

# List of Priority Projects

Fiscal Years 2024-25 to 2028-29

June 5, 2023

Metropolitan Transportation  
Planning Organization  
for the  
Gainesville Urbanized Area





# List of Priority Projects

## Fiscal Years 2024-25 to 2028-29

### ENDORSEMENT

This List of Priority Projects has been developed  
consistent with federal and state requirements and  
approved on June 5, 2023 by the  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67th Place  
Gainesville, FL 32653-1603



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Approved by the

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# Chapter I

## Introduction

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# Chapter I: Introduction

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

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

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

## A. Purpose of this Report

This report contains a list of needed, but unfunded, transportation projects. These projects are determined by the Metropolitan Transportation Planning Organization to be necessary to effectively implement the adopted 2045 Long-Range Transportation Plan. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program.

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

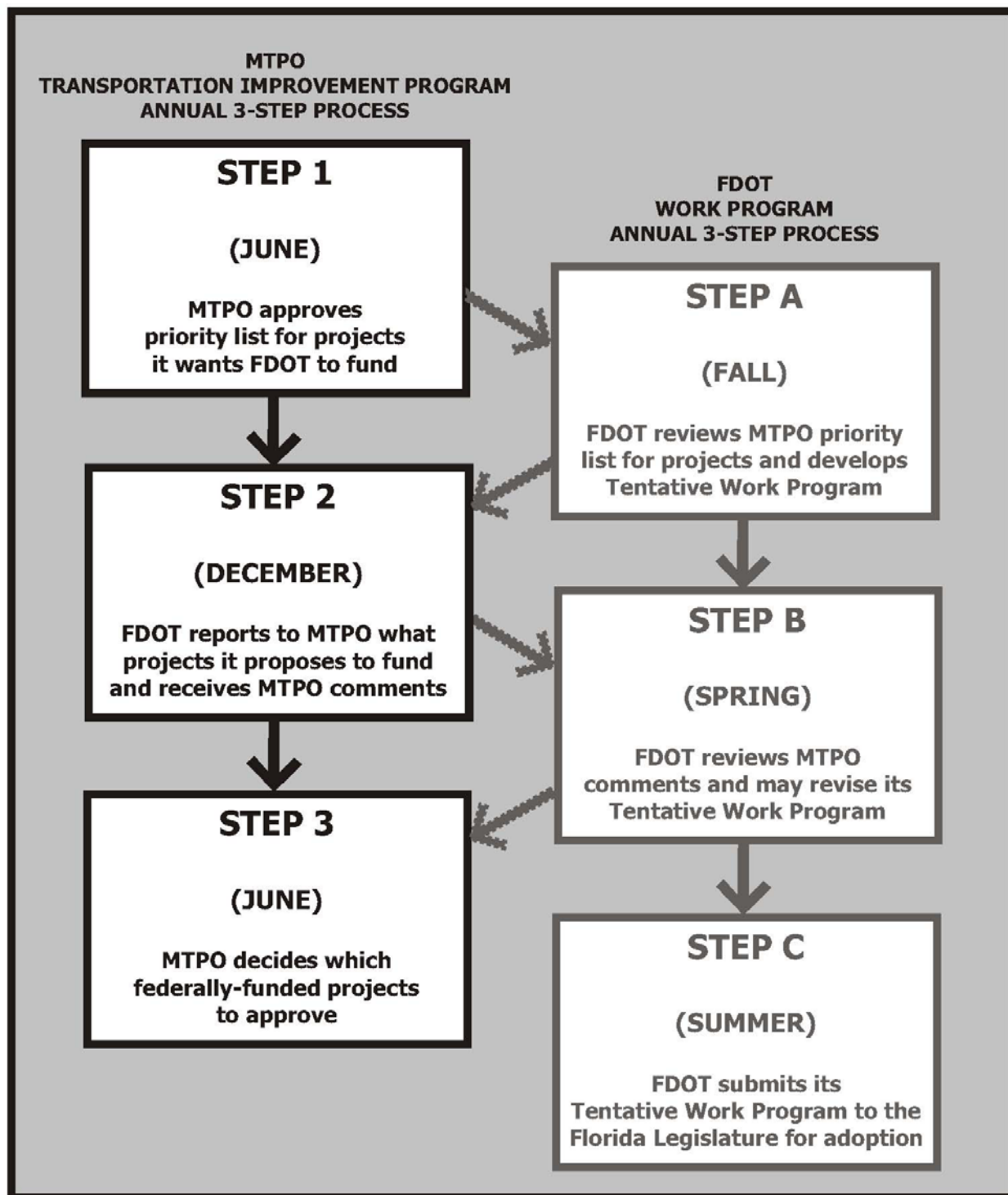
## B. Methodology Used for Setting Priorities

### 1. Timetable

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

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

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



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

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## 2. Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long-range transportation plan every five years. The current long-range transportation plan is the Year 2045 Long-Range Transportation Plan. The long-range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long-range transportation plan is implemented using the Transportation Improvement Program process.

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

To implement the Year 2045 Long-Range Transportation Plan and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization List of Priority Projects were developed in consultation with appropriate review agencies, freight mobility entities, public transportation providers (including paratransit), Alachua County Traffic Safety Team, Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee Technical Advisory Committee and the public at-large as follows:

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

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

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

2. Table 2 - Other Arterial Construction/Right-Of-Way Priorities - recommendations primarily derived from the Year 2045 Long-Range Transportation Plan Cost Feasible Plan for construction, modifications and associated right-of-way on the State Highway System roadways not designated as part of the Strategic Intermodal System and federal aid-eligible designated local facilities for the Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program. This table also identifies project priorities for local assistance programs such as Transportation Regional Incentive Program and County Incentive Grant Program.

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

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

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

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

4. Appendix C 2045 Long-Range Transportation Plan - Project Priorities - recommendations from the adopted Year 2045 Long-Range Transportation Plan Cost Feasible Plan priorities. Table C-1 includes funding priorities for the Strategic Intermodal System revenues; Surface Transportation Block Grant revenues; Transportation Alternatives Program [box fund] revenues; and Transit revenues.
5. Appendix D Supplemental Priority Project Information - Long-Range Transportation Plan, Regional Transit System Priorities and Safety-Funded Priorities - supplemental recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding and recommendations from the , Metropolitan Transportation Planning Organization for federal safety funded priorities. Table D-1 includes supplemental long-range transportation plan priorities. Table D-2 includes supplemental priorities based on the Gainesville Regional Transit System Transit Development Plan. Table D-3 includes safety fund priorities.

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

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

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

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

#### **a. Project Selection Process**

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

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

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

**i. Safety Measures**

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

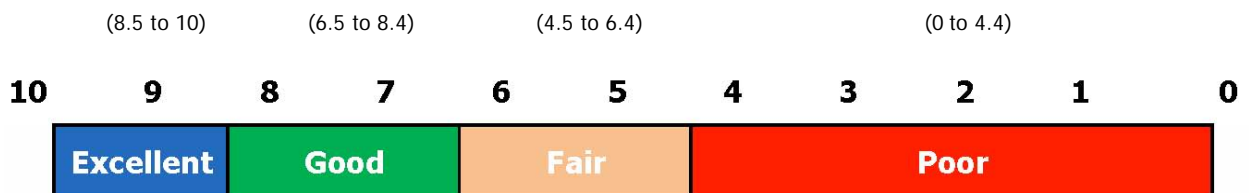
In addition, Metropolitan Transportation Planning Organization participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

**ii. Asset Management Plan**

The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation on the implementation of its Asset Management Plan for National Highway System facilities within the Gainesville Metropolitan Area. Projects on the National Highway System in the Florida Department of Transportation Tentative Work Program are to be reviewed for consistency with the Florida Transportation Plan, Asset Management Plan and the Metropolitan Transportation Planning Organization Year 2045 Long-Range Transportation Plan. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

**iii. Pavement Measures (State of Good Repair)**

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





iv. Bridge Measures (State of Good Repair)

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

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

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

v. Freight Mobility Measures

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

vi. Planning Activities

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

vii. System Performance Measures

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

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

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

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

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the development and implementation of the transit safety performance measures requirements. The Regional Transit System reset its transit safety targets on July 20, 2020. The Metropolitan Transportation Planning Organization reset its transit safety targets consistent with the Regional Transit System transit safety targets on April 26, 2021. Appropriate data is to be reviewed relevant to the performance measures. This information will contribute to the prioritization of projects for inclusion in the Transportation Improvement Program.

b. Targets

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

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



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**List of Priority Projects Fiscal Years 2024-25 to 2028-29**

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

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

| Performance Measure Compliance Action  | Measure  |                       |                    |          |          |               |                |
|--|----------|-----------------------|--------------------|----------|----------|---------------|----------------|
|  | Safety   | Planning Requirements | System Performance | Bridge   | Pavement | Transit Asset | Transit Safety |
| Florida Department of Transportation / <a href="#">Regional Transit System</a>       |          |                       |                    |          |          |               |                |
| Target/Compliance Due Date   | 8/31/17  | 5/27/18               | 5/20/18            | 5/20/18  | 5/20/18  | 6/30/18       | 7/20/20        |
| Target/Compliance Setting Date   | 8/31/17  | 4/30/18               | 5/18/18            | 5/18/18  | 5/18/18  | TBD           | TBD            |
| Long-Range Transportation Plan   | TBD      | TBD                   | TBD                | TBD      | TBD      | TBD           | TBD            |
| State Transportation Improvement Program - 10/1/18 and Beyond                        | 8/31/17  | 4/30/18               | 5/18/18            | 5/18/18  | 5/18/18  | N/A           | N/A            |
| Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area |          |                       |                    |          |          |               |                |
| Target/Compliance Due Date   | 2/27/18  | 5/27/18               | 11/14/18           | 11/14/18 | 11/14/18 | 10/1/18       | TBD            |
| Target/Compliance Setting Date   | 12/4/17  | 4/23/18               | 10/22/18           | 10/22/18 | 10/22/18 | 8/27/18       | 6/22/20        |
| Long-Range Transportation Plan   | 8/24/20* | 8/24/20*              | 8/24/20*           | 8/24/20* | 8/24/20* | 8/24/20*      | 8/24/20*       |
| Transportation Improvement Program - 10/1/18 and Beyond                              | 6/25/18  | 6/25/18               | 10/22/18           | 10/22/18 | 10/22/18 | 8/27/18       | 6/22/20        |

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

### c. Monitoring/Coordination

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

#### i. Safety

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

#### ii. Planning Requirements

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

iii.     **System Performance**

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

iv.     **Bridge**

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

v.     **Pavement**

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

vi.     **Transit**

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

## **C.   Development - Ten Planning Factors**

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

## **D. Transportation System Modifications Selected from the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan**

The transportation system modification priorities from the adopted 2045 Long-Range Transportation Plan are shown in Appendix C. Transportation system modifications includes the following categories:

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

## **E. Relationship to Management Systems**

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

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

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

## **G. Public Involvement and Service Equity**

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

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

## **H. Freight Shippers**

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

## **I. Public Transportation Providers/Users**

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

## **J. Safety and Security in the Transportation System Planning Process**

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

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

UF = University of Florida

# Chapter II

## Project Priorities

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## Chapter II: Project Priorities

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

- Transportation System Priorities;
- Transit Priorities; and
- Strategic Intermodal System Priorities.

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

Road construction project priorities identified in the Year 2045 Long-Range Transportation Plan Cost Feasible Plan are addressed in Appendix C. In addition, supplemental long-range transportation planning priorities, transit priorities and safety fund priorities are addressed in Appendix D.

Bicycle/Pedestrian projects are eligible for:

- Federal Transportation Alternatives Program funds;
- Federal and State Highway Safety funds;
- State Safe Routes to School;
- State Highway System;
- State Shared-Use Nonmotorized Trail Program funds; and
- Local funds.

Local roadways are eligible for:

- Federal Highway Administration Surface Transportation Block Grant flex funds;
- State County Incentive Grant Program funds, which requires a local fund match;
- State Transportation Regional Incentive Program funds, which requires a local fund match and regionally significant facility criteria; and
- Local funds.

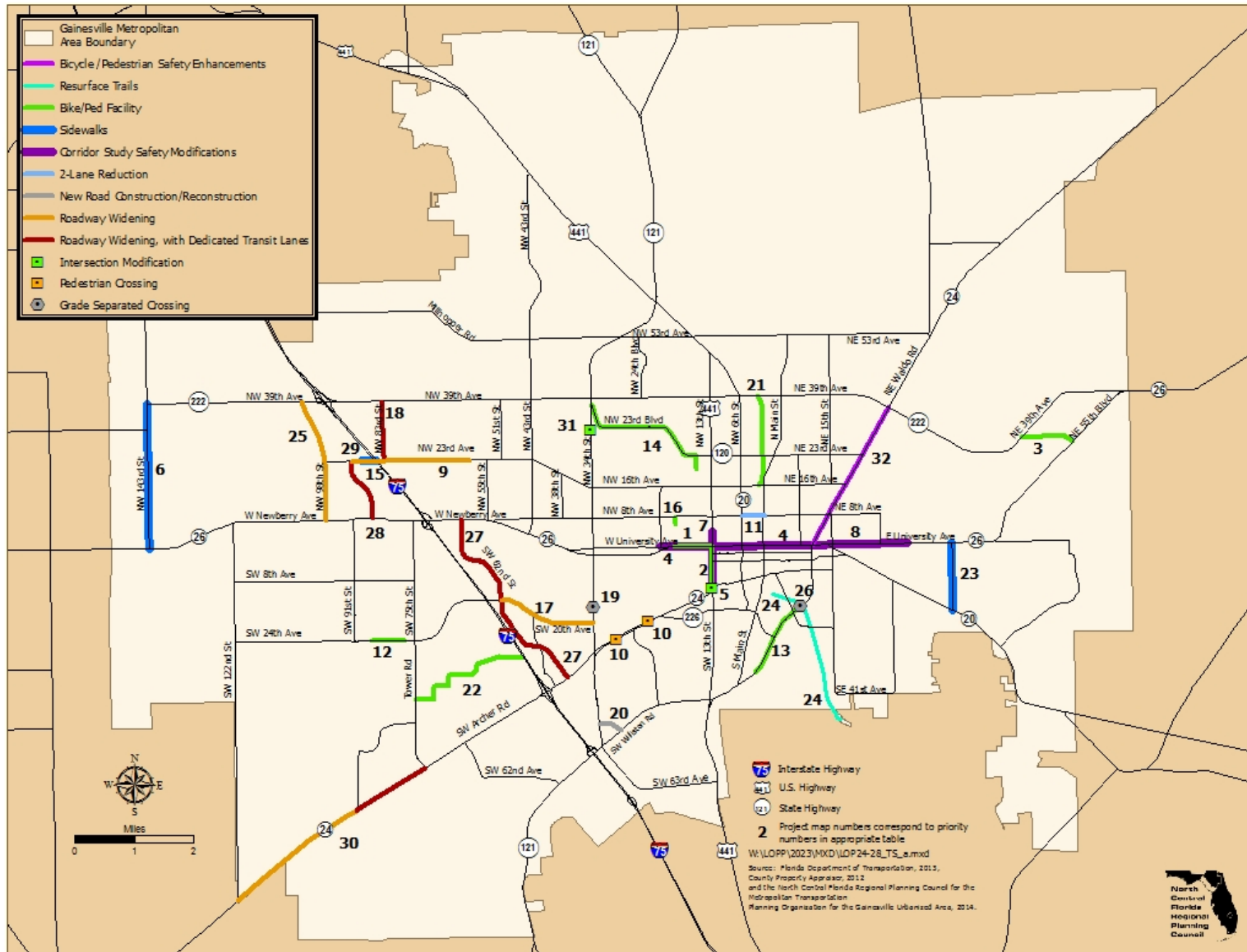
Transit projects are eligible for:

- Federal Transit Administration funds;
- Federal Highway Administration Surface Transportation Block Grant flex funds;
- State funds; and
- Local funds.

Projects regarding regionally significant transportation facilities are eligible for state Transportation Regional Incentive Program funds.

Strategic Intermodal System projects are eligible for federal and state funding in accordance with state legislation.

## Illustration II Transportation System Priorities Fiscal Years 2024-25 to 2028-29





## A. Transportation System Priorities

Table 1  
Transportation System Priorities  
Gainesville Metropolitan Area  
Fiscal Years 2024-25 to 2028-29

| Number           | Local Funds Available | Funding Source | Project  | Location                                       | Description   |
|------------------|-----------------------|----------------|--|--|---|
| Partially Funded |                       |                | Americans with Disabilities Act Modifications              | AT: Gainesville Metropolitan Areawide          | Modifications to Deficient Sidewalks, Ramps and Transit Stops   |
| Partially Funded |                       |                | Williston Road [SR 331]<br>@ Downtown Connector Rail-Trail | FM: SE 4 Street<br>TO: SE 12 Avenue            | 1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing;<br>2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing;<br>3. Conduct a line-of-sight analysis of the curve;<br>4. Increase visibility of both motorists and trail users; and<br>5. Analyze options for traffic calming at the crossing. [22,500 AADT] |
| Partially Funded |                       |                | Gainesville Regional Utilities Right-Of-Way                | FM: Depot Park<br>TO: Williston Road [SR 331]  | Construct Bicycle/Pedestrian Trail  |
| Partially Funded |                       |                | W University Avenue [SR26]                                 | FM: W 34 Street [SR 121]<br>TO: NW 22 Street   | 2-Lane Divided with Center Turnlanes with Raised Medians Study  |
| Partially Funded |                       |                | SE 8 Avenue  | FM: SE 15 Street<br>TO: Hawthorne Road [SR 20] | Construct Sidewalk  |
| Partially Funded |                       |                | SW 43 Street   | FM: SW 24 Avenue<br>TO: SW 20 Avenue           | Construct sidewalks to fill sidewalk gaps   |
| Partially Funded |                       |                | NE 39 Avenue   | AT: NE 28 Drive                                | Install Midblock Crossing   |
| Partially Funded |                       |                | NW 45 Avenue   | FM: NW 34 Street<br>TO: NW 24 Boulevard        | Construct Multi-Use Path - Preliminary Engineering funding  |
| Partially Funded |                       |                | W University Avenue [SR26]                                 | FM: NW 22 Street<br>TO: NE 9 Street            | Upgrade Streetlighting  |

**Table 1 (Continued)**  
**Transportation System Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number | Local Funds Available | Funding Source | Project                     | Location  | Description  |
|--------|-----------------------|----------------|-----------------------------|---|--|
| 1      |                       |                | W University Avenue [SR 26] | FM: Gale Lemerand Drive<br>TO: W 13 Street [US 441]               | Construct Bicycle/Pedestrian Trail   |
| 2      |                       |                | SW 13 Street [U.S. HWY 441] | FM: Depot Avenue Trail<br>TO: W University Avenue                 | Construct Offstreet Bike Path  |
| 3      | YES                   |                | NE 27 Avenue                | FM: State Road 222<br>TO: State Road 26                           | Construct 8-Foot Multiuse Path on North Side of Roadway  |
| 4      |                       |                | University Avenue [SR 26]   | FM: NW 22 Street<br>TO: NE 9 Street                               | Per HDR Study - Widen Sidewalks<br>Add Protected Bikelanes; Additional Landscaping and Raised Medians;<br>Narrow General Purpose Lanes |
| 5      |                       |                | SW 13 Street [U.S. HWY 441] | AT: Archer Road [SR 24]   | Removal of Sliplanes   |
| 6      | YES                   |                | NW 143 Street               | FM: Newberry Road [SR 26]<br>TO: NW 39 Avenue [SR 222]            | Complete Sidewalk Network  |
| 7      |                       |                | W 13 Street [U.S. HWY 441]  | HDR Study Segment 4<br>FM: SW 9 Avenue<br>TO: W University Avenue | More Areas with Medians<br>Widen Medians<br>Narrower Vehicle Lanes   |
|        |                       |                |                             | HDR Study Segment 5<br>FM: W University Avenue<br>TO: NW 5 Avenue | More Areas with Medians<br>Widen Medians<br>Narrower Vehicle Lanes   |
| 8      |                       |                | E University Avenue [SR 26] | FM: NE 9 Street<br>TO: NE 31 Street                               | Per HDR Study - Add Protected Bikelanes; Additional Landscaping and Raised Medians;<br>Narrow General Purpose Lanes                    |
| 9      | YES                   |                | NW 23 Avenue                | FM: NW 59 Terrace<br>TO: NW 83 Street                             | New Construction 3 lane Complete Street/replace 2 lane rural section   |
| 10     |                       |                | Archer Road [SR 24]         | FM: SW 34 Street [SR 121]<br>TO: SW 16 Avenue [SR 226]            | Add Midblock Pedestrian-Actuated Crossings   |
| 11     |                       |                | NW 8 Avenue (SR 20)         | FM: NW 6 Street (SR 20)<br>TO: Main Street (SR 20)                | Two Lane reduction/Complete Streets  |

**Table 1 (Continued)**  
**Transportation System Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number | Local Funds Available | Funding Source | Project                          | Location   | Description   |
|--------|-----------------------|----------------|----------------------------------|--|---|
| 12     | YES                   |                | SW 24 Avenue                     | FM: SW 87 Way<br>TO: SW 77 Street  | Construct Multi-Use Path  |
| 13     |                       |                | Williston Road [SR 331]          | FM: Sweetwater Wetlands Park<br>TO: Gainesville-Hawthorne Rail/Trail Connector | Construct Bicycle/Pedestrian Trail  |
| 14     |                       |                | Glen Springs Braid               | FM: Gainesville High School<br>TO: NW 34 Street [SR 121]                       | Construct Bicycle/Pedestrian Trail  |
| 15     | YES                   |                | NW 23 Avenue                     | FM: NW 88 Street<br>TO: Interstate 75 Bridge                                   | Construct sidewalk to fill sidewalk gap on south side   |
| 16     |                       |                | NW 20th Street                   | FM: NW 7th Avenue<br>TO: NW 8th Avenue   | Construct Bicycle/Pedestrian Facility   |
| 17     |                       |                | SW 20 Avenue                     | FM: SW 62 Boulevard<br>TO: SW 34th Street                                      | New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace |
| 18*    | YES                   |                | NW 83 Street                     | FM: NW 23 Avenue<br>TO: NW 39 Avenue   | Widen to 4 lanes/2 dedicated transit lanes  |
| 19     |                       |                | Hull Road                        | AT: SW 34 Street [SR 121]  | Construct Grade-Separated Crossing  |
| 20     | YES                   |                | SW 47th Avenue Extension         | FM: SW 34 Street<br>TO: Williston Road   | Extend 2-Lane Facility to Williston Road  |
| 21     |                       |                | NW 6 Street Rail/Trail Extension | FM: NW 16 Avenue<br>TO: NW 39 Avenue [SR 222]                                  | Extend the Rail/Trail North to NW 39 Avenue   |
| 22     | YES                   | SUNTrail       | Archer Braid Trail               | FM: Tower Road<br>TO: Interstate 75 Bridge                                     | Construct Multi-Use Path  |
| 23     |                       |                | SE 43 Street                     | FM: Hawthorne Road<br>TO: University Avenue                                    | Pedestrian Modifications  |
| 24     |                       |                | Gainesville-Hawthorne Trail      | FM: La Chua Trail Entrance<br>TO: Depot Park                                   | Resurface Trail   |

**Table 1 (Continued)**  
**Transportation System Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number | Local Funds Available | Funding Source | Project                                | Location   | Description   |
|--------|-----------------------|----------------|--|--|---|
| 25     | YES                   |                | NW 98 Street                           | FM: Newberry Road [SR 26]<br>TO: NW 39 Avenue              | New construction 4 lanes/ replace a 2 lane rural section  |
| 26     |                       |                | Downtown Connector Rail-Trail Crossing | AT: Williston Road [SR 331]                                | Construct Grade-Separated Crossing  |
| 27     |                       |                | SW 62 Boulevard                        | FM: SW 20 Avenue<br>TO: Clark Butler Boulevard             | Widen to 4 lanes, with bridge with dedicated transit lanes; median included   |
|        |                       |                |  | FM: Newberry Road [SR 26]<br>TO: SW 20 Avenue              | Widen to 4 lanes, with dedicated transit lanes; median included   |
| 28     | YES                   |                | Ft. Clark Boulevard                    | FM: Newberry Road [SR 26]<br>TO: NW 23 Avenue              | Widen to 4 lanes plus 2 dedicated transit lanes   |
| 29     | YES                   |                | NW 23 Avenue                           | FM: NW 83 Street<br>TO: Ft. Clark Boulevard                | New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions |
| 30     |                       |                | Archer Road [SR 24]                    | FM: SW 122 Street<br>TO: SW 91 Street                      | Construct 4-Lane Divided Facility with Paved Shoulders/Bicycle Lanes  |
|        |                       |                |  | FM: SW 91 Street<br>TO: SW 75 Street                       | Reconstruct 4-Lane Divided Facility to Accommodate Dedicated Transit in the Median per Mobility Plan                  |
| 31     |                       |                | NW 34 Street [SR 121]                  | AT: NW 30 Place  | Install left turnlanes at Rock Creek entrance   |
| 32     |                       |                | Waldo Road [SR 24]                     | FM: University Avenue [SR 26]<br>TO: NE 39 Avenue [SR 222] | Provide Bicycle and Pedestrian Safety Enhancements  |

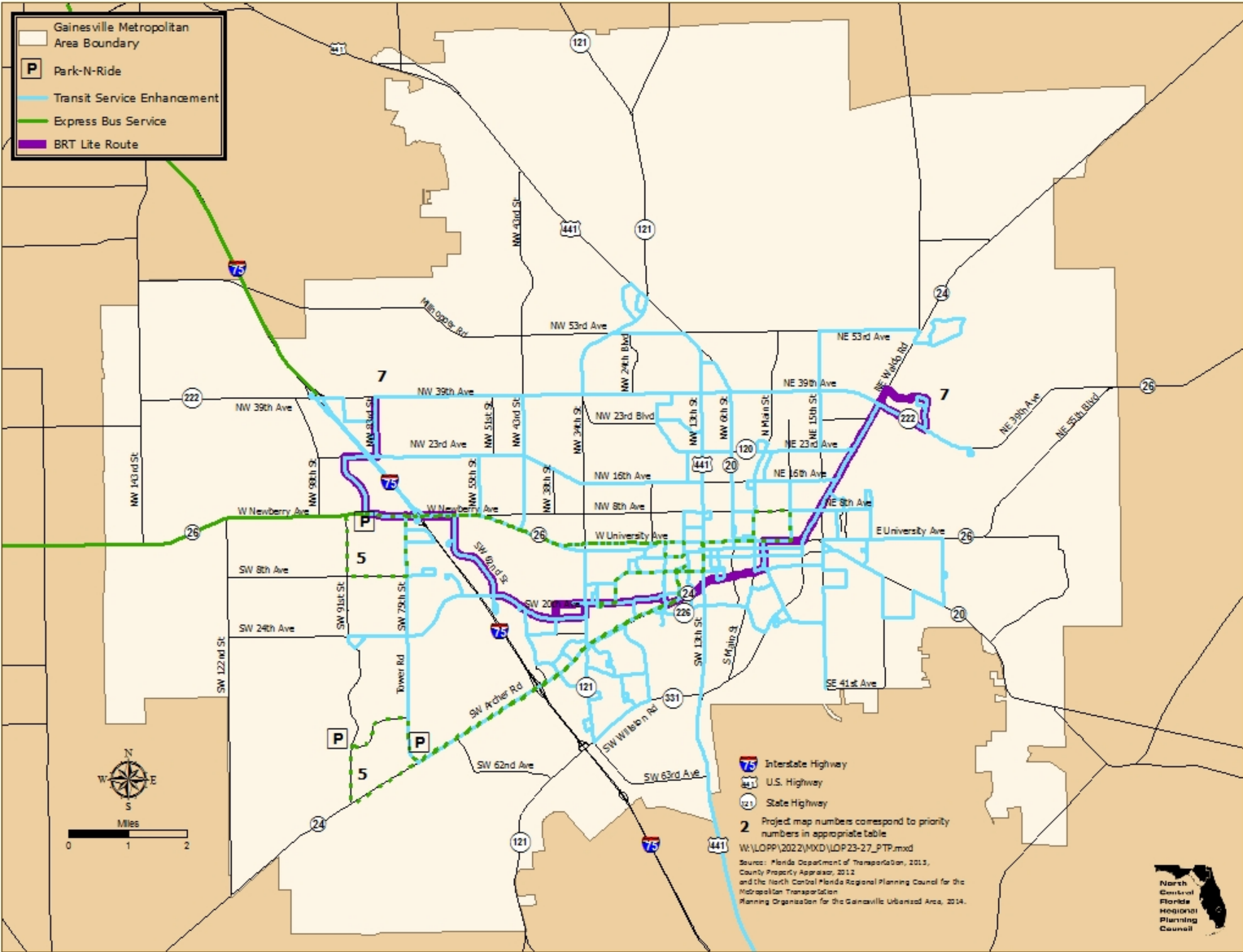
\* Does not include local funding for right-of-way and dedicated transit lane construction

Shaded rows indicate partially or fully funded priorities. Project components in *italics* have been completed.

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

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

## Fiscal Years 2024-25 to 2028-29



## B. Transit Priorities

**Table 2**  
**Transit Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number                  | Project  | Location                 | Description  |
|-------------------------|--|--------------------------|--|
| <b>Funded Annually</b>  | Block Grant- Public Transit Operating  | RTS Systemwide           | Operating Assistance [Funded annually by State]*   |
| <b>Partially Funded</b> | Capital Equipment- purchase of rolling stock   | RTS Systemwide           | Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP  |
| <b>Partially Funded</b> | Americans with Disabilities Act Modifications  | RTS Systemwide           | Implement TDP Financial Plan Americans with Disabilities Act modifications   |
| <b>Partially Funded</b> | Recurring Facilities Upgrades  | RTS Systemwide           | Implement TDP Financial Plan to address Federal state-of-good-repair requirements  |
| <b>Partially Funded</b> | Technology Projects – Recurring  | RTS Systemwide           | Implement TDP Financial Plan to maintain/upgrade technology  |
| <b>Partially Funded</b> | RTS Bus Stop Amenities   | RTS Systemwide           | Purchase and install bus shelters bicycle racks, etc.  |
| <b>Funded</b>           | East Side Transfer Station   | AT: Eastside Gainesville | Planning, design, engineering and construction of a multimodal transportation center [site not determined]   |
| <b>1</b>                | Capital Infrastructure and Technology Modifications- Queue Jumps; Transit Signal Priority and Technology Projects    | RTS Systemwide           | <ul style="list-style-type: none"> <li>• Queue Jumps and Transit Signal Priority to facilitate reliable travel times for proposed Bus Rapid Transit-Lite Route as well as University of Florida services and local bus routes</li> <li>• Technology Projects for fare collection, enhancing real time service information, cell phone app based systems to support mobility-on-demand and more robust data collection, and scheduling systems</li> </ul> |
| <b>2</b>                | Route Modifications - Concurrent with University of Florida Transportation and Parking Strategic Plan implementation | RTS Systemwide           | <ul style="list-style-type: none"> <li>• Realign Routes 10, 28, 34, 36 and 75; and</li> <li>• Realign Routes 25A, 29, 33, 36, 38, 46, 120, 122, 125, 127</li> </ul>  |
| <b>3</b>                | Expand existing service - Extend Microtransit Service Development  | RTS Systemwide           | Continuation of service development for the existing microtransit service  |
| <b>4</b>                | Implement new transit service - Mobility-on-Demand   | RTS Systemwide           | Expand current microtransit service to seven proposed Mobility-on-Demand zones   |

**Table 2 (Continued)**  
**Transit Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number | Project   | Location  | Description   |
|--------|---|---|---|
| 5      | Express Bus Service                                     | FM: Duck Pond Area<br>TO: University of Florida<br><br>FM: Tower Road Area<br>TO: University of Florida | Implement University of Florida Transportation and Parking Strategic Plan-proposed express services.  |
| 6      | Expand existing service - Frequency and Span-of-Service | RTS Systemwide  | <ul style="list-style-type: none"> <li>• Increase frequencies of Routes 6, 15, 21, 43 and 75; and</li> <li>• Extend hours of service for Routes 6, 15, 43, 75 and 600 series</li> </ul>     |
| 7      | Implement new transit service - Bus Rapid Transit Light | RTS Systemwide  | Transportation System Management alternative implementation is phased in two parts. The system relies on queue jumps and transit signal priority technology to ensure reliable travel times |

\* Does not include local funding for right-of-way and dedicated transit lane construction

Shaded rows indicate partially or fully funded priorities.

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

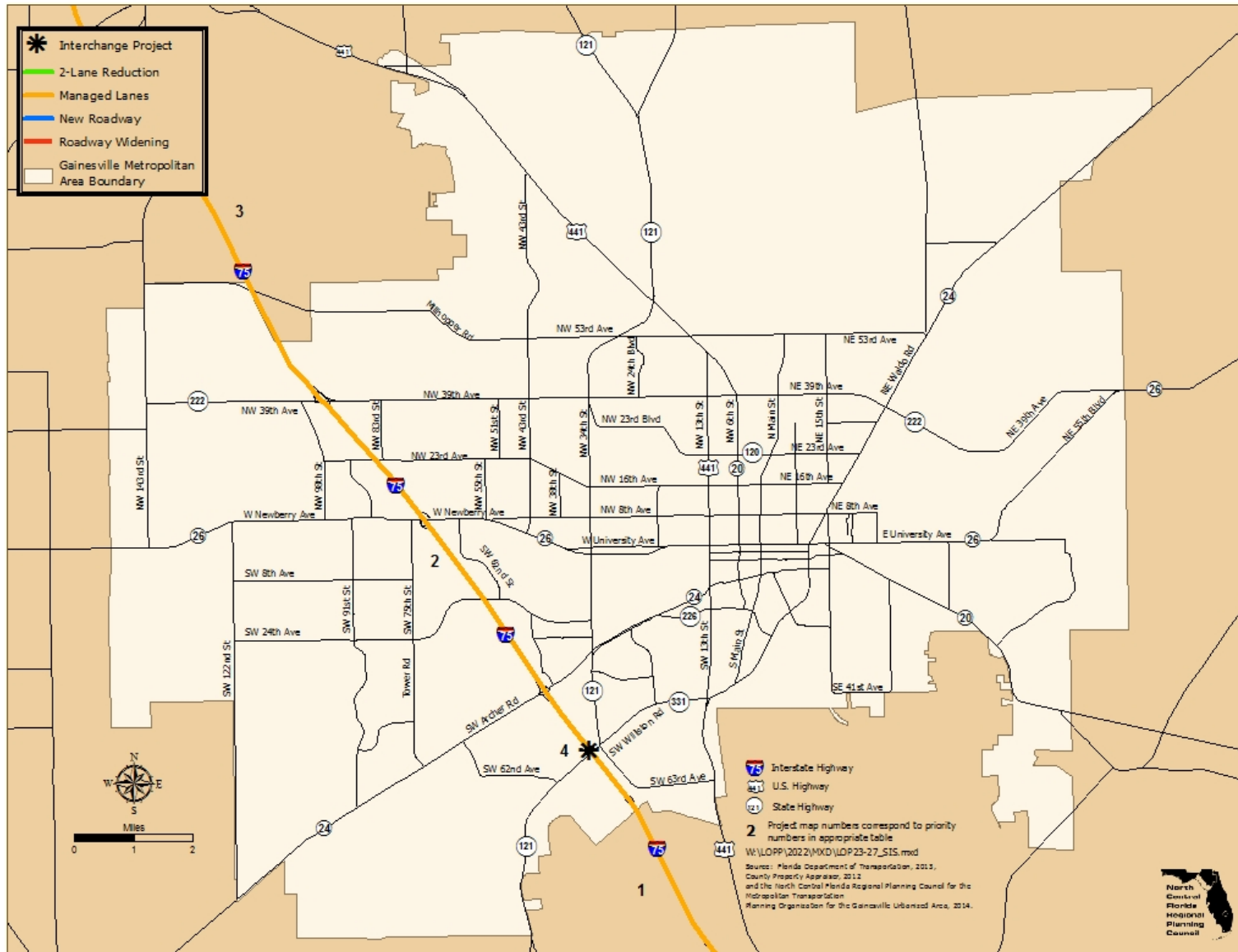
\* Block Grant program is an annual formula program with funds provided by State legislation.

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



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**Illustration IV**  
**Strategic Intermodal System Priorities**  
**Fiscal Years 2024-25 to 2028-29**



## C. Strategic Intermodal System Priorities

**Table 3**  
**Strategic Intermodal System Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2024-25 to 2028-29**

| Number | Project       | Location   | Description              |
|--------|---------------|--|--------------------------|
| 1*     | Interstate 75 | FM: Marion Countyline<br>TO: Williston Road [SR 121]     | Managed Lanes            |
| 2*     | Interstate 75 | FM: Williston Road [SR 121]<br>TO: NW 39 Avenue [SR 222] | Managed Lanes            |
| 3*     | Interstate 75 | FM: NW 39 Avenue [SR 222]<br>TO: US Highway 441          | Managed Lanes            |
| 4`     | Interstate 75 | AT: Williston Road [SR 121]                              | Interchange Modification |

\*Managed Lane Study underway

` Right-of-Way funding programmed

Shaded rows indicate partially or fully funded priorities.

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

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

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

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

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# Appendix B

## Roads Operating at an Unacceptable Highway Level of Service

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

**Table B-1**  
**Roads Operating at an Unacceptable Highway Level of Service**  
**Gainesville Metropolitan Area**  
**2019**

| Roadway Facility                 | From                      | To                                | 2019 AADT | 2019 LOS | 2019 MSV |
|----------------------------------|---------------------------|-----------------------------------|-----------|----------|----------|
| Newberry Road [SR 26] (S-14)     | NW 122 Street [SR 24]     | Interstate 75 [East Ramp] (SR 93) | 34,000    | F        | 33,800   |
| SW 2 Avenue [SR 26A] (S-22)      | SW 34 Street [SR 121]     | University Avenue (SR 26)         | 39,000    | F        | 39,800   |
| NW 34 Street [SR 121] (S-25)     | University Avenue (SR 26) | NW 16 Avenue                      | 19,250    | F        | 16,380   |
| Archer Road [SR 24] (S-47)       | SW 91 Street              | SW 75 Street                      | 21,000    | F        | 17,010   |
| Archer Road [SR 24] (S-57)       | GMA Boundary              | SW 91 Street                      | 16,078    | F        | 14,040   |
| NW 43 Street (A-6)               | NW 53 Avenue              | US Highway 441                    | 16,968    | F        | 14,040   |
| NW 23 Avenue (A-9)               | NW 98 Street              | NW 55 Street                      | 19,442    | F        | 14,040   |
| SW 75 Street / Tower Road (A-13) | Archer Road (SR 24)       | SW 8 Avenue                       | 26,176    | F        | 14,040   |
| SW 20 Avenue (A-15)              | SW 75 Street              | SW 62 Boulevard                   | 15,976    | F        | 14,740   |
| SW 20 Avenue (A-16)              | SW 62 Boulevard           | SW 34 Street (SR 121)             | 17,236    | F        | 14,040   |
| N Main Street (A-17)             | N 8 Avenue                | N 16 Avenue                       |           |          |          |
| NW 39 Avenue (A-19)              | NW 110 Terrace            | NW 98 Street                      |           |          |          |
| SW 24 Avenue (A-20)              | SW 91 Street              | SW 75 Street                      |           |          |          |
| NW 83 Street (A-23)              | NW 23 Avenue              | NW 39 Avenue (SR 222)             | 14,330    | F        | 14,040   |
| NW 8 Avenue (G-3)                | NW 22 Street              | NW 6 Street                       | 18,874    | F        | 14,740   |
| SW 62 Boulevard (G-42)           | SW 20 Avenue              | NW 1 Place                        | 20,717    | F        | 14,040   |

AADT = Average Annual Daily Traffic; GMA = Gainesville Metropolitan Area; NW = Northwest

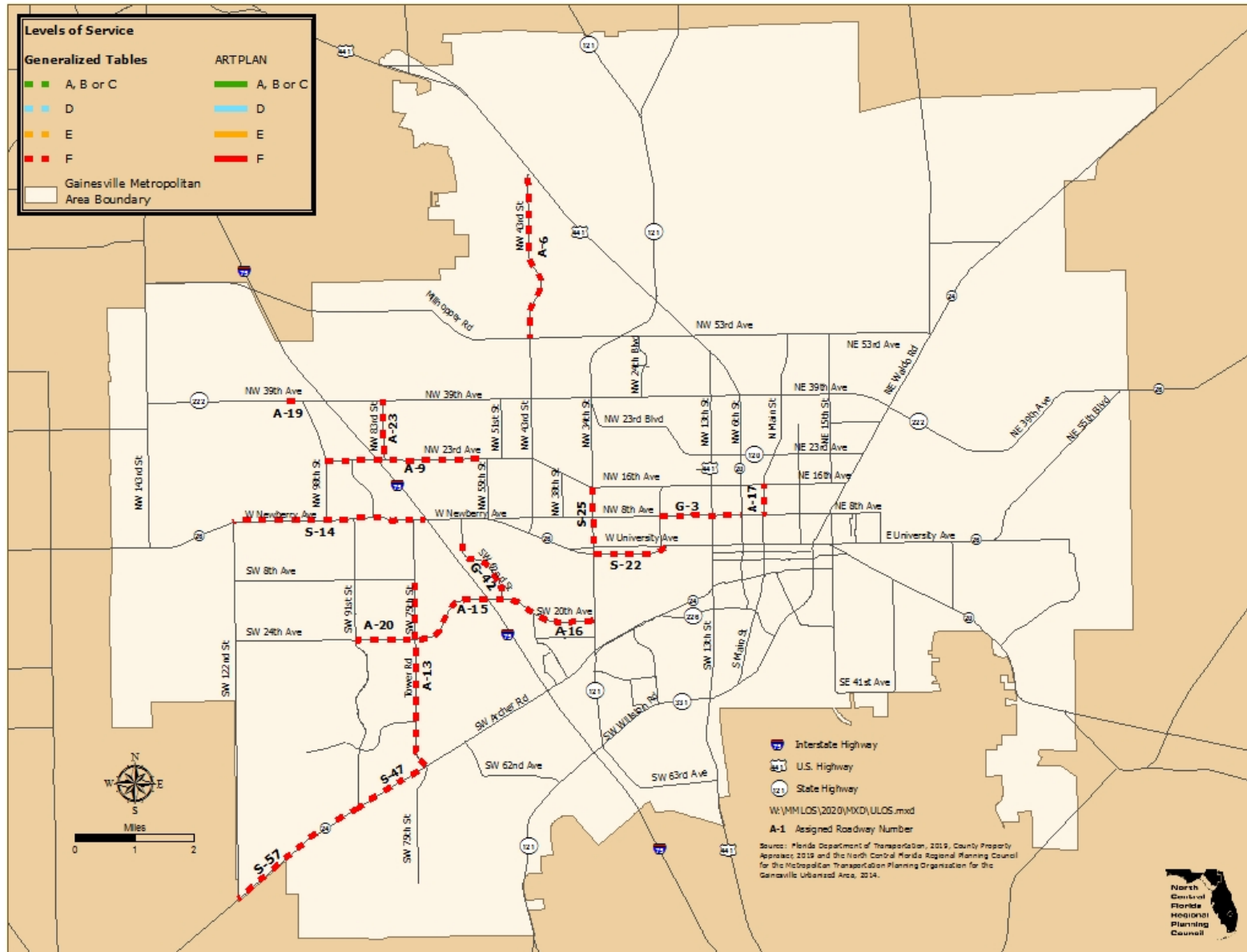
LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest

# Maximum service volume for Level of Service D is not attainable. Italics indicate ARTPLAN analysis.

\* Roadway is within the City of Gainesville Transportation Concurrency Exception Area.

Note - Table does not include reserve trips.

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



# Appendix C

## 2045 Long-Range Transportation Plan - Project Priorities

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## Appendix C: 2045 Long-Range Transportation Plan - Project Priorities

This appendix includes the project priorities identified in the Year 2045 Long-Range Transportation Plan Cost Feasible Plan that was adopted on August 24, 2020. The following tables also include the implementation status of the projects. Projects in shaded rows have received full or partial funding.

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

Please note that Table C-1 has been revised to show the administrative modification for the State Road 24 (Archer Roads) capacity project that was approved on June 5, 2023.

**Table C-1**  
**Year 2045 Long-Range Transportation Plan Cost Feasible Plan Priorities**

| Rank   | Score | Facility                                   | From                              | To                     | Proposed Modification   | Project Length in Miles | Total Cost (\$ in Millions) |
|--|-------|--|-----------------------------------|------------------------|---|-------------------------|-----------------------------|
| <b>Florida Transportation Plan Strategic Intermodal System Projects</b>                                      |       |  |                                   |                        |   |                         |                             |
| -  | -     | Interstate 75                              | Marion Countyline                 | Williston Road         | Managed Lanes   | -                       | \$280.3                     |
| -  | -     | Interstate 75                              | Williston Road                    | NW 39th Avenue         | Managed Lanes   | -                       | \$487.1                     |
| -  | -     | Interstate 75                              | NW 39th Avenue                    | U.S. Highway 441       | Managed Lanes   | -                       | \$20.0                      |
| -  | -     | Interstate 75                              | At: Williston Road                | -                      | Interchange Modification  | -                       | \$18.1                      |
| <b>Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant</b> |       |  |                                   |                        |   |                         |                             |
| -  | -     | Regional Transit System                    | At: Systemwide                    | -                      | Transit Development Plan Implementation   | -                       | 66.7                        |
| <b>Bicycle and Pedestrian Projects (Ten Percent Allocation)</b>  |       |  |                                   |                        |   |                         |                             |
| -  | -     | Bicycle and Pedestrian Project "Box Funds" | At: Gainesville Metropolitan Area | -                      | Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation   | -                       | 20.2                        |
| <b>Cost Feasible Plan-Eligible Congested Corridors</b>   |       |  |                                   |                        |   |                         |                             |
| 1*   | 21.3  | NW 83rd Street                             | NW 23rd Avenue                    | NW 39th Avenue         | Widen to 4 lanes/2 dedicated transit lanes  | 1.0                     | \$10.6                      |
| 2  | 19.6  | NW 23rd Avenue                             | NW 59th Terrace                   | NW 83rd Street         | New Construction 3 lane Complete Street/replace 2 lane rural section  | 1.5                     | \$11.2                      |
| 3  | 17.6  | SW 62nd Boulevard                          | SW 20th Avenue                    | Clark Butler Boulevard | Widen to 4 lanes, with bridge with dedicated transit lanes; median included   | 0.25                    | \$17.0                      |
| 4  | 17.4  | NW 98th Street                             | Newberry Road                     | NW 39th Avenue         | New construction 4 lanes/ replace a 2 lane rural section  | 2.0                     | \$24.8                      |
| 5  | 16.6  | NW 8th Avenue (SR 20)                      | NW 6th Street                     | Main Street            | Two Lane reduction/Complete Streets   | 0.4                     | \$2.5                       |
| 6*   | 14.6  | Ft. Clark Boulevard                        | Newberry Road                     | NW 23rd Avenue         | Widen to 4 lanes plus 2 dedicated transit lanes   | 1.0                     | \$10.6                      |
| 7  | 14.3  | SW 20th Avenue                             | SW 62nd Boulevard                 | SW 34th Street         | New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace | 1.75                    | \$46.5                      |
| 8  | 14.2  | NW 23rd Avenue                             | NW 83rd Street                    | Ft. Clarke Boulevard   | New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions                                     | 0.4                     | \$16.1                      |
| 9  | 14.2  | SW 62nd Boulevard                          | Newberry Road                     | SW 20th Avenue         | Widen to 4 lanes,with dedicated transit lanes; median included  | 1.50                    | \$31.3                      |

\* Does not include local funding for right-of-way and dedicated transit lane construction

**Administrative Modification -June 5, 2023**

The State Road 24 (Archer Road) capacity project from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

|     |      |                     |                 |                |  |     |        |
|-----|------|---------------------|-----------------|----------------|--|-----|--------|
| 10* | 14.1 | Archer Road (SR 24) | SW 91st Street  | SW 75th Street | Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan] | 1.5 | \$52.6 |
|     |      |                     | SW 122nd Street | SW 91st Street | Widen to 4 lanes divided                                   | 2.5 |        |



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**List of Priority Projects Fiscal Years 2024-25 to 2028-29**

| Rank | Score | Facility                      | From              | To                     | Proposed Modification  | Project Length in Miles | Construction Cost | Project Development and Environment Cost (5-10%) | Design Cost (10-20%) | Construction Engineering Inspection Cost (15%) | Right of Way Cost (25-100%) | Total Cost (\$ in Millions) | Cumulative Cost (\$ in Millions) | Notes (from Florida Department of Transportation Long-Range Estimating or for clarification)   |
|------|-------|-------------------------------|-------------------|------------------------|--|-------------------------|-------------------|--|----------------------|--|-----------------------------|-----------------------------|----------------------------------|--|
| 1*   | 21.3  | NW 83rd Street                | NW 23rd Avenue    | NW 39th Avenue         | Widen to 4 lanes/2 dedicated transit lanes   | 1.0                     | \$5,497,096.70    | \$462,988.30                                     | \$925,976.65         | \$1,388,964.98                                 | \$2,314,941.62              | \$10.6                      | \$10.6                           | For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item. |
| 2    | 19.6  | NW 23rd Avenue                | NW 59th Terrace   | NW 83rd Street         | New Construction 3 lane Complete Street/replace 2 lane rural section   | 1.5                     | \$7,194,315.13    | \$359,715.76                                     | \$719,431.51         | \$1,079,147.27                                 | \$1,798,578.78              | \$11.2                      | \$21.7                           | New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02   |
| 3    | 17.6  | SW 62nd Boulevard             | SW 20th Avenue    | Clark Butler Boulevard | Widen to 4 lanes, with bridge with BRT lanes; median included  | 0.25                    | \$7,382,224.54    | \$369,111.23                                     | \$738,222.45         | \$1,107,333.68                                 | \$7,382,224.54              | \$17.0                      | \$38.7                           | Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost   |
| 4    | 17.4  | NW 98th Street                | Newberry Road     | NW 39th Avenue         | New construction 4 lanes/replace a 2-lane rural section  | 2.0                     | \$15,483,010.00   | \$1,548,301.00                                   | \$1,548,301.00       | \$2,322,451.50                                 | \$3,870,752.50              | \$24.8                      | \$63.5                           | New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05  |
| 5    | 16.6  | NW 8th Avenue (State Road 20) | NW 6th Street     | Main Street            | Two Lane reduction/Complete Streets  | 0.4                     | \$1,960,669.58    | \$98,033.48                                      | \$196,066.96         | \$294,100.44                                   | N/A                         | \$2.5                       | \$66.0                           | Assume complete streets implementation with parking. Remove 2 lanes from existing 4-lane undivided arterial with 4' protected bike lanes: U19  |
| 6*   | 14.6  | Ft. Clark Boulevard           | Newberry Road     | NW 23rd Avenue         | Widen to 4 lanes/2 dedicated transit lanes   | 1.0                     | \$5,497,096.70    | \$462,988.30                                     | \$925,976.65         | \$1,388,964.98                                 | \$2,314,941.62              | \$10.6                      | \$76.6                           | For the purpose of this cost feasible plan the cost was based on Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will also include New Construction Extra Cost for Additional Lane on Urban Arterial: U10 (two additional lanes for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate item. |
| 7    | 14.3  | SW 20th Avenue                | SW 62nd Boulevard | SW 34th Street         | New construction 4 lanes/replace a 2-lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace | 1.75                    | \$21,634,673.75   | \$2,163,467.37                                   | \$3,245,201.06       | \$3,245,201.06                                 | \$16,226,005.31             | \$46.5                      | \$123.1                          | New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Replacement, approximate 39,000 sq ft (500' long with 4-12' lanes, 2-4' bike lanes and a 22' median (total of 78' widening)) at \$192/sq ft (Reinforced concrete with phased construction)  |
| 8    | 14.2  | NW 23rd Avenue                | NW 83rd Street    | Ft. Clarke Boulevard   | New construction 4 lanes/replace a 2-lane rural section, including bridge over I-75 + Transit Pre-emption Provisions                                     | 0.4                     | \$7,295,642.00    | \$729,564.20                                     | \$1,459,128.40       | \$1,094,346.30                                 | \$5,471,731.50              | \$16.1                      | \$139.2                          | New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05 + Bridge Widening, approximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at \$180/sq ft  |
| 9    | 14.2  | SW 62nd Boulevard             | Newberry Road     | SW 20th Avenue         | Widen to 4 lanes with BRT lanes; median included   | 1.50                    | \$13,627,169.46   | \$681,358.47                                     | \$1,362,716.95       | \$2,044,075.42                                 | \$13,627,169.46             | \$31.3                      | \$170.5                          | Cost based on cost per mile as provided in HNTB cost estimate for roadway construction   |

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

**Table C-2**  
**Year 2045 Long-Range Transportation Plan Discretionary Project Priorities**

| Facility                                  | From                 | To                         | Proposed Modification   | Total |
|---|----------------------|----------------------------|---|-------|
| Transit Modifications*                    | Various              | Various                    | Various   | 23.4  |
| Bicycle and Pedestrian Modifications*     | Various              | Various                    | Various   | 23.4  |
| Tower Road Park-and-Ride                  | AT: SW 8th Avenue    | -                          | Construct Park-and-Ride   | 21.2  |
| SW 57th Road                              | SW 75th Street       | SW 63rd Boulevard          | New Construction, 2 lanes   | 17.8  |
| NW 83rd Street Extension                  | Millhopper Road      | Santa Fe Northern Boundary | New 2 lane roadway  | 14.6  |
| SW 91st Street / SW 73rd Avenue Extension | Archer Road          | SW 88th Street             | New Construction, 2 lanes   | 14.5  |
| Archer Road (SR 24)                       | Parker Road          | SW 75th Street (Tower      | New construction 4 lanes/replace a 2 lane rural   | 14.1  |
| SW 8th Avenue                             | SW 91st Street       | SW 20th Avenue             | New construction 4 lanes/replace a 2 lane rural   | 14.1  |
| NW 23rd Avenue                            | NW 98th Street       | NW 55th Street             | New construction 4 lanes/replace a 2 lane rural   | 11.3  |
| NW 23rd Boulevard                         | NW 22nd Street       | NW 13th Street             | New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over      | 11.3  |
| NW 34th Street (SR 121)                   | NW 31st Boulevard    | NW 53rd Avenue             | New construction 4 lanes/replace a 2 lane rural   | 11.3  |
| NW 34th Boulevard (SR 121)                | NW 53rd Avenue       | NW 77 Avenue               | New construction 4 lanes/replace a 2 lane rural   | 11.2  |
| SW 23rd Terrace                           | Williston Road       | Hull Road                  | New construction 4 lanes/replace a 2 lane rural   | 11.1  |
| SW 24th Avenue                            | SW 43rd Street       | SW 34th Street             | Widen to 4 lanes  | 11.1  |
| SW 39th Boulevard                         | Archer Road          | SW 34th Street             | Widen to 4 lanes  | 11.1  |
| Hull Road                                 | SW 20th Avenue       | SW 43rd Street             | Two- Lane Extension   | 10.9  |
| SW 63rd Boulevard/ SW 67th Avenue         | SW 24th Avenue       | Archer Road                | New Construction, 2 lanes   | 10.8  |
| Williston Road (SR 331)                   | SW 40th Street       | SW 35th Drive              | New construction 4 lanes/replace a 2 lane rural   | 10.5  |
| NW 34th Street (SR 121)                   | W University Avenue  | NW 31st Boulevard          | New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over      | 7.6   |
| SW 35th Place                             | SW 34th Street       | SW 27th Street             | New construction 4 lanes/replace a 2 lane rural   | 7.5   |
| NW 23rd Avenue                            | Ft. Clarke Boulevard | NW 98th Street             | New construction 4 lanes/ replace a 2 lane rural  | 7.5   |
| SW 35th Place                             | SW 34th Street       | SW 27th Street             | New construction 4 lanes/replace a 2 lane rural   | 7.5   |
| NW 53rd Avenue                            | NW 52nd Terrace      | Waldo Road (SR 24)         | New construction 4 lanes/ replace a 2 lane rural  | 7.4   |
| SW 75th Street (Tower Road)               | SW 75th Court        | SW 8th Avenue              | Widen to 4 lanes  | 7.4   |
| SW 4th Avenue                             | SW 13th Street       | SE 3rd Street              | Widen to 4 lanes  | 7.4   |
| NW 23rd Avenue Extension                  | NW 98th Street       | NW 122nd Street Extension  | New Construction, 2 lanes   | 7.2   |
| NW 23rd Avenue Extension                  | NW 122nd Street      | NW 143rd Street            | New Construction, 2 lanes   | 7.2   |
| SW 20th Avenue I-75 Bridge                | SW 62nd Avenue       | SW 52nd Avenue             | New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over I-75 | 7.1   |
| NW 39th Avenue                            | SW 143rd Street      | NW 105th Street            | New construction 4 lanes/replace a 2 lane rural   | 3.8   |

\* This project is also listed in the adopted Year 2045 Cost Feasible Plan for Revenue-Forecasted funds.

**Illustration C-1**  
**Year 2045 Long-Range Transportation Plan Cost Feasible Priority Ranking of Projects**  
**Adopted August 24, 2020**



**Table C-3**  
**Year 2045 Long-Range Transportation Plan**  
**Existing Plus Committed Capacity Projects**

| Existing Plus Committed Projects<br>Project Location / Description<br>[FDOT Number]   | Map<br>Location                  | Location  |   |
|---|----------------------------------|---|---|
|   |                                  | From  | To  |
| SW 34 Street (SR 121) / Turnlane Realignment - 2 Through Lanes North-South [4394881]  | 1                                | SW 2 Avenue (SR 26A)  | W University Avenue (SR 26)   |
| IFAS Research Drive/SW 23 Terrace / Construct Roadway Extension; Modify Intersection  | 2                                | Archer Road [SR 24]   | Hull Road   |
| Natural Area Drive / Realign Roadway - Convert Roadway to Parking Adjacent to Lacrosse Field;<br>extend Roadway to Research Drive   | 3                                | Surge Area Drive  | Hull Road   |
| Inner Road / Reconfigure Roadway - Eliminate Parking; 2-Way Traffic   | 4                                | Newell Drive  | SW 13 Street (US 441)   |
| University of Florida Campus Bicycle/Pedestrian Exclusive Area Boundaries<br>SW 13 Street (US 441)<br>W University Avenue (SR 26)<br>Inner Road<br>Buchman Drive  | 5                                | Inner Road<br>Buchman Drive<br>Newell Drive<br>Stadium Road   | W University Avenue (SR 26)<br>SW 13 Street (US 441)<br>SW 13 Street (US 441)<br>W University Avenue (SR 26)    |
| SW 62 Boulevard Connector / Project, Development and Environment Study SR 24 to SR 26 - 4-Lane Divided;<br>Interim Project - 2-Lane New Construction Clark Butler Boulevard to SW 20 Avenue<br>[2113652; 2113653; 2113655; 2113656; 2113657]  | 6                                | Archer Road (SR 24)   | Newberry Road (SR 26)   |
| SW 8 Avenue Connector / New Road Construction   | 7                                | SW 20 Avenue  | Tower Road  |
| SW 8 Avenue Extension / New Road Construction   | 8                                | SW 143 Street   | SW 122 Street   |
| SW 40 Boulevard Connector / New Road Construction   | 9                                | SW 34 Street (SR 121)   | Archer Road (SR 24)   |
| South Main Street / 2-Lane Reduction; Add Onstreet Parking  | 10                               | S 16 Avenue [SR 226]  | Depot Avenue  |
| Hull Road Extension / New Road Construction   | 11                               | SW 34 Street (SR 121)   | Archer Road (SR 24)   |
| SW 38 Terrace Extension   | 12                               | Plaza Boulevard   | Hull Road   |
| SW 45 Street Extension / Celebration Pointe Transportation Facilities<br>SW 45 Street   | 13                               | Archer Road [SR 24]   | Bass Pro Shop   |
| Celebration Pointe Avenue / Celebration Pointe Avenue and Bridge - New 2-Lane   | 14                               | SW 45 Street Extension  | SW 42 Way   |
| Butler Plaza Expansion Transportation Facilities -<br>Clark Bulter Boulevard Extension - 4-Lane Divided<br>Plaza Boulevard - 2-Lane Divided<br>SW 30 Avenue - 2-Lane<br>Regional Transit System Transfer Station / Park-and-Ride Facility<br>SW 42 Street Realignment<br>SW 35 Boulevard Extension - 2-Lane | 15<br>16<br>17<br>18<br>19<br>20 | Archer Road [SR 24]<br>SW 42 Street<br>SW 40 Boulevard<br>SW 42 Way<br>SW 40 Boulevard<br>SW 42 Way | SW 43 Street<br>SW 24 Avenue<br>SW 42 Street<br>SW 42 Street<br>Clark Bulter Boulevard<br>Windmeadows Boulevard |
| Depot Avenue Intersection Realignment / Depot Avenue Roundabouts  | 21<br>22<br>23                   | At SE 7 Avenue<br>At SW 6 Street<br>At SW 11 Street   | At SE 4 Street<br><br>At SW 9 Road  |

Projects completed - 1, 3, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, and 23

Projects underway - 2 and 5

Projects committed for construction - 4 and 6 (interim)

**Illustration C-II**  
**Year 2045 Long-Range Transportation Plan Existing Plus Committed Capacity Projects**  
**Adopted August 24, 2020**



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

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## **Appendix D: Supplemental Project Priority Information - Long-Range Transportation Planning and Regional Transit System**

### **A. Long-Range Transportation Planning Priorities**

Table D-1 provides supplemental project descriptions for additional planning assistance funding for the development of the Long-Range Transportation Plan update and subsequent revisions. The purpose of this section and Table D-1 is to serve as a request and listing for funds for Long-Range Transportation Plan for Fiscal Years 2022-23 to 2026-27.

### **B. Regional Transit System Priorities**

Table D-2 provides the expanded project descriptions from the Regional Transit System Transit Development Plan. Illustrations D-1 and D-2 are from the Regional Transit System Transit Development Plan Executive Summary,, dated 2019.

**Table D-1**  
**Long-Range Transportation Planning Priorities**  
**Fiscal Years 2022-23 to 2026-27**

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

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

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

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

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

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

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

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

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

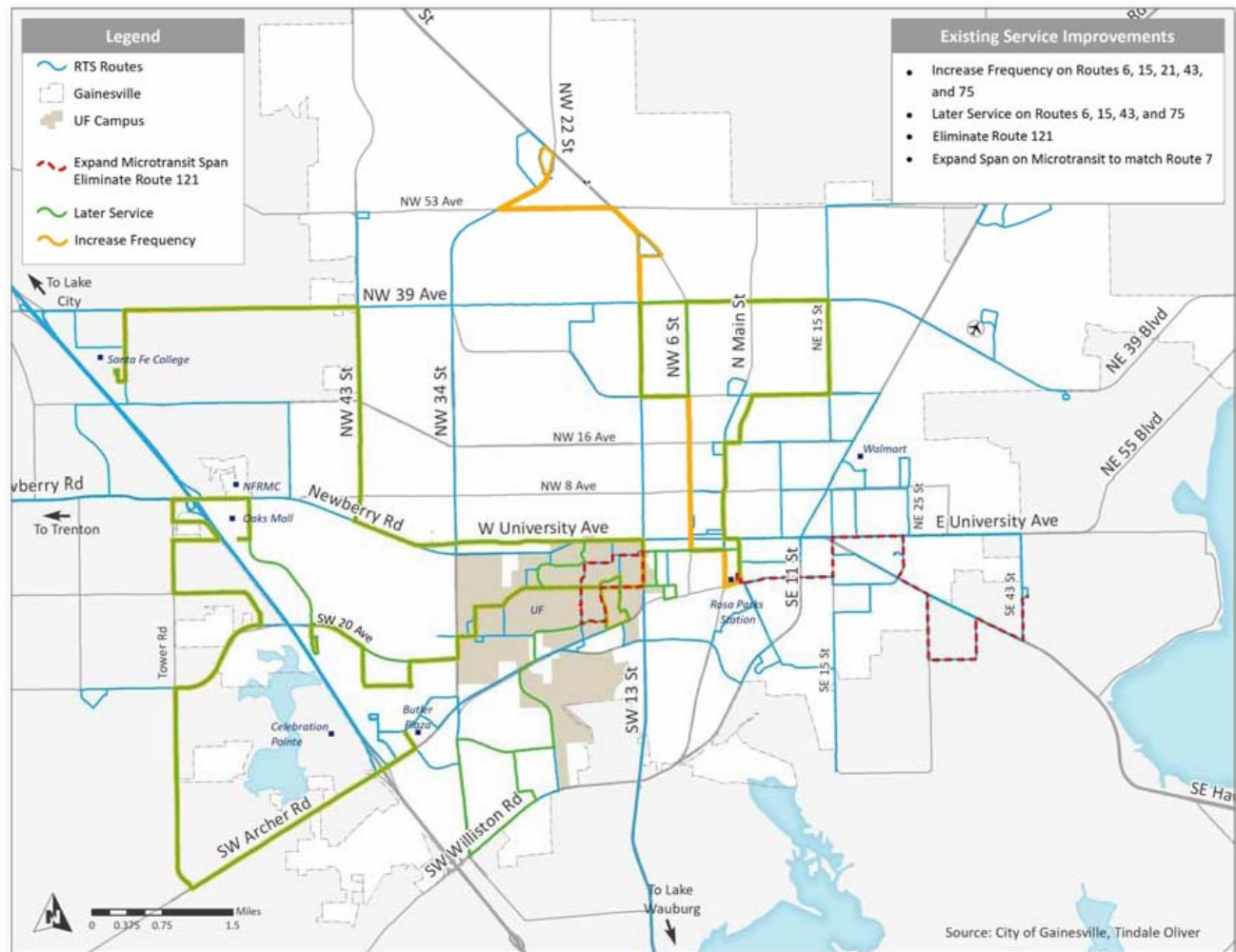
**Table D-2**  
**Transit Priorities Supplemental Information -**  
**Transit Development Plan**

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

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

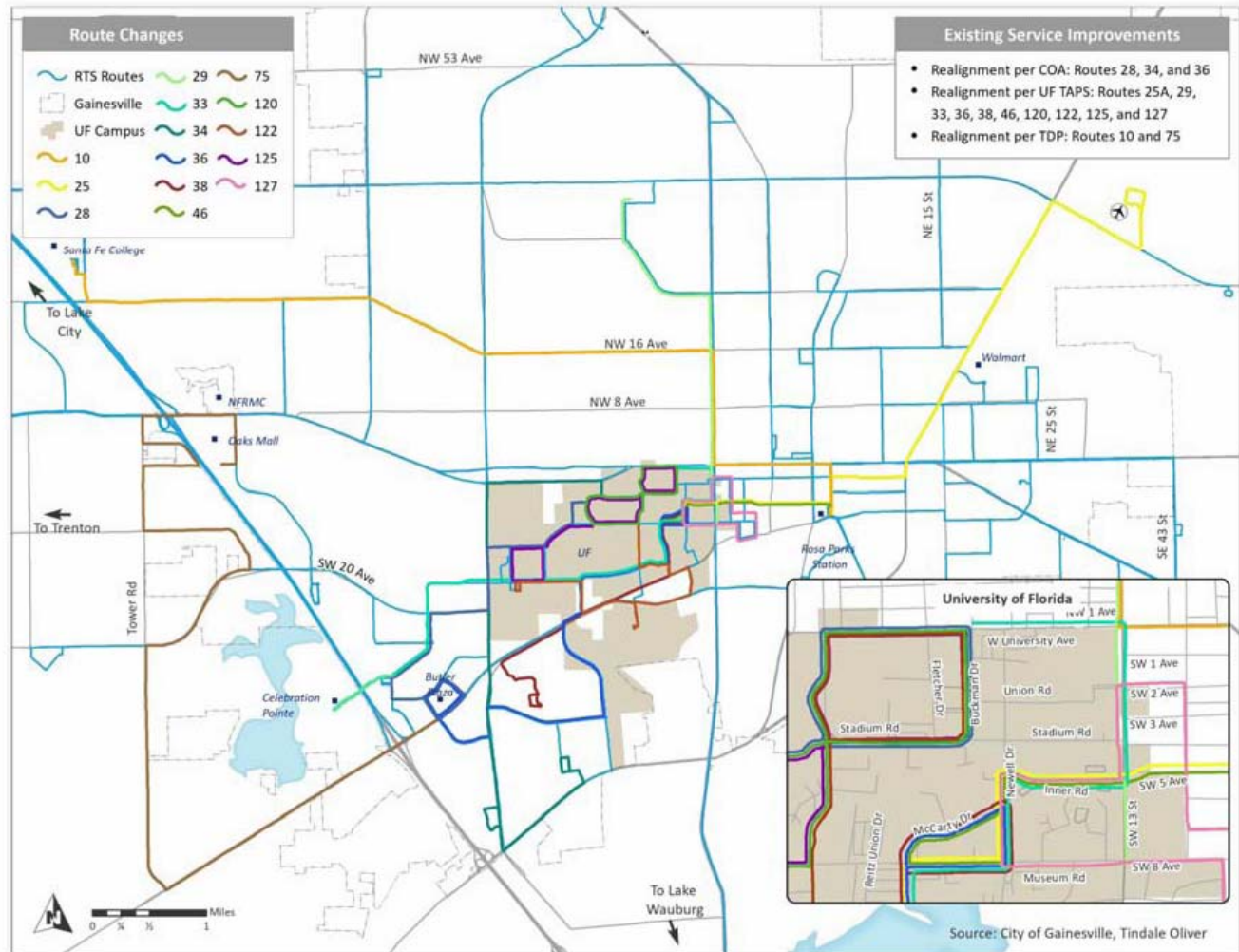
| <b>Service Modification - Policy Modification Recommendations</b> |   |
|---|---|
| <b>Modification</b>   | <b>Comment</b>  |
| Fare Policy Study   | Regional Transit System is exploring the implementation of a free fare policy for older adults over the age of 65 and youth under age 17. Regional Transit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

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

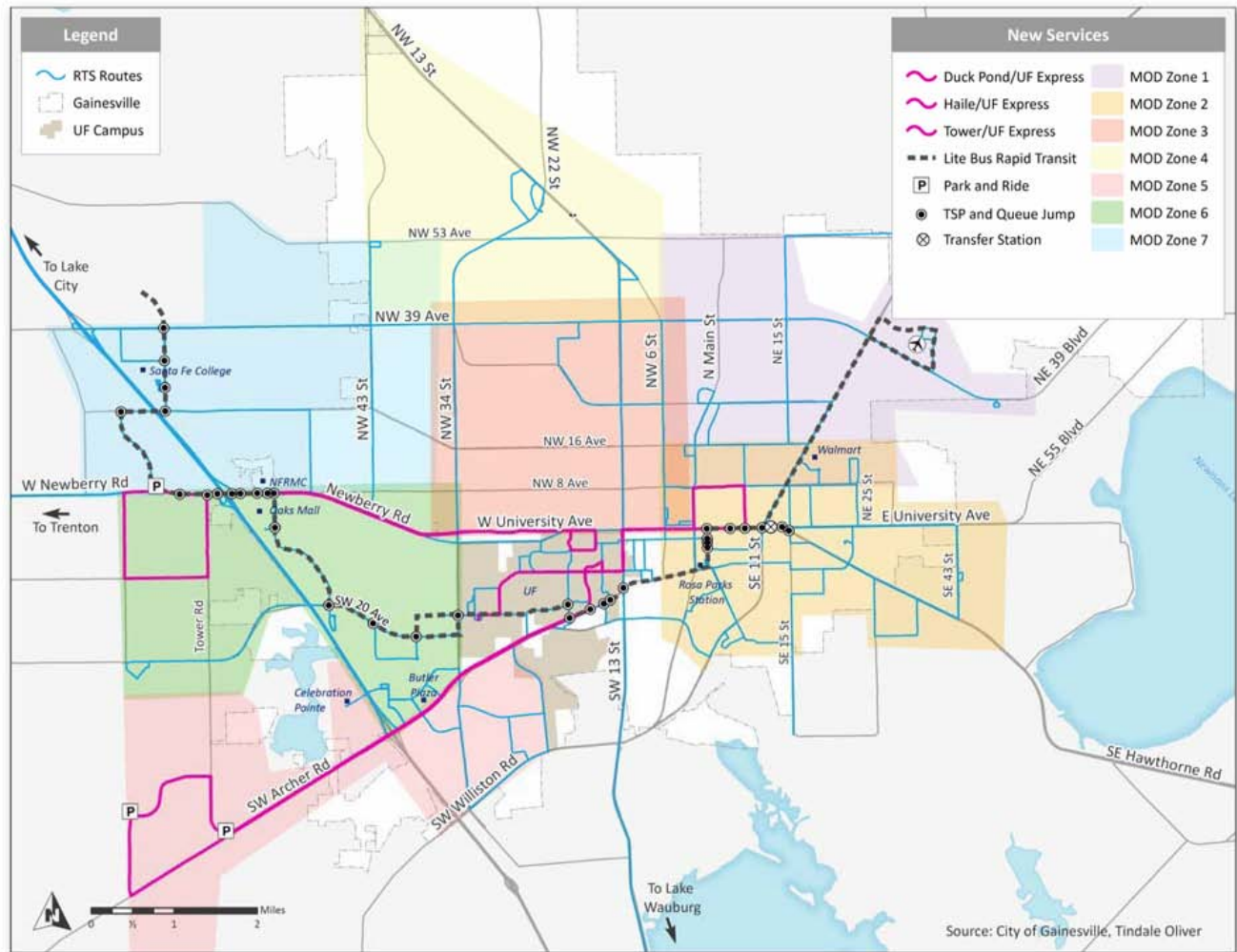




**Illustration D-1 (Continued)**  
**Existing Service Modifications**  
**Route Realignment**



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



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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

## *List of Priority Projects Team*

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\*\* Lauren Yeatter, AICP, Senior Planner

\* Primary Responsibility  
\*\* Secondary Responsibility



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