

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2020/TIPDOC20dft.pdf

The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement for publication in The Gainesville Sun and Gainesville Guardian on May 28, 2020 and in The Independent Florida Alligator on May 25, 2020.

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Attachment

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VIRTUAL COMMUNITY TRANSPORTATION MEETING

June 22, 2020 at 5:00 p.m.

Audio/Video - Cox Channel 12, Facebook and the Alachua County Video on Demand Website [link below]

https://alachuacounty.us/Pages/AlachuaCounty.aspx

Audio-only - cail 301.715.8592, and when prompted use code 670 965 3024

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2020-21 to 2024-25. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent fessible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2040 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2040. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2018 through September 30, 2019.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

Due to the COVID-19 Public Health Emergency, the Metropolitan Transportation Planning Organization for the Gaineaville Urbanized Area will meet virtually on June 22, 2020 at 5:00 p.m.

Copies of the meeting agenda and more detailed information concerning the Faderal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. All parsons are advised that, if they decide to context any decicion made at this public meeting, they will need a record of the proceedings and, for such purposa, they may need to ensure that a verbatim record of the proceedings is made, which record includes the taskimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sax, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Scott Koons at 352.955.2200, extension 101, at least seven (7) days before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachus County Commission and nervoting advisors of the University of Florida, the Florida Department of Transportation and the Alachus County League of Cities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.



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May 27, 2020

TO: Technical

Technical Advisory Committee Citizens Advisory Committee Bicycle/Pedestrian Advisory Board

Bicycle/Pedestrian Advisory Board

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

List of Priority Projects for Fiscal Years 2021-22 to 2025-26

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2021-22 to 2025-26 List of Priority Projects.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five-Year Work Program. The draft List of Priority Projects can be viewed at the following website link:

http://ncfrpc.org/mtpo/FullPackets/TAC CAC/2020/LOPP20dft.pdf





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May 27, 2020

TO:

Bicycle/Pedestrian Advisory Board

Citizens Advisory Committee Technical Advisory Committee

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Safety Performance Measures and Targets

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization set the following Transit Safety Performance Targets consistent with the Regional Transit System Targets and transmit to the Florida Department of Transportation.

Transit Safety Targets

Performance Measure	Performance Measure Rate	Target
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less than 9,000 Miles

BACKGROUND

The Moving Ahead for Progress in the 21st Century Act established performance measures for evaluation of effectiveness of expenditure of federal transportation funds. The subsequent Fixing America's Surface Transportation Act continues the implementation of the performance measures federal legislation.

Staff has been coordinating with the Regional Transit System concerning transit safety performance measures and targets. Exhibit 1 includes excerpted page from the Regional Transit System Safety Management System showing its transit safety performance measures and goals.

Attachment

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1. Safety Management System Introduction

Reference: Safety Management System (SMS)

Purpose: This manual describes the Safety Management System supporting operation of RTS.

Responsibilities: See Safety Management System Manual, Chapter 2, Safety Responsibilities

General: This manual establishes the SMS policies for all employees of RTS.

Issue and Update. This manual will be reviewed and updated, as applicable, annually beginning on date of issuance.

Immediate changes to this manual may be authorized by RTS in the form of a signed SMS Manual Immediate Change Memo. RTS will communicate immediate changes to all concerned through email and bulletin board postings.

Scope: RTS SMS has been established consistent with business needs and regulatory impetus. The SMS is designed to identify, assess, track, control, minimize and resolve hazards. RTS SMS will be used as a means of preventing injuries, incidents, system disruption, accidents, environmental damage and other losses.

RTS objectives: Reducing transit safety, employee, and environmental risks by better managing RTS safety risks and setting goals to eliminate or reduce risks.

Communication of safety risks to employees and their roles and responsibilities related to risks. Increase awareness of safety issues at all levels of the organization, thereby providing a better framework/structure for management to play a leadership role in addressing safety concerns. Continuous improvement of contract organization SMS and risk controls.

Compliance with all applicable state and federal regulations.

Foster a culture of change management so that safety issues are identified and risks are eliminated or reduced in the planning process and delays or other impediments to business goals are avoided.

Safety Concerns	Rate	Goal
Preventable accident rate	per 100,000 miles:	<.1
Injuries	per 100,000 miles:	<.2
Fatalities	per 100,000 miles:	0
Safety Events	per 100,000 miles:	<.8
System Reliability	Mean distance between Mechanical failure	<9,000



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May 27, 2020

Council

North

Central

Florida

Regional Planning

TO: Bicycle and Pedestrian Advisory Board

Citizens Advisory Committee Technical Advisory Committee

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Year 2045 Long-Range Transportation Plan Update - Year 2045 Needs Plan

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization adopt the Year 2045 Needs Plan, as follows:

Exhibit 1 - Bicycle and Pedestrian Project Box-fund Information;

Exhibit 2 - Regional Transit System Transit Development Plan Priorities;

Exhibit 3 - Year 2045 Congested Roadway Facilities Analyses; and

Exhibit 4 - City of Gainesville and Alachua County-recommended new roadway projects.

BACKGROUND

At its May 21, 2020 and May 26, 2020 meetings, the Year 2045 Long-Range Transportation Plan Technical Working Group reviewed transportation system travel demand analysis of the Year 2045 Long-Range Transportation Plan Gainesville Urbanized Area Transportation Study model prepared by The Corradino Group, Inc. The Working Group recommended the following for the Year 2045 Needs Plan:

- 1. Utilize the unfunded 2040 Long-Range Transportation Plan bicycle and pedestrian projects and the set aside box-funding technique for future bicycle and pedestrian projects (Exhibit 1);
- 2. Utilize the adopted Transit Development Plan as the transit component (Exhibit 2);
- 3. Year 2045 Congested Roadway Facilities Analyses (Exhibit 3); and
- 4. Alachua County and City of Gainesville-recommended new roadway projects.

Additional materials include:

Exhibit 5 - Year 2040 Needs Plan Bicycle and Pedestrian Facility Information;

Exhibit 6 - Regional Transit System Transit Development Plan Executive Summary;

Exhibit 7 - Year 2045 Needs Plan and Congested Corridor Information;

Exhibit 8 - City of Gainesville-recommended new roadway project materials for existing plus committed network; and

Exhibit 9 - Alachua County-recommended new roadway projects.

Attachments

Year 2045 Long-Range Transportation Plan - Bicycle and Pedestrian Needs Plan Projects

Designated Transportation Alternatives Program funds are primarily used for bicycle and pedestrian projects. The Metropolitan Transportation Planning Organization is initiating development of an Alachua Countywide Bicycle and Pedestrian Master Plan. This Master Plan will provide a new prioritized list of "boxed funds" for bicycle and pedestrian projects. Below is the list of projects from the Year 2040 Needs Plan and Year 2040 Cost Feasible Plan "boxed funds" project that are also recommended for the Year 2045 Long-Range Transportation Plan.

Year 2040 Needs Plan Bicycle and Pedestrian Projects

Archer Braid - Construct overpass at Hull Road / SW 34th Street (State Road 121) intersection;

Bicycle Program – Miscellaneous bicycle lanes and facilities;

Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road (State Road 24);

Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street (State Road 121) to NW 16th Terrace;

Glen Springs Braid - Construct bicycle facility on NW 19th Lane from NW 16th Terrace to NW 13th Street (US 441);

Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue (State Road 222);

Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street;

Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road (State Roads 24/331 from SE 16th Avenue (State Road 24A) to NE 39th Avenue (State Road 222);

Multimodal Emphasis Corridor on NW/SW 13th Street (US 441) from NW 33rd Avenue to Archer Road (State Road 24);

Multimodal Emphasis Corridor on University Avenue (State Road 26) from Gale Lemerand Drive to Waldo Road (State Road 24);

Pedestrian Program – Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings;

SW 40th Boulevard – Construct trail from SW 34th Street (State Road 121) to Archer Braid at SW 30th Avenue;

University Braid – New trail on University Avenue (State Road 26) from Waldo Road (State Road 24) to NE 55th Boulevard;

Williston Road (State Road 331) - Construct bicycle/pedestrian trail from I-75 to Waldo Road (State Road 24);

Year 2040 Cost Feasible Plan Bicycle and Pedestrian Project

Bicycle/Pedestrian Program - Miscellaneous "boxed funds" for 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

In addition, the Year 2040 Cost Feasible Plan identified bicycle and pedestrian projects on the State Highway System were identified for State Highway System funding.

10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost							
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006							
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369							
Phase 1 (2020–2024)										
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286							
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286							
	Phase 2 (2025–2029)									
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0							
New York Continues of the State of the	Other/Capital Projects (2020–2029)									
TSP/Queue Jump East Side Transfer Station			\$16,050,000 \$4,006,925							
Bus Stop Infrastructure ADA Improvements	Projects enhance service throughout service area		\$5,861,000 \$5,000,000							
Technology Projects Recurring Facilities Upgrades	(etc.		\$10,723,000 \$1,567,615							
Recurring Facilities Opgrades	Unfunded Needs (2020–2029)		TO SECURITION OF THE PARTY OF T							
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496							
BRT- Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356							
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387							
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687							

Costs and Revenue Summary	10-Year Cost	10-Year Revenue	Unfunded
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

EXHIBIT 3

Draft Year 2040 Needs Plan Roadway Modifications within Metropolitan Transportation Planning Organization Boundary

х	Indicates congested projects identified in Year 2045 and in Year 2040 Long-Range Transportation Plan Update
History and the	Indicates additional congested projects identified in Year 2045 Long-Range Transportation Plan Update
X	Congested facilities with policy constraint for future reference only
*	Agencies (County/City/UF) might consider adding additional new roadway projects to the 2045 Needs Plan.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	1001	29	Archer Road (SR 24)	SW 173rd Court	SW 75th Street/ Tower Road	Congested	2	4	1.28	0.64	Yes
МТРО	1002	86	Archer Road (SR 24)	SW 75th Street/ Tower Road	1-75	Congested	4	6	1.17	0.78	Yes
МТРО	1003	85	Archer Road (SR 24)	I-75	SW 16th Avenue	Congested	6	8	1.24	0.93	Yes
MTPO	1004	30	Archer Road (SR 24)	SW 16th Avenue	SW 13th Street	Very Congested	4	6	1.62	1.08	Yes
MTPO	2002	47	NW 17th Street	University Avenue	NW 8th Avenue	Congested	2	4	1.24	0.62	No
MTPO	5001	99	Depot Avenue	SW 13th Street	SE 11th Street	Very Congested	2	4	1.36	0.68	No
MTPO	7001	4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Congested	2	4	1.25	0.63	Yes
МТРО	10001	26	Hull Rd Extension	SW 38th Terrace	SW 34th Street	Borderline Congested	2	4	0.90	0.45	No
MTPO	11001	83	I-75 (Entire corridor)	Countyline/ External Station	CR 234	Borderline Congested	6	8	1.03	0.67	Yes
МТРО	13001	60	Main Street (SR 329)	SW 4th Avenue	NW 16th Avenue	Congested	2	4	1,13	0.56	No
MTPO	13002	98	Main Street (SR 329)	NW 16th Avenue	NW 23rd Avenue	Borderline Congested	4	6	0.92	0.61	No
MTPO	16001	119	NE 6th Terrace	NE 8th Avenue	NE 16th Avenue	Borderline Congested	2	4	0.95	0.48	No
МТРО	17001	13	NW 8th Avenue	Newberry Road	NW 34th Street	Congested	4	6	1.17	0.78	Yes
МТРО	17002	102	NW 8th Avenue	NW 34th Street	NW 6th Street	Very Congested	2	4	1.33	0.66	No
Odeta	17003	103	NW 8th Avenue	NW 6th Street	Main Street	Borderline Congested	4	6	0.99	0.66	No
i MTPO	17004	104	NW 8th Avenue	Main Street	NE 2nd Street	Borderline Congested	2	4	0.98	0.49	No

2 **Total Lanes** Moves ∞ needed to forward Existing - plus Volume -to-1 Existing - plus reduce Segment Map to 2045 Jurisdiction Facility name -Committed Capacity (V/C) From To Level of Congestion -Committed Volume/Capacit ID Needs Volume -toafter adding Lanes y (V/C) ratio Plan Capacity (V/C) **Needed Lanes** below 1.0 (Yes/No) (Unconstrained) MTPO NE 9th Street 17005 14 NE 8th Avenue NE 15th Street Congested 2 4 1.12 0.56 No MTPO 18001 63 NE 9th Street W University Avenue NE 28th Avenue **Borderline Congested** 2 4 1.00 0.50 No MTPO 19001 126 NE Boulevard NE 2nd Avenue NE 5th Avenue **Borderline Congested** 2 4 1.02 0.51 No **MTPO** 21001 19 Newberry Road (SR 26) NW 170th Street 1-75 **Borderline Congested** 6 1.09 0.72 No **MTPO** 21002 84 Newberry Road (SR 26) I-75 NW 8th Avenue **Borderline Congested** 6 8 1.10 0.82 Yes MTPO 21003 20 Newberry Road (SR 26) NW 8th Avenue SW 2nd Avenue Congested 4 6 1.28 0.85 Yes MTPO 23001 118 NW 11th Avenue NW 18th Street NW 13th Street Borderline Congested 2 4 0.96 0.48 No MTPO 24001 57 SW/NW 6th Street SW 4th Avenue NW 8th Avenue Very Congested 4 1.47 0.74 No **MTPO** 24002 58 NW 6th Street NW 8th Avenue NW 13th Street **Borderline Congested** 6 1.00 0.67 No **MTPO** 24003 54 NW 13th Street (US 441) NW 6th Street NW 93rd Avenue Borderline Congested 6 1.00 0.67 No MTPO 24004 108 US 441 S **Progress Boulevard** NW 43rd Street Borderline Congested 4 6 1.03 0.69 No MTPO 26001 7 NW 23rd Avenue NW 98th Street NW 55th Street Very Congested 2 4 1.35 0.68 Yes MTPO 26002 8 NW 16th Boulevard NW 55th Street NW 34th Street Borderline Congested 6 1.08 0.72 No MTPO 26003 44 NW 16th Avenue NW 34th Street NW 13th Street Congested 6 1.14 0.76 Yes **MTPO** 26004 93 NW 16th Avenue NW 13th Street NE 2nd Street Borderline Congested 2 4 1.08 0.54 No MTPO 27001 43 NW 16th Terrace NW 16th Avenue NW 23rd Avenue Very Congested 2 4 1.39 0.70 No **MTPO** 28001 117 NW 18th Street NW 7th Avenue NW 16th Avenue Very Congested 2 4 1.49 0.75 No MTPO 29001 122 NW 19th Street NW 7th Avenue Very Congested W University Dr 2 4 1.32 0.66 No MTPO 30001 46 NW 22nd Street University Avenue NW 16th Avenue Very Congested 2 4 1.42 0.71 No MTPO 31001 42 NW 23rd Boulevard NW 22nd Street NW 13th Street Congested 2 4 1.12 0.56 Yes MTPO 31002 82 NW 23rd Boulevard NW 6th Street NW 2nd Street **Borderline Congested** 4 6 0.97 0.65 No MTPO 32001 45 NW 23rd Street University Avenue NW 8th Avenue Congested 2 4 1.15 0.57 No MTPO 33001 114 NW 2nd Avenue NW 5th Street NE 2nd Street **Borderline Congested** 2 4 1.00 0.50 No MTPO 34001 59 NW 2nd Street NW 8th Avenue NW 19th Avenue **Borderline Congested** 2 4 1.02 0.51 No MTPO 35001 38 SW 34th Street (SR 121) Archer Road W University Avenue Congested 6 8 1.11 0.83 No MTPO 35002 39 NW 34th Street (SR 121) W University Avenue NW 31st Boulevard Very Congested 2 4 1.51 0.76 Yes **MTPO** 35003 40 NW 34th Street (SR 121) NW 31st Boulevard NW 53rd Avenue Very Congested 2 4 1.36 0.68 Yes NW 34th Boulevard / SR **MTPO** 35004 95 121 NW 53rd Avenue NW 77 Avenue Very Congested 2 4 1.33 0.66 Yes MTPO 36001 12 NW 38th Street NW 8th Avenue NW 16th Boulevard Congested 2 4 1.17 0.58 No MTPO 37001 1 NW 39th Avenue SW 143rd Street NW 105th Street Very Congested 2 4 1.44 0.72 Yes MTPO 37002 NW 39th Avenue NW 105th Street NW 34th Street Borderline Congested 6 1.09 0.73 No

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 {Unconstrained}	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	37003	41	NW 39th Avenue	NW 34th Street	NW 6th Street	Congested	4	6	1.11	0.74	No
МТРО	37004	113	NW 3rd Avenue	NW 13th Street	NW 6th Street	Borderline Congested	2	4	0.99	0.49	No
MTPO	38002	51	SW 2nd Avenue	SW 12th Street	SE 3rd Street	Congested	2	4	1.12	0.56	No
МТРО	39001	11	NW 43rd Street	Newberry Road	NW 13th Street / NW 93rd Avenue	Congested	4	6	1.23	0.82	Yes
МТРО	40001	10	NW 51st Street	NW 23rd Avenue	NW 39th Avenue	Very Congested	2	4	1.44	0.72	No
МТРО	41001	94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	Congested	2	4	1.17	0.59	Yes
МТРО	42001	9	NW 55th Street	Newberry Road	NW 23rd Avenue	Very Congested	2	4	1.43	0.72	No
МТРО	43001	48	NW 5th Avenue	NW 22nd Street	NW 13th Street	Congested	2	4	1.22	0.61	No
МТРО	44001	5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Very Congested	2	4	1.32	0.66	Yes
МТРО	45001	3	NW 98th Street	Newberry Road	NW 39th Avenue	Very Congested	2	4	1.51	0.76	Yes
MTPO	46001	129	Old Archer Road	SW 23rd Terrace	SW 23rd Street	Borderline Congested	2	4	0.91	0.45	No
МТРО	49001	62	SE 4th Street	Depot Avenue	Williston Road	Borderline Congested	2	4	1.01	0.50	No
MTPO	49002	61	SE 3rd Street	Depot Avenue	NE 2nd Avenue	Borderline Congested	2	4	1,03	0.51	No
MTPO	50001	116	SE 4 Avenue/ SE 3rd Avenue	SE 11th Street	Hawthorne Road	Borderline Congested	2	4	0.92	0.46	No
МТРО	51001	66	SE 8th Avenue	SE 15th Street	Hawthorne Road	Borderline Congested	2	4	1.01	0.51	No
МТРО	52001	125	SE/ NE 1st Street	NE 2nd Avenue	SE 2nd Avenue	Borderline Congested	2	4	0.99	0.49	No
МТРО	53001	65	SE/NE 15th Street	Hawthorne Road	NE 8th Avenue	Borderline Congested	2	4	1.03	0.52	No
МТРО	56001	56	SW/NW 10th Street	SW 8th Avenue	NW 16th Avenue	Congested	2	4	1.20	0.60	No
МТРО	57001	55	SW 12th Street	SW 8th Avenue	NW 8th Avenue	Congested	2	4	1.27	0.64	No
MTPO	58001	2	SW 143rd Street	Newberry Road	NW 46th Avenue	Congested	2	4	1.16	0.58	Yes
МТРО	59001	31	SW 16th Avenue (SR 226)	Shealy Drive	Main Street	Very Congested	4	6	1.31	0.87	Yes
МТРО	60001	32	SW 16th Street	SW 16th Avenue	Archer Road	Very Congested	2	4	1.43	0.72	No
МТРО	61001	22	SW 24th Avenue	SW 103rd Street	SW 61st Street	Borderline Congested	2	4	1.08	0.54	No
МТРО	61002	23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	Very Congested	2	4	1.59	0.79	Yes
МТРО	63001	50	SW 2nd Avenue	NW 34th Street	W University Avenue	Very Congested	2	4	1.60	0.80	No
МТРО	63002	97	SW 2nd Avenue	Newberry Road/ University Avenue	NW 34th Street	Congested	4	6	1.15	0.76	No
МТРО	64001	35	SW 23rd Terrace	Williston Road	Hull Road	Congested	2	4	1.23	0.62	Yes
МТРО	65001	27	SW 24th Avenue	SW 43rd Street	SW 34th Street	Congested	2	4	1.20	0.60	Yes
₩	66001	36	SW 35th Place	SW 34th Street	SW 27th Street	Congested	2	4	1.15	0.58	Yes
MtPO	67001	37	SW 39th Boulevard	Archer Road	SW 34th Street	Very Congested	2	4	1.33	0.66	Yes

 ω **Total Lanes** Moves 0 needed to forward -Existing - plus Volume -to-Existing - plus reduce Segment to 2045 Map Jurisdiction -Committed Capacity (V/C) Facility name From To **Level of Congestion** ID -Committed Volume/Capacit Needs after adding Volume -to-Lanes y (V/C) ratio Pian Capacity (V/C) Needed Lanes below 1.0 (Yes/No) (Unconstrained) MTPO 68001 124 SW 3rd Street W University Dr SW 4th Avenue **Borderline Congested** 2 1.07 0.54 No MTPO 69001 24 SW 43rd Street SW 24th Avenue SW 20th Avenue **Borderline Congested** 2 4 0.94 0.47 No SW 75th MTPO 70001 16 SW 46th Boulevard SW 91st Street Street/Tower Road **Borderline Congested** 2 4 0.95 0.47 No **MTPO** 71001 52 SW 4th Avenue SW 13th Street SE 3rd Street Congested 2 4 1.15 0.57 Yes Clark Butler **MTPO** 72001 21 SW 62nd Boulevard Newberry Road Boulevard Very Congested 2 4 1.45 0.73 Yes SW 75th Street/Tower MTPO 73001 17 Road SW 75th Court SW 8th Avenue Very Congested 2 4 1.32 Yes 0.66 SW 75th Street/Tower MTPO 73002 18 Road W University Avenue Newberry Road **Borderline Congested** 6 1.03 0.69 No MTPO 74001 88 SW 8th Avenue SW 91st Street SW 20th Avenue Congested 2 4 1.14 0.57 Yes **MTPO** 75001 87 SW 91st Street SW 24th Avenue SW 1st Place **Borderline Congested** 2 4 1.00 0.50 No **MTPO** 76002 33 Williston Road (SR 331) SW 63rd Boulevard SW 35th Street Very Congested 2 4 1.59 0.79 Yes MTPO 76003 34 Williston Road (SR 331) SW 35th Street SW 13th Street Congested 6 1.17 0.78 Yes SW/NW 13th Street (US MTPO 77002 53 441) NW 16th Avenue NW 39th Avenue Very Congested 6 1.56 1.04 Yes **MTPO** 81001 64 Waldo Road University Avenue NE 39th Avenue **Borderline Congested** 4 6 1.09 0.73 No MTPO 84001 100 University Avenue (SR 26) Newberry Road NW 34th Street Congested 6 1.15 0.77 No University Avenue (SR 26) MTPO 84002 49 Eastbound only NW 34th Street Waldo Road Very Congested 3 4 1.73 0.86 No SW 2nd Avenue/ NW **MTPO** 84003 80 University Avenue (SR 26) 21st Terrace Waldo Road Congested 6 1.18 0.78 No MTPO/ UF 2001 76 **Buckman Drive** Stadium Road University Avenue Very Congested 2 4 1.76 0.88 No 3001 MTPO/UF 72 Center Drive Archer Road Museum Road Very Congested 2 4 1.63 0.82 No 6001 MTPO/UF 120 Fraternity Drive Stadium Road Museum Road Borderline Congested 2 4 1.02 0.51 No MTPO/UF 8001 115 Gale Lemerand Drive SW 16th Avenue Archer Road Very Congested 2 4 1.58 0.79 No MTPO/UF 8002 79 Gale Lemerand Drive Archer Road Very Congested Museum Road 4 6 1.65 1.10 No 8003 MTPO/ UF 101 Gale Lemerand Drive Museum Road University Avenue Very Congested 2 4 1.88 0.94 No MTPO/UF 10002 69 **Hull Road** SW 34th Street Mowry Road Very Congested 2 4 1.66 0.83 No 12001 MTPO/UF 112 Inner Road Newell Drive NW 13th Street Very Congested 2 4 1.47 0.73 No 14001 MTPO/UF 71 Mowry Road Hull Road Center Drive 2 Very Congested 4 1.51 0.76 No 15001 MTPO/UF 68 Museum Road Hull Road SW 12th Street Very Congested 2 4 1.74 0.87 No 22001 MTPO/ UF 78 Newell Drive Archer Road Union Road Very Congested 2 4 1.41 0.71 No MTPO/UF 38001 77 Union Road Parking Garage SW 13th Street Very Congested 2 4 1.32 0.66 No 47001

MTPO/UF

Radio Road

SW 34th Street

Museum Road

Very Congested

2

4

1.68

0.84

No

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 {Unconstrained}	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
MTPO/UF	48001	133	SE 13th Avenue	Williston Road (SR 331)	SE 15th Street	Borderline Congested	2	4	1.08	0.54	No
MTPO/UF	54001	75	Stadium Road	Gale Lemerand	Buckman Drive	Very Congested	2	4	1.96	0.98	No
MTPO/UF	55001	131	Surge Dr	Archer Road	Natural Area Dr	Borderline Congested	2	4	1.07	0.53	No
MTPO/UF	62001	70	SW 23rd Drive	Archer Road	Hull Road	Borderline Congested	2	4	0.95	0.48	No
MTPO/UF	77001	53	SW/NW 13th Street (US 441)	SW 16th Avenue	NW 16th Avenue	Very Congested	4	6	1.56	1.04	No
MTPO/ UF	80001	73	Village Drive	Museum Road	SW 2nd Avenue	Very Congested	2	4	1.38	0.69	No
MTPO/UF	83001	74	Woodlawn Drive	Museum Road	SW 2nd Avenue	Congested	2	4	1.26	0.63	No

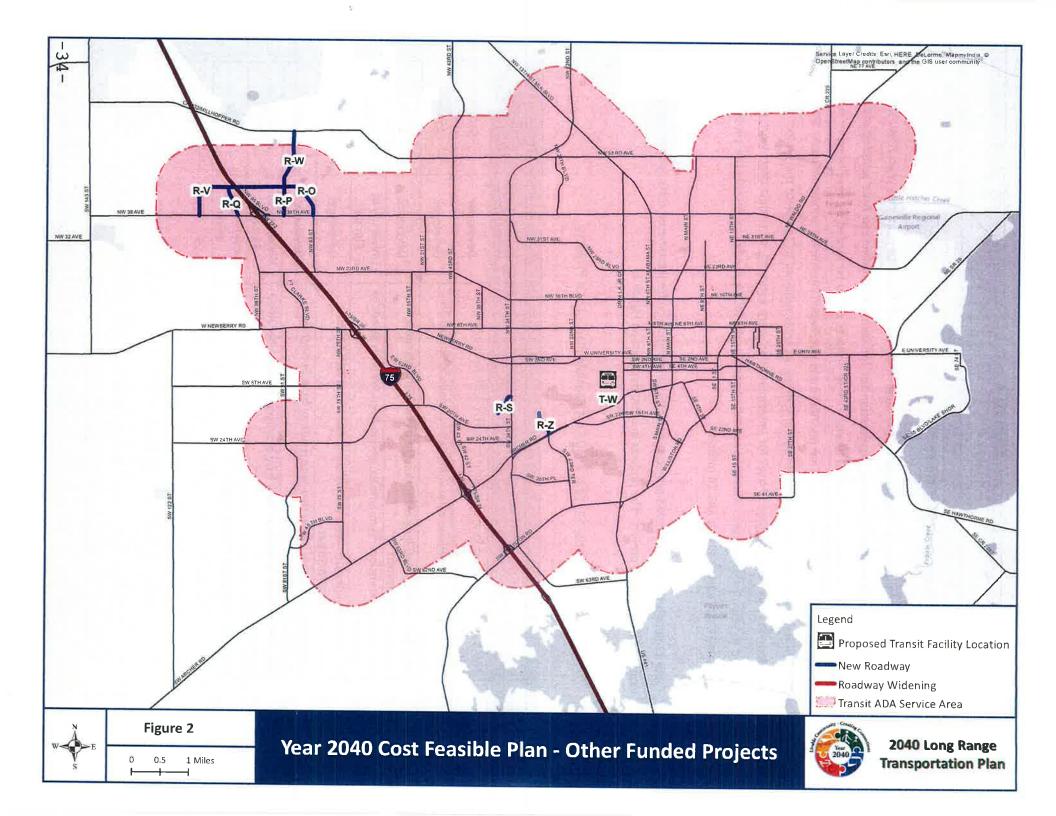
Projects Using Local and Other Funds

In addition to the projects anticipated to use State and Federal funds through the year 2040, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopted eight projects that are expected to be funded locally. These projects are to be funded by developers or the University of Florida. The projects were not prioritized and not divided into implementation phases. Since they are not funded through State and Federal sources, all costs required to complete the project are included. Furthermore, no time phases for implementation were assumed, so project costs were not inflated to year of expenditure. The total estimated cost for the locally funded projects in the adopted Year 2040 Cost Feasible Plan is \$43.14 million.

Table 12 details the locally funded projects, including information on total estimated costs and the entity expected to fund each project. The projects are also depicted on Figure 2.

Table 12: Year 2040 Cost Feasible Plan – Local Projects

Map ID	Project	Funding Entity	Total Cost in Millions (2014 Dollars)
R-O	NW 83rd Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	\$10.75
R-P	NW 91st Street - Two-lane extension from terminus to Springhills Boulevard	Developer	\$2.99
R-Q	NW 98th Street - Two-lane extension from NW 39th Avenue to Springhills Boulevard	Developer	\$5.59
R-S	Radio Road Extension - Two-lane extension from SW 34th Street to Hull Road	University of Florida	\$3.24
R-V	Springhills Boulevard - New two-lane roadway from NW 122nd Street to NW 83rd Street	Developer	\$5.97
R-W	Springhills Connector - New two-lane roadway from Springhills Boulevard to Millhopper Road	Developer	\$5.97
R-Z	SW 23rd Terrace Extension - Two lane extension from Archer Road to Hull Road	University of Florida	\$2.39
T-W	University of Florida Transit Center	University of Florida	\$6.24

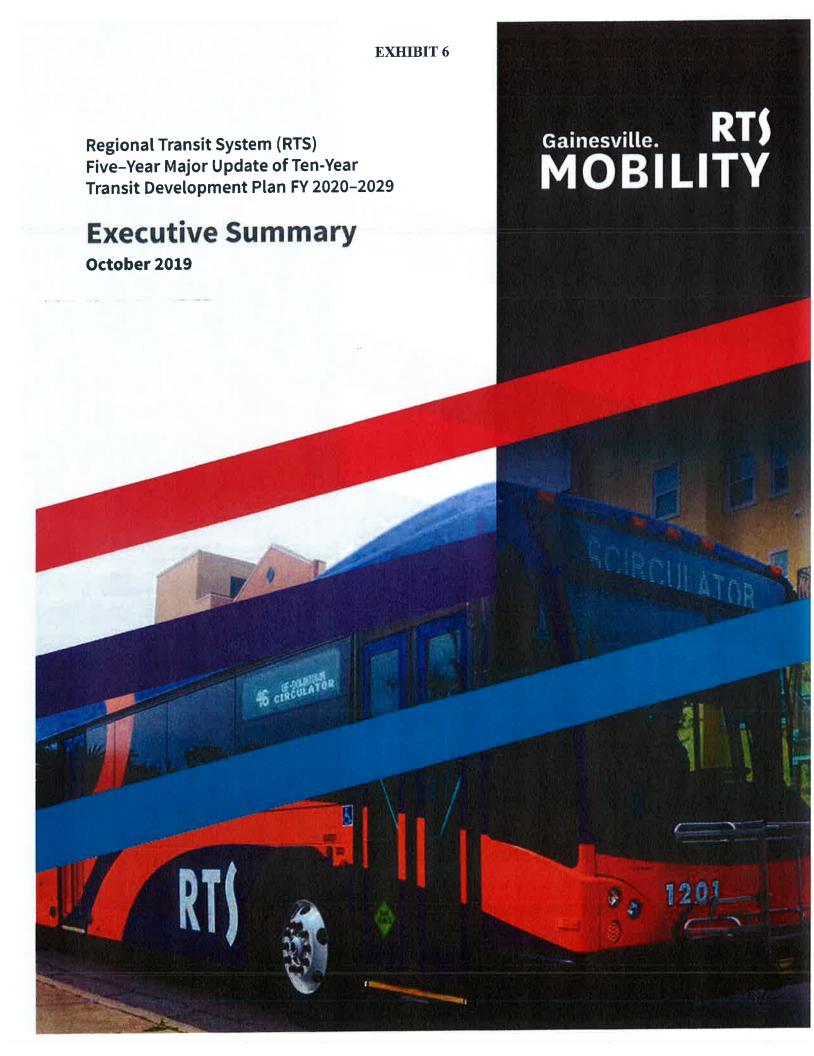


T-N	Intercity Weekday Commuter Service to/from Hawthorne	
T-O	Intercity Weekday Commuter Service to/from High Springs and Alachua	
Т-Р	Intercity Weekday Commuter Service to/from Newberry	
T-Q	Intercity Weekday Commuter Service to/from Waldo	
T-R	Newberry Village Park and Ride Facility (Newberry Road / State Road 26 just east of Ft. Clarke Boulevard)	
T-S	Oaks Mall Transit Center / Park and Ride Facility	
T-T	Santa Fe College Transit Center	
T-U	Springhills Area Park and Ride Facility (North of NW 39th Avenue / State Road 222)	
T-V	Transit Program – Miscellaneous transit facilities and amenities, including bus purchases	
T-W	University of Florida Transit Center	
T-X	Waldo Park and Ride Facility	
Bicycle	and Pedestrian Projects	
BP-A	Archer Braid – Construct overpass at Hull Road / SW 34th Street (State Road 121) intersection	
BP-B	Bicycle Program – Miscellaneous bicycle lanes and facilities	
BP-C	Bivens Braid – Construct shared use path on SW 23rd Street from SW 23rd Terrace to Archer Road (State Road 24)	
BP-D	Glen Springs Braid – Construct shared use path on Glen Springs Road corridor from NW 34th Street (State Road 121) to NW 16th Terrace	
ВР-Е	Glen Springs Braid – Construct bicycle facility on NW 19 th Lane from NW 16th Terrace to NW 13th Street (US 441)	
BP-F	Hawthorne Braid – Extend CSX trail from NW 16th Avenue to NW 39th Avenue (State Road 222)	
BP-G	Millhopper Braid – Construct bike lanes on NW 16th Avenue from NW 13th Street to N Main Street	
ВР-Н	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road (State Roads 24/331 from SE 16th Avenue/State Road 24A to NE 39th Avenue/State Road 222	
BP-I	Multimodal Emphasis Corridor on NW/SW 13th Street (US 441) from NW 33rd Avenue to Archer Road (State Road 24)	
BP-J	Multimodal Emphasis Corridor on University Avenue (State Road 26) from Gale Lemerand Drive to Waldo Road (State Road 24)	

- BP-K Pedestrian Program Miscellaneous sidewalk and pedestrian projects, including auditory signals at crossings
- BP-L SW 40th Boulevard Construct trail from SW 34th Street (State Road 121) to Archer Braid at SW 30th Avenue
- BP-M University Braid New trail on University Avenue (State Road 26) from Waldo Road (State Road 24) to NE 55th Boulevard
- BP-N Williston Road (State Road 331) Construct bicycle/pedestrian trail from I-75 to Waldo Road (State Road 24)

Aspirational Projects (beyond 2040)

- A-A Archer Road (State Road 24) Provide dedicated transit lanes from Celebration Pointe to SW 91st Street
- A-B Celebration Pointe Boulevard Provide dedicated transit lanes from SW 62nd Boulevard to Archer Road (State Road 24)
- A-C Fort Clarke Boulevard Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place
- A-D Hawthorne Road (State Road 20) Provide dedicated transit lanes from SE 27th Street to SE 43rd Street
- A-E Newberry Road (State Road 26) Provide dedicated transit lanes from I-75 to NW 143rd Street
- A-F NW 15th Place Provide dedicated transit lanes from Fort Clarke Boulevard to NW 76th Boulevard
- A-G NW 76th Boulevard Provide dedicated transit lanes from NW 15th Place to Newberry Road (State Road 26)
- A-H NW 83rd Street Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue (State Road 222)
- A-J NW 122nd Street Provide dedicated transit lanes from Newberry Road (State Road 26) to Springhills Boulevard
- A-J Springhills Boulevard Provide dedicated transit lanes from NW 122nd Street to NW 83rd Street
- A-K SW 91st Street Provide dedicated transit lanes from Archer Road (State Road 24) to SW 46th Boulevard
- A-L SW 122nd Street Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)
- A-M SW 122nd Street Provide dedicated transit lanes from SW 24th Avenue to Newberry Road (State Road 26)





RTS Transit Development Plan

This major update of the City of Gainesville Regional Transit System (RTS) 10-Year Transit Development Plan (TDP) was initiated by RTS and the City Commission. The TDP represents the community's vision and goals for public transportation and is to be used as a strategic guide for the FY 2020–2029 planning horizon. The resulting implementation plan outlines subsequent actions to be taken in the next 10 years.

State Requirement

This TDP is consistent with the requirements of the State of Florida Public Transit Block Grant Program, enacted by the Florida Legislature to provide a stable source of funding for public transportation. The Florida Department of Transportation (FDOT) requires recipients of Block Grant Program funds, such as the City of Gainesville, to prepare a major TDP update every five years. This requirement helps to ensure that the public transportation services being provided and planned for are consistent with the community's mobility needs. Each update must be submitted to the appropriate FDOT District Office by September 1st of the year due.

Plan Development

Developing the RTS TDP involved several planning activities, including documenting study area conditions, analyzing socio-economic characteristics, evaluating existing transit services, gathering and analyzing public input, developing a situation appraisal, identifying transit needs, forecasting potential ridership, and preparing an implementation plan that identified funded and unfunded public transportation needs.

Executive Summary

Public Outreach

Public outreach for RTS is an ongoing process that involves receiving and collecting feedback about services. As part of this TDP, various public outreach activities were conducted to understand and obtain feedback regarding the community's mobility wants and needs. To ensure the active participation of and input from RTS users and the general public, outreach efforts included an on-board survey, and public input surveys as well as use of social media, a focused mobility discussion workshop, stakeholder interviews, involvement of a project review committee, and a series of public presentations.

Highlights of the findings of the surveys and other input are presented below.

General Public Comments



- Lack of transportation has negative impacts on income (94%) and access to opportunities (87%).
- Lack of transportation hurts the community (89%) and economy (93%).



- Provide better mobility services (85%).
- Need to be better at informing people about services (85%).
- Increase service frequency (75%).
- Improve facilities for riders, bicyclists, and pedestrians (54–63%).



- Invest more in transit and mobility (94%).
- Mobility improvements should benefit all (70%).

On-Board Survey Findings



- Most riders travel between home, work, and school.
- Most riders walk to/from a bus stop (90%).
- Most riders ride 5 or more days per week (74%).



- Most riders would walk or catch a ride if not for bus service (67%).
- Most riders are long-time users (2+ years) (51%).
- Most riders want more frequent service (32%), weekend service (22%), and benches and shelters (17%),



- Most riders want a premium BRT service (60%).
- Most riders have 1 vehicle available (42%), some have 2+ (24%).

Development and Evaluation of Alternatives

Alternatives were developed to improve existing service and to add new service to serve existing and emerging markets, including new geographic areas and enhanced services and service levels to meet changing service demand. The City of Gainesville, through this TDP, evaluated and prioritized these alternatives to effectively plan and implement them within the next 10 years using existing and/or new funding sources.

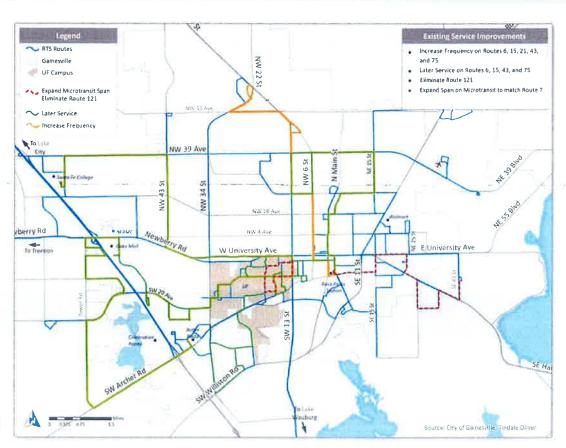
To evaluate the benefits of the proposed service alternatives and better prioritize them, a methodology was developed that weighed input based on public outreach, transit markets, productivity, and efficiency. The ranked alternatives resulting from this evaluation process are presented below. The maps on the next page provide illustration of the transit needs, including enhancement of the new services, proposed service realignments, and new services.

Alternatives Priorities	Rank
Existing Services – Improve service span, frequency, aging vehicles, and Microtransit.	1
Mobility-On-Demand Services – Improve local mobility, access to fixed-route network, augments growing paratransit demand.	2
Service Realignments – Coordinate changes consistent with the UF Transportation Plan and previous COA/TDP recommendations.	3
East Gainesville Transit Center – Advance proposed project to create an improved transit hub to serve the community.	4
Transit Priority Treatments – Deploy transit signal priority (TSP) and queue jump lanes at key intersections along key corridors.	5
BRT- Lite and UF Express - Advance premium transit services along key corridors to benefit from TSP/Queue Jump treatments.	6

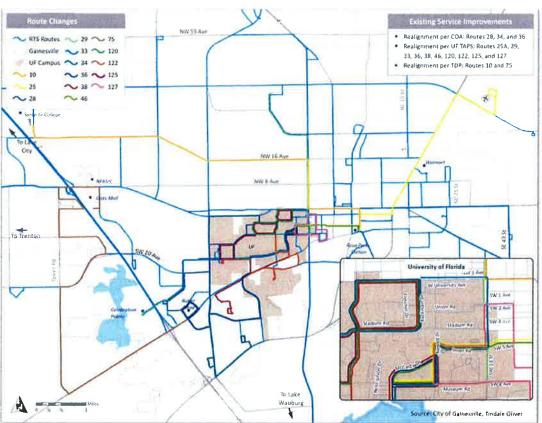
Recommended 10-Year Transit Plan

The recommended RTS TDP improvements for the next 10 years are presented in on the following pages. The transit service improvements and capital projects programmed for the next 10 years, subject to City Commission budget approval, were determined with input from the public, City of Gainesville staff, the City Commission, and evaluation of transit needs and fiscal considerations.

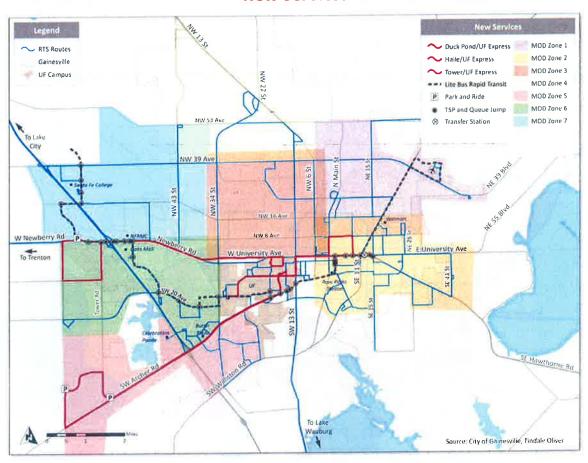
RTS 10-Year Transit Needs



Improvements to Existing Service



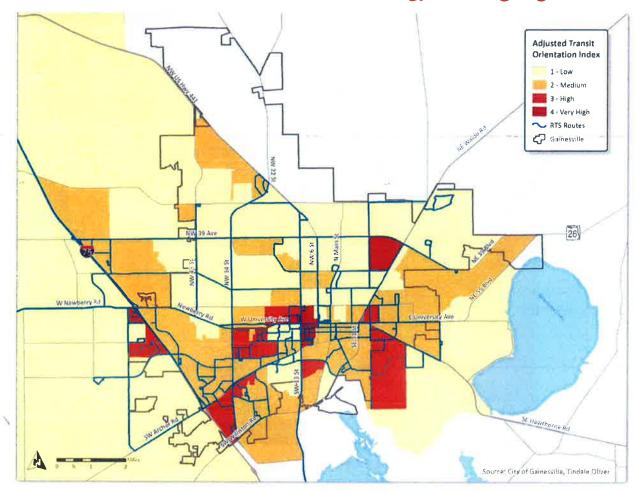
New Services



Service Improvements and New Services

- The Haile/UF Express Route was implemented with the Fall 2019 service changes.
- The Streetcar project, shown in the above map, was determined to not be a priority in the next 10 years.
- TSP/queue jumps will be programmed as funding becomes available.
- Park-and-ride locations will be developed in conjunction with Express services.
- Service improvements to current routes include doubling frequency on Route 21, on Route 6 on weekdays, and on Route 15 after 6:00 pm. Other frequency improvements change Route 43 to 20-minute frequency, run Route 75 every 30 minutes, and extend microtransit span to match Route 7.
- Service will be extended to 10:00 pm on Routes 6 and 43, to 11:00 pm on Route 75, and to 12:00 midnight on Route 15.
- New services will include Bus Rapid Transit (BRT) Lite using TSP/queue jumps along Newberry Road,
 20th Avenue, through the UF campus, and Waldo Road to the Gainesville Regional Airport.
- Express routes will be added to connect Tower Road and the Duck Pond areas to the UF campus.
- Seven Mobility-On-Demand (MOD) zones will be implemented throughout greater Gainesville as
 enhanced microtransit services accessible through real-time phone, web application and calling RTS.
 These services will add local mobility and first/last-mile connection to the fixed route network and will
 augment service to meet growing ADA demand with an on-demand general public service.

Recommended 10-Year Plan Strategy and Highlights



- Gainesville has large student and low-income populations and a growing older adult population; combined with county population growth (23.5% by 2040), high demand for transit is expected.
- The cost of paratransit services is increasing faster than peer services, and demand for paratransit service to maintain mobility for lifeline trips such as work, shopping, and medical is growing.
- The need for improved mobility for work, school, healthcare, and shopping is growing, especially in East Gainesville and along key corridors such as Archer Road and Newberry Road/University and west of I-75.
- Continuing and strengthening regional partnerships is an important strategy to provide high-quality transit and multimodal solutions to serve current riders and attract new riders.
- Proposed route improvements will add coverage, improve service frequencies, and reduce travel times.
- Premium transit will provide reliable travel times and improve on-time service along congested corridors.
- MOD services will improve access to mobility for local travel and connections to fixed-route and will support growing paratransit demand.
- Extending the span of microtransit to match Route 7 to improve access to downtown and East Gainesville.

10-Year Implementation Plan

The implementation plan shown below outlines service improvements included in the recommended transit plan from 2020 through 2029 as well as unfunded needs. It is important to emphasize that the schedule shown does not preclude the opportunity to delay or advance any improvements. This project implementation schedule should be adjusted as priorities change, funding allocations change, or more funding becomes available.

	Description	10-Year Operating Cost	10-Year Capital Cost
Maintain Existing Fixed-Route Service	Maintain existing fixed-route service	\$266,390,435	\$77,334,006
Maintain Existing Paratransit Service	Maintain existing paratransit service	\$21,713,299	\$4,493,369
	Phase 1 (2020–2024)	A STATE OF THE STA	
Increase frequencies on Routes 6, 15, 21, 43, 75	Double frequency on Route 6 – weekday Double frequency on Route 15 – evening Double frequency on Route 21 Increase frequency 30 min to 20 min – Route 43 30-min frequency – Route 75	\$19,283,899	\$1,448,286
Increase service span on Routes 6, 15, 21, 43, 75, 600/601 (Microtransit)	Expand span on Microtransit to match Route 7 Later service Route 6 – until 10:00 pm Later service Route 15 – until 12:00 midnight Later service Route 43 – until 10:00 pm Later service Route 75 – until 11:00 pm	\$9,058,740	\$1,448,286
APPLIES APPLIES APPLIES APPLIES APPLIES	Phase 2 (2025–2029)		
Replace Route 121, realign routes per UF TAPS, realign routes per TDP/COA	Replace with other service improvements Realign Routes 25A, 29, 38, 46, 120, 122, 125, 127, 10, 28, 33, 34, 36, 75	\$371,326	\$0
	Other/Capital Projects (2020–2029)		
TSP/Queue Jump			\$16,050,000
East Side Transfer Station			\$4,006,925
Bus Stop Infrastructure	Projects enhance service throughout service area		\$5,861,000
ADA Improvements	Projects enhance service unoughout service area		\$5,000,000
Technology Projects	99		\$10,723,000
Recurring Facilities Upgrades			\$1,567,615
	Unfunded Needs (2020–2029)		STORY THE
MOD Service (Phase 1)	MOD zones (7) overlay fixed route network to add on-demand local mobility, first/last-mile connections, for general public and paratransit demand	\$7,565,194	\$645,496
BRT – Lite Service (Phase 2)	BRT light service along Newberry, Archer, West University with TSP/queue jump treatments	\$13,692,629	\$5,315,356
Express Service (Phase 2)	Duck Pond/UF Express and Tower/UF Express	\$5,569,883	\$2,319,387
Paratransit Service (Phase 2)	Expanded ADA to cover new service/demand	\$919,081	\$2,078,687

Costs and Revenue Summary	10-Year Cost	10-Year Revenue	Unfunded
Operating Needs	\$349,184,682	\$293,466,577	\$55,718,106
Capital Needs	\$138,291,411	\$94,531,600	\$45,533,958

Post-TDP Adoption Coordination

The City of Gainesville adopted this TDP on October 3, 2019. Implementation of the recommended 10-year plan will require close coordination among local and regional transit and planning agencies and the University of Florida. RTS and City of Gainesville staff are committed to coordinating efforts to implement the 10-Year TDP and continue exploring funding opportunities to facilitate implementation of the plan, operations and capital needs.

Continue Established Relationships

Throughout the TDP public involvement process, the City of Gainesville/RTS staff identified transit advocates and educated the public on the importance of transit to fulfilling mobility needs of the community. These relationships, along with existing partnerships, should be leveraged to continue building support for the implementation strategies. These advocates may serve as facilitators for a grassroots outreach program or could become transit cheerleaders/ambassadors who can provide a foundation/support network for future outreach. These future efforts can build upon the tools and lessons afforded by the TDP and aid in prioritizing target markets to engage in the Gainesville region.

For more information, contact:

City of Gainesville 200 East University Avenue Gainesville, Florida 32601 (352) 334-5000

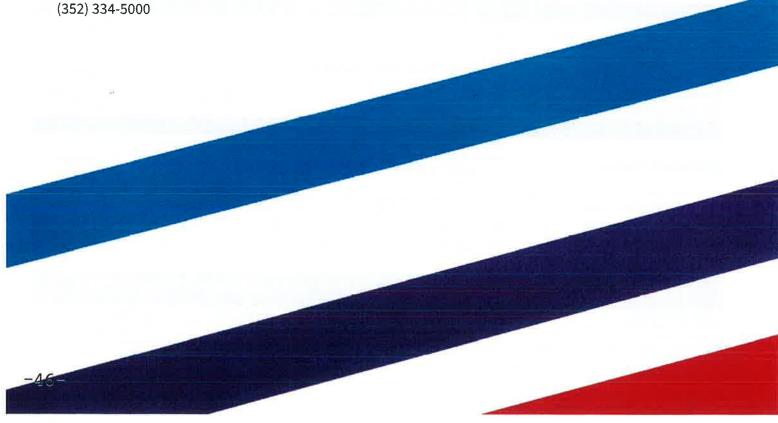


EXHIBIT 7

Year 2045 Long-Range Transportation Plan

Needs Plan Project List Development

As part of the 2045 Long-Range Transportation Plan's Needs Plan roadway project list development, the following technical analysis was conducted using the updated Gainesville/Alachua County Model.

- 1) The adopted Existing Plus Committed projects list was obtained from the Metropolitan Transportation Planning Organization.
- 2) Existing Plus Committed projects were coded using the updated model 2015 base year network.
- 3) 2045 socio economic data was developed using 2040 approved data and 5-year growth was added to match the Bureau of Economics & Business Research population estimate.
- 4) University of Florida estimates of student enrollments, university employment, parking spaces and classroom seats were obtained from the university staff.
- 5) Appendix 1 shows the Existing Plus Committed projects list

Table 1 shows the socioeconomic data summary. The growth trends between 2015 and 2045 are reasonable and are consistent with the historic growth trends in the region.

Table 1: 2015 - 2045 Socioeconomic Data Summary

Variable	Description	2015	2045	Growth
TOTPOP	Total Population	253,317	309,800	0.74%
SFDU	Single-family Dwelling Units	62,365	71,614	0.49%
SPOP	Single-family Population	148,609	170,649	0.49%
MFDU	Multi-family Dwelling Units	53,414	70,985	1.10%
MFPOP	Multi-family Population	104,707	139,151	1.10%
HMDU	Hotel-Motel Dwelling Units	4,806	5,931	0.78%
SCHENR	School Enrollment	34,978	43,163	0.78%
TOTEMP	Total Employment	154,646	215,886	1.32%
UF EMP	UF Employment	25,525	25,944	0.05%
UF DORM ST	UF Dorm Students	10,509	11,790	0.32%
UF OC ST	UF off-campus Students	33,063	34,556	0.00%
UF PARKING	UF Parking	15,957	19,564	0.75%
SEATS (UF)	Capacity	28,336	28,336	0.00%

2045 Existing Plus Committed Model Run and Results

The 2045 Existing Plus Committed model run was performed using the Existing Plus Committed project list and the 2045 socioeconomic data. Table 2 compares the system-wide performance measures of the 2015 base year model and 2045 Existing Plus Committed model.

Model Performance Measure	2015 Base Year Model Output Summary	2045 Existing Plus Committed Model Output Summary	Percent Annual Growth Rate
Total Number of Links	4,972	5,013	0.03%
Total Lane Miles	2,169.69	2,177.76	0.01%
Total Directional Miles	1,664.83	1,674.13	0.02%
Total Volumes All Links	26,432,032	37,146,552	1.35%
Total VMT All Links	7,869,116	11,164,720	1.40%
Total VHT All Links	197,326	328,140	2.21%
Original Speed (MPH)	• 40.03	40	0.00%
Congested Speed (MPH)	38.68	36.66	-0.17%

Table 2: System-wide Model Performance Measures Comparison

The comparison of Table 1 and Table 2 indicates that the total Vehicle Miles Travelled (VMT) increased at reasonable rate and is in line with the population/employment growth within the region.

Link-level Congestion Analysis

Planning-level congestion analysis was performed using the existing plus committed (E+C) network's link-level model volumes and their corresponding daily capacities. Table 3 shows the assumed relationship between the model network's Volume-to-Capacity ratios and congestion levels.

Table 3: Relationship between Volume-to-Capacity Ratios and Congestion Levels

Daily Volume-to-Capacity Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

The link-level volume-to-capacity ratios were used as the basis for identifying the unconstrained Needs of the roadway projects. A volume-to-capacity of 1.0 or above, generally indicates a congested condition in which projected volume exceeds available capacity. For purposes of this Long-Range Transportation Plan, roadway segments having volume-to-capacity

in between 0.9 and 1.1 were flagged as borderline congested, while roadway segments having a volume-to-capacity of greater than 1.3 were flagged as very congested. The roadway segments having volume-to-capacity in between 1.1 and 1.3 were flagged as congested facilities.

Segmentation for congested roadways of the existing plus committed (E+C) network

Since the model network contains numerous roadway links separated by nodes and intersections, the model volume and capacity data come at granular link-level. Thus, the congested roadway identification analysis was conducted by grouping the model network links into segments. Logical roadway segments were identified using break points in the network, and unique Map IDs were assigned to the congested roadway segments. There were two criteria to identify the break points within each congested roadway.

- 1. All congested links that are generally adjacent to each other are grouped under the same segment (and were assigned with a unique Map ID).
- 2. Break point was identified if the number of lanes within the congested roadway changed at a network node.

Finally, the volume-to-capacity ratio of each segment was identified by the average measure of all the roadway links within the segment.

2045 Unconstrained Roadway Needs Identification

The Year 2045 deficiency analysis yielded several roadways expected to experience some degree of congestion. Appendix 2 presents the list of roadway segments experiencing congestion within the Metropolitan Transportation Planning Organization (MTPO) boundary. The needed lanes under the unconstrained conditions, were identified to improve the roadway volume-to-capacity ratio to be within 1.0. Within each segment, if different links resulted in different number of needed lanes, the needed lanes of majority of the links was selected as the unconstrained needed lanes for the entire segment. Note that Appendix 2 presents the comprehensive list of issues in the region identified by the existing-plus-committed analysis that will lead to the 2045 Needs Plan. This list of issues is termed as the unconstrained needs projects in the region. Through extensive coordination with the Technical Working Group, including the Metropolitan Transportation Planning Organization, city of Gainesville, Alachua County and the University of Florida, additional reasonableness checks were performed on the list of projects presented in Appendix 2. The reasonableness checks from the Working Group including but not limited to the MTPO policies and the project's right of way constraints at highlevel, were considered. Based on these reasonableness checks, the project's potential to move forward to the 2045 Needs Plan's roadway component is determined. It is also understood that additional new roadway projects may be added to this list, by the City, County and the University, based on their planning activities, and the 2045 needs plan roadway project list will be consistent with the local planning projects. Appendix 3 presents congested roadway projects list outside the Metropolitan Transportation Planning Organization (MTPO) boundary. Appendix 4 presents the congested roadway segments maps for the Existing-plus-Committed Network in the year 2045. Much of the congestion is projected in the Gainesville urban area.

Appendix 1: Adopted Existing Plus Committed projects list

Project	Existing Plus Course its at Day to sta	-	_	
ID	Existing Plus Committed Projects Turn lane Realignment - 2 Through Lanes North-South SW 34 Street	From	To	TCG Comments
1	(SR 121)	SW 2 Avenue (SR 26A)	W University Avenue (SR 26)	Notwork anding Clause
_	Construct Roadway Extension; Modify Intersection IFAS Research	Archer Road	201	Network coding 6 lanes
2	Drive/SW 23 Terrace	[SR 24]	Hull Road	Coded
3	Realign Roadway - Convert Roadway to Parking Adjacent to Lacrosse Field; extend Roadway to Research Drive Natural Area Drive			
		Surge Area Drive	Hull Road	Coded
4	Reconfigure Roadway - Eliminate Parking; 2-Way Traffic Inner Road	Newell Drive	SW 13 Street (US 441)	Coded
	Union Road - University of Florida Campus Bicycle/Pedestrian only conversion	Parking Garage @ NW 13th Street	Buckman Drive	Coded transit only link
5	Newell Drive - University of Florida Campus Bicycle/Pedestrian only conversion	Inner Road	Union Road	Coded transit only link
6	SW 62 Boulevard Connector Project, Development and Environment Study (Interim Project - 2-Lane New Construction)	Clark Butler Boulevard	SW 20 Avenue	Coded
7	New Road Construction SW 8 Avenue Connector	SW 20 Avenue	Tower Road	Coded 2 lanes
8	New Road Construction SW 8 Avenue Extension	SW 143 Street	SW 122 Street	Coded 2 lanes
9	New Road Construction SW 40 Blvd Connector	SW 34 Street (SR 121)	Archer Road (SR 24)	Coded 2 lanes
10	2-Lane Reduction; Add On street Parking South Main Street	S 16 Avenue [SR 226]	Depot Avenue	Coded
11	New Road Construction Hull Road Extension	SW 34 Street (SR 121)	SW 38th Terrace	Coded in existing conditions
12	New Road Construction SW 38 Terrace Extension	Plaza Boulevard	Hull Road	Coded in existing conditions
13	SW 45 Street Extension	Archer Road [SR 24]	Bass Pro Shop	Coded in existing conditions
14	Celebration Pointe Avenue and Bridge - 2-Lane Celebration Pointe Avenue	SW 45 Street Extension	SW 42 Way	Coded in existing conditions
15	Clark Butler Boulevard Extension - 4-Lane Divided Clark Butler Boulevard	Archer Road [SR 24]	SW 43 Street	Coded in existing conditions
16	Plaza Boulevard - 2-Lane Divided Plaza Boulevard	SW 42 Street	SW 24 Avenue	Coded in existing conditions
17	SW 30 Avenue - 2-Lane SW 30 Avenue	SW 40 Boulevard	SW 42 Street	Coded in existing conditions
18	Regional Transit System Transfer Station Park-and-Ride Facility	SW 42 Way	SW 42 Street	Coded
19	SW 42 Street Realignment SW 42 Street	SW 40 Boulevard	Clark Butler Boulevard	Coded in existing conditions
20	SW 30 Boulevard Extension - 2-Lane SW 30 Boulevard	SW 42 Way	Windmeadows Boulevard	Coded in existing conditions
21	Depot Avenue Intersection Realignment Depot Avenue Roundabouts	At SE 7 Avenue	At SE 4 Street	Roundabouts are not required to be coded in the network
22	Depot Avenue Intersection Realignment Depot Avenue Roundabouts	At SW 6 Street		Roundabouts are not required to be coded in the network
23	Depot Avenue Intersection Realignment Depot Avenue Roundabouts	At SW 11 Street	At SW 9 Road	Roundabouts are not required to be coded in the network

Appendix 2: Existing Plus Committed Congested Roadways within Metropolitan Transportation Planning Organization Boundary

Х	Indicates congested projects identified in Year 2045 and in Year 2040 Long-Range Transportation Plan Update
x,	Indicates additional congested projects identified in Year 2045 Long-Range Transportation Plan Update
x	Congested facilities with policy constraint for future reference only
*	Agencies (County/City/UF) might consider adding additional new roadway projects to the 2045 Needs Plan.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	1001	29	Archer Road (SR 24)	SW 173rd Court	SW 75th Street/ Tower Road	Congested	2	4	1.28	0.64	Yes
МТРО	1002	86	Archer Road (SR 24)	SW 75th Street/ Tower Road	I-75	Congested	4	6	1.17	0.78	Yes
MTPO	1003	85	Archer Road (SR 24)	1-75	SW 16th Avenue	Congested	6	8	1.24	0.93	Yes
МТРО	1004	30	Archer Road (SR 24)	SW 16th Avenue	SW 13th Street	Very Congested	4	6	1.62	1.08	Yes
MTPO	2002	47	NW 17th Street	University Avenue	NW 8th Avenue	Congested	2	4	1.24	0.62	No
MTPO	5001	99	Depot Avenue	SW 13th Street	SE 11th Street	Very Congested	2	4	1.36	0.68	No
MTPO	7001	4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Congested	2	4	1.25	0.63	Yes
MTPO	10001	26	Hull Rd Extension	SW 38th Terrace	SW 34th Street	Borderline Congested	2	4	0.90	0.45	No
МТРО	11001	83	I-75 (Entire corridor)	Countyline/ External Station	CR 234	Borderline Congested	6	8	1.03	0,67	Yes
MTPO	13001	60	Main Street (SR 329)	SW 4th Avenue	NW 16th Avenue	Congested	2	4	1.13	0.56	No
MTPO	13002	98	Main Street (SR 329)	NW 16th Avenue	NW 23rd Avenue	Borderline Congested	4	6	0.92	0.61	No
МТРО	16001	119	NE 6th Terrace	NE 8th Avenue	NE 16th Avenue	Borderline Congested	2	4	0.95	0.48	No
МТРО	17001	13	NW 8th Avenue	Newberry Road	NW 34th Street	Congested	4	6	1.17	0.78	Yes
МТРО	17002	102	NW 8th Avenue	NW 34th Street	NW 6th Street	Very Congested	2	4	1,33	0.66	No
МТРО	17003	103	NW 8th Avenue	NW 6th Street	Main Street	Borderline Congested	4	6	0.99	0.66	No
1/43FO	17004	104	NW 8th Avenue	Main Street	NE 2nd Street	Borderline Congested	2	4	0.98	0.49	No

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N I Jurisdiction	Segment ID	Map (D	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
MTPO	17005	14	NE 8th Avenue	NE 9th Street	NE 15th Street	Congested	2	4	1.12	0.56	No
МТРО	18001	63	NE 9th Street	W University Avenue	NE 28th Avenue	Borderline Congested	2	4	1.00	0.50	No
МТРО	19001	126	NE Boulevard	NE 2nd Avenue	NE 5th Avenue	Borderline Congested	2	4	1.02	0.51	No
МТРО	21001	19	Newberry Road (SR 26)	NW 170th Street	1-75	Borderline Congested	4	6	1.09	0.72	No
МТРО	21002	84	Newberry Road (SR 26)	I-75	NW 8th Avenue	Borderline Congested	6	8	1.10	0.82	Yes
МТРО	21003	20	Newberry Road (SR 26)	NW 8th Avenue	SW 2nd Avenue	Congested	4	6	1.28	0.85	Yes
МТРО	23001	118	NW 11th Avenue	NW 18th Street	NW 13th Street	Borderline Congested	2	4	0.96	0.48	No
МТРО	24001	57	SW/NW 6th Street	SW 4th Avenue	NW 8th Avenue	Very Congested	2	4	1.47	0.74	No
МТРО	24002	58	NW 6th Street	NW 8th Avenue	NW 13th Street	Borderline Congested	4	6	1.00	0.67	No
МТРО	24003	54	NW 13th Street (US 441)	NW 6th Street	NW 93rd Avenue	Borderline Congested	4	6	1.00	0.67	No
МТРО	24004	108	US 441 S	Progress Boulevard	NW 43rd Street	Borderline Congested	4	6	1.03	0.69	No
МТРО	26001	7	NW 23rd Avenue	NW 98th Street	NW 55th Street	Very Congested	2	4	1.35	0.68	Yes
МТРО	26002	8	NW 16th Boulevard	NW 55th Street	NW 34th Street	Borderline Congested	4	6	1.08	0.72	No
МТРО	26003	44	NW 16th Avenue	NW 34th Street	NW 13th Street	Congested	4	6	1.14	0.76	Yes
МТРО	26004	93	NW 16th Avenue	NW 13th Street	NE 2nd Street	Borderline Congested	2	4	1.08	0.54	No
MTPO	27001	43	NW 16th Terrace	NW 16th Avenue	NW 23rd Avenue	Very Congested	2	4	1.39	0.70	No
МТРО	28001	117	NW 18th Street	NW 7th Avenue	NW 16th Avenue	Very Congested	2	4	1.49	0.75	No
МТРО	29001	122	NW 19th Street	NW 7th Avenue	W University Dr	Very Congested	2	4	1.32	0.66	No
МТРО	30001	46	NW 22nd Street	University Avenue	NW 16th Avenue	Very Congested	2	4	1.42	0.71	No
MTPO	31001	42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	Congested	2	4	1.12	0.56	Yes
МТРО	31002	82	NW 23rd Boulevard	NW 6th Street	NW 2nd Street	Borderline Congested	4	6	0.97	0.65	No
MTPO	32001	45	NW 23rd Street	University Avenue	NW 8th Avenue	Congested	2	4	1.15	0.57	No
МТРО	33001	114	NW 2nd Avenue	NW 5th Street	NE 2nd Street	Borderline Congested	2	4	1.00	0.50	No
МТРО	34001	59	NW 2nd Street	NW 8th Avenue	NW 19th Avenue	Borderline Congested	2	4	1.02	0.51	No
МТРО	35001	38	SW 34th Street (SR 121)	Archer Road	W University Avenue	Congested	6	8	1.11	0.83	No
МТРО	35002	39	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	Very Congested	2	4	1.51	0.76	Yes
МТРО	35003	40	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	Very Congested	2	4	1.36	0.68	Yes
МТРО	35004	95	NW 34th Boulevard / SR 121	NW 53rd Avenue	NW 77 Avenue	Very Congested	2	4	1.33	0.66	Yes
МТРО	36001	12	NW 38th Street	NW 8th Avenue	NW 16th Boulevard	Congested	2	4	1.17	0.58	No
					*		1)		-		

Jurisdiction	Segment ID	Map ID	Facility name	From	Та	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	37001	1	NW 39th Avenue	SW 143rd Street	NW 105th Street	Very Congested	2	4	1.44	0.72	Yes
МТРО	37002	81	NW 39th Avenue	NW 105th Street	NW 34th Street	Borderline Congested	4	6	1.09	0.73	No
МТРО	37003	41	NW 39th Avenue	NW 34th Street	NW 6th Street	Congested	4	6	1.11	0.74	No
MTPO	37004	113	NW 3rd Avenue	NW 13th Street	NW 6th Street	Borderline Congested	2	4	0.99	0.49	No
МТРО	38002	51	SW 2nd Avenue	SW 12th Street	SE 3rd Street	Congested	2	4	1.12	0.56	No
MTPO	39001	11	NW 43rd Street	Newberry Road	NW 13th Street / NW 93rd Avenue	Congested	4	6	1.23	0.82	Yes
МТРО	40001	10	NW 51st Street	NW 23rd Avenue	NW 39th Avenue	Very Congested	2	4	1.44	0.72	No
MTPO	41001	94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	Congested	2	4	1.17	0.59	Yes
МТРО	42001	9	NW 55th Street	Newberry Road	NW 23rd Avenue	Very Congested	2	4	1.43	0.72	No
МТРО	43001	48	NW 5th Avenue	NW 22nd Street	NW 13th Street	Congested	2	4	1.22	0.61	No
МТРО	44001	5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Very Congested	2	4	1.32	0.66	Yes
MTPO	45001	3	NW 98th Street	Newberry Road	NW 39th Avenue	Very Congested	2	4	1.51	0.76	Yes
МТРО	46001	129	Old Archer Road	SW 23rd Terrace	SW 23rd Street	Borderline Congested	2	4	0.91	0.45	No
МТРО	49001	62	SE 4th Street	Depot Avenue	Williston Road	Borderline Congested	2	4	1.01	0.50	No
МТРО	49002	61	SE 3rd Street	Depot Avenue	NE 2nd Avenue	Borderline Congested	2	4	1.03	0.51	No
МТРО	50001	116	SE 4 Avenue/ SE 3rd Avenue	SE 11th Street	Hawthorne Road	Borderline Congested	2	4	0.92	0.46	No
МТРО	51001	66	SE 8th Avenue	SE 15th Street	Hawthorne Road	Borderline Congested	2	4	1.01	0.51	No
MTPO	52001	125	SE/ NE 1st Street	NE 2nd Avenue	SE 2nd Avenue	Borderline Congested	2	4	0.99	0.49	No
MTPO	53001	65	SE/NE 15th Street	Hawthorne Road	NE 8th Avenue	Borderline Congested	2	4	1.03	0.52	No
МТРО	56001	56	SW/NW 10th Street	SW 8th Avenue	NW 16th Avenue	Congested	2	4	1.20	0.60	No
MTPO	57001	55	SW 12th Street	SW 8th Avenue	NW 8th Avenue	Congested	2	4	1.27	0.64	No
МТРО	58001	2	SW 143rd Street	Newberry Road	NW 46th Avenue	Congested	2	4	1.16	0.58	Yes
МТРО	59001	31	SW 16th Avenue (SR 226)	Shealy Drive	Main Street	Very Congested	4	6	1.31	0.87	Yes
МТРО	60001	32	SW 16th Street	SW 16th Avenue	Archer Road	Very Congested	2	4	1.43	0.72	No
МТРО	61001	22	SW 24th Avenue	SW 103rd Street	SW 61st Street	Borderline Congested	2	4	1.08	0.54	No
МТРО	61002	23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	Very Congested	2	4	1.59	0.79	Yes
МТРО	63001	50	SW 2nd Avenue	NW 34th Street	W University Avenue	Very Congested	2	4	1.60	0.80	No
мфро	63002	97	SW 2nd Avenue	Newberry Road/ University Avenue	NW 34th Street	Congested	4	6	1.15	0.76	No

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
MTPO	64001	35	SW 23rd Terrace	Williston Road	Hull Road	Congested	2	4	1.23	0.62	Yes
MTPO	65001	27	SW 24th Avenue	SW 43rd Street	SW 34th Street	Congested	2	4	1.20	0.60	Yes
MTPO	66001	36	SW 35th Place	SW 34th Street	SW 27th Street	Congested	2	4	1.15	0.58	Yes
MTPO	67001	37	SW 39th Boulevard	Archer Road	SW 34th Street	Very Congested	2	4	1.33	0.66	Yes
MTPO	68001	124	SW 3rd Street	W University Dr	SW 4th Avenue	Borderline Congested	2	4	1.07	0.54	No
MTPO	69001	24	SW 43rd Street	SW 24th Avenue	SW 20th Avenue	Borderline Congested	2	4	0.94	0.47	No
МТРО	70001	16	SW 46th Boulevard	SW 91st Street	SW 75th Street/Tower Road	Borderline Congested	2	4	0.95	0.47	No
МТРО	71001	52	SW 4th Avenue	SW 13th Street	SE 3rd Street	Congested	2	4	1.15	0.57	Yes
МТРО	72001	21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	Very Congested	2	4	1.45	0.73	Yes
МТРО	73001	17_	SW 75th Street/Tower Road	SW 75th Court	SW 8th Avenue	Very Congested	2	4	1.32	0.66	Yes
МТРО	73002	18	SW 75th Street/Tower Road	W University Avenue	Newberry Road	Borderline Congested	4	6	1.03	0.69	No
MTPO	74001	88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	Congested	2	4	1.14	0.57	Yes
МТРО	75001	87	SW 91st Street	SW 24th Avenue	SW 1st Place	Borderline Congested	2	4	1.00	0.50	No
MTPO	76002	33	Williston Road (SR 331)	SW 63rd Boulevard	SW 35th Street	Very Congested	2	4	1.59	0.79	Yes
МТРО	76003	34	Williston Road (SR 331)	SW 35th Street	SW 13th Street	Congested	4	6	1.17	0.78	Yes
МТРО	77002	53	SW/NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	Very Congested	4	6	1.56	1.04	Yes
MTPO	81001	64	Waldo Road	University Avenue	NE 39th Avenue	Borderline Congested	4	6	1.09	0.73	No
MTPO	84001	100	University Avenue (SR 26)	Newberry Road	NW 34th Street	Congested	4	6	1.15	0.77	No
МТРО	84002	49	University Avenue (SR 26) Eastbound only	NW 34th Street	Waldo Road	Very Congested	3	4	1.73	0.86	No
МТРО	84003	80	University Avenue (SR 26)	SW 2nd Avenue/ NW 21st Terrace	Waldo Road	Congested	4	6	1.18	0.78	No
MTPO/ UF	2001	76	Buckman Drive	Stadium Road	University Avenue	Very Congested	2	4	1.76	0.88	No
MTPO/UF	3001	72	Center Drive	Archer Road	Museum Road	Very Congested	2	4	1.63	0.82	No
MTPO/UF	6001	120	Fraternity Drive	Stadium Road	Museum Road	Borderline Congested	2	4	1.02	0.51	No
MTPO/UF	8001	115	Gale Lemerand Drive	SW 16th Avenue	Archer Road	Very Congested	2	4	1.58	0.79	No
MTPO/ UF	8002	79	Gale Lemerand Drive	Archer Road	Museum Road	Very Congested	4	6	1.65	1.10	No
MTPO/ UF	8003	101	Gale Lemerand Drive	Museum Road	University Avenue	Very Congested	2	4	1.88	0.94	No
MTPO/UF	10002	69	Hull Road	SW 34th Street	Mowry Road	Very Congested	2	4	1.66	0.83	No

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
MTPO/UF	12001	112	Inner Road	Newell Drive	NW 13th Street	Very Congested	2	4	1.47	0.73	No
MTPO/UF	14001	71	Mowry Road	Hull Road	Center Drive	Very Congested	2	4	1.51	0.76	No
MTPO/UF	15001	68	Museum Road	Hull Road	SW 12th Street	Very Congested	2	4	1.74	0.87	No
MTPO/UF	22001	78	Newell Drive	Archer Road	Union Road	Very Congested	2	4	1.41	0.71	No
MTPO/ UF	38001	77	Union Road	Parking Garage	SW 13th Street	Very Congested	2	4	1.32	0.66	No
MTPO/UF	47001	67	Radio Road	SW 34th Street	Museum Road	Very Congested	2	4	1.68	0.84	No
MTPO/ UF	48001	133	SE 13th Avenue	Williston Road (SR 331)	SE 15th Street	Borderline Congested	2	4	1.08	0.54	No
MTPO/ UF	54001	75	Stadium Road	Gale Lemerand	Buckman Drive	Very Congested	2	4	1.96	0.98	No
MTPO/ UF	55001	131	Surge Dr	Archer Road	Natural Area Dr	Borderline Congested	2	4	1.07	0.53	No
MTPO/UF	62001	70	SW 23rd Drive	Archer Road	Hull Road	Borderline Congested	2	4	0.95	0.48	No
MTPO/UF	77001	53	SW/NW 13th Street (US 441)	SW 16th Avenue	NW 16th Avenue	Very Congested	4	6	1.56	1.04	No
MTPO/ UF	80001	73	Village Drive	Museum Road	SW 2nd Avenue	Very Congested	2	4	1.38	0.69	No
MTPO/UF	83001	74	Woodlawn Drive	Museum Road	SW 2nd Avenue	Congested	2	4	1.26	0.63	No

5 Appendix 3: Existing Plus Committed Congested Roadways outside Metropolitan Transportation Planning Organization Boundary

Indicates congested projects identified in Year 2045 and in Year 2040 Long-Range

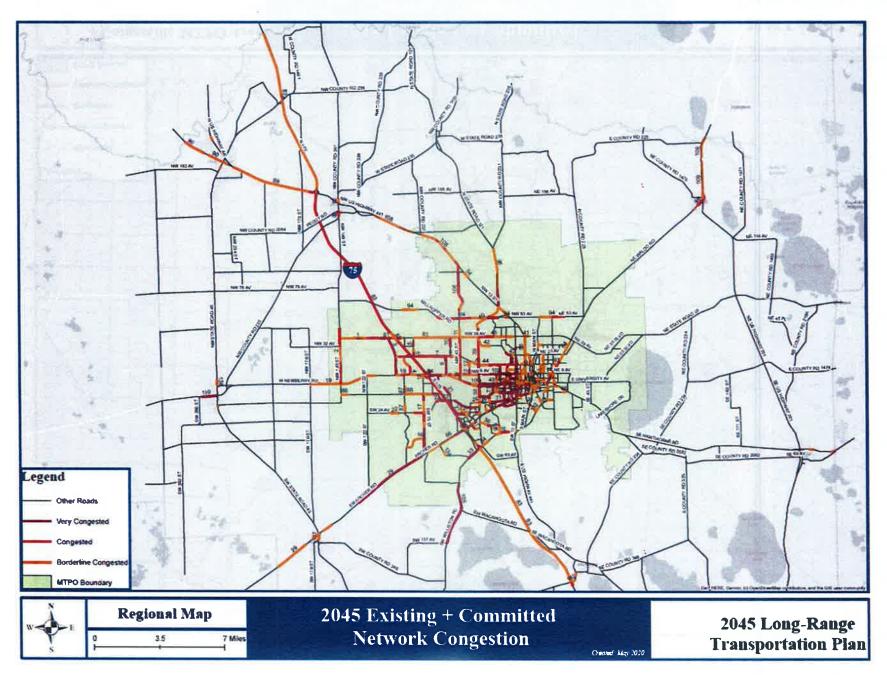
Transportation Plan Update

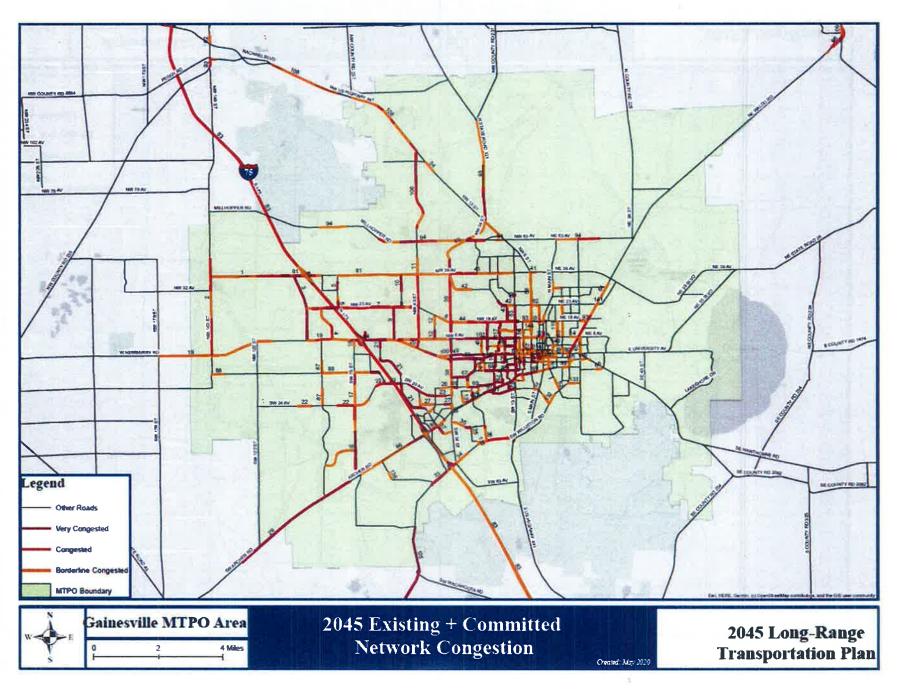
Indicates additional congested projects identified in Year 2045 Long-Range

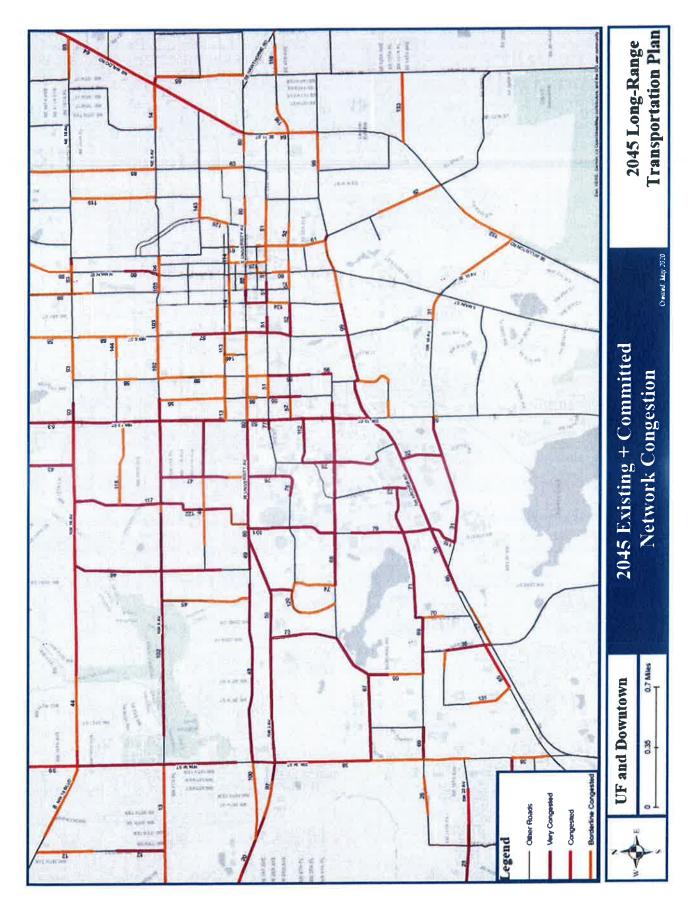
Transportation Plan Update

Jurisdiction	Project ID	Map ID	Facility Name	From	То	Level of Congestion	Existing - plus - Committed Lanes	Existing - plus - Committed Volume -to- Capacity (V/C)
County	4001	142	CR 234 /SE 175 Avenue	I-75	NW Seminary Avenue	Borderline Congested	2	4
County	9001	91	High Springs Main Street	NW Santa Fe Boulevard	NW 182nd Avenue	Borderline Congested	2	4
County	20001	110	Newberry Avenue	SW 266 Street	SW 250 Street	Very Congested	2	4
County	24005	90	US27	NW 15th Street	Santa Fe Boulevard	Borderline Congested	2	4
County	24006	89	US27	Santa Fe Boulevard	I-75	Borderline Congested	4	6
County	25001	92	NW 140th Street	CR 235	NW 155th Avenue	Congested	2	4
County	76001	105	SW Williston Road	SW 137th Avenue	SW 62 Avenue	Very Congested	2	4
County	78001	137	US 27/41	Archer Road	SW 132nd Avenue	Borderline Congested	2	4
County	79001	138	US 27/41	NW 9th Road	SW 18th Road	Borderline Congested	2	4
County	82001	109	Waldo Road / US 301	NE 150th Avenue	SW County Road 18	Borderline Congested	4	6
County	82002	96	Waldo Road	NE 140th Lane	US 301	Very Congested	2	4

Appendix 4: 2045 projected congestion for the Existing-plus-Committed Network (Note: High resolution maps will be provided in PDF format)







Year 2045 Needs Plan Congested Roadways within Metropolitan Transportation Planning Organization Boundary

x	Indicates congested projects identified in Year 2045 and in Year 2040 Long-Range Transportation Plan Update
x	Indicates additional congested projects identified in Year 2045 Long-Range Transportation Plan Update
X	Congested facilities with policy constraint for future reference only
*	Agencies (County/City/UF) might consider adding additional new roadway projects to the 2045 Needs Plan.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2045 Long Range Transportation Plan Year 2045 Forecasted Congested Roadways (based on Existing-plus-Committed Network)

Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	1001	29	Archer Road (SR 24)	SW 173rd Court	SW 75th Street/ Tower Road	Congested	2	4	1.28	0.64	Yes
МТРО	1002	86	Archer Road (SR 24)	SW 75th Street/ Tower Road	I-75	Congested	4	6	1.17	0.78	Yes
МТРО	1003	85	Archer Road (SR 24)	1-75	SW 16th Avenue	Congested	6	8	1.24	0.93	Yes
МТРО	1004	30	Archer Road (SR 24)	SW 16th Avenue	SW 13th Street	Very Congested	4	6	1.62	1.08	Yes
МТРО	7001	4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Congested	2	4	1.25	0.63	Yes
МТРО	11001	83	I-75 (Entire corridor)	Countyline/ External Station	CR 234	Borderline Congested	6	8	1.03	0.67	Yes
МТРО	17001	13	NW 8th Avenue	Newberry Road	NW 34th Street	Congested	4	6	1.17	0.78	Yes
МТРО	21002	84	Newberry Road (SR 26)	1-75	NW 8th Avenue	Borderline Congested	6	8	1.10	0.82	Yes
МТРО	21003	20	Newberry Road (SR 26)	NW 8th Avenue	SW 2nd Avenue	Congested	4	6	1.28	0.85	Yes
МТРО	26001	7	NW 23rd Avenue	NW 98th Street	NW 55th Street	Very Congested	2	4	1.35	0.68	Yes
МТРО	26003	44	NW 16th Avenue	NW 34th Street	NW 13th Street	Congested	4	6	1.14	0.76	Yes
МТРО	31001	42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	Congested	2	4	1,12	0.56	Yes
МТРО	35002	39	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	Very Congested	2	4	1.51	0.76	Yes
МТРО	35003	40	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	Very Congested	2	4	1.36	0.68	Yes
МТРО	35004	95	NW 34th Boulevard / SR 121	NW 53rd Avenue	NW 77 Avenue	Very Congested	2	4	1.33	0.66	Yes
N o. PO	37001	1	NW 39th Avenue	SW 143rd Street	NW 105th Street	Very Congested	2	4	1.44	0.72	Yes
MITPO	39001	11	NW 43rd Street	Newberry Road	NW 13th Street / NW 93rd Avenue	Congested	4	6	1.23	0.82	Yes
МТРО	41001	94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	Congested	2	4	1.17	0.59	Yes

0 2 Jurisdiction	Segment ID	Map ID	Facility name	From	То	Level of Congestion	Existing - plus -Committed Lanes	Total Lanes needed to reduce Volume/Capacit y (V/C) ratio below 1.0 (Unconstrained)	Existing - plus -Committed Volume -to- Capacity (V/C)	Volume -to- Capacity (V/C) after adding Needed Lanes	Moves forward to 2045 Needs Plan (Yes/No)
МТРО	44001	5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Very Congested	2	4	1.32	0.66	Yes
МТРО	45001	3	NW 98th Street	Newberry Road	NW 39th Avenue	Very Congested	2	4	1.51	0.76	Yes
МТРО	58001	2	SW 143rd Street	Newberry Road	NW 46th Avenue	Congested	2	4	1.16	0.58	Yes
MTPO	59001	31	SW 16th Avenue (SR 226)	Shealy Drive	Main Street	Very Congested	4	6	1.31	0.87	Yes
MTPO	61002	23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	Very Congested	2	4	1.59	0.79	Yes
МТРО	64001	35	SW 23rd Terrace	Williston Road	Hull Road	Congested	2	4	1.23	0.62	Yes
МТРО	65001	27	SW 24th Avenue	SW 43rd Street	SW 34th Street	Congested	2	4	1.20	0.60	Yes
МТРО	66001	36	SW 35th Place	SW 34th Street	SW 27th Street	Congested	2	4	1.15	0.58	Yes
МТРО	67001	37	SW 39th Boulevard	Archer Road	SW 34th Street	Very Congested	2	4	1.33	0.66	Yes
MTPO	71001	52	SW 4th Avenue	SW 13th Street	SE 3rd Street	Congested	2	4	1.15	0.57	Yes
МТРО	72001	21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	Very Congested	2	4	1.45	0.73	Yes
МТРО	73001	17	SW 75th Street/Tower Road	SW 75th Court	SW 8th Avenue	Very Congested	2	4	1.32	0.66	Yes
МТРО	74001	88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	Congested	2	4	1.14	0.57	Yes
МТРО	76002	33	Williston Road (SR 331)	SW 63rd Boulevard	SW 35th Street	Very Congested	2	4	1.59	0.79	Yes
MTPO	76003	34	Williston Road (SR 331)	SW 35th Street	SW 13th Street	Congested	4	6	1.17	0.78	Yes
МТРО	77002	53	SW/NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	Very Congested	4	6	1.56	1.04	Yes

EXHIBIT 8

City of Gainesville New Roadway Project for Year 2045 Needs Plan Evaluation



SW 17th Road Extension - Two-lane facility from 7300 Block of SW 17th Road to SW 20th/24th Avenue

From:

Leistner, Deborah L.

To:

Chris Dawson; Srinivas Varanasi; Mike Escalante; mari.schwabacher@dot.state.fl.us; Lewis.Erik T

Cc:

Idixon@admin.ufl.edu; Gomez, Jesus M.; karen.taulbee@dot.state.fl.us; Kathleen Pagan; Aditya Katragadda;

Edward No; Ken Kaltenbach; Scott Koons; Tara Tucker; Kevin Parrish

Subject:

RE: Technical Advisory Committee Working Group - Year 2045 Long-Range Transportation Plan - May 26, 2020

Virtual Meeting @ 9:00 a.m. Announcement [Correction]

Date:

Tuesday, May 26, 2020 11:44:45 AM

Here is the new road (red) and signal (green) that I mentioned at the meeting. This is being added as a 2 lane road in conjunction with the development of the property recently annexed into the City.



From: Leistner, Deborah L.

Sent: Tuesday, May 26, 2020 9:37 AM

To: Chris Dawson <cdawson@alachuacounty.us>; Srinivas Varanasi <svaranasi@CORRADINO.com>; Mike Escalante <escalante@ncfrpc.org>; mari.schwabacher@dot.state.fl.us; Lewis,Erik T <etlewis@UFL.EDU>

Cc: Idixon@admin.ufl.edu; Gomez, Jesus M. <gomezjm@cityofgainesville.org>; karen.taulbee@dot.state.fl.us; Kathleen Pagan <kpagan@alachuacounty.us>; Aditya Katragadda <akatragadda@CORRADINO.com>; Edward Ng <eng@CORRADINO.com>; Ken Kaltenbach <kkaltenbach@corradino.com>; Scott Koons <koons@ncfrpc.org>; Tara Tucker <Tucker@ncfrpc.org>; Kevin Parrish <parrish@ncfrpc.org>

Subject: RE: Technical Advisory Committee Working Group - Year 2045 Long-Range Transportation Plan - May 26, 2020 Virtual Meeting @ 9:00 a.m. Announcement [Correction]

Srin – here are the edits I mentioned at the meeting:

Appendix 1:

- o project #6 only the segment between Clark Butler Blvd and SW 20th Ave is funded/committed;
- o project #11 limits are incorrect; segment extends from SW 34th St to SW 38th Ter as

existing; from SW 38th Ter to SW 43rd St it is an unfunded need/not committed;

- Appendix 2:
 - o Change limits to NW 39th Ave instead of SW;
- Appendix 4:
 - o Add MTPO boundary to the maps

Regards, Debbie

Debbie Leistner
City of Gainesville | Department of Transportation & Mobility
Planning Manager
(352) 393-8412

From: Chris Dawson [mailto:cdawson@alachuacountv.us]

Sent: Tuesday, May 26, 2020 8:21 AM

To: Srinivas Varanasi svaranasi@CORRADINO.com; Mike Escalante escalante@ncfrpc.org; Leistner, Deborah L. leistnerdl@cityofgainesville.org; mari.schwabacher@dot.state.fl.us; Lewis,Erik T etlewis@UFL.EDU

Cc: Idixon@admin.ufl.edu; Gomez, Jesus M. <gomezim@citvofgainesville.org>;

karen.taulbee@dot.state.fl.us; Kathleen Pagan < kpagan@alachuacounty.us >; Aditya Katragadda

skatragadda@CORRADINO.com; Ken Kaltenbach

< kkaltenbach@corradino.com >; Scott Koons < koons@ncfrpc.org >; Tara Tucker

<<u>Tucker@ncfrpc.org</u>>; Kevin Parrish <<u>parrish@ncfrpc.org</u>>

Subject: Re: Technical Advisory Committee Working Group - Year 2045 Long-Range Transportation Plan - May 26, 2020 Virtual Meeting @ 9:00 a.m. Announcement [Correction]

Good morning, all.

I have attached a memo with edits in track changes. I went through the table and found some segments that were miscategorized based on their existing V/C. In addition, there is one segment outside the MTPO that appears to have a V/C less than 0.9 and shouldn't be on the list. These segments should be reviewed and, if necessary, revised in any document that moves forward.

Talk to you all in a bit.

Thanks,

Chris Dawson, AICP
Transportation Planning Manager, Growth Management Department
10 SW 2nd Ave, Gainesville, FL 32601
352.374.5249 (office)



From: Srinivas Varanasi < svaranasi@CORRADINO.com >

Sent: Friday, May 22, 2020 5:25:18 PM

To: Mike Escalante; leistnerdl@cityofgainesville.org; mari.schwabacher@dot.state.fl.us; Chris

Dawson; Lewis, Erik T

Cc: Idixon@admin.ufl.edu; gomezim@ci.gainesville.fl.us; karen.taulbee@dot.state.fl.us; Kathleen Pagan; Aditya Katragadda; Edward Ng; Ken Kaltenbach; Scott Koons; Tara Tucker; Kevin Parrish Subject: RE: Technical Advisory Committee Working Group - Year 2045 Long-Range Transportation Plan - May 26, 2020 Virtual Meeting @ 9:00 a.m. Announcement [Correction]

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon Working Group members,

Attached are the additional information requested in our virtual meeting yesterday, for our next discussion on Tuesday.

You will find the revised Exhibit 2- Year 2045 Long-Range Transportation Plan Needs Plan Project List Development, a GIs map package file of the maps and the Excel analysis spreadsheet.

Thanks and have a good weekend. Srin

SRIN VARANASI

Vice President

The Corradino Group

5200 N.W 33 Ave., STE 203, Fort Lauderdale, FL 33309 Direct 754-701-1008, Cell 954-895-5744 www.corradino.com



From: Mike Escalante < escalante@ncfrpc.org >

Sent: Thursday, May 21, 2020 6:39 PM

To: leistnerdl@cityofgainesville.org; mari.schwabacher@dot.state.fl.us; Chris Dawson

<cdawson@alachuacountv.us>; Lewis,Erik T <etlewis@UFL.EDU>

Cc: Idixon@admin.ufl.edu; gomezjm@ci.gainesville.fl.us; karen.taulbee@dot.state.fl.us; Kathleen Pagan < kpagan@alachuacounty.us>; Srinivas Varanasi < svaranasi@CORRADINO.com>; Aditya Katragadda < akatragadda@CORRADINO.com>; Edward Ng < eng@CORRADINO.com>; Ken Kaltenbach < Kkaltenbach@CORRADINO.com>; Scott Koons < koons@ncfrpc.org>; Tara Tucker < Tucker@ncfrpc.org>; Kevin Parrish < parrish@ncfrpc.org>; Media_Public_Notice < escalante@ncfrpc.org>

Subject: Technical Advisory Committee Working Group - Year 2045 Long-Range Transportation Plan - May 26, 2020 Virtual Meeting @ 9:00 a.m. Announcement [Correction]

Working Group members,

There will be a follow-up virtual meeting for the Metropolitan Transportation Planning Organization Year 2045 Long-Range Transportation Plan Technical Working Group on May 26, 2020 at **9:00 a.m.** Details for accessing the virtual meeting will be provided later.

The purpose of this meeting is to continue discussion of the Roadway Needs Plan development.

Michael B. Escalante Senior Planner North Central Florida Regional Planning Council 2009 NW 67th Place, Gainesville, FL 32653-1603 Voice: 352.955.2200, ext. 114 Fax: 352.955.2209

PLEASE NOTE Florida has a very broad public records law Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure

PLEASE NOTE: Florida has a very broad public records law (F.S.119). All e-mails to and from County Officials and County Staff are kept as public records. Your e-mail communications, including your e-mail address, may be disclosed to the public and media at any time.

EXHIBIT 9



ALACHUA COUNTY'S PLAN TO EFFECTIVELY LINK LAND USE AND TRANSPORTATION

Alachua County is preparing amendments to its Comprehensive Plan which propose to reduce vehicle miles travelled and greenhouse gas emissions per capita by providing for enhanced transportation mobility options in conjunction with land use changes that bring services closer to residents and provide for development densities and intensities that are transit

Key features of this plan include: 1) An alternative concurrency management

system that will enable new development to satisfy its transportation concurrency obligations through the payment of a multimodal transportation fee.

2) Provisions and incentives for Transit Oriented Developments and Traditional Neighborhood Developments that will facilitate a reduction in vehicle miles travelled per capita.

3) A financially feasible multimodal infrastructure plan to accommodate future growth and transportation demands within the Urban Cluster Boundary in an fiscally efficient and ecologically responsible way.

EXISTING & FUTURE BICYCLE & PEDESTRIAN NETWORK





not been appropried or edopte a by the Arachia County Tacard of County Commissions (s.

TRANSPORTATION: GETTING FROM HERE TO THERE

Express Transit Service The Mobility Plan proposes Express Transit Service from the edges of the Urban Cluster

to DE/Shands and Downlown Gainesville pegioning in 2015. Proposed express transit routes serving commuting trips from East Gainesville, Southwest Gainesville, Jonesville & Santa Fe College



EXPRESS TRANSIT CORRIDORS

THE COMMUNITY OUR CHILDREN WILL INHERIT Development (TND)

LAND USE:

Urban Cluster

Alachua County identified an Urban Cluster Boundary in 1991. Since that time urban densities are only provided for inside the urban cluster boundary and





office and clvic uses

The Mobility Plan encourages

NDs which allow residents

o walk and bike to a village

enter containing a mixture

of commercial, residential.



Transit Oriented Development (TOD)

TODs are a key feature of The Mobility Plan. These developments contain a mix of uses and provide a higher density focal point for transit. They also will be the location of park and ride lots to serve residents in outlying areas. magine driving a short distance, parking, getting a cup of coffee, checking your email as you take transit into town, taking transit back to your vehicle, picking up and heading home for dinner

Rapid Transit Service RAPID TRANSIT CORRIDORS The Mobility Plan proposes a rapid transit service commonly referred to as "Bus Rapid Transit". The primary feature of this system is buses running in dedicated lanes in a very "rallilke" configuration, The sistem will be developed in conjunction with TODs and as density increases within the

SUSTAINABILITY: THE HOW AND WHY OF MOBILITY CHOICES

Mobility Choices

The Mobility Plan creates more mobility options for residents, especially for young people, the elderly and people who do not own cars or prefer not to drive. The Mobility Plan provides for express transit and park and ride opportunities from outlying areas into the major regional employment and commercial

Mixed Use

The Mobility Plan provides for commercial office, civic and institutional uses within walking and biking distance to residents by providing incentives for mixed-use development

Energy Efficiency

The Mobility Plan is consistent with the County's Energy Conservation Strategies Commissions recommendations regarding land use and transportation. The plan's focus on alternative modes of transportation and compact development patterns is key to reducing energy use, personal transportation costs and dependence on foreign-sourced fossil fuels

Greenhouse Gases

Peak hour transit service has the lowest greenhouse gas emissions of any motorized transportation mode. Bicycle and pedestrian modes are virtually greenhouse gas free

Reduced Fiscal Impacts

The Mobility Plan provides a fiscally responsible bridge to the future by positioning the County to be able to reduce future infrastructure construction and maintenance costs. The Plan focuses on the existing Urban Cluster and transitions the County from chasing congestion with new roadways to funding increased transit service over time.

Interconnected TRANSPORTATION MOBILITY AREAS Roadway Network

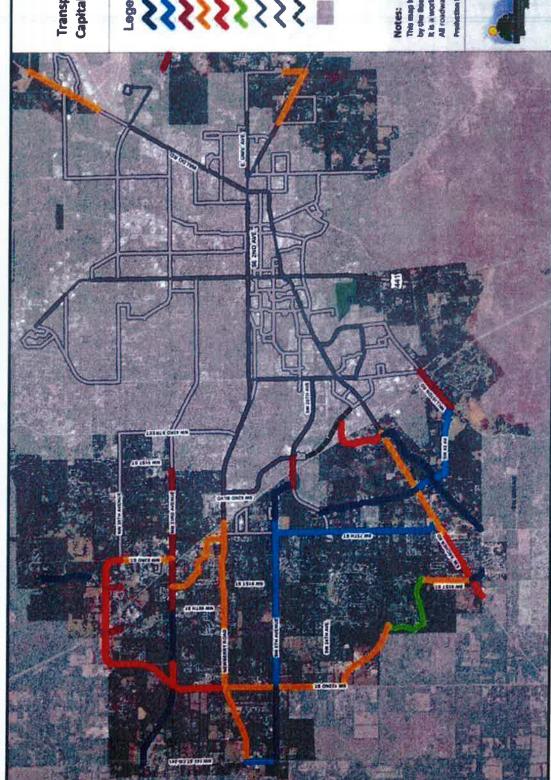


existing and future resi

Activity Conters



OVERALL INFRASTRUCTURE PLAN

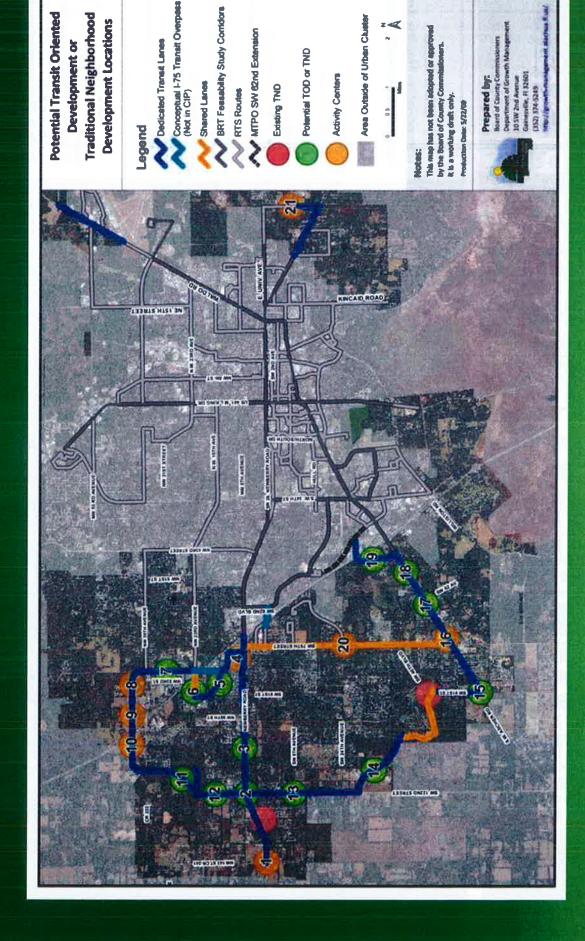


Capital Improvements Element Transportation Mobility Areas **Urban Cluster**

N BRT Feasability Study Corridors Road w/ Dedicated Transit Line Area Outside of Urban Cluster WITPO SW 62nd Extension Dedicated Transit Line Shared Transit Lane 2 Lene Upgrade 4 Lane Road 2 Lame Road RTS Routes Legend

All roadways will have bike lanes and side R is a working draft only.

RAPID TRANSIT AND POTENTIAL TOD/TND LOCATIONS





TECHNICAL ADVISORY COMMITTEE ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 10/2/2019	MEETING DATE 11/20/2019	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARIE DANIELS Alt - Chris Dawson (Chair) Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt - Thomas Strom Alt - James Tony Flagert Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	A	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Doing	Р	P	NO
DEBORAH LEISTNER Alt - Jesus Gomez Alt - Scott Wright	City of Gainesville Department of Mobility [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	A	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	Р	NO
MARI SCHWABACHER Alt - Karen Taulbee	Florida Department of Transportation	P	Р	NO
YAIMA DROESE Alt - Reginald Thomas	IMA DROESE School Board of Alachua County		A	YES
ERIK LEWIS (Vice-Chair) Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt - Scott Fox	University of Florida Transportation & Parking Services	A	Р	YES

LEGEND KEY - P = Present A = Absent * = New Member

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Attendance Rule:

- 1. Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- 2. Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more that three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for MetropolitanTransportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	8/7/2019	10/2/2019	11/20/2019	Violation If Absent At Next Meeting 6/3/2020
Thomas Bolduc	22-Dec	P	P	A	()
Craig Brashier	20-Dec	P	P	A	0 = .
Alyssa Brown	20-Dec	P	Е	P	9 -
Nelle Bullock	22-Dec	P	P.	P	9 =
Mary Ann DeMatas	21-Dec	P	Е	Е	YES
Jan Frentzen	21-Dec	Α	E	P	4 - 1
Jean LeMire	22-Dec	P	P	P	-
Gilbert Levy	20-Dec	P	P	P	72
Chandler Otis (Vice-Chair)	21-Dec	A	P	A	*
James Samec	20-Dec	P	P	P	
Ruth Steiner (Chair)	21-Dec	P	P	P	•
VACANT	19-Dec	2			•
VACANT	19-Dec			-	
Chris Towne	20-Dec	P	P	A	
Joshua Williams	21-Dec	P	Е	P	

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are hereby defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are hereby defined to be unexcused.

Please note that attendance is recorded for all scheduled Citizens Advisory Committee meetings whether or not a quorum is met.

ADDITIONAL NOTE: Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2020 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	CANCELLED	CANCELLED	CANCELLED
APRIL	CANCELLED	CANCELLED	April 20 at 3:00 p.m.
JUNE	June 3	June 4	June 22 at 5:00 p.m.
AUGUST	August 12	August 13	August 24 at 5:00 p.m.
OCTOBER	October 7	October 8	October 26 at 3:00 p.m.
DECEMBER	November 18	November 19	December 14 at 5:00 p.m.

Note, unless otherwise scheduled:

- 1. Technical Advisory Committee meetings are conducted in the General Purpose Meeting Room of the
- Gainesville Regional Utilities Administration Building;

 2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
- 3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization TAC means Technical Advisory Committee CAC means Citizens Advisory Committee B/PAB means Bicycle/Pedestrian Advisory Board NCFRPC means North Central Florida Regional Planning Council TMC means City of Gainesville Traffic Management Center

March 20, 2020