

# List of Priority Projects

Fiscal Years 2014-15 to 2018-19

June 3, 2013

Metropolitan Transportation  
Planning Organization  
for the  
Gainesville Urbanized Area





# List of Priority Projects

## Fiscal Years 2014-15 to 2018-19



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Approved by the

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area

2009 NW 67th Place  
Gainesville, Florida 32653  
[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)  
352.955.2200

With Assistance from:  
North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653  
[www.ncfrpc.org](http://www.ncfrpc.org)

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# Chapter I

## Introduction

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## Chapter I: Introduction

Each spring, 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.

- ☐ Spring - The Metropolitan Transportation Organization for the Gainesville Urbanized Area approves priority lists for projects it wants Florida Department of Transportation to fund;
- ☐ Late Fall - The Florida Department of Transportation reports to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area what projects it proposes to fund; and
- ☐ Spring - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area decides which federally-funded projects to approve.

### A. Purpose of this Report

This report develops a list of needed, but unfunded, transportation projects. The projects listed later in this report are determined by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to be necessary to effectively implement the adopted 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program.

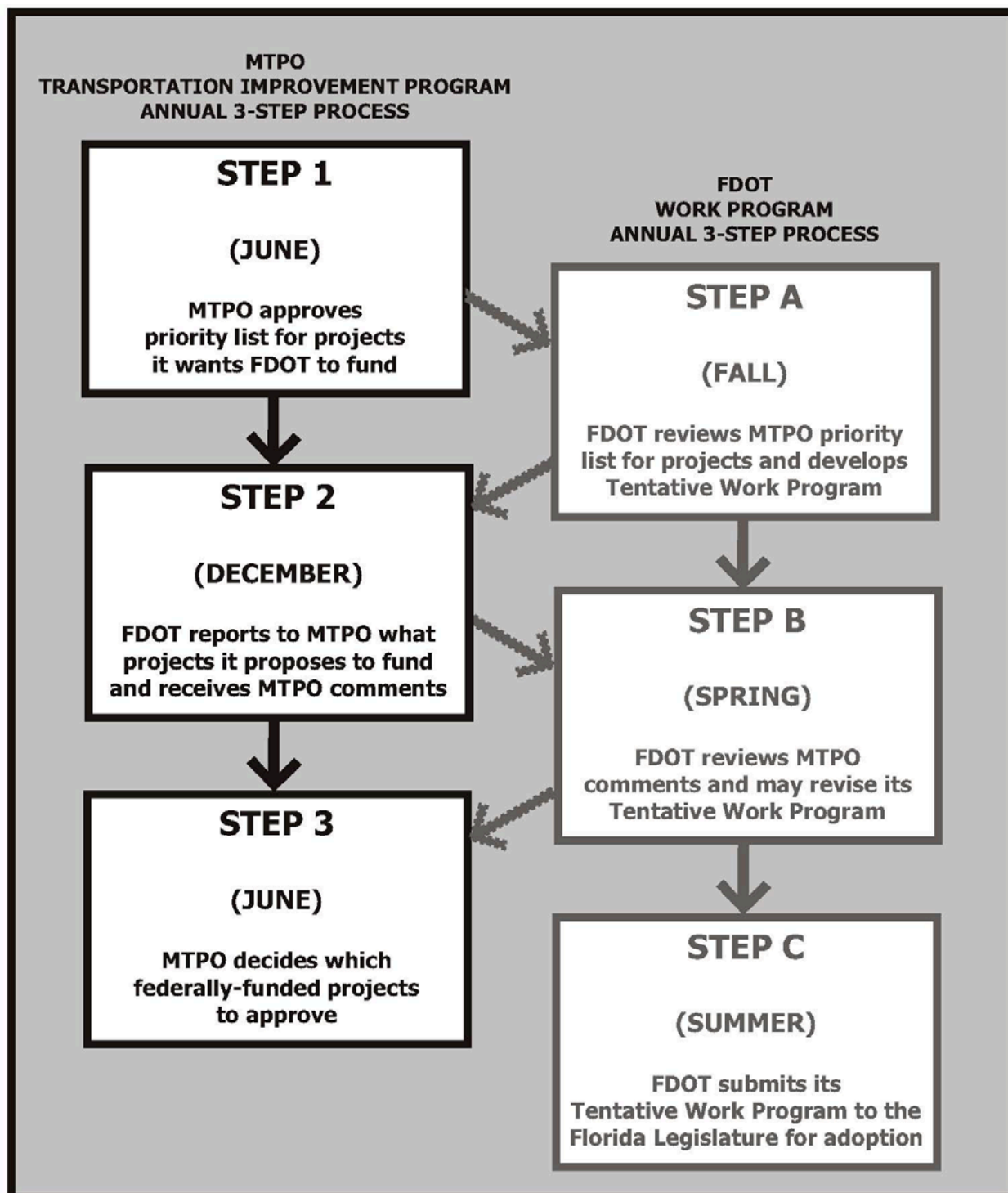
Development of the Long Range Transportation Plan, List of Priority Projects and Transportation Improvement Program address the transportation planning process requirements in the Moving Ahead for Progress in the 21st Century Act. In accordance with 23 United States Code 134 (c)(3) and 49 United States Code 5303 (a)(3), this document is developed based on a continuing, comprehensive, and cooperative process.

### B. Methodology Used for Setting Priorities

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

- ☐ March - Draft report distributed to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees that identifies transportation priorities submitted last year and, of those, which ones were funded;
- ☐ May - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees develop recommended transportation priorities for the coming year; and
- ☐ June - The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves transportation priorities for the coming year and submits a List of Priority Projects to the 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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## **C. Development**

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the eight factors contained in Appendix A. 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 2035 Transportation Plan - The Livable Community Reinvestment Plan**

The transportation system modifications that have been identified as priorities from the adopted 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* are listed in the Public Transportation Priorities, Surface Transportation Program Fund Priorities and Traffic Operations Priorities project tables.

## **E. Relationship to the 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 Moving Ahead for Progress in the 21st Century 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 for the Gainesville Urbanized Area has, over the years, adopted various urban design and streetscape policies. These policies have been consolidated into a document entitled Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area sponsors workshops and charrettes, as necessary, regarding projects in the Transportation Improvement Program.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area maintains a database of freight shippers that serve and/or are based in the Gainesville Metropolitan Area. Correspondence 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 for the Gainesville Urbanized Area meeting dates when the List of Priority Projects and the Transportation Improvement Program documents are considered by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

## **I. Public Transportation Users**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area 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 for the Gainesville Urbanized Area representative, the Alachua County Traffic Safety Team is comprised of representatives from:

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**List of Priority Projects Fiscal Years 2014-15 to 2018-19**

<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	School Board	Police Department
University of Florida T <sup>2</sup> Center	Sheriff's Office	Public Works Department
UF Facilities Planning & Construction	Public Works Department	-

UF = University of Florida

T<sup>2</sup> = Technology Transfer

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives Alachua County Traffic Safety Team recommendations for safety-funded projects in the List of Priority Projects. Currently, the focus of transportation system security is on airport facilities.

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# Chapter II

## Project Priorities

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## Chapter II: Project Priorities

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

- Bicycle/Pedestrian Enhancement Priorities;
- Capacity/Multimodal Priorities;
- Intelligent Transportation System Priorities;
- Landscaping Priorities;
- Project Development and Environment Study Priorities;
- Public Transportation Priorities;
- Right-of-Way Priorities;
- Safety Priorities;
- Strategic Intermodal System Priorities;
- Surface Transportation Program Priorities;
- Traffic Operations Priorities
- Transit Corridor Development Priorities; and
- Transportation Disadvantaged Priorities.

**Illustration II**  
**Transportation Alternative Project Priorities**  
**Fiscal Years 2014-15 to 2018-19**



## A. Bicycle/Pedestrian Priorities

Table 1A identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 1B identifies Alachua County-maintained facility bicycle/pedestrian project priorities. Table 1C identifies City of Gainesville-maintained facility bicycle/pedestrian project priorities.

**Table 1A**  
**Bicycle/Pedestrian Priorities - Transportation Alternatives Project Fund**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	SW 27 Street/SW 40 Place/ SW 25 Terrace	FM: SW 35 Place TO: Williston Road	Construct ADA-compliant multi-use path
2	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
3	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
4	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
5	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
6	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
7	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
8	E 10 Street	FM: Depot Avenue Trail TO: NE 3 Avenue	Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/ Waldo Road intersection
9 <i>Partially Funded</i>	<i>SW 43 Street</i>	<i>FM: SW 40 Boulevard TO: SW 20 Avenue</i>	<i>Construct ADA-compliant sidewalk</i>
10	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
11	SW 34 Street Grade-Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing
12	Hull Road Connector*	FM: SW 20 Avenue TO: End of Parking Area	Construct bicycle/pedestrian trail
13	Lake Kanapaha Trail	FM: Tower Road TO: Interstate 75	Construct bicycle/pedestrian trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

\*2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

ADA = Americans with Disabilities Act of 1990; E = East; FM = From; NW = Northwest  
RTS = Regional Transit System; SW = Southwest; UF = University of Florida; W = West

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

**Table 1B**  
**Bicycle/Pedestrian Priorities - Alachua County - Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
NA	NW 143 Street	FM: Newberry Road TO: NW 39 Avenue	Construct multi-use path
NA	NW 63 Terrace	FM: NW 18 Avenue TO: NW 19 Place	Construct multi-use path

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.)

FM = From; NA = Not Applicable; RTS = Regional Transit System; SR = State Road; SW = Southwest  
UF = University of Florida; ADA = Americans with Disabilities Act of 1990  
FDOTTWP = Florida Department of Transportation Tentative Work Program-funded project

Bicycle/Pedestrian Priorities- Alachua County-Maintained Facilities are derived from the adopted 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

**Table 1C**  
**Bicycle/Pedestrian Priorities - City of Gainesville-Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<i>NA</i> <i>Partially</i> <i>Funded</i>	<i>SW 35 Place Sidewalk</i>	<i>FM: SW 34 Street</i> <i>[SR 121]</i> <i>TO: SW 23 Terrace</i>	<i>Construct ADA-compliant concrete sidewalk</i>
<b>NA</b>	West 6 Street Rail/Trail	FM: NW 16 Avenue TO: NW 23 Avenue	Construct Rail/Trail
<b>NA</b>	NW 45 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct ADA-compliant multi-use path

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990  
NA = Not Applicable  
SW = Southwest

FM = From  
SR = State Road

Bicycle/Pedestrian Priorities- City of Gainesville-Maintained Facilities are derived from the adopted 2035 Livable Community Reinvestment Plan, the *Livable Community Reinvestment Plan*. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

**Illustration III**  
**Capacity/Multimodal Priorities State Highway System**  
**Fiscal Years 2014-15 to 2018-19**





## B. Capacity/Multimodal Priorities

Table 2A identifies State Highway System capacity/multimodal project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 2B identifies Alachua County-maintained facility capacity/multimodal project priorities. Table 2C identifies City of Gainesville-maintained capacity/multimodal project priorities.

**Table 2A**  
**Capacity/Multimodal Priorities - State Highway System**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<i>1</i> <i>Partially</i> <i>Funded</i>	<i>NW 34 Street [SR 121]</i>	<i>FM: NW 16 Avenue</i> <i>TO: US 441</i>	<i>Construction of center turnlanes along this facility</i>
<b>2</b>	University Avenue [SR 26]	FM: Gale Lemerand Drive TO: Waldo Road [SR 24]	Conduct Multimodal Emphasis Corridor Study
<b>3</b>	W 13 Street [US 441]	FM: Archer Road [SR 24] TO: NW 33 Avenue	Conduct Multimodal Emphasis Corridor Study
<b>4</b>	Waldo Road Multiway Boulevard	FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222]	Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E)
<b>5</b>	Bus Rapid Transit (BRT) Corridor Infrastructure-partial	FM: Santa Fe Village TO: Gainesville Regional Airport	Installation of BRT infrastructure
<b>6</b>	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E)
<b>7</b>	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Additional roadway capacity and corridor management study (PD&E)

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NW = Northwest; PD&E = Project Design and Environment  
SE = Southeast; SW = Southwest; TSM = Transportation System Management  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Capacity/Multimodal Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

**Table 2B**  
**Capacity/Multimodal Priorities - Alachua County-Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b>	SW 20 Avenue	FM: SW 61 Street TO: SW 52 Street	4-laning and multi-use path
<b>2</b>	SW 8 Avenue - Phase 2	FM: SW 143 Street TO: SW 122 Street	2-lane roadway and multi-use path
<b>3</b>	NW 23 Avenue	FM: NW 98 Street TO: NW 55 Street	4-laning
<b>4</b>	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Construction of two-way left turnlanes, multi-use path and signalization
<b>5</b>	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	New roadway with travel lanes, BRT dedicated transit lanes and multi-use path
<b>6</b>	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	New Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
<b>7</b>	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	New roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
<b>8</b>	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	BRT dedicated transit lanes
<b>9</b>	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass
<b>10</b>	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	New roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft = Fort; NW = Northwest; SE = Southeast; SW = Southwest  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Capacity/Multimodal Priorities - Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan Cost Feasible Plan, the *Livable Community Reinvestment Plan* projects. These projects were included in the 2035 Long Range Transportation Plan Cost Feasible Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

**Table 2C**  
**Capacity/Multimodal Priorities - City of Gainesville-Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
NA	SE 4 Street- Phase 2	FM: Williston Road [SR 331] TO: Depot Avenue	Reconstruction
NA	SW 62 Boulevard	FM: Archer Road [SR 24] TO: Newberry Road [SR 24]	Four lanes plus two additional BRT lanes in the middle
NA	Hull Road Extension	FM: SW 43 Street TO: SW 34 Street	Construct Hull Road extension with approved 100-foot right-of-way cross-section *
NA	SW 38 Terrace	FM: SW 20 Avenue TO: Hull Road	Construct 2-lane extension
NA	SW 6 Street	FM: SW 16 Avenue [SR 226] TO: W University Avenue [SR 26]	Urban cross-section with bikelanes reconstruction from SW 4 Avenue to West University Avenue and add medians, bikelanes and onstreet parking from SW 16 Avenue to SW 4 Avenue
NA	SW 40 Boulevard	FM: SW 34 Street [SR 121] TO: Archer Road [SR 24]	Construct 2-lane extension
NA	SW 47 Avenue	FM: SW 34 Street [SR 121] TO: Williston Road [SR 331]	Construct 2-lane extension

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; SE = Southeast; SR = State Road  
SW = Southwest; W = West

Initial Capacity/Multimodal Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

\* At its February 4, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a waiver for a 90-foot cross-section for the Village Point development project.

### Illustration IV Intelligent Transportation System Priorities Fiscal Years 2014-15 to 2018-19



## C. Intelligent Transportation System Priorities

Table 3 identifies intelligent transportation system project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 3**  
**Intelligent Transportation System Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(Gainesville Metropolitan Area/Countywide)**

Number	Project	Location	Description
<b>1</b> <b>Partially</b> <b>Funded</b>	<i>Traffic Management System- Phase V- Interstate 75</i>	<i>FM: Marion County line TO: Columbia County line</i>	<p><i>A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times.</i></p> <p><i>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This allows operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using Dynamic Message Signs and the 511 information hotline.</i></p> <p><i>C. Add traffic detection technology so automated alerts can be sent to the Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</i></p>
	Regional Transit System - Bus Priority System-	-	
<b>2</b>	A. Route 9- Archer Road [SR 24]	FM: SW 23 Terrace TO: SW 23 Drive	
	Route 9- Williston Road [SR 331]	FM: SW 25 Terrace TO: SW 23 Terrace	
	B. Route 20 - SW 34 Street [SR 121]	FM: SW 20 Avenue TO: Hull Road	
	C. Route 21 - SW 34 Street [SR 121]	FM: SW 20 Avenue TO: Hull Road	
	D. Route 35- Archer Road [SR 24]	FM: Center Drive TO: Lemerand Drive	
		FM: SW 23 Terrace TO: SW 16 Avenue	
	Route 35- SW 16 Avenue [SR 226]	FM: Archer Road TO: Shealy Drive	
	Route 35- SW 34 Street [SR 121]	FM: SW 35 Place TO: Williston Road	
		FM: SW 34 Street [SR 121]	
	Route 35- Williston Road [SR 331]	TO: SW 23 Terrace	Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.

**Table 3 (Continued)**  
**Intelligent Transportation System Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(Gainesville Metropolitan Area/Countywide)**

Number	Project	Location	Description
<b>3</b> <i>Partially Funded</i>	<i>Dynamic Message Signs on State Highway Arterials</i>	-	<i>Dynamic message on arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</i>
<b>4</b>	Travel Demand Management	AT: Gainesville Metropolitan Areawide	Information technologies project that addresses travel demand strategies, such as HOV lanes and other travel demand technologies.
<b>5</b> <i>Partially Funded</i>	<i>Traffic Management System</i>	<i>AT: Countywide</i>	<i>Conversion to yellow flashing arrows</i>

HOV = High Occupancy Vehicles; FM = From; SE = Southeast; NW = Northwest; SW = Southwest  
SR = State Road; W = West; TMC = Traffic Management Center

Initial intelligent transportation system priorities were developed by City of Gainesville Traffic Operations staff.

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**Illustration V**  
**Landscaping Priorities**  
**Fiscal Years 2014-15 to 2018-19**





## D. Landscaping Priorities

Table 4 identifies landscaping project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 4**  
**Landscaping Priorities - State Highway System Only\***  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b>	University Avenue [SR 26]	AT: Waldo Road [SR 24]	Install a vegetative median on State Road 331 (Williston Road) at the State Road 26 (E. University Avenue) intersection to enhance pedestrian safety
<b>2</b>	SW 34 Street [SR 121]	FM: Williston Road [SR 331] TO: Archer Road [SR 24]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
<b>3</b>	Williston Road [SR 331]	FM: SW 34 Street [SR 121] TO: SW 23 Terrace	provide shade tree landscaping for pedestrian facilities where possible
<b>4</b>	NW 13 Street [US 441]	FM: NW 39 Avenue [SR 222] TO: NW 6 Street [SR 20]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
<b>5</b>	NW 39 Avenue [SR 222]	FM: NW 43 Street TO: NW 34 Street [SR 121]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
<b>6</b>	Hawthorne Road [SR 20]	FM: SE 27 Street TO: SE 55 Boulevard	provide shade tree landscaping for pedestrian facilities where possible
<b>7</b>	Archer Road [SR 24]	FM: SW 91 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
<b>8</b>	Newberry Road [SR 26]	FM: NW 98 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

\* Projects must be constructible within the available State Road right-of-way.

FM = From; NW = Northwest; SE = Southeast; SW = Southwest; SR = State Road

Initial Landscaping Priorities were developed by Alachua County and City of Gainesville Public Works Department staff.

**Illustration VI**  
**Project, Development and Environment (PD&E) Priorities**  
**Fiscal Years 2014-15 to 2018-19**



## E. Project, Development and Environment Study Priorities

Table 5A identifies State Highway System Project Development and Environment study project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 5B identifies Alachua County-maintained facility Project Development and Environment study project priorities. Table 5C identifies City of Gainesville-maintained facility Project Development and Environment study project priorities.

**Table 5A**  
**Project, Development and Environment Study Priorities**  
**State Highway System**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	Oaks Mall to Airport BRT	FM: Oaks Mall TO: Airport (via Archer Road and Downtown)	Conduct PD&E study
2	Santa Fe to Oaks Mall BRT	FM: Santa Fe College TO: Oaks Mall	Conduct PD&E study
3	University Avenue [SR 26]	FM: Gale Lemerand Drive TO: Waldo Road [SR 24]	Conduct Multimodal Emphasis Corridor Study
4	W 13 Street [US 441]	FM: Archer Road [SR 24] TO: NW 33 Avenue	Conduct Multimodal Emphasis Corridor Study
5	Waldo Road Multiway Boulevard	FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222]	Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E)
6	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E)
7	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Additional roadway capacity and corridor management study (PD&E)

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; E = East; FM = From; NE = Northeast; NW = Northwest;  
PD&E = Project Design and Environment Study; SR = State Road; US = United States  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Project Design and Environment Study Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

**Table 5B**  
**Project, Development and Environment Study Priorities**  
**Alachua County - Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	SW 20 Avenue Reconstruction	FM: SW 61 Street TO: SW 52 Street	Conduct PD&E study in order to construct a 4-lane divided facility and multi-use path
2	SW 8 Avenue- Phase 2	FM: SW 143 Street TO: SW 122 Street	Conduct PD&E study for 2-lane roadway and multi-use path
3	NW 23 Avenue	FM: NW 98 Street TO: NW 55 Street	Conduct PD&E study for 4-laning
4	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Conduct PD&E study for construction of two-way left turnlanes, multi-use path and signalization
5	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path
6	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	Conduct PD&E study for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
7	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
8	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	Conduct PD&E study for BRT dedicated transit lanes
9	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Conduct PD&E study for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass

**Table 5B (Continued)**  
**Project, Development and Environment Study Priorities**  
**Alachua County - Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>11</b>	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft. = Fort; NW = Northwest;

PD&E = Project Design and Environment Study; SE = Southeast; SR = State Road; SW = Southwest

Initial Project Design and Environment Study Priorities- Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

**Table 5C**  
**Project, Development and Environment Study Priorities**  
**City of Gainesville - Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
NA	Hull Road Extension	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Conduct PD&E study for MTPO- approved 100-foot cross-section *

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; PD&E = Project Design and Environment Study; SE = Southeast; SR = State Road; SW = Southwest

MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

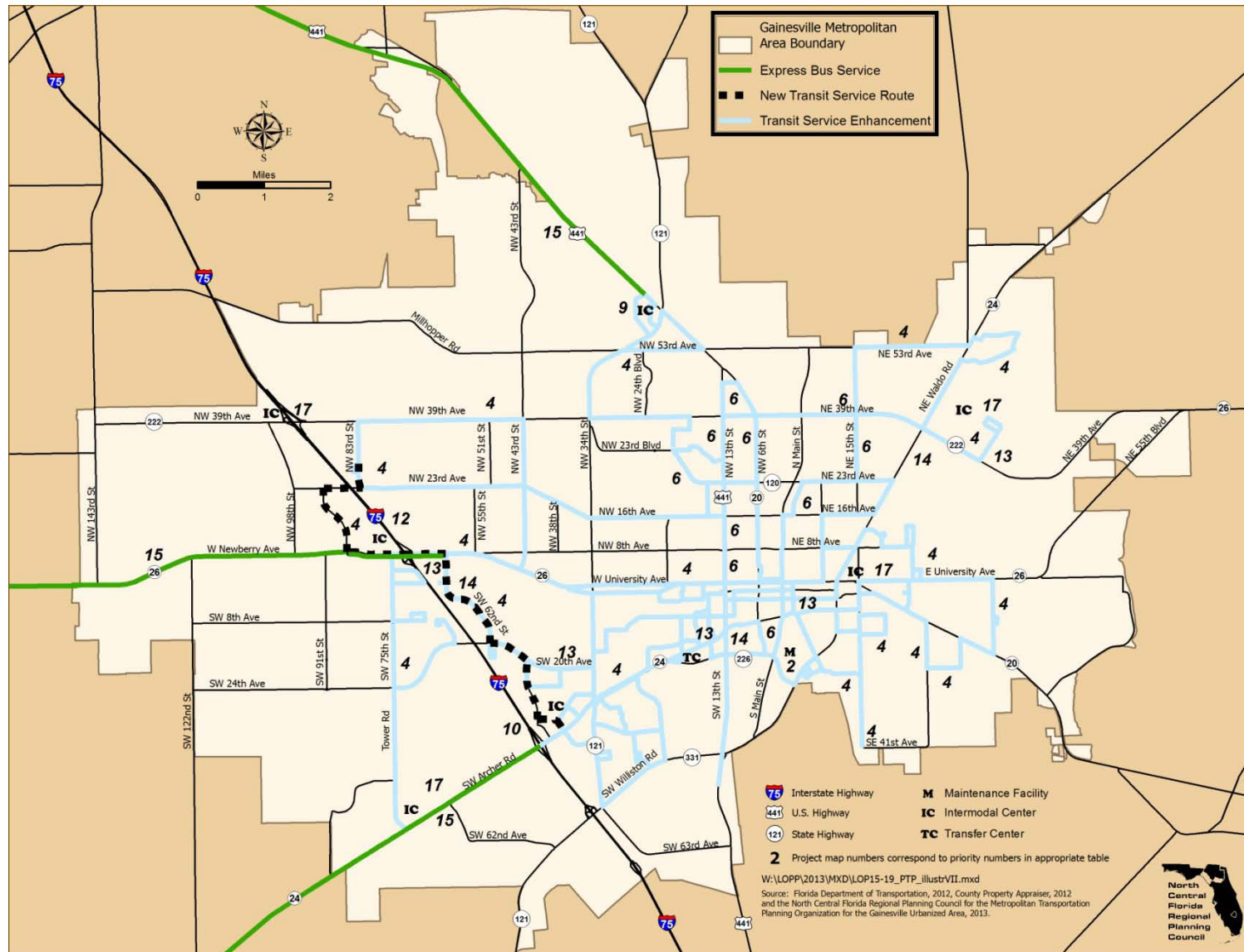
Initial Project Design and Environment Study Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

\* At its February 4, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a waiver for a 90-foot cross-section for the Village Point development project.

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# Illustration VII Public Transportation Priorities Fiscal Years 2014-15 to 2018-19





## F. Public Transportation Priorities

Table 6 identifies public transportation project priorities. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; railroad right-of-way projects; and transit system projects for the Fiscal Years 2014-15 to 2018-19.

**Table 6**  
**Public Transportation Priorities**  
**Fiscal Year 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <i>Funded Annually</i>	<i>Block Grant- Public Transit Operating</i>	<i>RTS Systemwide</i>	<i>Operating Assistance [Funded annually by State]*</i>
<b>2</b>	RTS Phase 2 of 2 Maintenance Facility	AT: 34 SE 13th Road	Project includes construction of bus parking lot, including acquisition of property and demolition of existing building. RTS has received SIB Loan contingent on the use of STP funds for loan repayment in the amount of \$3.9 million
<b>3</b> <i>Partially Funded</i>	<i>Capital Equipment- purchase of rolling stock</i>	<i>RTS Systemwide</i>	<i>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</i>
<b>4</b>	Implement new transit service- Service Development Funding - to include any of the TDP service enhancements	RTS Systemwide	Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, MTPO 2035 Long Range Transportation Plan and City Comprehensive Plan
<b>5</b>	Enhance Bus Service	RTS Systemwide	Implement increases of service frequencies of routes and extended hours of service according to the RTS Transit Development Plan and MTPO 2035 Transportation Plan
<b>6</b>	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
<b>7</b>	Capital Equipment- Purchase transit support vehicles	RTS Systemwide	Purchase non-revenue vehicles to support transit service
<b>8</b>	Enhance transit facilities- Regional Intermodal Transportation Center	AT: Archer Road [SR 24] & SW 16 Avenue [SR 226] intersection	Planning, design, engineering and construction of a regional multimodal regional transportation center [site not determined]
<b>9</b>	Commuter Assistance	RTS Systemwide	Commuter Assistance Grants

**Table 6 (Continued)**  
**Public Transportation Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>10</b> <i>Partially Funded</i>	<i>Park-and-Ride Lot with bus service</i>	<i>AT: US 441 / SR 121</i>	<i>Construct park-n-ride lot with transit service</i>
<b>11</b>	Archer Road [SR 24] Intermodal Center [Butler Plaza]	AT: Interstate 75	Construct transit transfer facility with park-n-ride lot- Butler Plaza
<b>12</b>	Capital Equipment- Purchase Fare Collection Equipment	RTS Systemwide	Purchase new fareboxes for existing fleet, upgrade vault, ticket vending and card service equipment
<b>13</b>	Newberry Road [SR 26] Transfer Station with Park-and-Ride	Oaks Mall Area	Station would include park-and-ride lot with connections to future BRT service
<b>14</b>	Capital- Corridor infrastructure for Bus Rapid Transit (BRT)	Along Preferred Configuration	Construct transit stations along preferred BRT configuration(s)
<b>15</b>	Service- Bus Rapid Transit (BRT)	Preferred BRT Configuration	BRT service according to Alternatives Analysis (Go-Enhance RTS Study) results
<b>16</b>	Capital- Construct Park-And-Ride Lots to Support Express Bus Service	Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; & US 441	Locations and funding to be determined
<b>17</b>	Limited Stop Bus Service to Outlying Municipalities or Unincorporated Alachua County to Park-And-Ride Lots or Traditional Neighborhood developments	Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; & US 441	Initiate full funding agreement with Alachua County for services outside Gainesville City Limit, including ADA trips.  Implement park-and-n-ride service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs and Newberry [no funding available and no locations determined - service priority contingent on community funding support]

**Table 6 (Continued)**  
**Public Transportation Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>18</b>	Intermodal Centers	AT: Five Points - [SR 20 @ SR 24]; Gainesville Regional Airport; SpringHills / Santa Fe College [SR 222 @ I-75]; & Archer Road [SR 24] & Tower Road intersection	Construct transit transfer facility with park-n-ride lot [no parcel sites have been determined]

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; BRT = Bus Rapid Transit; I = Interstate  
PD&E = Project Design and Environment Study; RTS = Regional Transit System;  
SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; 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.

### Illustration VIII Right-of-Way Priorities State Highway System Fiscal Years 2014-15 to 2018-19



## G. Right-of-Way Priorities

Table 7A identifies State Highway System Right-of-Way project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 7B identifies Alachua County-maintained facility Right-of-way project priorities. Table 7C identifies City of Gainesville-maintained facility Right-of-way project priorities.

**Table 7A**  
**Right-of-Way Priorities - State Highway System**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	NW 34 Street [SR 121]	FM: NW 16 Avenue TO: US 441	Acquire necessary ROW for construction of center turnlanes along this facility
2	BRT Corridor Infrastructure-partial	FM: Santa Fe Village TO: Gainesville Regional Airport	Acquire necessary ROW for installation of BRT infrastructure
3	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Acquire necessary ROW for Dedicated lane(s) design, and additional roadway capacity
4	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Acquire necessary ROW for additional roadway capacity

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NW = Northwest; ROW = Right-of-Way; SR = State Road;  
TSM = Transportation System Management; US = United States  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Right-of-way Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

**Table 7B**  
**Right-of-Way Priorities - Alachua County-Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	SW 20 Avenue Reconstruction	FM: SW 61 Street TO: SW 52 Street	Acquire necessary ROW to construct a 4-lane divided facility and multi-use path
2	SW 8 Avenue- Phase 2	FM: SW 143 Street TO: SW 122 Street	Acquire necessary ROW for 2-lane roadway and multi-use path
3	NW 23 Avenue	FM: NW 59 Terrace TO: NW 51 Street	Acquire necessary ROW for 4-laning and resurfacing
4	NW 23 Avenue	FM: NW 98 Street TO: NW 55 Street	Acquire necessary ROW for 4-laning
5	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Acquire necessary ROW for construction of two-way left turnlanes, multi-use path and signalization
6	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path
7	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	Acquire necessary ROW for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
8	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
9	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	Acquire necessary ROW for BRT dedicated transit lanes
10	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Acquire necessary ROW for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass
11	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft = Fort; NW = Northwest; ROW = Right-of-Way;  
SR = State Road; SW = Southwest

Initial Right-of-way Priorities- Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

**Table 7C**  
**Right-of-Way Priorities - City of Gainesville-Maintained Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
NA	SE 4 Street- Phase 2	FM: Williston Road [SR 331] TO: Depot Avenue	Acquire necessary ROW for reconstruction
NA	SW 62 Boulevard	FM: Archer Road [SR 24] TO: Newberry Road [SR 24]	Acquire necessary ROW for four lanes plus two additional BRT lanes in the middle
NA	Hull Road Extension	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Identify adequate right-of-way for MTPO-approved 100-foot cross-section *

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; ROW = Right-of-Way; SE = Southeast  
SR = State Road; SW = Southwest  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Right-of-way Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

\* At its February 4, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a waiver for a 90-foot cross-section for the Village Point development project.



**Illustration IX  
Safety Priorities  
Fiscal Years 2014-15 to 2018-19**





## H. Safety Priorities

Table 8 identifies transportation safety project priorities developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee and Alachua County Traffic Safety Team for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 8**  
**Safety Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b>	SW 62 Boulevard	AT: NW 4 Place / Oaks Mall entrance	Access management*
<b>2</b>	Santa Fe College Area	Areawide	Traffic analysis on/off campus
<b>3</b>	University Avenue [SR 26]	AT: Waldo Road [SR 24]	Intersection modifications to enhance pedestrian/cyclist crossing consisting of: ----- 1. adding Rail/Trail Signage to provide wayfinding and increase aesthetics ----- 2. adding ladder striping to crosswalks ----- 3. moving the stop bars further back ----- 4. install a vegetative median on State Road 331 (Williston Road) at the State Road 26 (E. University Avenue) intersection to enhance pedestrian safety
<b>4</b>	NW 13 Street [US 441]	AT: NW 6 Street [SR 20]	Realign intersection
<b>5</b> <i>Partially Funded</i>	<i>Traffic Management System</i>	<i>AT: Countywide</i>	<i>Conversion to flashing yellow</i>

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

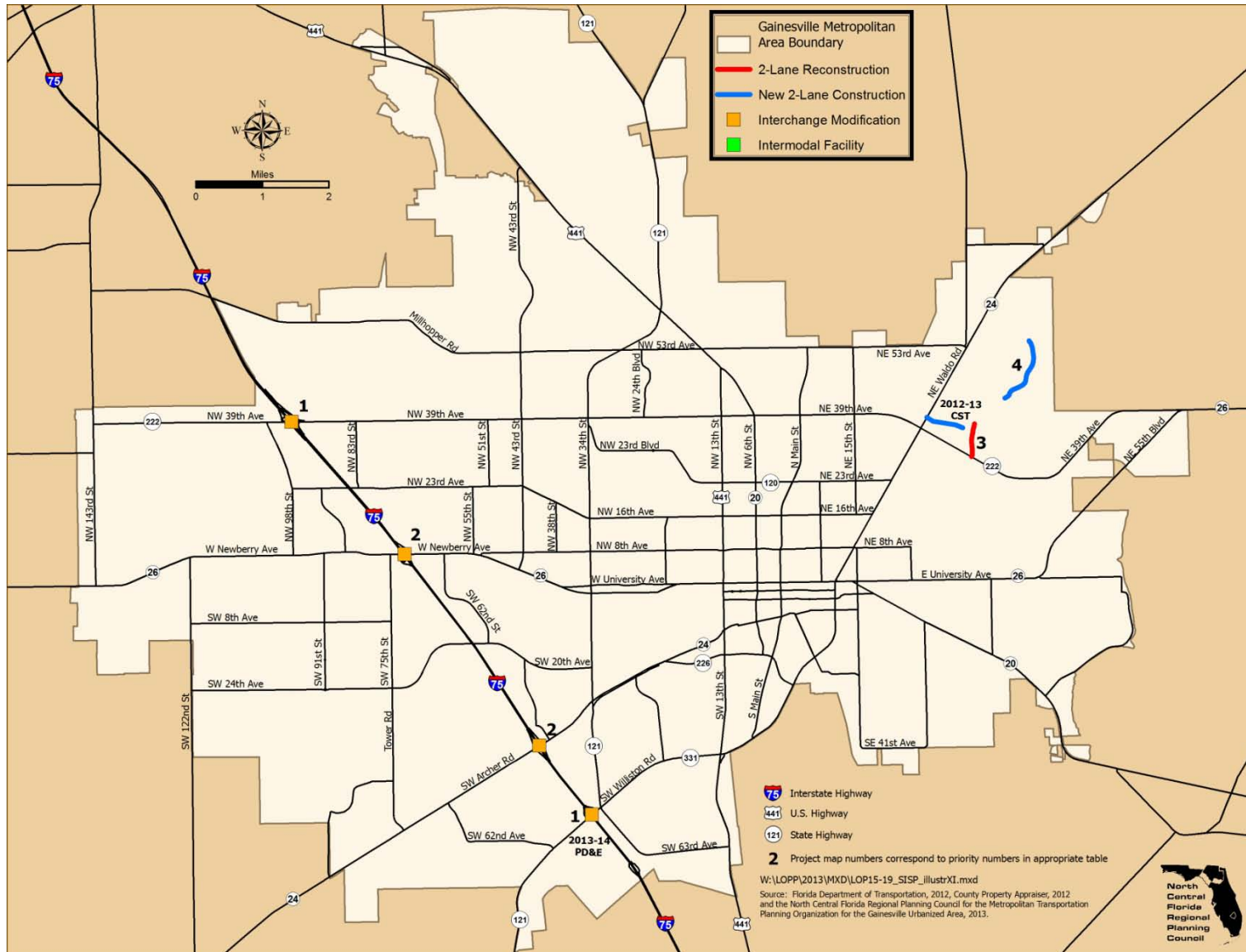
E = East; NW = Northwest; SR = State Road; SW = Southwest

\*At this intersection, the observed major crash pattern is angle collisions involving southbound through and eastbound left-turning vehicles. Eastbound vehicles exiting the Oaks Mall fail to yield the right-of-way and collide with southbound vehicles. This type of crash accounted for 82% of all crashes at this intersection. Peak periods were observed between 1:00 pm to 2:00 pm and 5:00 pm to 6:00 pm. Therefore, explore the possibility of a raised median on NW 62 Boulevard to restrict turning movements, particularly eastbound left. Traffic exiting the Oaks Mall traveling towards north has several other exit options with signalized and non-signalized driveways along State Road 26/Newberry Road and a signalized driveway at NW 62 Street & NW 1 Place.

Initial Safety Priorities were developed by the Alachua County Traffic Safety Team.

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**Illustration X**  
**Strategic Intermodal System Priorities**  
**Fiscal Years 2014-15 to 2018-19**



# I. Strategic Intermodal System Priorities

Table 9 identifies Strategic Intermodal System project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 9**  
**Strategic Intermodal System Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <i>Partially Funded (PD&amp;E)</i>	<i>Interstate 75 Interchange</i>	<i>AT: Williston Road [SR 121] AT: NW 39 Avenue [SR 222]</i>	<i>Interchange modifications per SIS Cost Feasible Plan</i>
<b>2</b>	Interstate 75 Interchange	AT: Archer Road [SR 24] AT: Newbery Road [SR 26]	Interchange modifications per SIS Cost Feasible Plan
<b>3</b>	NE 39 Avenue [SR 222] access to airport	FM: NE 39 Avenue [SR 222] TO: Airport Terminal  (Gainesville Regional Airport)	Reconfigure ingress-egress, improve curb-and-gutter system, add bike lanes and sidewalks, install stormwater drainage, install traffic guidance system of signs and signals; and install bike lockers
<b>4</b>	Extension of Airport Industrial Park Road	FM: Airport service road TO: NE 49 Road  (east end of Airport Industrial Park)	Extend existing service road to provide access to Waldo Road  (Extend existing access road through east end of Airport Industrial Park, from Waldo Road [SR 24])

Notes: 1. Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

2. Priorities #3 and #4 listed above are endorsed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the following conditions:
- A. Provided they do not compete with roadway capacity construction funding typically available from the Surface Transportation Program; and
  - B. With the understanding that these funds do not come from existing funds that could be used for other projects within the Gainesville Metropolitan Area.

FM = From;

MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

N = North; NE = Northeast; NW = Northwest; PD&E = Project Design and Environment;

SIS = Strategic Intermodal System; SR = State Road

Initial Strategic Intermodal System Priorities were developed by Gainesville Regional Airport staff and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area based on the Strategic Intermodal System Cost Feasible Plan.

**Illustration XI**  
**Surface Transportation Program Fund Priorities**  
**Fiscal Years 2014-15 to 2018-19**



## J. Surface Transportation Program Fund Priorities

Table 10 identifies Surface Transportation Program-eligible capacity modification priorities. This category includes: bicycle facility projects; Non-State resurfacing projects; pedestrian facility (including school safety concern) projects; road construction and reconstruction projects; streetlighting; and additional public transportation, traffic operations and transportation disadvantaged projects for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 10**  
**Surface Transportation Program Fund Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b>	Streetcar Feasibility Study	FM: Downtown TO: Butler Plaza (via University of Florida)	Conduct Streetcar feasibility study *
<b>2</b>	Intermodal Center/Park-N-Ride Lot	AT: Ft. Clarke Boulevard / Newberry Road area	Construct Intermodal Center / Park-N-Ride Lot
<b>3</b>	Transit Maintenance Facility	AT: RTS location	Construct transit maintenance facility expansion- Phase 2 of 2; repayment of \$3.9 million State Infrastructure Bank loan to be repaid with Surface Transportation Program funds

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

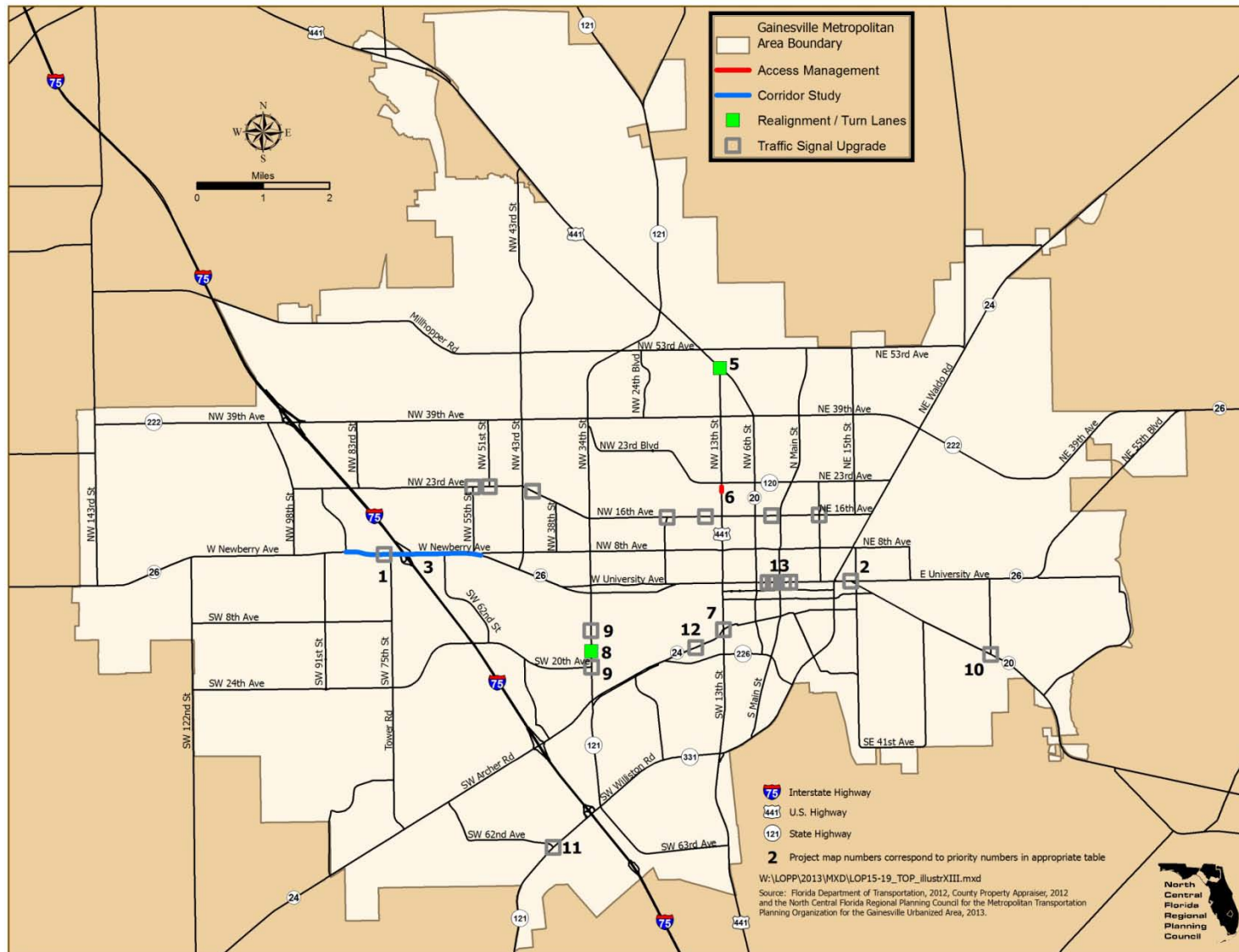
FM = From; Ft. = Fort; RTS = Regional Transit System

Initial Surface Transportation Program Fund Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

\* The City of Gainesville has funded \$100,000 for a conceptual study.



### Illustration XII Traffic Operations Priorities Local Facilities Fiscal Years 2014-15 to 2018-19





## K. Traffic Operations Priorities

Table 11A identifies State Highway System traffic operations project priorities. Table 11B identifies local facility traffic operations project priorities. This category includes: congestion management system projects; intelligent transportation system projects; and intersection modification projects for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 11A**  
**Traffic Operations Priorities - State Highway System Only**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <i>Partially Funded</i>	<i>Newberry Road [SR 26]</i>	<i>AT: NW 76 Street</i>	<i>Reconstruction of traffic signal</i>
<b>2</b>	University Avenue [SR 26]	AT: Hawthorne Road [SR 20]	Reconstruction of traffic signal
<b>3</b>	Newberry Road [SR 26]	FM: Ft Clarke Boulevard TO: NW 8 Avenue	Corridor study
<b>4</b>	Traffic Management System	AT: Countywide	Conversion to yellow flashing arrows
<b>5</b>	NW 13 Street [US 441]	AT: NW 6 Street [SR 20]	Intersection realignment/construction/ signalization
<b>6</b>	NW 13 Street [US 441]	FM: 2100 block TO: 2200 block	Access management and pedestrian refuge islands
<b>7</b> <i>Partially Funded*</i>	<i>SW 13 Street [US 441]</i>	<i>AT: Archer Road [SR 24]</i>	<i>Signal reconstruction and retaining wall modifications</i>
<b>8</b> <i>Partially Funded</i>	<i>SW 34 Street [SR 121]</i>	<i>AT: Hull Road</i>	<i>Extend southbound left turnlane; install northbound right exclusive right turnlane variable message board</i>
<b>9</b>	SW 34 Street [SR 121]	AT: Radio Road AT: SW 20 Avenue	Traffic signal replacement to address structural deficiency
<b>10</b>	Hawthorne Road [SR 20]	AT: SE 43rd Street	Intersection modification
<b>11</b>	Williston Road [SR 121]	AT: SW 62nd Avenue	Intersection modification
<b>12</b> <i>Partially Funded</i>	<i>Archer Road [SR 24]</i>	<i>AT: Center Drive / VA Entrance</i>	<i>Traffic signal replacement to address structural deficiency</i>
<b>13</b>	University Avenue [SR 26]	AT: W 3 Street, W 2 Street, W 1 Street, E 1 Street & E 3 Street	Replace five existing galvanized mast arms with MTPO-approved mast arms

**Table 11A (Continued)**  
**Traffic Operations Priorities- State Highway System Only**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>14</b>	Traffic Signal Upgrade - Non-SHS	At various intersections (see Table 12B)	Replace existing signal with horizontal mast arm signals

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

\* This project is partially funded with University of Florida Campus Development Agreement funds.  
Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

FM = From; NW = Northwest; PD&E = Project Design and Environment; SE = Southeast  
SHS = State Highway System; SR = State Road; SW = Southwest; VA = Veterans Administration  
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

**Table 11B**  
**Traffic Operations Priorities - Local Facilities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

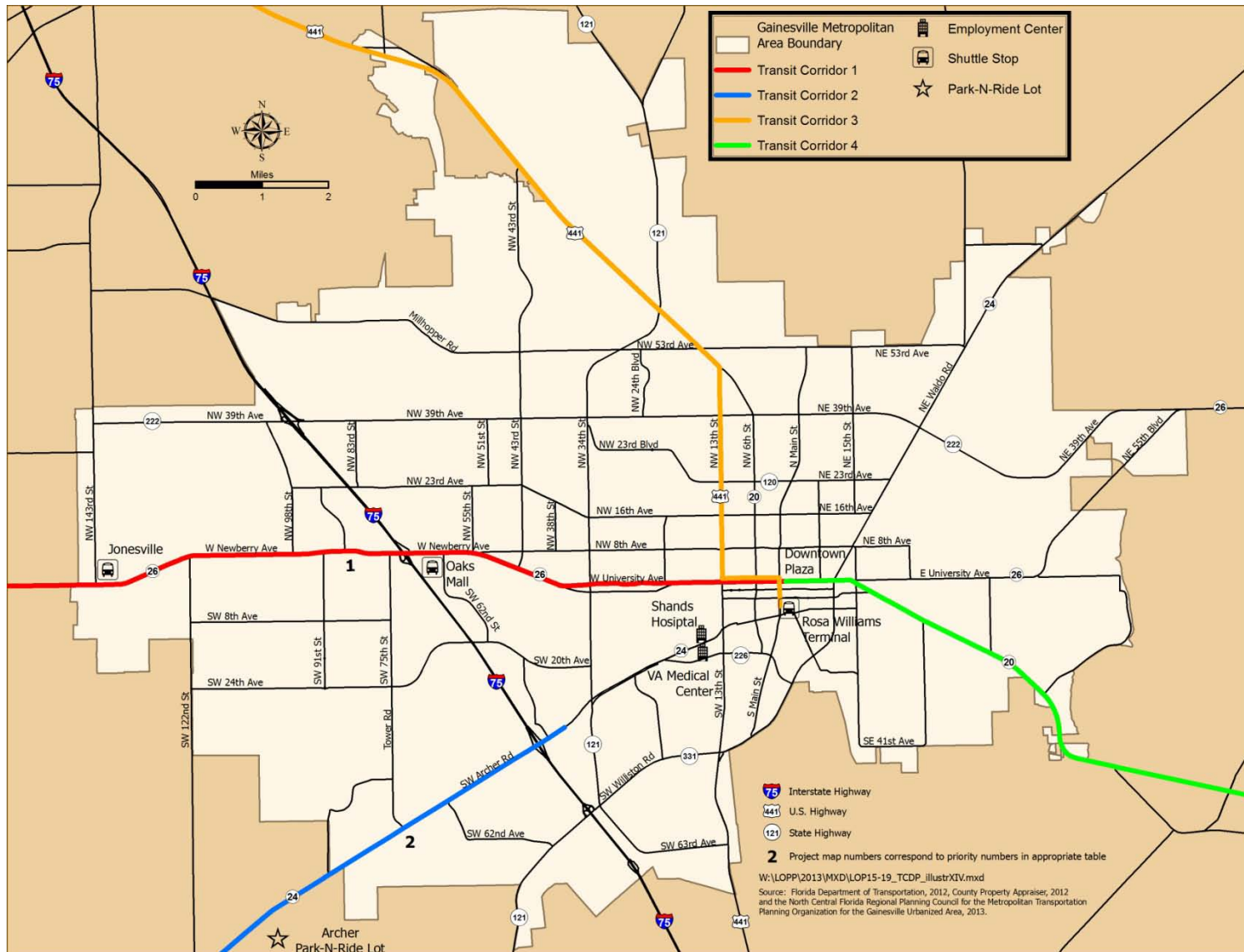
Number	Project	Location	Description
<b>1</b> <i>Partially Funded</i>	<i>Traffic Management System</i>	<i>AT: Countywide</i>	<i>Conversion to yellow flashing arrows</i>
<b>2</b>	NE 8 Avenue	AT: NE 7 Street	Traffic signal reconstruction
<b>3</b>	NW 8 Avenue	AT: NW 10 Street	Traffic signal reconstruction
<b>4</b>	SE 4 Avenue	AT: SE 3 Street	Traffic signal reconstruction
<b>5</b>	SE 3 Avenue	AT: SE 15 Street	Replace traffic signal with roundabout
<b>6</b>	NW 16 Avenue	AT: NW 2 Street	Traffic signal reconstruction to mast arms
<b>7</b>	NW 16 Avenue	AT: NW 16 Terrace	Traffic signal reconstruction to mast arms
<b>8</b>	NE 16 Avenue	AT: NE 9 Street	Traffic signal reconstruction to mast arms
<b>9</b>	NW 16 Avenue	AT: NW 22 Terrace	Traffic signal reconstruction to mast arms
<b>10</b>	NW 23 Avenue	AT: NW 55 Street	Traffic signal reconstruction to mast arms
<b>11</b>	NW 23 Avenue	AT: NW 51 Street	Traffic signal reconstruction to mast arms
<b>12</b>	NW 16 Boulevard	AT: NW 41 Street	Traffic signal reconstruction to mast arms

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

NE = Northeast; NW = Northwest

Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

**Illustration XIII**  
**Transit Corridor Development Priorities**  
**Fiscal Years 2014-15 to 2018-19**



## L. Transit Corridor Development Priorities

Table 12 identifies transit corridor development project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 12**  
**Transit Corridor Development Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	Newberry Road [SR 26]	FM: City of Newberry TO: City of Gainesville	Express bus service from Newberry Road park-n-ride lot to the City of Gainesville
2	Archer Road [SR 24]	FM: City of Archer TO: Gainesville	Express bus service from Archer Road park-n-ride lot to the City of Gainesville
3	US 441 [SR 25]	FM: City of High Springs TO: Gainesville	Express bus service from High Springs and Alachua to the City of Gainesville
4	Hawthorne Road [SR 20]	FM: City of Hawthorne TO: Gainesville	Express bus service from Hawthorne to the City of Gainesville

FM = From; SR = State Road; US = United States

Initial Transit Corridor Development Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the Regional Transit System Transit Development Plan.

## M. Transportation Disadvantaged Priorities

Table 13, Table 14, Table 15, Table 16 and Table 17 identify transportation disadvantaged project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 13**  
**Transportation Disadvantaged Priorities - Transportation Disadvantaged Trust Fund**  
**Fiscal Years 2014-15 to 2018-19**  
**(Alachua County Areas Outside of the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	Provision of paratransit trips for vital medical purposes (dialysis, cancer care).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
2	Provision of paratransit trips for medical purposes (doctor appointments, pharmacy, physical therapy).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
3	Provision of paratransit trips for employment purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
4	Provision of paratransit trips for shopping purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
5	CTC Paratransit Van Fleet Expansion- TD Trust Funds	Countywide	Purchase two lift-equipped paratransit vans each year with any TD Trust Funds remaining after all TD Trust Fund paratransit trip priorities have been fulfilled.

- Notes: 1. The grant funds allocated from the Transportation Disadvantaged Trust Fund are for the specific purpose of purchasing passenger trips for non-sponsored transportation disadvantaged individuals, or for equipment to be utilized by a Community Transportation Coordinator. Twenty-five percent of the Transportation Disadvantaged Trust Fund allocation may be spent to purchase capital equipment.
2. The Alachua County Transportation Disadvantaged Coordinating Board, in cooperation with the Community Transportation Coordinator, prioritize the use of the state Transportation Disadvantaged Trust Funds. The current and past Transportation Disadvantaged Trust Fund allocations are sufficient to provide trips under priorities 1 and 2 on a first come, first served basis.

CTC = Community Transportation Coordinator; TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

**Table 14**  
**Transportation Disadvantaged Priorities - Federal Transit Administration**  
**Section 5310 - Capital Funding/Equipment Program**  
**Fiscal Years 2014-15 to 2018-19**  
**(Alachua Countywide)**

Number	Project	Location	Description
<b>1</b>	RTS Paratransit Van Fleet Expansion- Section 5310 funds	Countywide	Purchase a replacement vehicle to provide transportation for the elderly and disabled in Alachua County and the City of Gainesville
<b>2*</b>	Quality of Life Community Services Accessible Taxicab Fleet Expansion- Section 5310 funds	Countywide	Purchase accessible taxicab vehicles

Note: Capital expenditures shall be in accordance with United States Code Section 5310 funding eligibility criteria.

\* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

RTS = Regional Transit System

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

**Table 15**  
**Transportation Disadvantaged Priorities - Federal Transit Administration**  
**Section 5311 - Nonurbanized Area Formula Program**  
**Fiscal Years 2014-15 to 2018-19**  
**(Alachua County Areas Outside of the Gainesville Urbanized Area)**

Number	Project	Location	Description
<b>1</b> <i><b>Partially Funded</b></i>	<i>Provision of paratransit trips that cannot be provided with TD Trust Funds.</i>	<i>Areas outside of the Gainesville Urbanized Area</i>	<i>Maintain the fixed route between the Oaks mall and Santa Fe College in the unincorporated portions of the Gainesville Urbanized Area. Provide demand response service in the nonurbanized areas of Alachua County</i>
<b>2</b>	RTS Paratransit Van Fleet Expansion- Section 5311 funds	Countywide- Nonurbanized	Purchase two demand response vehicles

Note: Capital and operating expenditures shall be in accordance with United States Code Section 5311 funding eligibility criteria.

RTS = Regional Transit System; TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.



**Table 16**  
**Transportation Disadvantaged Priorities - Federal Transit Administration**  
**Section 5316 - Job Access And Reverse Commute Program**  
**Fiscal Years 2014-15 to 2018-19**  
**(Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	Job Access and Reverse Commute Program	Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route ADA service area	Use FTA grant to provide job access and job-related transportation to TD-eligible individuals.

ADA = Americans with Disabilities Act of 1990; FTA = Federal Transit Administration  
TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

**Table 17**  
**Transportation Disadvantaged Priorities - Federal Transit Administration**  
**Section 5317 - New Freedom Program**  
**Fiscal Years 2014-15 to 2018-19**  
**(Gainesville Metropolitan Area/Alachua County)**

Number	Project	Location	Description
<b>1</b>	New Freedom Program	Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route Americans with Disabilities Act of 1990 service area	Use FTA grant to provide paratransit service to disabled citizens
<b>2</b>	Regional Transit System Capital Purchase of Replacement Paratransit Vehicle	Countywide	Purchase replacement paratransit vehicle to provide transportation to the elderly and disabled in Alachua County and the City of Gainesville
<b>3*</b>	Quality of Life Community Services Taxicab Operating Capital- Section 5317 funds	Countywide	Operating subsidies for transportation disadvantaged persons needing taxicab service

\* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

FTA = Federal Transit Administration

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

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**Illustration XIV**  
**Transportation Regional Incentive Program Priorities**  
**Fiscal Years 2014-15 to 2018-19**



## N. Transportation Regional Incentive Program Priorities

Table 18 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

**Table 18**  
**Transportation Regional Incentive Program Priorities**  
**Fiscal Years 2014-15 to 2018-19**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <i>Partially Funded</i>	<i>SW 62 Connector</i>	<i>FM: Williston Road [SR 331] TO: Newberry Road [SR 26]</i>	<i>SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road – regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. improve system connectivity; and 3. add roadway capacity.</i>
<b>2</b>	Archer Road	FM: Levy County line TO: Tower Road	Reconstruct as a 4-lane facility

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From; SR = State Road; SW = Southwest

Initial Transportation Regional Incentive Program Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on Alachua County and City of Gainesville Comprehensive Plan Transportation Elements.

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# Appendix A Transportation Plans and Programs - Eight Metropolitan Planning Factors to be Considered

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## Appendix A: Transportation Plans and Programs - Eight Metropolitan Planning Factors to be Considered

The following is a listing of the factors to be considered pursuant to the Moving Ahead for Progress in the 21st Century Act that was enacted July 6, 2012 as Public Law 112-141. 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; and
- 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.

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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, 2011**  
**[does not include reserve trips]**

Roadway Facility	From	To	2011 AADT	2011 LOS	2010 MSV	2011 MSV
SW 13 Street [US 441] (S-3)	Archer Road	University Avenue	35,000	F	28,200	28,200
NW 13 Street [US 441]. (S-4)	University Avenue	NW 29 Road	29,500	F	29,500	28,200
Newberry Road [SR 26] (S-14)	NW 122 Street	Interstate 75 (West Ramp)	40,000	F	35,500	35,500
Newberry Road [SR 26] (S-15)	Interstate 75 (West Ramp)	NW 8 Avenue	51,500	F	43,700	43,700
SW 2 Avenue [SR 26A] (S-21)	Newberry Road	SW 34 Street	14,700	E	12,495	12,495
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	20,450	F	15,960	15,960
Archer Road [SR 24] (S-47)	GMA Boundary	SW 75 Street	19,600	E	15,960	15,960
Archer Road [SR 24] (S-55)	SW 34 Street	SW 16 Avenue	51,000	F	50,300	50,300
NW 23 Avenue (A-9)	NW 98 Street	NW 55 Street	15,770	F	15,675	15,675
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	21,524	F	15,675	15,675
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue	14,157	F	13,668	13,668
Radio Road/ Museum Drive (G-32)	SW 34 Street	SW 13 Street	13,621	F	11,260	11,260
Gale Lemerand Drive (G-39)	Archer Road	University Avenue	12,368	F	10,530	10,530

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.

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

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



# Appendix C

## 2035 Long Range Transportation Plan - Livable Community Reinvestment Plan

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# Appendix C: 2035 Long Range Transportation Plan - Livable Community Reinvestment Plan

Table C-1  
Year 2035 Bicycle/Pedestrian Cost Feasible Plan

Segment Priority	Description	From / To	Length (Miles)	Estimated Cost in 2007 Dollars (Millions)
<b>Surface Transportation Program Enhancements</b> <i>(Cost Feasible Plan Revenues = \$11.5 million)</i>				
<b>B-1</b>	Cross Campus Greenway	Archer Road to SW 34 Street	2.1	\$1.9
<b>B-2</b>	Hull Road Parking Area	SW 34 Street to End of Hull Road Parking Area	0.2	\$0.2
<b>B-3</b>	Hull Road Connector	Hull Road Parking Area/SW 20 Avenue	0.5	\$0.5
<b>B-4</b>	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
<b>B-5</b>	SW 34 Street Grade Separated Crossing	SW 34 Street at Hull Road	0.2	\$7.0
<b>Total Surface Transportation Program Enhancement Funded Projects</b>				<b>\$11.7</b>
<b>Local Funds- Alachua County Projects</b> <b>(identified as Cost Feasible by Year 2020)</b>				
<b>NA</b>	SW 8 Avenue multi-use offroad facility	SW 122 Street to SW 91 Street	2.0	\$0.4
<b>NA</b>	NW 98 Street multi-use offroad facility	NW 23 Avenue to NW 39 Avenue	1.0	\$0.3
<b>Total Alachua County Projects</b>				<b>\$0.7</b>
<b>Local Funds- City of Gainesville Projects</b> <b>(identified as Cost Feasible by Year 2015)</b>				
<b>NA</b>	SW 35 Place sidewalk	SW 34 Street to SW 23 Terrace	1.1	\$0.5
<b>Total City of Gainesville Projects</b>				<b>\$0.5</b>
<b>Grand Total Bicycle/Pedestrian Projects</b>				<b>\$12.9</b>

NA = Not attainable; NW = Northwest; SW = Southwest

**Table C-2**  
**Year 2035 Roadway Cost Feasible Plan**

Priority	Description	From / To	Length (Miles)	Estimated Cost in 2010 Dollars (Millions)
Strategic Intermodal System (Cost Feasible Plan Revenues = \$6.4 Million)				
-	Interstate 75 Interchange Modifications	AT Williston Road	-	\$6.4
		AT Archer Road		
		AT Newberry Road		
		AT NW 39 Avenue		
Total Strategic Intermodal System				\$6.4
State Highway System (Cost Feasible Plan Revenues = \$92.0 Million Year of Expenditure Dollars)				
S-1	State Road 226 (SE 16 Avenue) Widen To Four Lanes	Main Street To Williston Road	0.6	\$15.0
S-2	State Road 121 (NW 34 Street)- Construction Of Turnlanes To Improve Safety And Traffic Flow	NW 16 Avenue to US 441	3.5	\$6.0
S-3	State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (See Footnote <sup>a</sup> )	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
S-4	US 441 (W. 13 Street) Multimodal Emphasis Corridor Study (See Footnote <sup>a</sup> )	NW 33 Avenue to Archer Road	2.8	\$4.75
S-5	Waldo Road Multiway Boulevard Redesign To Support Bus Rapid Transit, Multi-Trail And Corridor Redevelopment Study (PD&E) [See Footnote <sup>b</sup> ]	University Avenue to NE 39 Avenue	2.5	\$3.0
S-6	BRT Corridor Infrastructure-Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0
7	State Road 24 (Archer Road) BRT Dedicated Lane(S) Design, Additional Roadway Capacity And Corridor Management Study (PD&E)	MTPO Boundary to SW 45 Street	3.5	\$0.5
8	State Road 121 (Williston Road) Additional Roadway Capacity And Corridor Management Study (PD&E)	SW 62 Avenue to SW 35 Way	0.5	\$0.5
Total State Highway System				\$62.5

**Table C-2 (Continued)**  
**Year 2035 Roadway Cost Feasible Plan**

Priority	Description	From / To	Length (Miles)	Estimated Cost (Millions)
<b>Alachua County Transit and Roadway Projects</b> <i>(local funds identified as Cost Feasible by the Year 2020)</i>				
<b>1</b>	<b>SW 20 Avenue</b> , four laning and multi-use path	SW 52 Blvd to SW 61 Blvd	0.5	\$8.8
<b>2</b>	<b>SW 8 Avenue-Phase 2</b> , two lane roadway and multi-use path	SW 122 Street to SW 143 Street	0.7	\$2.7
<b>3</b>	<b>NW 23 Avenue</b> , four laning and resurfacing	NW 51 Street to NW 59 Terrace	0.7	\$1.8
<b>4</b>	<b>NW 23 Avenue</b> , four laning	NW 83 Street to Ft. Clarke Blvd.	0.5	\$12.0
<b>5</b>	<b>SE 43 Street</b> , construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
<b>6</b>	<b>SW 45 / 47 Street</b> , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30 Avenue	0.8	\$4.5
<b>7</b>	<b>SW 30 Avenue</b> , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43 Street to SW 47 Street	0.5	\$13.0
<b>8</b>	<b>NW 83 Street</b> , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46 Avenue to NW 39 Avenue (SR 222)	0.4	\$2.5
<b>9</b>	<b>NW 83 Street</b> BRT Dedicated Transit Lanes	NW 23 Avenue to NW 39 Avenue	1.0	\$7.8
<b>10</b>	<b>Ft. Clarke/NW 83 Street Corridor</b> , BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23 Avenue to Newberry Road (SR 26)	1.0	\$14.0

**Table C-2 (Continued)**  
**Year 2035 Roadway Cost Feasible Plan**

Priority	Description	From / To	Length (Miles)	Estimated Cost (Millions)
11	NW 46 Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83 Street to NW 98 Street	1.3	\$15.5
<b>Total Alachua County Transit and Roadway System</b>				<b>\$83.5</b>
<b>City of Gainesville Projects</b> <i>(local funds identified as Cost Feasible by the Year 2020)</i>				
N/A	SE 4 Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	SW 62 Boulevard-four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
<b>Total City of Gainesville Roadway System</b>				<b>\$113.3</b>
<b>Grand Total Combined Roadway Systems</b>				<b>\$265.7</b>

BRT = Bus Rapid Transit; Ft. = Fort; N/A = Not Applicable; NW = Northwest; SE = Southeast  
SR = State Road; SW = Southwest

<sup>a</sup>Multimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

<sup>b</sup>Waldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

*Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.*

**Table C-3**  
**Year 2035 Transit Cost Feasible Plan**

Project Priority	Description	From / To	Length (Miles)	Estimated Cost in 2010 Dollars (Millions)
<b>Transit (<i>Cost Feasible Plan Revenues = \$3.7 million</i>)</b>				
<b>T-1</b>	Transit Maintenance Facility	NA	NA	\$50.0
<b>Total</b>				<b>\$50.0</b>
<b>Surface Transportation Program (<i>Cost Feasible Plan Revenues = \$36.1 million</i>)</b>				
<b>F-1</b>	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
<b>F-2</b>	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6
<b>F-3</b>	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
<b>F-4</b>	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
<b>F-5</b>	Transit Maintenance Facility	NA	NA	\$50.0
<b>Total</b>				<b>\$53.4</b>

NA = Not Applicable

**Table C-4**  
**Year 2035 Cost Feasible Plan**  
**Intelligent Transportation System Appendix**

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)
1	<p><b><u>Interstate 75 Intelligent Transportation System Corridor</u></b></p> <p>Marion County line to Columbia County Line</p>	<p>A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p>	\$9,900,000
2	<p><b><u>Regional Transportation System Bus Priority System</u></b></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p>	<p>A. <b><u>Route #9</u></b> <b><u>State Road 24 (Archer Road)</u></b> from SW 23 Terrace to SW 23 Drive <b><u>State Road 331 (Williston Road)</u></b> from SW 25 Terrace to SW 23 Street</p> <p>B. <b><u>Route # 20</u></b> <b><u>State Road 121 (SW 34 Street)</u></b> from Hull Road to SW 20 Avenue</p> <p>C. <b><u>Route# 21</u></b> <b><u>State Road 121 (SW 34 Street)</u></b> from Hull Road to SW 20 Avenue</p> <p>D. <b><u>Route #35</u></b> <b><u>State Road 24 (Archer Road)</u></b> from SW 23 Terrace to State Road 226 (SW 2 Avenue) <b><u>State Road 226 (SW 16 Avenue)</u></b> from State Road 24 (Archer Road) to Shealy Drive <b><u>State Road 12 (SW 34th Street)</u></b> from SW 35 Place to State Road 226 (SW 16 Avenue) <b><u>State Road 226 (SW 16 Avenue)</u></b> from State Road 121 (SW 34 Street) to SW 23 Street</p>	\$600,000

**Table C-4 (Continued)**  
**Year 2035 Cost Feasible Plan**  
**Intelligent Transportation System Appendix**

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)
3	<p><b><u>Dynamic Message Signs on State Highway Arterials</u></b></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. State Road 121 (SW 34 Street) @ SW 20 Avenue (Southbound)</p> <p>B. State Road 121 (SW 34 Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13 Street) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13 Street) @ State Road 222 (NW 39 Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39 Avenue) @ State Road 93 (Eastbound)</p>	\$700,000
4	<p><b><u>Expand Automated Arterial Travel Time System</u></b></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p><b>A. <u>State Road 25 (NW 13 Avenue)</u></b> State Road 222 (NW 39 Avenue) to State Road 331 (Williston Road)</p> <p><b>B. <u>State Road 121 (SW 34 Street)</u></b> NW 16 Avenue to State Road 93 (Interstate 75) Southbound Ramp</p>	\$600,000

**Table C-4 (Continued)**  
**Year 2035 Cost Feasible Plan**  
**Intelligent Transportation System Appendix**

Project Priority	Project Name	Description	Estimated Cost (2010 Dollars)
5	<u><b>Travel Demand Management</b></u>  Information technologies project that addresses travel demand strategies, such as HOV lanes, HOT lanes and other travel demand management technologies.	Gainesville Metropolitan Areawide	(to be determined)
<b>Grand Total Intelligent Transportation System Projects</b>			<b>\$11,800,000</b>

HOT = High Occupancy Toll; HOV = High Occupancy Vehicle; NA = Not Applicable; NW = Northwest  
SW = Southwest



**Table C-5**  
**Year 2035 Long Range Transportation Plan**  
**Existing Plus Committed Capacity Projects Appendix**

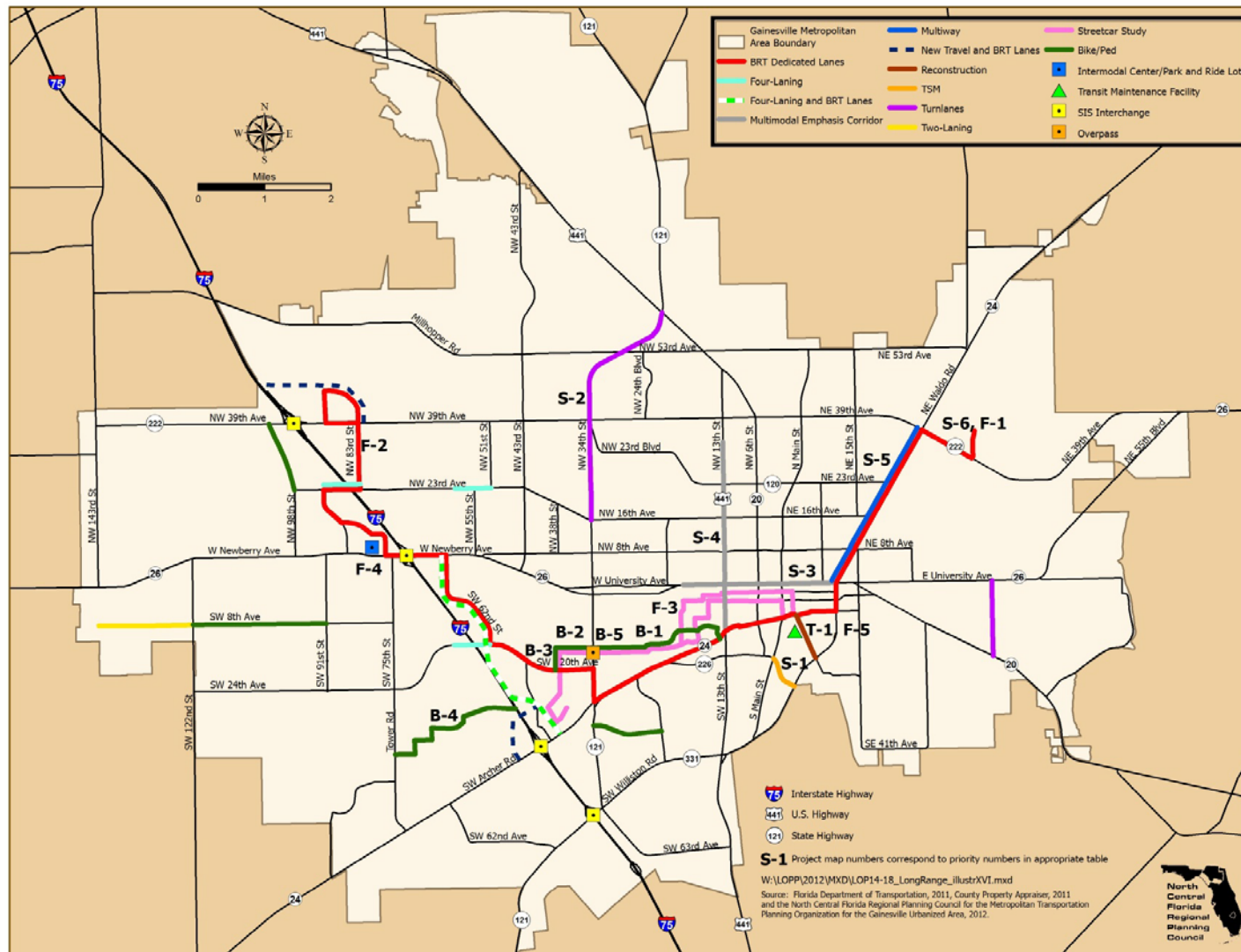
Facility/Location	Type	Fiscal Year	Source
<b>I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)</b>	Interchange Modification/Operational Improvement	2011	FDOT WP
<b>SE 4 Street from Williston Road to Depot Avenue- Phase 1</b>	Reconstruction- Design & Right-of- Way	2014	MTPO - TIP
<b>SW 8 Avenue to SW 20 Avenue: Connection of SW 8 Avenue to SW 61 Street</b>	New Road Connection - SW 8 Ave to SW 61 St	2012	MTPO - TIP
<b>SW 8 Ave from SW 122 Street to SW 143 Street- Phase 1</b>	New Roadways/2 lane reconstruction	2015	Alachua County CIP
<b>SR 121 (NW 34 Street/NW 22 Street) from NW 58 Avenue to NW 67 Place</b>	4-laning	2015	City of Gainesville
<b>SR 226 (SE 16 Avenue) from Main Street to Williston Road</b>	4-laning- Preliminary Engineering	2013	MTPO - TIP
<b>SR 329 (Main Street) from Depot Avenue to NW 8 Avenue</b>	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP
<b>SR 329 (Main Street) from NW 8 Ave to NW 16 Avenue</b>	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget
<b>SW 40 Boulevard Extension to SW 47 Avenue</b>	New 2-lane roadway	2014	City of Gainesville CIP
<b>Depot Avenue from US 441/SR 25/SW 13 Street to Williston Road</b>	Reconstruction	2012	FDOT WP; City of Gainesville CIP

**Table C-5 (Continued)**  
**Year 2035 Long Range Transportation Plan**  
**Existing Plus Committed Capacity Projects Appendix**

Facility/Location	Type	Fiscal Year	Source
SW 6 Street from SW 4 Avenue to University Avenue	Reconstruction	2012	City of Gainesville CIP

CIP = Capital Improvements Program; FDOT = Florida Department of Transportation; NW = Northwest;  
SE = Southeast; SR = State Road; SW = Southwest; TIP = Transportation Improvement Program  
US = United States; WP = Work Program  
MTPO = Metropolitan Transportation Organization for the Gainesville Urbanized Area

**Illustration XV**  
**Transportation Plan Cost Feasible Priority Ranking of Projects**  
**Adopted October 27, 2010**



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# Appendix D

## Regional Transit System

### Supplemental Information

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## **Appendix D: Regional Transit System Supplemental Information**

Table D-1 provides supplemental project descriptions from the Regional Transit System Transit Development Plan for project priorities No. 4 and No. 5 of Table 6 of the List of Priority projects. This supplemental information is provided at the request of the Regional Transit System.

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**Table D-1**  
**Fiscal Years 2014-15 to 2018-19**  
**Public Transportation Priorities Supplemental Information**  
**Priority 4 and 5 Projects**

Project	Location	Description
<b>Priority 4 New Transit Routes</b>		
<b>Enhance bus service via Fort Clarke Boulevard</b>	RTS Route 23	Implement new route to provide service from the Oaks Mall to SFC
<b>Enhance bus service from Urban Core to Airport Area</b>	RTS Route 25	Implement new route to provide service from the University of Florida to the Airport Area
<b>Enhance bus service via W 62 Boulevard and N 23 Avenue</b>	RTS Route 62	Implement new route to provide service from Oaks Mall to Butler Plaza
<b>Enhance bus service within Urban Core</b>	RTS Route 46	Implement new circulator route to provide service between downtown and the University of Florida
<b>Enhance bus service via N 39 Avenue</b>	RTS Route 39	Implement new route to provide service from Spring Hill Development to Gainesville Regional Airport
<b>Enhance bus service for southwest and northwest areas</b>	RTS Route 44	Implement new route to provide service from Shands to Hunters Crossing
<b>Priority 5 Existing Route Service Enhancements</b>		
<b>Enhance bus service via N 23 Avenue</b>	RTS Route 10	Increase fixed-route service to 40 minutes
<b>Enhance bus service via W 43 Street</b>	RTS Route 43	Increase fixed-route service to 30 minutes
<b>Enhance bus service via Archer Road</b>	RTS Routes 1, 8 & 11	Extend fixed-route hours to 11:00 pm
<b>Enhance bus service for southeast and northwest areas</b>	RTS Routes 6 & 11	Increase fixed-route service to 30 minutes
<b>Enhance bus service for southeast and northeast areas</b>	RTS Routes 2 & 24	Increase fixed-route service to 30 minutes
<b>Enhance Saturday service</b>	RTS Routes 14, 75, 400, 402, 403, 404, 405, 406, 409 & 410	Extend fixed-route service to 7:58 pm
<b>Enhance bus service via Archer Road and Tower Road</b>	RTS Route 75	Increase fixed-route service to 35 minutes; extend Saturday fixed-route service to 7:58 pm; add Sunday fixed-route service; and increase weekend fixed-route service to 45 minutes
<b>Enhance bus service for southeast area</b>	RTS Route 7	Increase fixed-route service to 30 minutes
<b>Enhance Sunday service</b>	RTS Route 410	Add Sunday fixed-route service

N = North  
SFC = Santa Fe College

RTS = Regional Transit System  
W = West

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# Appendix E

## Safety Project

### Supplemental Material

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## **Appendix E: Safety Projects Supplemental Material**

There is not any Safety Project Supplemental Material in Year 2013.

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# Appendix F

## Supplemental Surface Transportation Program Fund- Eligible Projects

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## Appendix F: Supplemental Surface Transportation Program Fund-Eligible Projects

Table F-1  
Alachua County and City of Gainesville  
Nonprioritized Surface Transportation Program  
Fund-Eligible Projects

Project	Location	Description
<b>Archer Road</b>	FM: SW 91 Street TO: SW 75 Street	Reconstruct as a 4-lane divided facility
<b>County Road 225</b>	AT: NE 53 Avenue	Reconstruct intersection and signalize
<b>Lake Shore Drive / County Road 329B</b>	FM: Hawthorne Road TO: State Road 26	Mill and resurface; add paved shoulders and turnbays
<b>North Main Street</b>	FM: N 39 Avenue TO: N 53 Avenue	Mill and resurface
<b>NE 8 Avenue</b>	FM: N Main Street TO: NE Boulevard	Mill and resurface
<b>Rocky Point Road</b>	FM: Williston Road TO: SW 13 Street	Reconstruct with wider lanes, paved shoulders, turnbays; mill and resurface existing pavement
<b>SE 4 Street</b>	FM: Williston Road TO: Depot Avenue	Mill and resurface
<b>SE 16 Avenue</b>	FM: Main Street TO: Williston Road	Reconstruct as a 4-lane divided facility
<b>State Roads 26/26A</b>	FM: NW 38 Street TO: Gale Lemerand Drive	Implement one-way pair configuration
<b>SW 8 Avenue</b>	FM: SW 122 Street TO: Tower Road	Resurface/reconstruct; add paved shoulders and sidewalk on one side
<b>SW 20 Avenue</b>	AT: SW 34 Street	Construct grade-separated crossing
<b>SW 35 Place</b>	FM: SW 34 Street TO: SW 23 Terrace	Mill and resurface
<b>SW 62 Boulevard</b>	FM: SW 20 Avenue TO: Newberry Road	Mill and resurface
<b>SW 91 Street</b>	FM: SW 24 Avenue TO: Newberry Road	Mill and resurface; add paved shoulders

FM = From; N = North; NE = Northeast; SE = Southeast; SW = Southwest

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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

## *List of Priority Projects Team*

Scott R. Koons, AICP, Executive Director

Marlie Sanderson, AICP, Director of Transportation Planning

\*\* Steven Dopp, Senior Planner

\* Michael Escalante, AICP, Senior Planner

\*\* Michael DePalma, Associate Planner

\*\* Kevin Parrish, Information Technology and Property Management Director

\*\* Carol Laine, Executive Assistant to the Executive Director

\* Primary Responsibility  
\*\* Secondary Responsibility



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## Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place  
Gainesville, FL 32653-1603  
352.955.2200

[www.ncfrpc.org/mtpo](http://www.ncfrpc.org/mtpo)