



Mobility Plan Status Report

2018 Average Annual Daily Traffic

Gainesville Metropolitan Area Congestion Management Process

January 31, 2020

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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Prepared for the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

With Assistance from
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Chapter I

Congestion Management Process Monitoring and Evaluation

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Chapter I: Congestion Management Process Monitoring and Evaluation

In accordance with the Metropolitan Transportation Planning Organization 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 2018 data and analysis to be used to update the List of Priority Projects and Long Range Transportation Plan, the Year 2040 Livable Community Reinvestment 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. Exhibit 4 is a map of the congested roadways. Congestion is defined as 85 percent of the maximum service volume.

The total lane mileage increase is the result of expansion of the Gainesville Metropolitan Area boundary. Changes in level of service analysis in the 2010 Highway Capacity Manual and the Florida Department of Transportation 2012 Level of Service Handbook, including the application of the Standard K-Factor, contribute to the reduction of congested roadways. Previously, economic recession and increasing fuel prices and transit ridership also contribute to the reduction of congested roadways. However, recently economic recovery, additional urban infill, lower fuel prices and mobility changes such as increases in scooters and ridesharing has contributed to an increase in congestion.

Data and analysis from the from the Multimodal Level of Service Report and Transit Monitoring Program of the Regional Transit System 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 2018 traffic data and analysis was completed in January 2020.

Exhibit 1 Congested Roadway Facilities - 2018

Roadway Facility	From	To	2017 AADT [V]	LOS	MSV [C]	V/C Ratio
(S-3) SW 13 Street [US 441]	Archer Road	University Avenue	34,000	F	33,800	1.01
(S-4) NW 13 Street [US 441]	University Avenue	NW 29 Road	29,006	D	33,800	0.86
(S-14) Newberry Road. [SR 26]	NW 122 Street	Interstate 75 (East Ramp)	39,000	D	39,800	0.98
(S-17) University Avenue [SR 26]	W 34 Street	Gale Lemerand Drive	21,450	E	24,700	0.91
(S-21) SW 2 Avenue [SR 26A]	Newberry Road	SW 34 Street	16,000	E	16,380	0.98
(S-22) SW 2 Avenue [SR 26A]	SW 34 Street	University Avenue	12,800	F	12,480	1.03
(S-25) NW 34 Street [SR 121]	University Avenue	NW 16 Avenue	19,250	F	16,380	1.18
(S-27) NW 34 Street [SR 121]	NW 39 Avenue	NW 53 Avenue	16,800	D	17,700	0.95
(S-37) North Main Street [SR 20]	University Avenue	North 8 Avenue	16,100	C	18,585	0.87
(S-47) Archer Road [SR 24]	SW 91 Street	SW 75 Street	20,400	F	17,700	1.20
(S-55) Archer Road [SR 24]	SW 34 Street	SW 16 Avenue	51,000	C	59,900	0.85
(S-57) Archer Road [SR 24]	Parker Road	SW 91 Street	16,200	D	16,200	1.00
(A-9) NW 23 Avenue	NW 98 Street	NW 55 Street	18,508	F	15,930	1.16
(A-13) SW 75 Street	Archer Road	SW 8 Avenue	16,968	F	15,930	1.07
(A-15) SW 20 Avenue	SW 75 Street	SW 62 Boulevard	21,874	F	15,930	1.23
(A-16) SW 20 Avenue	SW 62 Boulevard	SW 34 Street	25,281	F	14,040	1.80
(A-17) North Main Street	N 8 Avenue	N 16 Avenue	15,406	F	14,740	1.05
(A-19) NW 39 Avenue	NW 110 Terrace	NW 98 Street	19,022	F	15,930	1.19
(A-20) SW 24 Avenue	SW 91 Street	SW 75 Street	14,080	F	13,320	1.06
(A-22) NW 98 Street	Newberry Road	NW 39 Avenue	11,771	F	13,320	0.88
(A-23) NW 83 Street	NW 23 Avenue	NW 39 Avenue	19,169	F	13,320	1.44
(A-37) NW 39 Avenue	NW 143 Street	NW 110 Terrace	13,877	D	14,580	0.95
(A-45) Fort Clarke Boulevard	Newberry Road	NW 23 Avenue	12,666	D	13,985	0.91
(G-1) NW 55 Street	Newberry Road	NW 23 Avenue	11,136	C	12,745	0.87
(G-3) NW 8 Avenue	NW 22 Street	NW 6 Street	15,292	F	14,740	1.04
(G-42) SW 62 Boulevard	NW 1 Place	SW 20 Avenue	20,717	E	14,040	1.48

Notes: Congested roadway facilities are those facilities with average annual daily traffic operating at 85 percent of the maximum service volume for the adopted level of service volume to capacity ratio.

Unacceptable operating performance is based on the Highway Capacity Manual 2010 level of service A to F scale and not Florida Department of Transportation and/or Florida Department of Economic Opportunity-negotiated level of service standards.

AADT - average annual daily traffic, LOS - level of service, MSV - maximum service volume, N - North, NE - Northeast, NW - Northwest, S - South, SE - Southeast, SW - Southwest, V/C - volume to capacity

Exhibit 2
Congested Lane Miles - 1999 - 2018

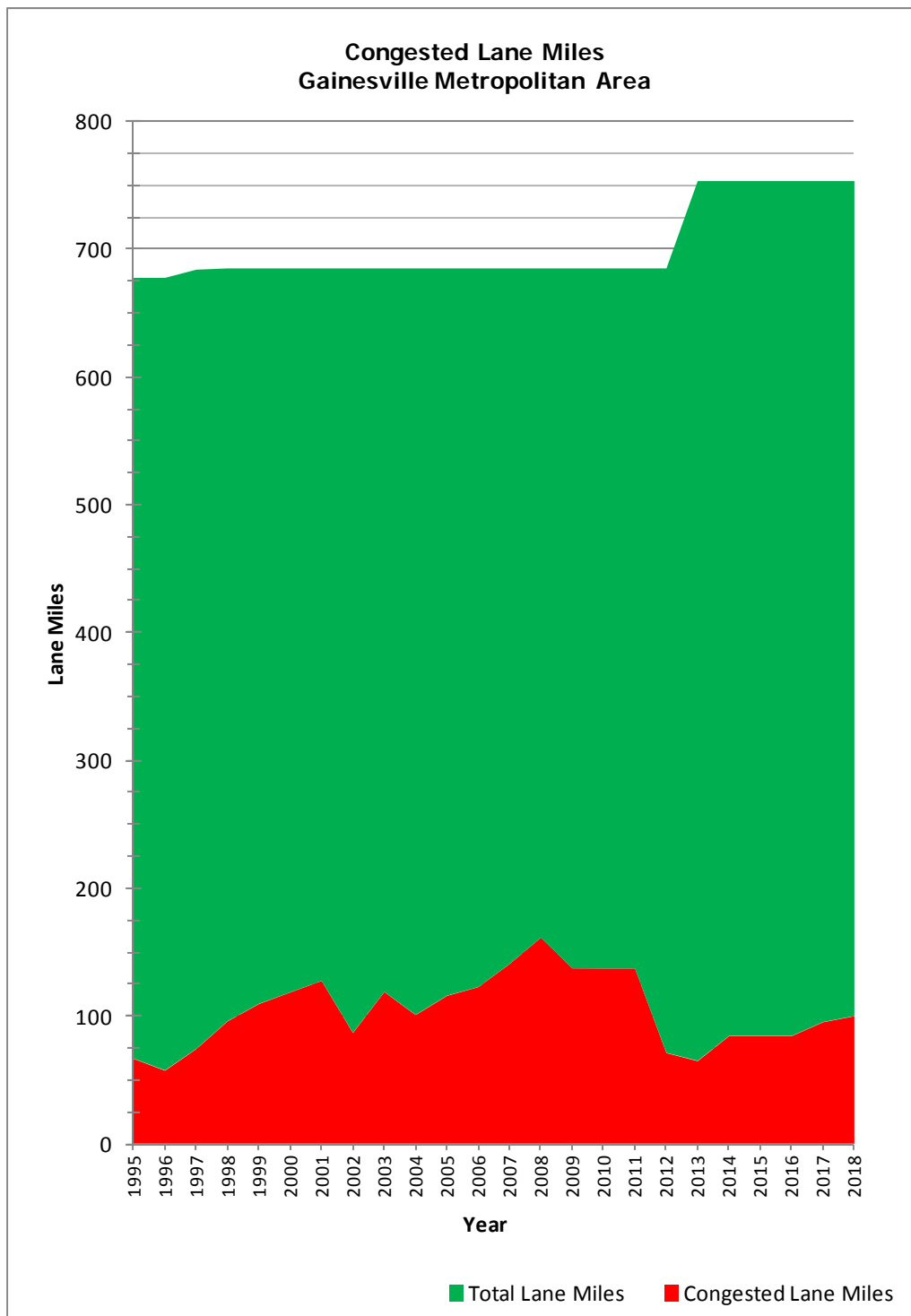


Exhibit 3
Percent Congested Lane Miles - 1995 - 2018

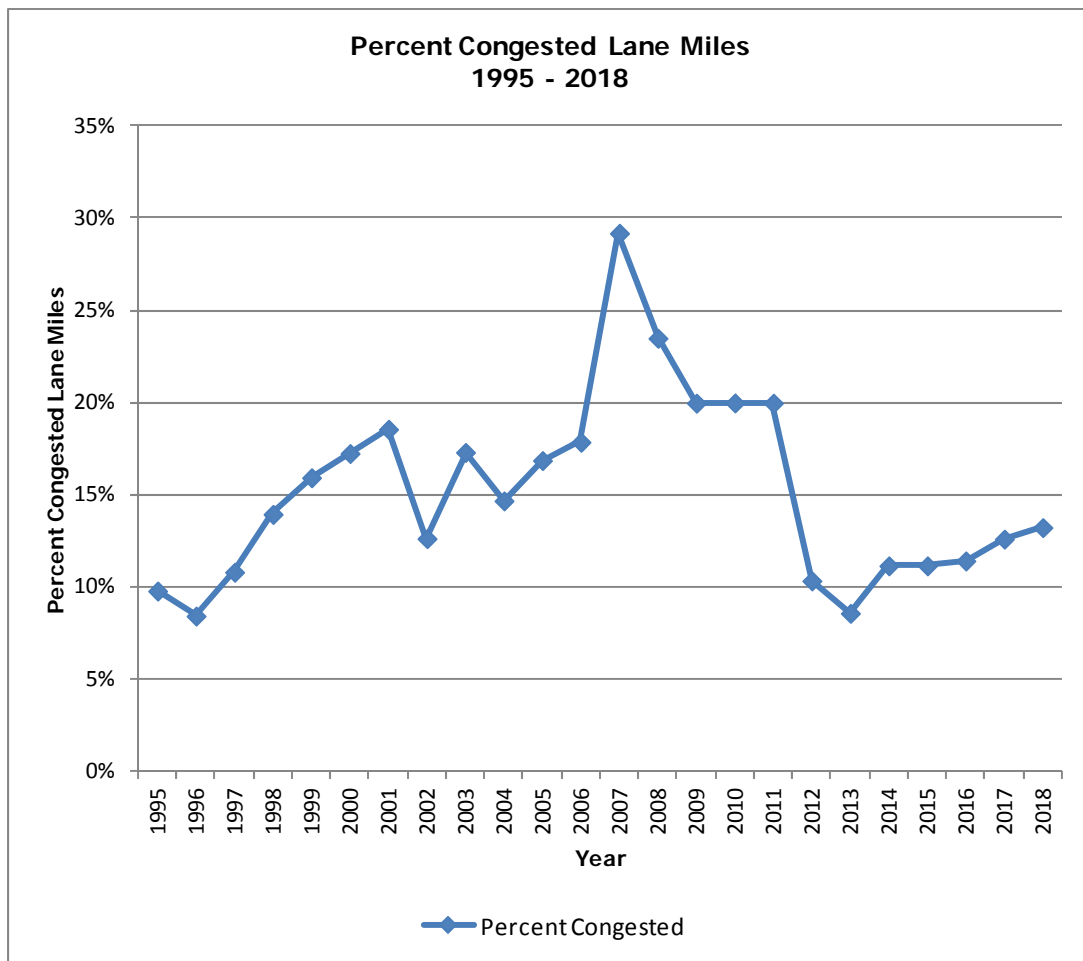
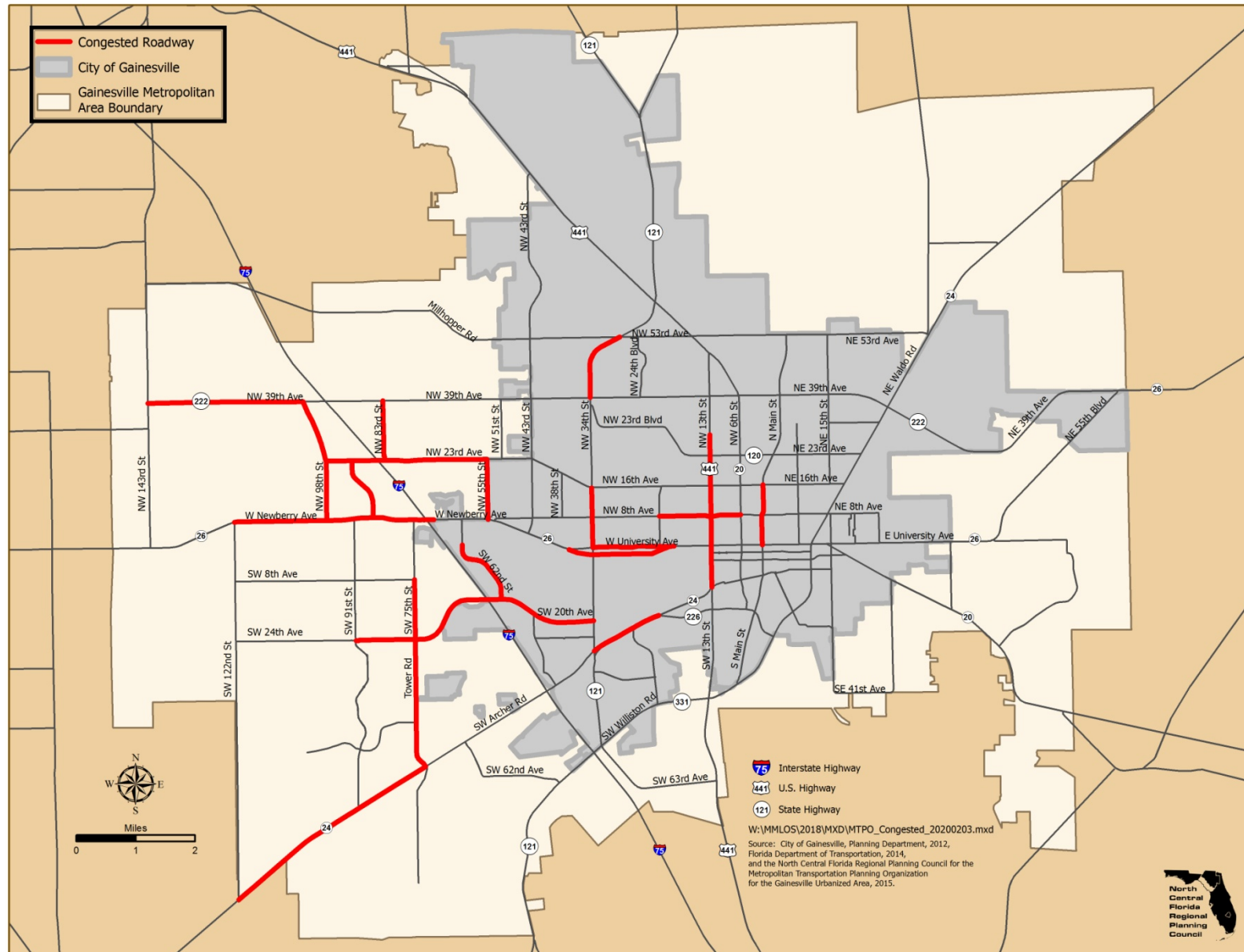


Exhibit 4 Congested Roadways Map



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Chapter II

Mobility Strategy Evaluation

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Chapter II: 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*.

A. 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 Year 2025 Livable Community Reinvestment Plan (long range transportation plan). The Florida Department of Transportation funded this project with Transportation Regional Incentive Program 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 completed. In addition, US 441 across Paynes Prairie and Interstate 75 from Micanopy to NW 39 Avenue video monitoring and dynamic message board projects are completed.

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 study of the SW 16 Avenue (State Road 226) and Archer Road (State Road 24) area resulted in multimodal modifications for both corridors. State Road 226 was also designated State Road 24T. SW 16 Avenue instreet parking was replaced by instreet bikelanes.

The State Road 226 Project, Development and Environment Study from Main Street to Williston Road produced two 4-laning alternatives and a transportation system management alternative. With the Florida Department of Transportation's acknowledgement to consider designating S 16th Avenue as State Road 24 with only transportation system management modifications, the Metropolitan Transportation Planning Organization approved the Transportation System Management Alternative for the corridor. Construction of the transportation system management alternative projects is completed.

Florida Department of Transportation Roadway Facilities with Statewide Level of Service Standards- Strategic Intermodal System and Florida Intrastate Highway System

- Provide Strategic Intermodal System/Florida Intrastate Highway System level of service to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

The Multimodal Level of Service Report that features Year 2018 Strategic Intermodal System and Florida Intrastate Highway System traffic data and analysis was completed in January 2020. The Florida Department of Transportation modified the Strategic Intermodal System to:

- Delete State Road 120 (North 23rd Avenue) from the Greyhound bus station to State Road 24 (Waldo Road);
- Delete State Road 24 (Waldo Road) from State Road 26 (East University Avenue) to State Road 120 (NE 23rd Avenue);
- Delete State Road 222 (NE 39th Avenue) from State Road 24 (Waldo Road) to the Gainesville Regional Airport south entrance; and
- Add State Road 24 (Waldo Road) from State Road 222 (NE 39th Avenue) to the Gainesville Regional Airport west entrance.

Florida Department of Economic Opportunity- Concurrency Mitigation Toolkit

Recent changes to Florida Statutes' Chapter 163 have made transportation concurrency optional. Currently, the Alachua County comprehensive plan identifies transportation concurrency provisions and multimodal transportation districts. The City of Gainesville comprehensive plan identifies Transportation Mobility Program Areas.

Dense Urban Land Area

The Community Planning Act of 2011 retains the dense urban land area designation for use in developments of regional impact. Municipalities with densities of 1,000 persons per square mile are enabled to establish transportation concurrency exception citywide. The City of Gainesville Transportation Mobility Program Area does not use concurrency exception.

Transportation Concurrency Management Area

- Monitor changes to the Alachua County Comprehensive Plan for establishment of a Transportation Concurrency Management Area

Staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a Transportation Concurrency Management Area. Neither the City nor the County has a Transportation Concurrency Management Area.

Transportation Mobility Program Area

- Monitor changes to the City of Gainesville Comprehensive Plan Transportation Mobility Program Area
- Monitor changes to the Alachua County Comprehensive Plan for establishment of a Transportation Concurrency Exception Area
- Provide Transportation Concurrency Exception Area roadway facility level of service in the Multimodal Level of Service Report

Staff has reviewed the City of Gainesville Comprehensive Plan amendments for modifications to its Transportation Mobility Program Area policies. In response to the new state legislation, the Community Planning Act of 2011, the City has replaced Transportation Concurrency Exception Area policies with Transportation Mobility Program Area policies. Staff has also reviewed the Alachua County Comprehensive Plan amendments for establishment of a Transportation Concurrency Exception Area. The County has adopted three Multimodal Transportation Districts as components of its Mobility Plan. The Multimodal Level of Service Report that features Year 2018 Transportation Mobility Program Area traffic data and analysis was completed in January 2020.

Multimodal Transportation District

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

Staff has reviewed the Alachua County Comprehensive Plan amendments for establishment of a Multimodal Transportation District. The County has established three Multimodal Transportation Districts. Staff has also reviewed the City of Gainesville Comprehensive Plan amendments for establishment of a Multimodal Transportation District. The City has not established a Multimodal Transportation District.

Nontraditional Actions

Public Transportation- Regional Transit System

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

An update to the transit ridership report is included as Exhibit 5. An update of the Transit Development Plan was completed by the Regional Transit System in 2019. Projects in the Transit Development Plan will be incorporated into the Year 2045 Long-Range Transportation Plan update. Below is the link to the 2019 Transit Development Plan.

<http://go-rtts.com/files/COA/RTS%20TDP%20-%20FINAL.pdf>

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 W 6 Street Rail/Trail Phases 1 and 2 are complete. The construction of the Archer Road Rail/Trail between Archer and Gainesville was split into two separate projects. The Archer Road Rail/Trail from the City of Archer to SW 91 Street and the Archer Braid from SW 91 Street to Kanapaha Park are complete. The University of Florida Campus Greenway is complete. Exhibit 6 shows the existing and funded bicycle facilities within the Gainesville Metropolitan Area. There are 23 miles of offroad bicycle facilities, 99 centerline-miles of designated bikelanes and 29 centerline- miles of paved shoulders. There are also 11.3 miles of bicycle/pedestrian trail funded for construction in the Transportation Improvement Program.

Bicycle Usage Trend Report

- Present the Bicycle Usage Trend Report to the 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 2040 Livable Community Reinvestment Plan 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.

Exhibit 5 Transit Ridership

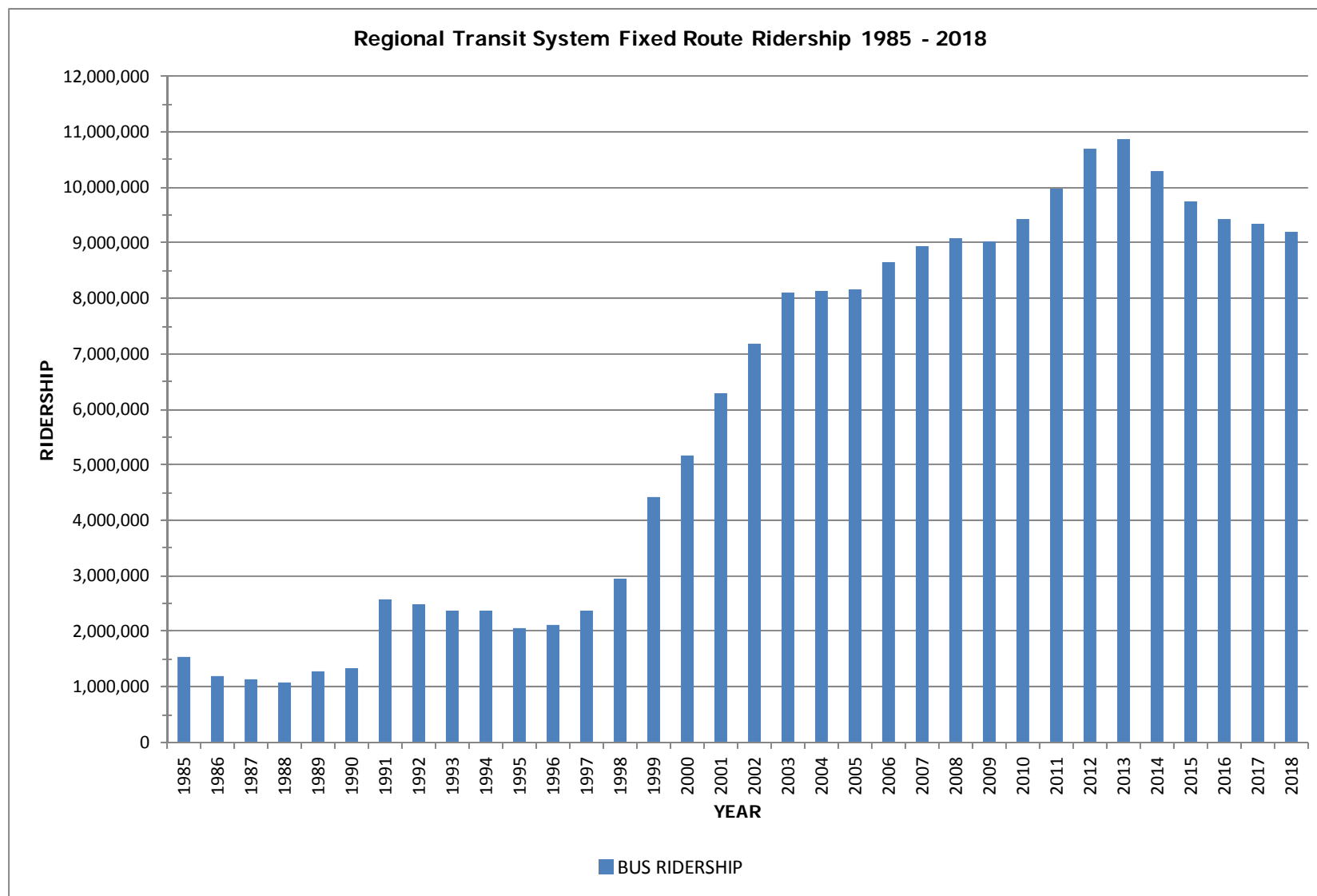


Exhibit 6 Bicycle Facilities



Lane Reduction

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

The Main Street and Depot Avenue reconstruction projects are completed. The following matrix shows the Main Street preconstruction traffic count and 2002 Florida Department of Transportation Generalized Tables level of service analysis, the Main Street postconstruction traffic count and the 2012 Florida Department of Transportation Generalized Tables level of service analysis and the Main Street Year 2017 Depot Avenue postconstruction traffic count and the 2012 Florida Department of Transportation Generalized Tables level of service analysis. Please note that South Main Street 2013 traffic volumes may have been affected by the Depot Avenue reconstruction project.

Facility	4-Lane Preconstruction		2-Lane Postconstruction		Depot Avenue Postconstruction	
	2007 Traffic Count	2007 Level of Service	2013 Traffic Count	2013 Level of Service	2018 Traffic Count	2018 Level of Service
<i>Depot Avenue to University Avenue</i>	<i>16,400</i>	<i>C</i>	<i>11,300</i>	<i>D</i>	<i>12,100</i>	<i>D</i>
<i>University Avenue to N 8 Avenue</i>	<i>20,200</i>	<i>C</i>	<i>13,800</i>	<i>D</i>	<i>16,100</i>	<i>C</i>
<i>N 8 Avenue to N 16 Avenue</i>	<i>16,965</i>	<i>C</i>	<i>15,976</i>	<i>F</i>	<i>15,406</i>	<i>F</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

The level of service analysis is impacted by the 2012 Florida Department of Transportation Generalized Tables.

Roadway Facility	2013 Roadway Level of Service	2013 Transit Level of Service
<i>[S-3] SW 13 Street from Archer Road to University Avenue</i>	<i>E</i>	<i>B</i>
<i>[S-11] Archer Road from SW 16 Avenue to SW 13 Street</i>	<i>D</i>	<i>A</i>
<i>[S-17] University Avenue from W 34 Street to NW 19 Street</i>	<i>C</i>	<i>B</i>
<i>[S-18] University Avenue from NW 19 Street to W 13 Street</i>	<i>D</i>	<i>B</i>
<i>[S-22] SW 2 Avenue from SW 34 Street to NW 19 Street</i>	<i>D</i>	<i>C</i>
<i>[S-24] SW 34 Street from Archer Road to University Avenue</i>	<i>C</i>	<i>B</i>
<i>[S-33] SW 16 Avenue from Archer Road to SW 13 Street</i>	<i>D</i>	<i>C</i>
<i>[S-55] Archer Road from SW 34 Street to SW 16 Avenue</i>	<i>C</i>	<i>A</i>

B. Tier Two- Project Mobility Strategies

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 new construction or reconstruction projects made available for scoping review in 2018-19. However, the Metropolitan Transportation Planning Organization has participated in scoping of the U.S. Highway 441 resurfacing project. Alachua County staff is coordinating with the Florida Department of Transportation staff and the Paynes Prairie Preserve State Park staff to provide a linear park along U.S. Highway 441 through Paynes Prairie Preserve State Park. This enhancement addresses a Fixing America's Surface Transportation Act planning factor for promotion of tourism. Pavement across Paynes Prairie will be elevated several inches to address flooding from the prairie. This mitigation addresses resilience of the facility.

Roadway Facility Multimodal Level of Service

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

Summary level of service tables for Year 2018 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/University of Florida-maintained roadway facilities.

A significant change in the Multimodal Level of Service Report was the suspension of staff analyses of roadway facilities using Florida Department of Transportation ARTPLAN software. Roadway facilities were exclusively analyzed using Florida Department of Transportation Generalized Tables. The consequence of the analytic tool change is that fewer facilities are operating at an unacceptable level of service. 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.

In addition, the Florida Department of Transportation Generalized Tables implement the level of service analyses of the 2010 Highway Capacity Manual and the application of the Standard K-Factor. The 2017 automotive analyses resulted in nearly all multilane facilities operating at an acceptable level of service.

Despite the release of the Highway Capacity Manual 6th Edition, the Florida Department of Transportation has not yet released a Level of Service Handbook update. Therefore, level of service analysis is still conducted using the Florida Department of Transportation 2012 level of Service Handbook.

Exhibit 7 Multimodal Level of Service Summary - State Highway System

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
S-2	US 441/ SW 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	C	B	C	B
S-3	US 441/ SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	F	D	D	B
S-4	US 441/ NW 13 Street	SR 26 / University Avenue	NW 29 Road	D	D	D	C
S-5	US 441/ NW 13 Street	NW 29 Road	NW 23 Street	C	C	D	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	D	D	C	E
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441/ West 13 Street	C	D	B	E
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	C	B	C	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	C	D	D	D
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	C	E	E	D
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ SW 13 Street	D	A	C	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	C	B	D	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	D	D	D	F
S-15	SR 26 / Newberry Road	Interstate -75 [east ramp]	NW 8 Avenue	C	E	D	C
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ NW 34 Street	C	E	D	D
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	D	C	D	D
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	D	A	D	A
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	D	C	E
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	C	D	C	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	E	B	B	E
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	F	B	B	A
S-23	SR 121/ SW 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	C	B	C	A
S-24	SR 121/ SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	C	C	D	B
S-25	SR 121/ NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	F	E	D	E
S-26	SR 121/ NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	C	B	C	E
S-27	SR 121/ NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	B	C	D
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	C	B	D	OTSA
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	C	B	C	E
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	C	B	C	C
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	C	B	OTSA	OTSA
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441/ SW 13 Street	D	B	C	B
S-34	SR 226 / SW 16 Avenue	US 441/ SW 13 Street	Main Street	D	D	C	B
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331/ Williston Road	D	B	D	D
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	D	B	E
S-37	SR 20 / Main Street	University Avenue	North 8 Avenue	C	B	D	E
S-38	SR 331/ SR 121	Interstate -75 (south)	US 441/ SW 13 Street	C	C	D	D
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	C	C	D	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	D	B	B	E

Exhibit 7 [Continued] Multimodal Level of Service Summary - State Highway System

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
S-41	Interstate -75	SR 331/ SR 121	SR 24 / Archer Road	C	N/A	N/A	N/A
S-42	Interstate -75	SR 24 / Archer Road	SR 26 / Newberry Road	C	N/A	N/A	N/A
S-43	Interstate -75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	B	N/A	N/A	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	C	B	D	OTSA
S-47	SR 24 / Archer Road	SW 91Street	SW 75 Street / Tower Road	F	B	E	OTSA
S-50	US 441	NW 23 Street	NW 126 Avenue	C	C	OTSA	OTSA
S-52	Interstate -75	SR 222 / NW 39 Avenue	GMA	B	N/A	N/A	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441/ NW 13 Street	C	C	D	D
S-54	SR 121/ NW 34 Street	NW 53 Avenue	US 441/ NW 13 Street	C	B	C	D
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	C	B	E	A
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	C	C	E	C
Transitioning Roadways							
S-1	US 441/ SW 13 Street	Payne's Prairie	SR 331/ Williston Road	C	C	E	C
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	C	B	D	F
S-28	SR 121/ NW 22 Street	US 441/ NW 13 Street	NW 128 Lane	C	C	OTSA	OTSA
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	C	C	E	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	C	C	C	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	C	C	C	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	B	C	OTSA	OTSA
S-51	Interstate -75	GMA	SR 331/ SR 121	B	N/A	N/A	N/A
S-57	SR 24 / Archer Road	CR 241/ Parker Road	SW 91 Street	D	B	OTSA	OTSA
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	C	C	OTSA	OTSA
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	C	C	OTSA	OTSA

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Source: North Central Florida Regional Planning Council

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, OTSA - Outside Transit Service Area, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Exhibit 8 Multimodal Level of Service Summary - Alachua County

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Major County Roadways							
A -1	NW 53 Avenue	NW 71 Street	US 441/ NW 13 Street	C	B	D	F
A -3	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	C	C	D	E
A -6	NW 43 Street	NW 53 Avenue	US 441	C	B	C	OTSA
A -9	NW 23 Avenue	NW 98 Street	NW 55 Street	F	D	E	E
A -10	NW 23 Avenue	NW 55 Street	NW 43 Street	D	D	C	F
A -11	NW 16 Avenue	NW 43 Street	US 441/ NW 13 Street	C	D	C	E
A -12	North 16 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	D	C	C	D
A -13	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	F	E	D	D
A -14	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	C	D	C	E
A -15	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	F	C	E	D
A -16	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	F	C	F	A
A -17	North Main Street	NW 8 Avenue	North 16 Avenue	F	B	C	C
A -18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	C	B	C	E
A -19	NW 39 Avenue	NW 110 Terrace	NW 98 Street	F	B	B	OTSA
A -20	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	F	E	D	E
A -21	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	C	C	OTSA
A -22	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	D	E	C	OTSA
A -23	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	F	E	E	D
A -24	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	D	D	C	OTSA
A -26	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	C	B	B	OTSA
A -29	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	C	C	C	E
A -30	SW 40 Boulevard / SW 42 / 43 Streets	SR 24/Archer Road	SW 20 Avenue	D	E	E	A
A -33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	C	D	C	OTSA
A -36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	C	C	OTSA	OTSA
A -38	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	D	C	F
A -39	SW 91 Street	Archer Road	SW 44 Avenue	D	B	C	OTSA
A -40	SW 46 Boulevard	SW 104 Terrace	Tower Road	C	B	D	OTSA
A -44	SW 75 Street	GMA	SR 24 / Archer Road	C	C	OTSA	OTSA
A -45	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	D	E	C	C
A -50	North Main Street	NW 16 Avenue	NW 23 Avenue	C	D	C	E

Exhibit 8 [Continued]
Multimodal Level of Service Summary - Alachua County

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Transitioning Major County Roadways							
A-2	North 53 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	C	B	D	F
A-28	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	C	D	D	OTSA
A-31	Monteocha Road	NE 53 Avenue	11200 Block	C	A	OTSA	OTSA
A-32	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	C	C	OTSA	OTSA
A-34	Millhopper Road	CR 241/ NW 143 Street	NW 71Street	C	C	OTSA	OTSA
A-35	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	C	C	OTSA	OTSA
A-37	NW 39 Avenue	CR 241	NW 110 Terrace	C	C	F	OTSA
A-41	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	C	D	E	OTSA
A-42	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	C	OTSA	OTSA
A-43	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	C	B	OTSA	OTSA
A-46	NW 32 Avenue	GMA	CR 241/ NW 143 Street	C	C	OTSA	OTSA
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	C	C	OTSA	OTSA
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	C	B	OTSA	OTSA
A-49	CR 231	SR 121	13000 Block	C	D	OTSA	OTSA

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Source: North Central Florida Regional Planning Council

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, OTSA - Outside Transit Service Area, SE - Southeast, SR - State Road, SW Southwest

Exhibit 9 Multimodal Level of Service Summary - City of Gainesville/University of Florida

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Major City Roadways							
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	C	B	B	E
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	C	D	C	No Service
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	F	E	D	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	NW 1Place	D	D	C	A
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	C	C	B	No Service
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	D	D	C	D
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	C	A	B	B
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	C	C	B	No Service
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	D	B	C	E
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	C	A	B	F
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	C	A	A	No Service
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	B	No Service
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	D	No Service
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	C	C	B	E
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	C	C	B	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	C	D	B	F
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	C	C	B	C
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	C	D	B	D
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	D	D	B	C
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	C	C	B	E
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	D	C	B	E
G-22	South 2 Avenue	SE 7 Street	SR 331/ Williston Road	C	A	A	F
G-23	NE 31Avenue	North Main Street	SR 24 / Waldo Road	C	C	B	No Service
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	C	A	A	No Service
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	C	B	A	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	C	C	A	No Service
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	C	A	B	A
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	C	C	B	No Service
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	No Service
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	No Service

Exhibit 9 [Continued]
Multimodal Level of Service Summary- City of Gainesville/University of Florida

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	2018 Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Major City Roadways							
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	C	A	B	A
G-32	Radio Road-Museum Road	SR 121/ South 34 Street	US 441/ South 13 Street	D	B	B	A
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	C	B	A	No Service
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	C	C	B	A
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	D	C	B	A
G-36	NW 31 Avenue/ Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	D	D	C	D
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	D	B	C	A
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/ West 13 Street	C	B	C	B
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	D	B	C	A
G-40	South Main Street	SR 331/Williston Road	Depot Avenue	C	C	B	F
G-41	South Main Street	Depot Avenue	SR 26 / West University Avenue	D	A	B	E
G-42	SW 62 Boulevard	NW 1Place	SW 20 Avenue	F	E	D	A
Transitioning Major City Roadways							
-	None	-	-	-	-	-	-

Source: North Central Florida Regional Planning Council

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Mobility Plan Status Report/

Gainesville Metropolitan Area Congestion Management Process Team

Scott R. Koons, AICP, Executive Director

* Michael Escalante, AICP, Senior Planner

** Lauren Yeatter, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



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