

Mobility Plan/ Congestion Management Process Status Report

2009 Average Annual Daily Traffic (AADT)

prepared for the

Metropolitan Transportation Planning Organization (MTPO)
for the Gainesville Urbanized Area

by the

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653

January, 2011

CONGESTION MANAGEMENT PROCESS MONITORING AND EVALUATION

In accordance with the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area Mobility Plan/Congestion Management Process, a Mobility Plan/Congestion Management Process Status Report is prepared each year. This Status Report shows Year 2009 data and analysis to be used to update the MTPO's List of Priority Projects and Long Range Transportation Plan. Exhibit 1 shows the current congested roadway facilities. Exhibits 2 and 3 show the ratio of total lane miles to congested lanes miles for the federal functionally classified network. Congestion is defined as 85 percent of the maximum service volume.

Data and analysis from the from the MTPO Multimodal Level of Service Report and Transit Monitoring Program of the Regional Transit System (RTS) are used for evaluating and monitoring mobility enhancement and congestion management strategies in the Gainesville Metropolitan Area. The Multimodal Level of Service Report that features Year 2009 traffic data and analysis was approved by the MTPO Technical Advisory Committee (TAC) Level of Service (LOS) Subcommittee in September, 2008. Exhibit 4, a mobility index, shows lane-miles of congestion and transit ridership.

MOBILITY STRATEGY EVALUATION

As stated in the Mobility Plan, there are two tiers of mobility strategies applied within the Gainesville Metropolitan Area. Tier One involves systemwide or subarea strategies. Tier Two involves roadway facility project strategies. The following sections review the status of mobility strategies within the Gainesville Metropolitan Area. Review comments are shown in *italics*.

TIER ONE-

TRANSPORTATION SYSTEM MOBILITY STRATEGIES IMPLEMENTATION

COORDINATED TRAFFIC MANAGEMENT SYSTEM- OPERATIONAL MANAGEMENT

- Report completion status of phased implementation of coordinated traffic management system in the Mobility Plan/Congestion Management Process Status Report.

This project was the top priority in the MTPO Year 2025 Livable Community Reinvestment Plan (long range transportation plan (LRTP)). The Florida Department of Transportation funded this project with Transportation Regional Incentive Program (TRIP) funding for \$7,500,000 in fiscal year 2007/2008, \$5,800,000 in fiscal year 2008/2009 and \$4,100,000 in fiscal year 2009/2010. Installation of this multiphase project is currently underway.

**FREIGHT MOVEMENT-GAINESVILLE TRUCK ROUTE SYSTEM/
SIGNAGE SYSTEM**

- Report status of State Road 24 redesignation in the Mobility Plan/Congestion Management Process Status Report.

The University of Florida Campus Development Agreement-funded project, development and environmental (PD&E) study of the SW 16th Avenue (SR 226) and Archer Road (SR 24) area resulted in multimodal modifications for both corridors. SR 226 was also designated SR 24A. The SR 226 PD&E study from Main Street to Williston Road produced two 4-laning alternatives and a transportation system management (TSM) alternative. With FDOT's acknowledgement to consider designating S 16th Avenue as SR 24 with only TSM modifications, the MTPO approved the TSM Alternative for the corridor.

**FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY FACILITIES WITH
STATEWIDE LEVEL OF SERVICE STANDARDS- STRATEGIC INTERMODAL
SYSTEM AND FLORIDA INTRASTATE HIGHWAY SYSTEM**

- Provide SIS/FIHS level of service to the MTPO Level of Service Technical Subcommittee

The Multimodal Level of Service Report that features Year 2009 SIS and FIHS traffic data and analysis was approved by the LOS Subcommittee in January 2011.

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS- CONCURRENCY
MITIGATION TOOLKIT**

DENSE URBAN LAND AREA

In accordance with new legislation, the City of Gainesville has been designated a dense urban land area (DULA). Municipalities with densities of 1,000 persons per square mile are enabled to establish transportation concurrency exception citywide.

TRANSPORTATION CONCURRENCY MANAGEMENT AREA (TCMA)

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCMA

MTPO staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a TCMA. Neither the City nor the County has a TCMA.

TRANSPORTATION CONCURRENCY EXCEPTION AREA (TCEA)

- Monitor changes to the City of Gainesville Comprehensive Plan TCEA
- Monitor changes to the Alachua County Comprehensive Plan for establishment of a TCEA

- Provide TCEA roadway facility level of service in the MTPO Multimodal LOS Report

MTPO staff has reviewed the City of Gainesville Comprehensive Plan amendments for modifications to its TCEA. In accordance with the DULA legislation, the City has designated additional TCEAs. MTPO staff has also reviewed the Alachua County Comprehensive Plan amendments for establishment of a TCEA. The County has adopted two TCEAs as components of its Mobility Plan. The Multimodal Level of Service Report that features Year 2009 TCEA traffic data and analysis was approved by the LOS Subcommittee in January, 2011.

MULTIMODAL TRANSPORTATION DISTRICT (MMTD)

- Report changes to the Alachua County Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report
- Report changes to the City of Gainesville Comprehensive Plan for establishment of a MMTD in the Mobility Plan/Congestion Management Process Status Report

MTPO staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a MMTD. The County has not established a MMTD. MTPO staff has also reviewed the City of Gainesville Comprehensive Plan amendments for establishment of a MMTD. The City has not established a MMTD.

NONTRADITIONAL ACTIONS

PUBLIC TRANSPORTATION- REGIONAL TRANSIT SYSTEM

- Include MTPO Transit Monitoring Report in the Mobility Plan/Congestion Management Process Status Report
- Monitor status of Bus Rapid Transit (BRT) feasibility study in the Mobility Plan/Congestion Management Process Status Report

The MTPO Transit Monitoring Report is included as Exhibit 5. The BRT feasibility study programmed in the MTPO Transportation Improvement Program for fiscal years 2007/2008 and 2008/2009 is completed and a conceptual alignment has been identified. MTPO staff participated in the BRT Feasibility Study Technical Committee. Funding for a BRT alternatives analysis is in the Transportation Improvement Program.

ALACHUA COUNTYWIDE BICYCLE MASTER PLAN

- Report status of implementation of Alachua Countywide Bicycle Master Plan in the Mobility Plan/Congestion Management Process Status Report

The construction of the Archer Road Rail/Trail between Archer and Gainesville begins in the third year of the five-year Transportation Improvement Program. The W 6th Street Rail/Trail is

under construction. The University of Florida-funded Bike Master Plan Addendum Archer Braid study was used as a guide for the long range transportation plan update.

BICYCLE USAGE TREND REPORT

- Present the Bicycle Usage Trend Report to the MTPO Bicycle/Pedestrian Advisory Board
- Include the Bicycle Usage Trend Report completion date in the Mobility Plan/Congestion Management Process Status Report

The Bicycle Usage Trend Report was completed for the Year 2035 Livable Community Reinvestment Plan in 2009. The Report will be updated in 2014.

ALACHUA COUNTY FUTURE CONNECTIONS

- Report number of facility-miles constructed Alachua County Future Connections Corridor Map in the Mobility Plan/Congestion Management Process Status Report

Alachua County has amended its comprehensive plan to incorporate the Alachua County Future Connections Corridor Map.

LANE REDUCTION

- Report Main Street preconstruction and postconstruction traffic volumes and LOS in the Mobility Plan/Congestion Management Process Status Report

The Main Street reconstruction project is underway. The MTPO Multimodal Level of Service Report shows that the Year 2007 preconstruction median traffic count and level of service for Main Street is shown in the following matrix.

<i>FACILITY</i>	<i>PRECONSTRUCTION</i>		<i>POSTCONSTRUCTION</i>	
	<i>TRAFFIC COUNT</i>	<i>LOS</i>	<i>TRAFFIC COUNT</i>	<i>LOS</i>
<i>Williston Road to University Avenue</i>	<i>13,500</i>	<i>C</i>	<i>-</i>	<i>-</i>
<i>University Avenue to N 8th Avenue</i>	<i>20,200</i>	<i>D</i>	<i>-</i>	<i>-</i>

TRAVEL DEMAND REDUCTION

- Report transit and roadway levels of service for the Campus perimeter corridors [State Road 24, State Roads 26/26A, State Road 121, State Road 226 and US 441] in the Mobility Plan/Congestion Management Process Status Report

ROADWAY FACILITY	ROADWAY LOS	TRANSIT LOS
<i>[S-3] SW 13th Street from Archer Road to University Avenue</i>	<i>F</i>	<i>A</i>
<i>[S-11] Archer Road from SW 16th Avenue to SW 13th Street</i>	<i>D</i>	<i>A</i>
<i>[S-17] University Avenue from W 34th Street to NW 19th Street</i>	<i>D</i>	<i>B</i>
<i>[S-18] University Avenue from NW 19th Street to W 13th Street</i>	<i>D</i>	<i>A</i>
<i>[S-22] SW 2nd Avenue from SW 34th Street to NW 19th Street</i>	<i>F</i>	<i>B</i>
<i>[S-24] SW 34th Street from Archer Road to University Avenue</i>	<i>D</i>	<i>C</i>
<i>[S-33] SW 16th Avenue from Archer Road to SW 13th Street</i>	<i>C</i>	<i>A</i>
<i>[S-55] Archer Road from SW 34th Street to SW 16th Avenue</i>	<i>E</i>	<i>A</i>

TIER TWO- PROJECT MOBILITY STRATEGIES

MTPO DESIGN REVIEW AT PROJECT SCOPING

- Report mobility strategies applied to new construction and reconstruction projects in the Mobility Plan/Congestion Management Process Status Report

There were no roadway construction or reconstruction projects for design review in the 2009.

ROADWAY FACILITY MULTIMODAL LEVEL OF SERVICE

The level of service analyses of functionally classified arterial and collector roadway facilities reported in the MTPO Multimodal Level of Service.

Summary level of service tables for Year 2009 traffic data are included in the attached exhibits. Exhibit 6 shows the multimodal level of service for state-maintained roadway facilities. Exhibit 7 shows the multimodal level of service for Alachua County-maintained roadway facilities. Exhibit 8 shows the multimodal level of service for City of Gainesville-maintained roadway facilities.

A significant change in the LOS Report was the suspension of MTPO staff analyses of roadway facilities using FDOT ARTPLAN software. Roadway facilities were exclusively analyzed using FDOT Generalized Tables. The consequence of the analytic tool change is that 15 facilities are operating at an unacceptable LOS. This analysis change resulted in no change in overall congestion. However, due increased transit usage and a lower economic growth rate, several count station locations have shown lower traffic counts.

EXHIBIT 1

CONGESTED ROADWAY FACILITIES- 2009

ROADWAY FACILITY	FROM	TO	AADT [V]	LOS	MSV [C]	V/C RATIO
(S-3) SW 13 th Street [US 441]	Archer Road	University Avenue	33,000	F	28,200	1.17
(S-4) NW 13 th Street [US 441]	University Avenue	NW 29 th Road	29,500	F	28,200	1.05
(S-10) Archer Road [SR 24]	Interstate 75	SW 34 th Street	48,510	D	50,300	0.96
(S-11) Archer Road [SR 24]	SW 16 th Avenue	SW 13 th Street	30,000	D	33,200	0.90
(S-14) Newberry Road [SR 26]	NW 122 nd Street	Interstate 75 (West Ramp)	37,250	F	35,500	1.05
(S-15) Newberry Road. [SR 26]	Interstate 75 (West Ramp)	NW 8 th Avenue	49,500	F	43,700	1.13
(S-16) Newberry Road. [SR 26]	NW 8 th Avenue	W 34 th Street [SR 121]	31,250	D	33,200	0.94
(S-17) University Avenue [SR 26]	W 34 th Street	Gale Lemerand Drive	23,250	D	24,550	0.96
(S-18) University Avenue [SR 26]	Gale Lemerand Drive	W 13 th Street	28,000	D	28,200	0.99
(S-21) SW 2 nd Avenue [Sr 26A]	Newberry Road	SW 34 th Street	14,400	E	12,495	1.15
(S-22) SW 2 nd Avenue [Sr 26A]	SW 34 th Street	University Avenue	12,750	D	13,200	0.97
(S-25) NW 34 th Street [SR 121]	University Avenue	NW 16 th Avenue	17,750	F	15,960	1.10
(S-27) NW 34 th Street [SR 121]	NW 39 th Avenue	NW 53 rd Avenue	14,700	C	16,500	0.89
(S-37) Main Street [SR 329]	University Avenue	N 8 th Avenue	15,600	D	15,960	0.98
(S-47) Archer Road [SR 24]	GMA Boundary	SW 75 th Street	19,200	F	15,960	1.20
(S-55) Archer Road [SR 24]	SW 34 th Street	SW 16 th Street	50,500	E	50,300	1.00
(A-2) N 53 rd Avenue	NW 13 th Street	Waldo Road	12,787	C	14,440	0.89
(A-3) NW 43 rd Street	Newberry Road	NW 53 rd Avenue	27,316	D	31,540	0.87
(A-9) NW 23 rd Avenue	NW 98 th Street	NW 55 th Street	15,701	F	15,675	1.01
(A-13) SW 75 th Street	Archer Road	SW 8 th Avenue	14,902	D	15,675	0.95
(A-15) SW 20 th Avenue	SW 75 th Street	SW 62 nd Boulevard	15,866	F	15,675	1.01
(A-16) SW 20 th Avenue	SW 62 nd Boulevard	SW 34 th Street	21,524	F	15,675	1.37
(A-19) SW 39 th Avenue	NW 112 th Street	NW 98 th Street	11,562	E	11,550	1.00
(A-23) NW 83 rd Street	NW 23 rd Avenue	NW 39 th Avenue	13,851	E	13,680	1.01
(A-45) Ft. Clarke Boulevard	Newberry Road	NW 23 rd Avenue	14,051	D	14,850	0.95
(G-3) NW 8 th Avenue	NW 22 nd Street	NW 6 th Street	14,784	D	16,160	0.91
(G-32) Radio Road./ Museum Drive	SW 34 th Street	SW 13 th Street	13,621	F	11,260	1.21
(G-35) Hull Road./Mowry Road	SW 34 th Street	Center Drive	10,676	D	10,725	1.00
(G-39) Gale Lemerand Drive	Museum Drive	University Avenue	12,368	F	10,530	1.17

Notes: Congested roadway facilities are those facilities with average annual daily traffic (AADT) operating at 85 percent of the maximum service volume (MSV) for the adopted level of service (LOS) volume to capacity (V/C) ratio. [AADT/MSV]

Unacceptable operating performance is based on the 2000 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Community Affairs-negotiated LOS standards.

EXHIBIT 2

**CONGESTED LANE MILES
1995 - 2009**

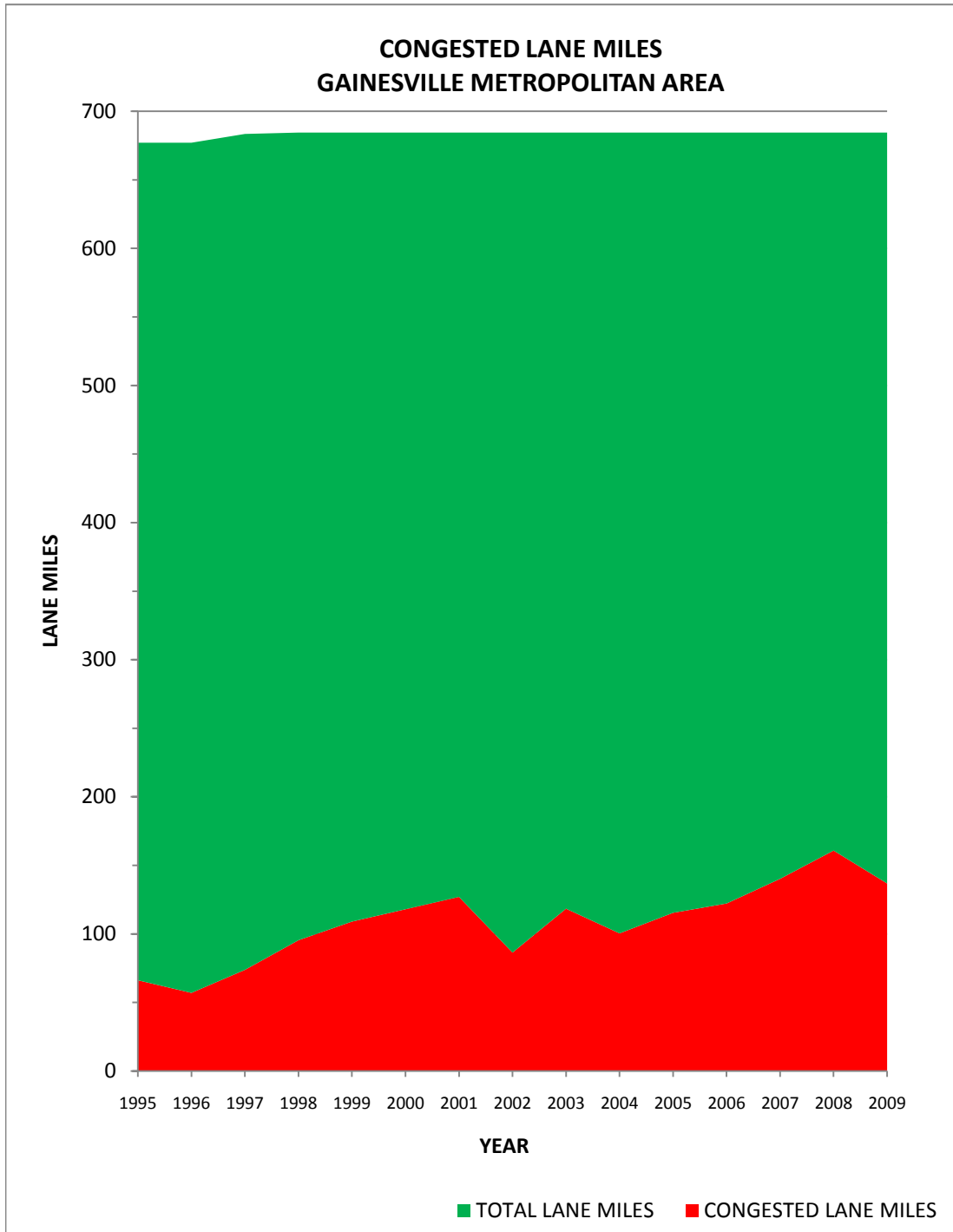


EXHIBIT 3

PERCENT CONGESTED LANE MILES 1995-2009

YEAR	PERCENT CONGESTED
1995	9.78%
1996	8.42%
1997	10.80%
1998	13.94%
1999	15.92%
2000	17.24%
2001	18.55%
2002	12.62%
2003	17.30%
2004	14.67%
2005	16.86%
2006	17.85%
2007	29.19%
2008	23.49%
2009	19.99%

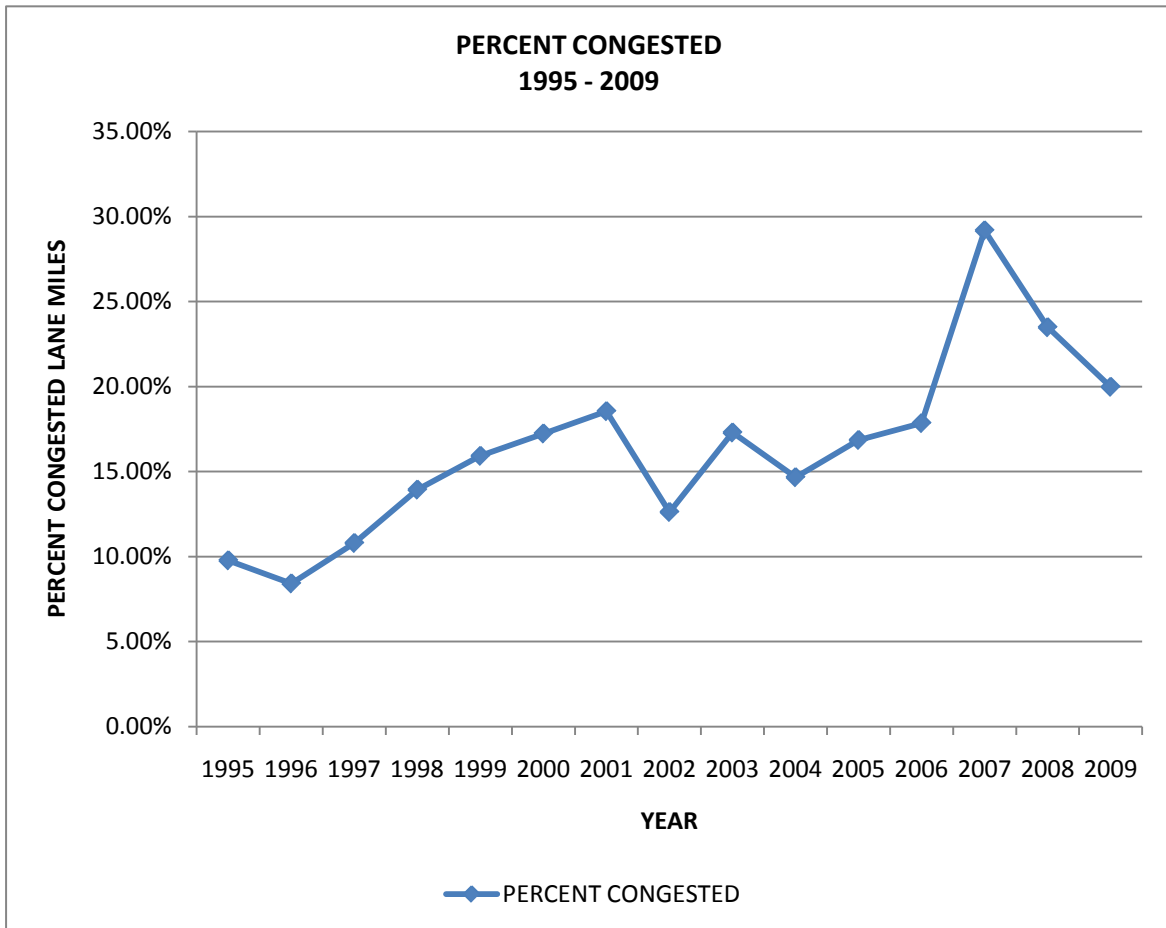
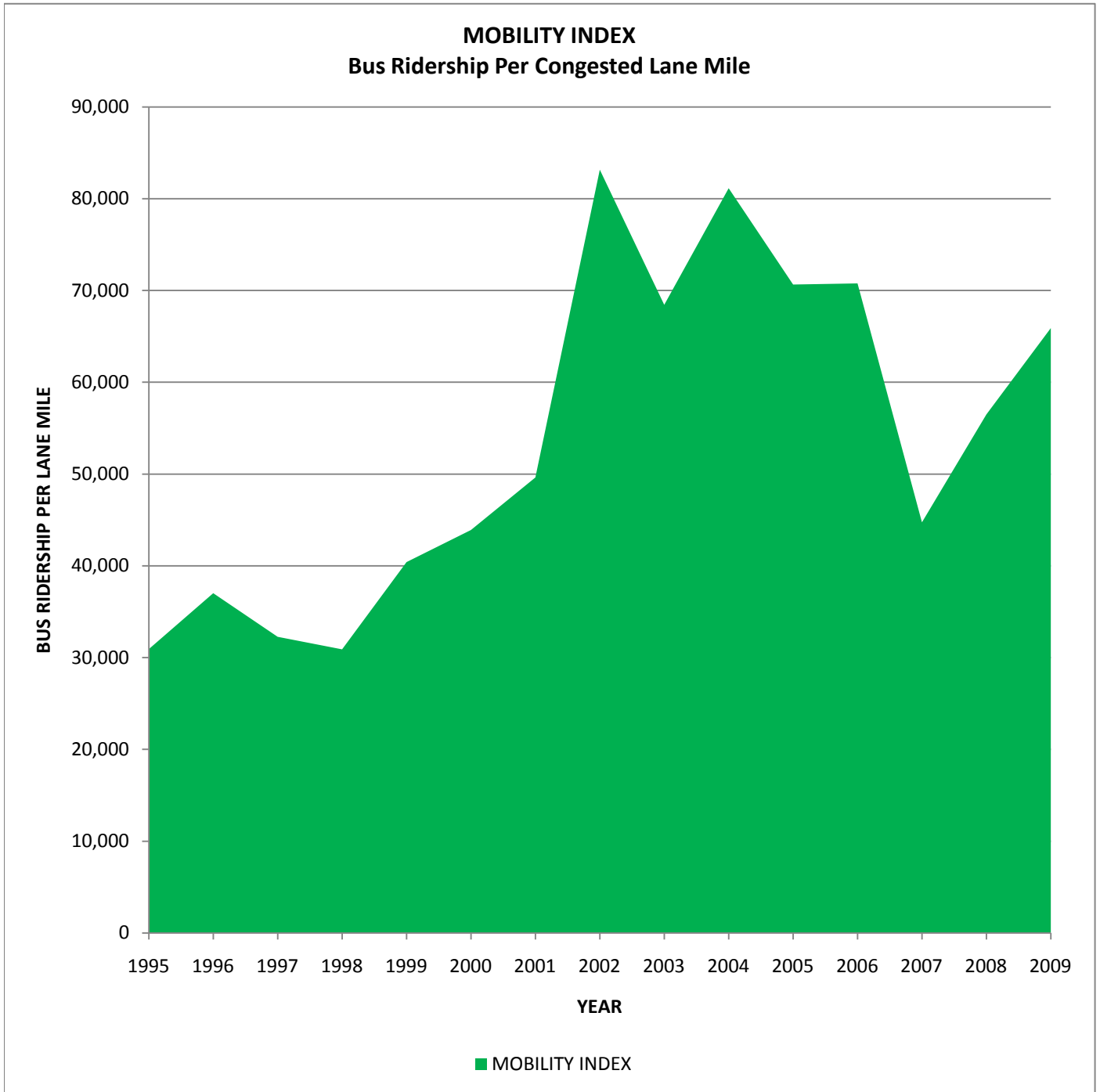


EXHIBIT 4

MOBILITY INDEX

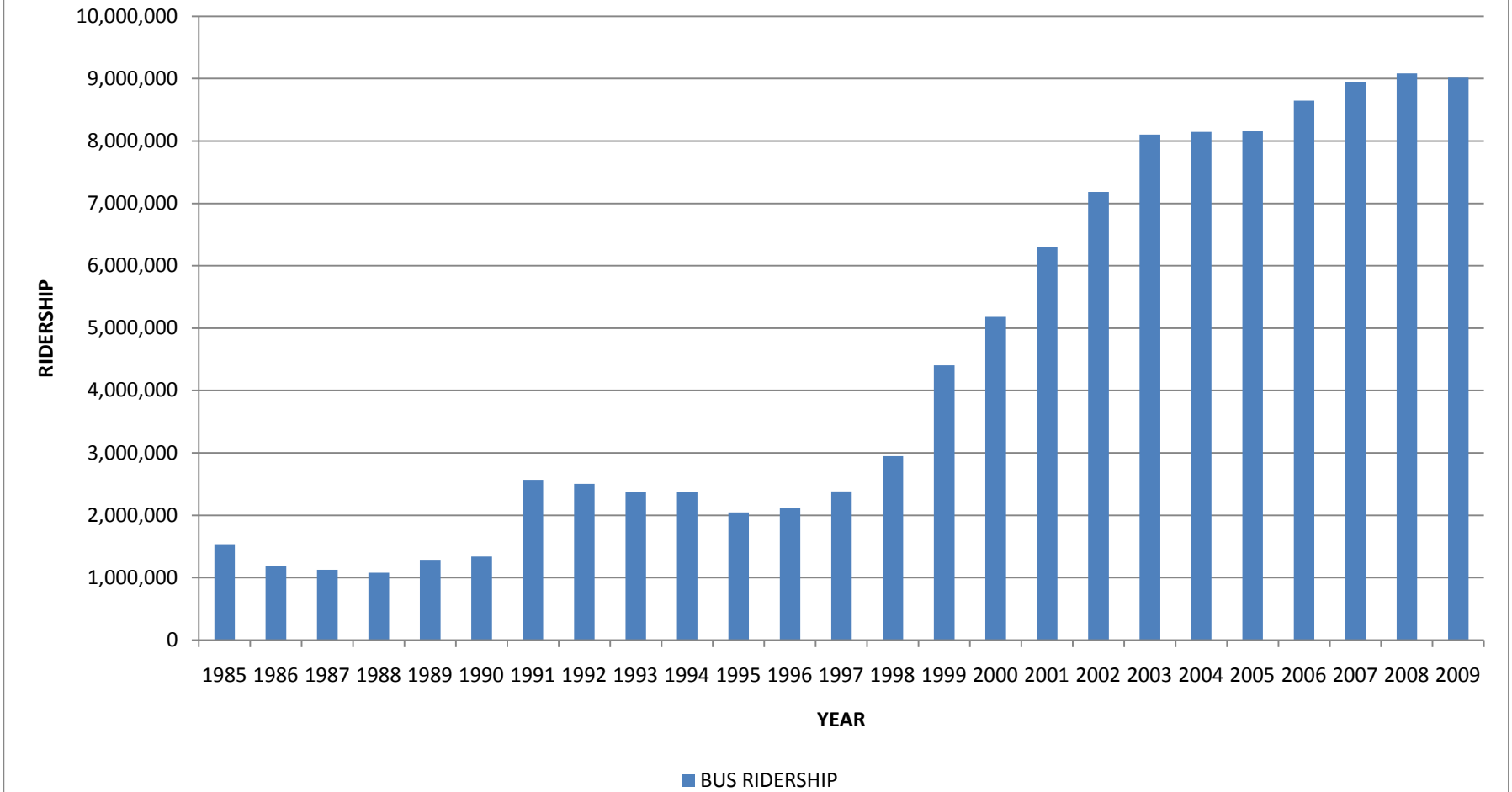


T:\mike\cms\cms11\4_mobilityindex95_09.xlsx

NOTES: Congestion is defined as 85 percent or more of the maximum service volume for roadway facilities.

Beginning with the 2006 AADT, level of service has been determined by FDOT Generalized Tables only. Use of FDOT ARTPLAN software was suspended for the installation of the Traffic Management System. In 2009, FDOT published a new Quality/Level of Service Handbook with updated Generalized Tables.

**EXHIBIT 5
RTS FIXED ROUTE RIDERSHIP 1985 - 2009**



T:\mike\cms\cms11\x5_busridership.xlsx

Source: Regional Transit System (RTS)

Note: Pre-1991 ridership does not include intracampus route ridership counts.

EXHIBIT 6
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ROADWAYS							
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	B	C	E	B
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	F	D	E	A
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	F	D	D	C
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	B	C	E	F
S-6	SR 20/NW 6th St.	NW 8th Ave.	SR 222/N 39th Ave.	C	D	C	E
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	B	D	D	F
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	C	B	C	F
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	B	C	E	E
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	D	E	D	A
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	D	D	D	A
S-12	SR 24/Waldo Rd.	SR 26/University Ave.	SR 222/E 39th Ave.	B	D	D	E
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [east ramp]	F	D	D	F
S-15	SR 26/Newberry Rd.	Interstate-75 [east ramp]	NW 8th Ave.	F	D	D	D
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	D	D	D	B
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	D	C	D	B
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	D	D	D	A
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	D	D	D	C
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	B	D	C	E
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	E	D	C	B
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	D	E	D	B
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	C	A
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	D	C	D	C
S-25	SR 121/W 34th St.	SR 26/University Ave.	NW 16th Ave.	F	D	D	F
S-26	SR 121/W 34th St.	NW 16th Ave.	SR 222/W 39th Ave.	C	C	D	F
S-27	SR 121/W 34th St.	SR 222/NW 39th Ave.	NW 53rd Ave.	C	C	D	D
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	C	C	D	F
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	B	C	C	D
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	B	C	C	F
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	C	C	E	F
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	C	D	C	A
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	C	D	C	B
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	B	C	E	C
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	C	D
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	D	D	C	D
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	B	D	D	B
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	B	C	C	F
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	C	C	C	F
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	B	N/A	N/A	N/A
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	C	N/A	N/A	N/A
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	C	N/A	N/A	N/A
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	B	B	D	F
S-50	US 441	NW 23rd St.	GMA Boundary	B	C	E	F
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	B	N/A	N/A	N/A
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	B	C	D	F
S-54	SR 121/W 34th St.	NW 53rd Ave.	US 441/W 13th St.	B	C	B	D
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	E	E	E	A
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	C	C	D	F
TRANSITIONING ROADWAYS							
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	B	B	D	E
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	B	C	E	F
S-28	SR 121/W 34th St.	US 441/W 13th St.	N.W. 77th Ave.	C	C	E	F
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	B	C	E	F
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	B	C	D	F
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	F	C	E	F
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	B	B	C	F
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	B	B	D	F
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	B	N/A	N/A	N/A

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

t:\mike\cms\cms11\09smllos.xlsx

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also AKI-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

N/A

Not Applicable

EXHIBIT 7
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
A-1	NW 53rd Ave.	NW 52nd Terr.	US 441/W 13th St.	C	C	E	F
A-3	NW 43rd St.	SR 26/Newberry Rd.	NW 53rd Ave.	D	C	D	F
A-6	NW 43rd St.	NW 53rd Ave.	US 441	C	C	E	F
A-9	NW 23rd Ave.	NW 98th St.	NW 55th St.	F	D	E	F
A-10	NW 23rd Ave.	NW 55th St.	NW 43rd St.	C	C	C	E
A-11	NW 16th Ave.	NW 43rd St.	US 441/W 13th St.	B	D	D	F
A-12	N 16th Ave.	US 441/W. 13th St.	SR 24/Waldo Road	D	D	D	E
A-13	SW 75th St./Tower Rd.	SR 25/Archer Road	SW 8th Ave.	D	E	D	D
A-14	NW 75th St./Tower Rd.	SW 8th Ave.	SR 26/Newberry Rd.	D	D	D	D
A-15	SW 20th Ave.	SW 75th St./Tower Rd	SR 62nd Blvd.	F	C	E	E
A-16	SW 20th Ave.	SW 62nd Blvd.	SR 121/W 34th St.	F	C	E	A
A-17	N Main St.	NW 8th Ave.	NW 23rd Ave.	C	D	C	E
A-18	N Main St.	NW 23rd Ave.	SR 222/N 39th Ave.	B	C	C	F
A-19	NW 39th Ave.	NW 110th St.	NW 98th St.	E	C	D	F
A-47	S Main St.	Williston Rd.	University Ave.	C	D	C	B
URBANIZED MAJOR COUNTY ROADWAYS							
A-20	SW 24th Ave	SW 91st St.	SW 75th St./Tower Rd.	C	D	C	F
A-21	NW 51st St.	NW 23rd Ave.	SR 222/NW 39th Ave.	C	D	C	F
A-22	NW 98th St.	SR 26/Newberry Rd.	CR 222/NW 39th Ave.	C	D	E	F
A-23	NW 83rd St.	NW 23rd Ave.	SR 222/NW 39th Ave.	E	D	D	F
A-24	W 91st St.	SW 24th Ave.	SR 26/Newberry Rd.	B	C	C	F
A-26	SW 8th Ave.	SW 91st St.	SW 75th St./Tower Rd.	B	D	D	F
A-29	Kincaid Loop	SR 20/Hawthorne Rd.	SR 20/Hawthorne Rd.	B	D	D	F
A-30	SW 40 Bd/SW 42/43 St	SR 24/Archer Rd.	SW 20th Ave.	D	D	E	F
A-33	SW 24th Ave	SW 122nd St./Parker Rd.	SW 91st St.	B	D	C	F
A-36	SW 8th Ave.	SW 122nd St./Parker Rd.	SW 91st St.	B	C	D	F
A-45	Ft. Clarke Blvd.	SR 26/Newberry Rd.	NW 23rd Avenue	D	D	D	E
URBANIZED OTHER SIGNALIZED ROADWAYS							
A-40	SW 46th Blvd.	SW 104th Tr.	Tower Road	B	D	D	F
A-44	SW 75th St.	GMA Boundary	SR 24/Archer Road	B	C	D	F
TRANSITIONING ARTERIAL ROADWAYS							
A-2	N 53rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	E	F
A-32	W 143rd St./CR 241	SR 26/Newberry Road	GMA Boundary	C	C	E	F
A-37	NW 39th Ave.	CR 241	NW 110th Tr.	C	D	E	F
TRANSITIONING MAJOR COUNTY ROADWAYS							
A-28	Rocky Pt. Rd.	SR 331/Williston Rd.	US 441/SW 13th St.	B	C	D	F
A-34	NW 53rd Ave.	Interstate 75	NW 52nd Terr.	B	B	E	F
A-35	SW 122nd St./Parker Rd.	GMA Boundary	SR 26/Newberry Rd.	B	B	D	F
A-38	SE 43rd St.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	D	C	E
A-39	SW 91st St.	Archer Road	SW 44th Ave.	B	D	D	F
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
A-31	Monteocha Road	NE 53rd Ave.	NE 77th Ave.	B	C	D	F
A-41	SW 62nd Ave./SW 63rd Blvd.	SR 121	SR 24/Archer Road	B	D	D	F
A-42	CR 329B/Lakeshore Dr.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	B	D	F
A-43	NE 77th Ave./CR 225A	NE 38th St.	SR 24 / Waldo Rd.	B	B	D	F
A-46	NW 32nd Ave.	GMA Boundary	CR 241/NW 143rd St.	C	C	C	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

T:\MIKE\cms\cms11\09kmmlos.wk4

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

EXHIBIT 8
MULTIMODAL LEVEL OF SERVICE SUMMARY
FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
G-1	NW 55th St.	SR 26/Newberry Rd.	NW 23rd Ave.	C	B	C	F
G-2	N 8th Ave.	SR 26/Newberry Rd.	W 22nd St.	B	D	C	F
G-3	N 8th Ave.	NW 22nd St.	NW 6th St.	D	D	D	F
G-4	SW 62nd Blvd.	SR 26/Newberry Rd.	SW 20th Ave.	B	E	E	B
G-36	NW 31st Ave/Glen Springs R	SR 121/W 34th St.	NW 16th Terr.	B	D	C	F
G-38	NW 23rd Blvd.	NW 16th Terr.	US 441/W 13th St.	C	D	C	C
URBANIZED MAJOR CITY ROADWAYS							
G-5	NW 22nd St	SR 26/University Ave.	NW 16th Ave.	B	D	C	F
G-6	N 8th Ave.	N Main St.	SR 24/Waldo Rd.	D	D	C	E
G-7	S 2nd Ave.	US 441/W 13th St.	SE 7th St.	D	B	C	C
G-9	W 6th St.	SW 4th Ave.	NW 8th Ave.	D	D	E	F
G-37	SW 23rd Terr.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	C	A
URBANIZED OTHER SIGNALIZED ROADWAYS							
G-8	W 6th St.	SW 16th Ave.	SW 4th Ave.	C	D	C	E
G-10	NE 9th St.	SE 2nd Ave.	NE 31st Ave.	C	D	D	E
G-11	NW 38th St.	NW 8th Ave.	NW 16th Ave	C	A	D	F
G-12	NW 24th Blvd.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	C	D	F
G-14	NE 15th St.	SR 26/E University Ave.	NE 8th Ave.	C	D	C	F
G-15	NE 15th St.	NE 16th Ave.	SR 222/NE 39th Ave.	B	D	C	C
G-16	NE 25th St.	SR 26/E University Ave.	NE 8th Ave.	C	C	C	E
G-17	SE 4th St.	SR 331/Williston Rd.	Depot Ave.	C	D	D	E
G-18	SE 4th St.-SE 22nd Ave.	SR 331/Williston Rd.	SE 15th St.	B	D	C	E
G-19	N 8th Ave	SR 24/Waldo Road	NE 25th St.	C	D	C	E
G-20	S 4th Ave.	US 441/SW 13th St.	SE 15th St.	C	D	C	F
G-21	SW 9th Rd.-Depot Ave.-SE	US 441/SW 13th St.	SE 15th St.	C	D	C	F
G-22	S 2nd Ave.	SE 7th St.	SR 331/Williston Rd.	C	A	B	A
G-23	NE 31st Ave.	N Main St.	SR 24/Waldo Road	C	C	D	F
G-24	NW 17th St.	SR 26/W University Ave.	NW 8th Ave.	C	B	C	F
G-25	W 12th St.	SW 4th Ave.	NW 8th Ave.	D	D	C	F
G-26	W 10th St.	SW 4th Ave.	NW 8th Ave.	D	D	C	F
G-27	SW 16th St.	SW 16th Ave.	SR 24/Archer Rd.	C	B	C	B
G-28	NW 5th Ave.	NW 22nd St.	US 441/NW 13th St.	C	C	C	F
G-29	W. 3rd St.	SW 4th Ave.	NW 8th Ave.	C	C	D	F
G-30	W. 2nd St.	SW 4th Ave.	NW 8th Ave.	C	C	D	F
G-31	Gale Lemerand Dr.	SR 24/Archer Rd.	Museum Rd.	C	B	C	A
G-32	Radio Rd.-Museum Rd.	SR 121/S 34th St.	US 441/S 13th St.	F	C	E	B
G-33	E 1st St.	SE 2nd Pl.	NE 8th Ave.	C	C	C	F
G-34	E 3rd St.	SE Depot Ave.	NE 2nd Ave.	D	C	C	D
G-35	Hull Rd.-Mowry Rd	SW 34th St.	Center Dr.	D	C	C	A
G-39	Gale Lemerand Dr.	Museum Rd.	SR 26/W University Ave.	F	C	C	A
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
G-13	N Main St.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	D	D	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

t:\mike\cms\cms11\09cmmls.xlsx

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs