

# List of Priority Projects

Fiscal Years 2018-19 to 2022-23

June 5, 2017

Metropolitan Transportation  
Planning Organization  
for the  
Gainesville Urbanized Area





# List of Priority Projects

## Fiscal Years 2018-19 to 2022-23

### ENDORSEMENT

This List of Priority Projects has been developed  
consistent with federal and state requirements and  
approved on June 5, 2017 by the  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
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Approved by the

Metropolitan Transportation Planning Organization  
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# Table of Contents

Chapter I: Introduction .....	3
A. Purpose of this Report .....	3
B. Methodology Used for Setting Priorities .....	3
C. Development .....	7
D. Transportation System Modifications Selected From the Gainesville Metropolitan Area Year 2040 Long-Range Transportation .....	7
E. Relationship to the Management Systems .....	7
F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies .....	7
G. Public Involvement and Service Equity .....	8
H. Freight Shippers .....	8
I. Public Transportation Users .....	8
J. Safety and Security in the Transportation System Planning Process .....	9
Chapter II: Project Priorities .....	13
A. Bicycle/Pedestrian Priorities .....	15
B. Transit Priorities .....	19
C. Transportation Regional Incentive Program Priorities .....	22
A. Regional Transit System Priorities .....	D-3
B. Safety-Funded Priorities .....	D-3

## Tables

Table 1 Bicycle/Pedestrian Priorities Fiscal Years 2018-19 to 2022-23.....	15
Table 2 Transit Priorities.....	19
Table 3 Transportation Regional Incentive Program Priorities.....	22
Table B-1 Roads Operating at an Unacceptable Highway Level of Service Gainesville Metropolitan Area, 2015 .....	B-3
Table C-1 Year 2040 Strategic Intermodal System and State Highway System Cost Feasible Plan Priorities .....	C-4
Table C-2 Year 2040 Surface Transportation Program / Transportation Alternatives Program / Transit Cost Feasible Plan Priorities.....	C-5
Table C-3 Year 2040 Long-Range Transportation Plan Existing Plus Committed Capacity Projects .....	C-7
Table D-1 Fiscal Years 2018-19 to 2022-23 Transit Priorities Supplemental Information Priority 8 Projects .....	D-5
Table D-2 Fiscal Years 2018-19 to 2022-23 Highway Safety Fund Priorities.....	D-6

## Illustrations

Illustration I Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Calendar.....	4
Illustration II Bicycle/Pedestrian Priorities.....	14
Illustration III Transit Priorities .....	18
Illustration IV Transportation Regional Incentive Program Priorities.....	21
Illustration B-I Roads Operating at an Unacceptable Highway Level of Service.....	B-4
Illustration C-I Year 2040 Long Range Transportation Plan Cost Feasible Priority Ranking of Projects .....	C-6
Illustration C-II Year 2040 Long Range Transportation Plan Cost Existing Plus Committed Capacity Projects .....	C-8

## Appendices

Appendix A: Transportation Plans and Programs - Ten Metropolitan Planning Factors To Be Considered.....	A-3
Appendix B: Roads Operating at an Unacceptable Highway Level of Service .....	B-3
Appendix C: 2040 Long-Range Transportation Plan - Project Priorities.....	C-3
Appendix D: Supplemental Project Priority Information - Regional Transit System and Safety-Funded Priorities .....	D-3

# 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 2040 Long-Range Transportation Plan. Projects selected for funding will be incorporated into the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

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

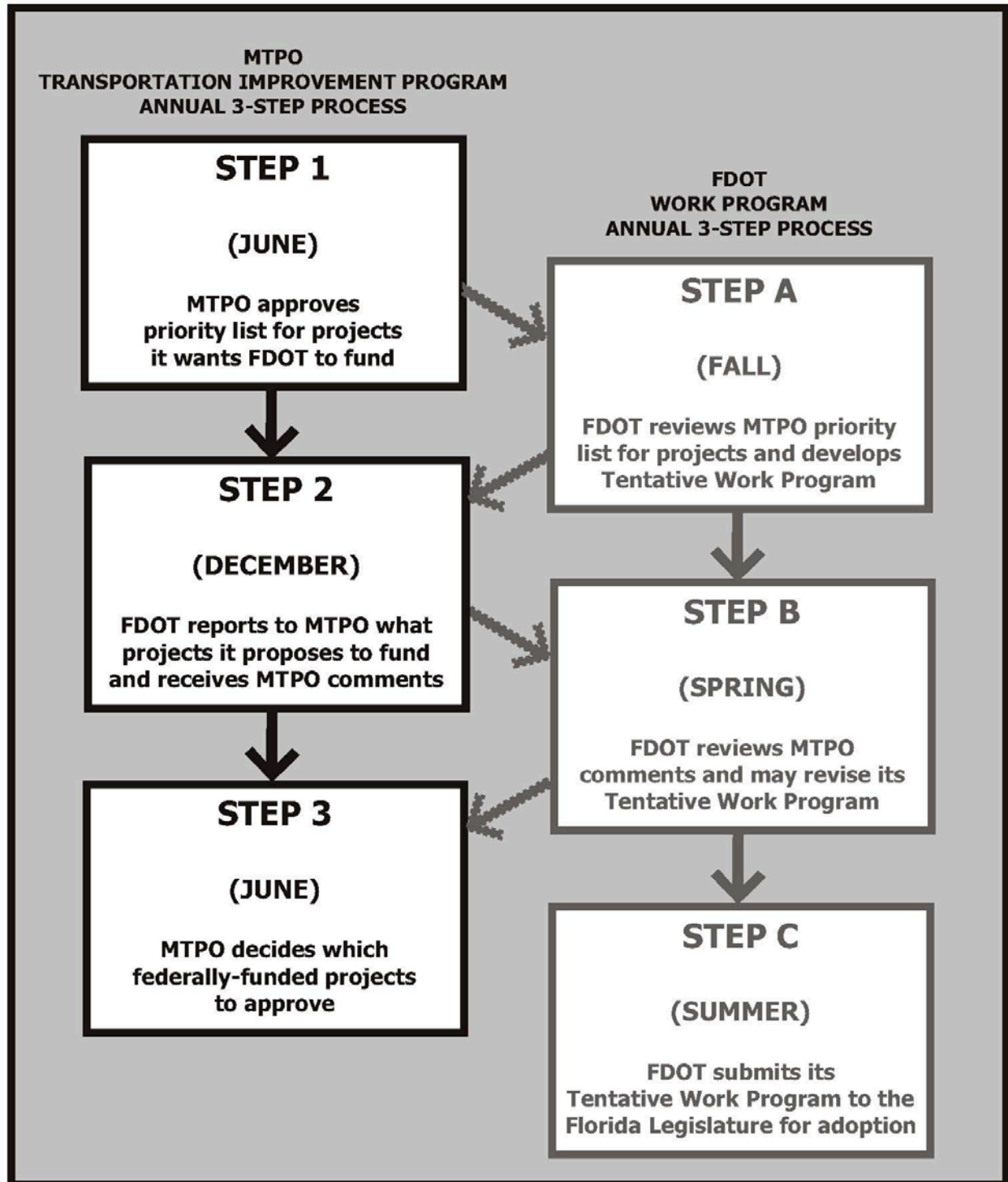
## B. Methodology Used for Setting Priorities

### Timetable

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

- ☐ May - Draft tables distributed to the Technical Advisory Committee Working Group that identifies bicycle/pedestrian priorities submitted last year and, of those, which ones were funded;
- ☐ June - 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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## Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long range transportation plan every five years. The current long range transportation plan is known as the Year 2040 Long-Range Transportation Plan. The long range transportation plan contains a prioritized, cost feasible list of transportation system projects to accommodate mobility and maintain an acceptable level of service for the transportation system within the Gainesville Metropolitan Area. The long range transportation plan is implemented using the Transportation Improvement Program process.

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

To implement the Year 2040 Long-Range Transportation Plan and transportation system maintenance projects, tables in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects were developed, as follows:

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

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

*Pedestrian facility projects funded in the Transportation Improvement Program are identified in Table 12 - Pedestrian Projects (Independent)*

2. Table 2 - Transit Priorities- recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding, based on the Gainesville Regional Transit System Transit Development Plan. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; and transit system projects. These priorities are forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

*Federal Transit Administration-funded commuter assistance, non-airport intermodal facility, park-and-ride facility and transit system projects and Surface Transportation Program-funded transit projects funded in the Transportation Improvement Program are identified in Table 17 - Transit-Regional Transit System Projects.*

3. Table 3 - Transportation Regional Incentive Program Priorities- recommendations based on the Year 2040 Long-Range Transportation Plan Cost Feasible Plan priorities and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the City of Gainesville, Alachua County and neighboring counties initiative to participate in the Transportation Regional Incentive Program, are forwarded the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees for review and recommendation which are then forwarded to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for review and approval.

*Transportation Regional Incentive Program-Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects.*

*Transportation Regional Incentive Program-Road Construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.*

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

- *Federal Aviation Administration- funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 5 - Airport Projects;*
- *Florida State Highway System drainage projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 7 - Drainage of Right-of-Way Projects;*
- *Interstate facility projects funded in the Transportation Improvement Program are identified in Table 9 - Interstate/Interchange Projects;*
- *Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 20 - Resurfacing/Repaving Projects;*
- *Landscaping projects funded in the Transportation Improvement Program are identified in Table 10 - Landscaping Projects;*
- *Railroad facility projects funded in the Transportation Improvement Program are identified in Table 13 - Railroad Projects;*
- *Safety projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Safety Team;*
- *Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 8 - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Operations Team; and*

- *Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 18 - Transit- Transportation Disadvantaged Program Projects. Project recommendations are developed by the Alachua County Transportation Disadvantaged Coordinating Board.*

## C. Development

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the ten factors contained in Appendix A. These factors have been considered in the development of the project priorities contained in this report.

## D. Transportation System Modifications Selected From the Gainesville Metropolitan Area Year 2040 Long-Range Transportation

The transportation system modification priorities from the adopted 2040 Long Range Transportation Plan are shown in Appendix C. Transportation system modifications includes the following categories:

- *Strategic Intermodal System or Fixing America's Surface Transportation Act High Priority Projects and other Strategic Intermodal System projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects; and*
- *Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 15 - Road Construction Projects.*

## 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 Fixing America's Surface Transportation Act. The congestion management system for the Gainesville Metropolitan Area was fully operational by October 1, 1997.

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

The Metropolitan Transportation Planning Organization 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:

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

UF = University of Florida

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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 Priorities;
- Transit Priorities; and
- Transportation Regional Incentive Program Priorities.

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

Bicycle/Pedestrian projects are eligible for federal Transportation Alternatives Program funds, state Safe Routes to School, State Highway System and SUNTrail funds and local funds. Transit projects are eligible for Federal Transit Administration funds, Federal Highway Administration Surface Transportation Program flex funds, state funds and local funds. Projects regarding regionally significant transportation facilities are eligible for state Transportation Regional Incentive Program funds.

**Road construction project priorities identified in the Year 2040 Long-Range Transportation Plan are addressed in Appendix C.**

## Illustration II Bicycle/Pedestrian Priorities Fiscal Years 2018-19 to 2022-23



## A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 1**  
**Bicycle/Pedestrian Priorities**  
**Fiscal Years 2018-19 to 2022-23**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>Safe Routes to School Funds</b>			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
<b>State Highway System Funds</b>			
1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3-SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	<ol style="list-style-type: none"> <li>1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street;</li> <li>2. Conduct a speed zone study between NW 59th Street and NW 40th Drive;</li> <li>3. Prioritize this project for State Highway System funding; and</li> <li>4. Provide information regarding any Thermoplast treatment related to the West Newberry Road (State Road 26) resurfacing project [36,500 AADT]</li> </ol>

**Table 1 (Continued)**  
**Bicycle/Pedestrian Priorities**  
**Fiscal Years 2018-19 to 2022-23**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>SUNTrail Funds</b>			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	Project	Location	Description
<b>Transportation Alternatives Program Funds</b>			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; 4. Increase visibility of both motorists and trail users; and 5. Analyze options for traffic calming in the corridor. [22,500 AADT]
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

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

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

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

### Illustration III Transit Priorities Fiscal Years 2018-19 to 2022-23





## B. Transit Priorities

Table 2 identifies public transit project priorities for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 2**  
**Transit Priorities**  
**Fiscal Years 2018-19 to 2022-23**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <b>Funded Annually</b>	Block Grant- Public Transit Operating	RTS Systemwide	Operating Assistance [Funded annually by State]*
<b>2</b> <b>Partially Funded</b>	Capital Equipment- purchase of rolling stock	RTS Systemwide	Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP
<b>3</b>	Implement new transit service or expand existing service	RTS Systemwide	Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, RTS Comprehensive Operational Analysis MTPO 2040 Long Range Transportation Plan and City Comprehensive Plan
<b>4</b>	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
<b>5</b>	Capital Equipment- Purchase transit support and paratransit vehicles	RTS Systemwide	Purchase non-revenue and paratransit vehicles to support transit service
<b>6</b>	Enhance transit facilities	AT: Five Points [SR 20 @ SR 24] AT: UF Campus AT: Santa Fe Campus AT: NW 13 Street AT: Oaks Mall	Planning, design, engineering and construction of a multimodal transportation center [site not determined]
<b>7</b>	Capital Equipment- Technology Improvements	RTS Systemwide	Purchase Automatic Passenger Counters, Bus Wi-Fi equipment and real-time signage
<b>8</b>	Bus Pullout Bays	RTS Systemwide	Construct bus pullout bays listed in Appendix D

**Table 2 (Continued)**  
**Transit Priorities**  
**Fiscal Years 2018-19 to 2022-23**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>9</b>	Limited Stop Bus Service to outlying municipalities or unincorporated Alachua County	Transportation Corridors- State Road 20; State Road 26; State Road 24; & US 441	Implement service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs, Newberry and Waldo [service priority contingent on community funding support]
<b>10</b>	Capital- Construct Park-And-Ride Lots to Support Express Bus Service	Transportation Corridors- State Road 20; & State Road 24	Locations and funding to be determined
<b>11</b>	Alternative Fuels Fueling Facility	RTS Maintenance Center	Infrastructure to provide alternative fuels use

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

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

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

Initial Public Transportation Priorities were developed by Regional Transit System staff, based on the Regional Transit System Transit Development Plan.

Chapter II - Project Priorities Page 21



## C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2018-19 to 2022-23 Transportation Improvement Program.

**Table 3**  
**Transportation Regional Incentive Program Priorities**  
**Fiscal Years 2018-19 to 2022-23**  
**(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
<b>1</b> <b>Partially</b> <b>Funded</b>	SW 62 Connector	FM: Williston Road [SR 331] TO: Newberry Road [SR 26]	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.

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 - Ten Metropolitan Planning Factors To Be Considered

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

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

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

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# Appendix B

## Roads Operating at an Unacceptable Highway Level of Service

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

**Table B-1**  
**Roads Operating at an Unacceptable Highway Level of Service**  
**Gainesville Metropolitan Area, 2015**  
**[does not include reserve trips]**

Roadway Facility	From	To	2015 AADT	2015 LOS	2015 MSV
<i>SW 13 Street [US 441] (S-3)</i>	<i>Archer Road</i>	<i>University Avenue</i>	<i>35,500</i>	<i>F</i>	<i>33,800</i>
<i>Newberry Road [SR 26] (S-14)</i>	<i>NW 122 Street</i>	<i>Interstate 75 East Ramp</i>	<i>39,000</i>	<i>F</i>	<i>39, 800</i>
University Avenue [SR 26] (S-17)	NW 34 Street	Gale Lemerand Drive	24,500	F	14,040
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	18,300	F	16,380
Archer Road [SR 24] (S-47)	SW 91 Street	SW 75 Street	18,800	F	17,010
NW 23 Avenue (A-9)	NW 98 Street	NW 55 Street	16,078	F	14,040
SW 75 Street / Tower Road (A-13)	Archer Road	SW 8 Avenue	16,515	F	14,040
SW 20 Avenue (A-15)	Tower Road	SW 62 Boulevard	17,913	F	14,040
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	23,708	F	14,040
North Main Street (A-17)	N 8 Avenue	N 16 Avenue	15,976	F	14,740
NW 39 Avenue (A-19)	NW 110 Terrace	NW 98 Street	17,155	F	14,040
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue	18,330	F	14,740
SW 62 Boulevard (G-42)	SW 20 Avenue	NW 1 Place	18,544	F	14,040

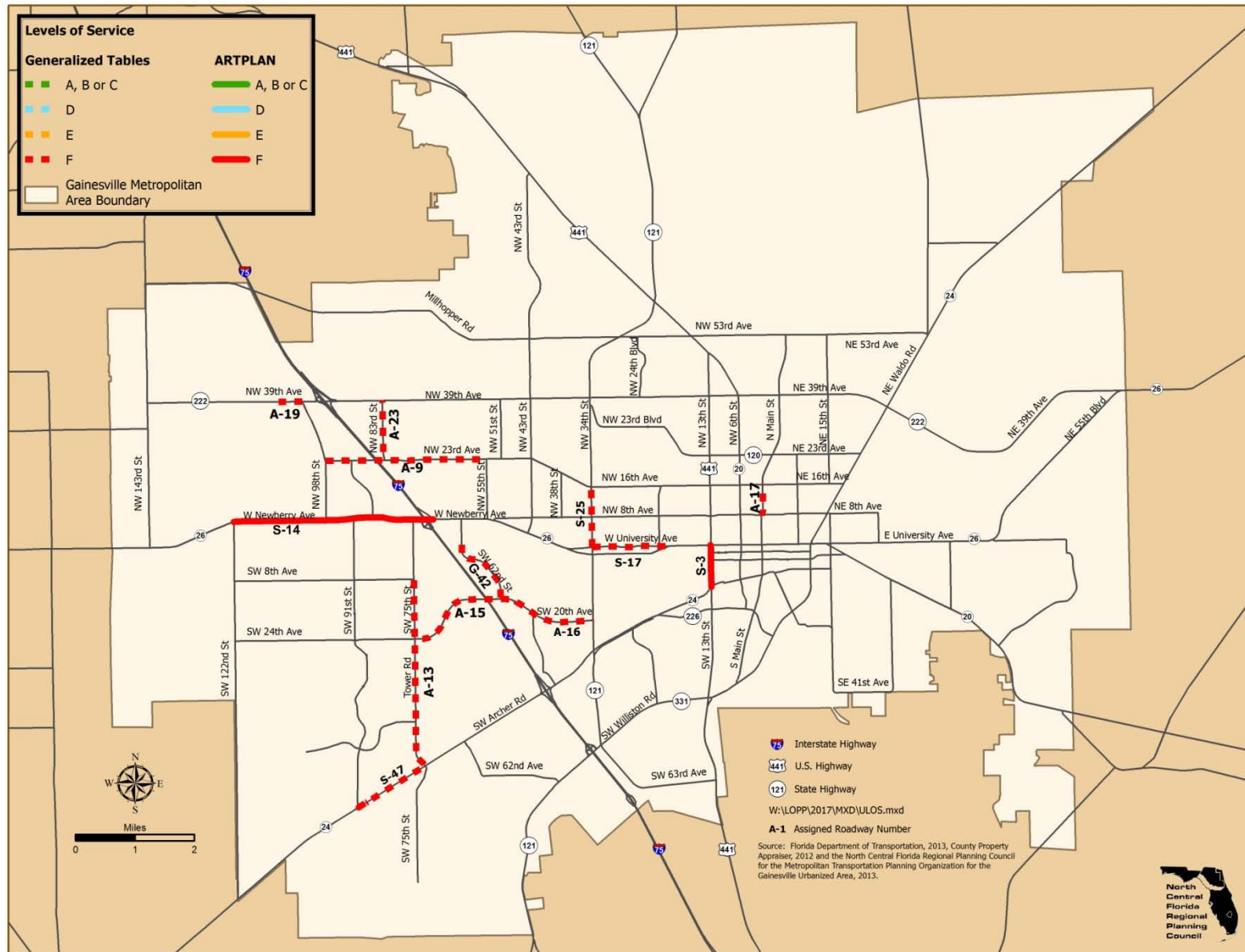
AADT = Average Annual Daily Traffic; GMA = Gainesville Metropolitan Area; NW = Northwest

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

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

\* 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

## 2040 Long-Range Transportation Plan - Project Priorities

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## **Appendix C: 2040 Long-Range Transportation Plan - Project Priorities**

This appendix includes the project priorities identified in the Year 2040 Cost Feasible Plan that was adopted on October 5, 2015. The following tables also include the implementation status of the projects. Projects in shaded rows have received full or partial funding.

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

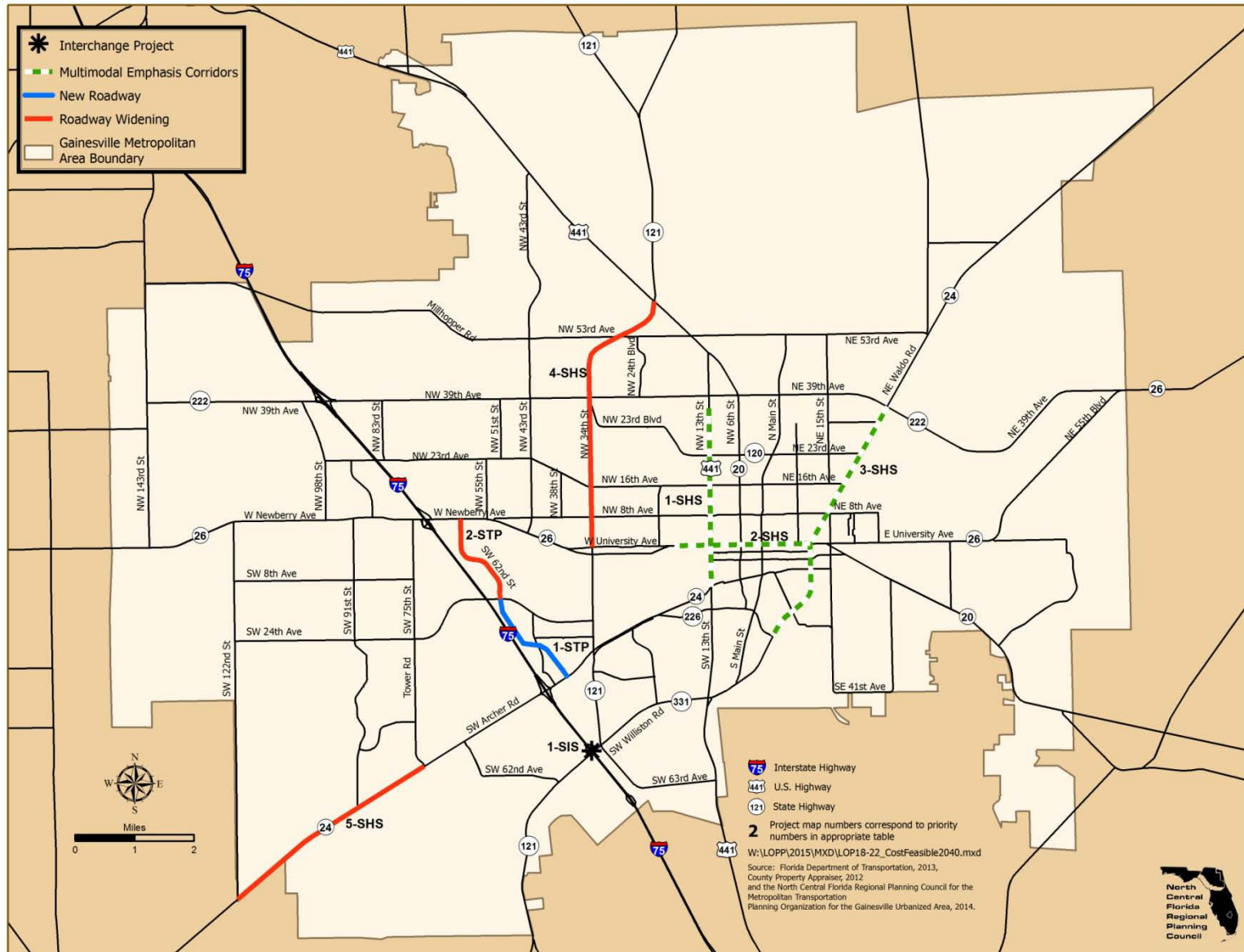
**Table C-1**  
**Year 2040 Strategic Intermodal System and State Highway System Cost Feasible Plan Priorities**

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Strategic Intermodal System Revenues (Year of Expenditure dollars)								
1 - Modifications at Interstate 75 / State Road 121 Interchange	\$5.1 Million		-		-		-	
	ROW	\$0.10	-	-	-	-	-	-
	CST/CEI	\$5.00	-	-	-	-	-	-
State Highway System Revenues (Year of Expenditure dollars)								
1 - Multimodal Emphasis Corridor Study and Implementation on US 441 (West University Avenue) from NW 23rd Avenue to Archer Road	\$23.6 Million		\$22.3 Million		\$48.8 Million		\$33.3 Million	
	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	\$2.35	-	-	-	-	-	-
	CEI	\$0.40	-	-	-	-	-	-
2 - Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road	Design	FDOT	-	-	-	-	-	-
	ROW	\$0.30	-	-	-	-	-	-
	CST	\$6.55	-	-	-	-	-	-
	CEI	\$1.00	-	-	-	-	-	-
3 - Pedestrian Safety Modifications on State Roads 24.331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue	Design	FDOT	-	-	-	-	-	-
	ROW	NA	-	-	-	-	-	-
	CST	\$3.30	-	-	-	-	-	-
	CEI	\$0.50	-	-	-	-	-	-
4 - Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	Design	FDOT	-	-	-	-	-	-
	ROW	\$1.65	ROW	\$1.50	-	-	-	-
	CST	\$6.55	CST	\$3.70	CST	\$39.35	-	-
	CEI	\$1.00	CEI	\$0.50	CEI	\$5.70	-	-
5 - Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street	Design	FDOT	-	-	-	-	-	-
	-	-	ROW	\$9.70	-	-	ROW	\$5.15
	-	-	CST	\$6.10	CST	\$3.15	CST	\$24.40
	-	-	CEI	\$0.80	CEI	\$0.60	CEI	\$3.75

**Table C-2**  
**Year 2040 Surface Transportation Program / Transportation Alternatives Program / Transit**  
**Cost Feasible Plan Priorities**

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Program Revenues (Year of Expenditure dollars)								
1 - Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
	ROW	\$8.25	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
2 - Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes	Design	\$0.33	-	-	-	-	-	-
	ROW	\$0.30	-	-	-	-	ROW	\$7.25
	CST	\$6.55	-	-	-	-	CST	\$9.35
	CEI	\$1.00	-	-	-	-	CEI	\$1.40
3 - Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	NA	ROW	NA	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
	-	-	CEI	\$0.40	CEI	\$2.00	-	-
4 - Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	NA	ROW	NA	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
Transportation Alternatives Program Revenues (Year of Expenditure dollars)								
1 - Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	NA	ROW	NA	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure dollars)								
1 - Maintain and operate existing City of Gainesville Regional Transit System	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
	TOP	\$18.20	TOP	\$19.10	TOP	\$40.00	-	-

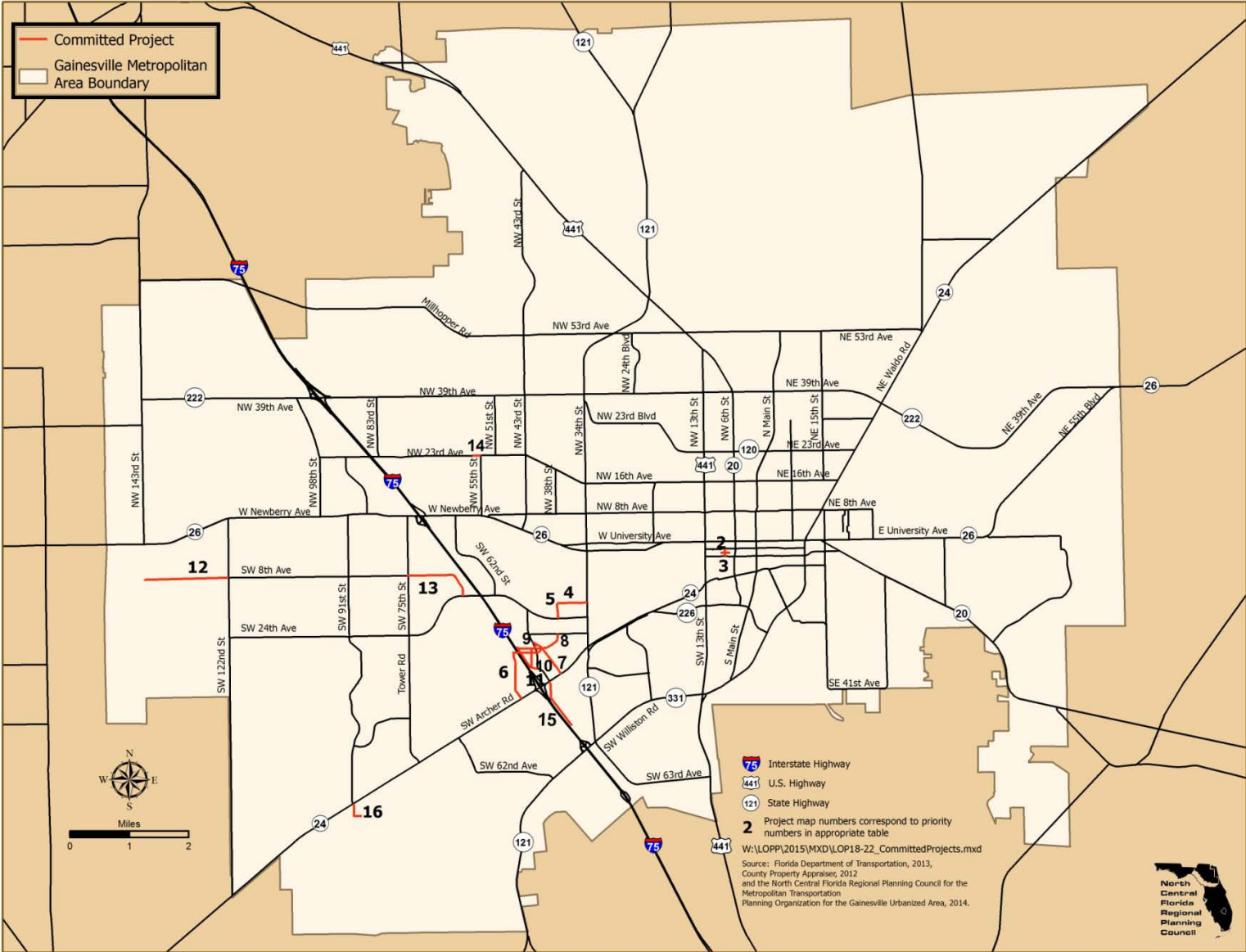
**Illustration C-I**  
**Year 2040 Long Range Transportation Plan Cost Feasible Priority Ranking of Projects**  
**Adopted October 5, 2015**



**Table C-3  
Year 2040 Long-Range Transportation Plan  
Existing Plus Committed Capacity Projects**

Roadway	From/To	Modification	Implementation Status
<b>New Road Projects Completed Since 2010</b>			
1 - Gainesville Regional Airport Entrance	Waldo Road / Airport Terminal	New two-lane facility	Complete
2 - SW 9 Street	SW 2 Avenue / SW 4 Avenue	New two-lane facility	Complete
3 - SW 3 Avenue	SW 10 Street / SW 7 Terrace	New two-lane facility	Complete
4 - Hull Road Extension	SW 34 Street / SW 38 Terrace	New two-lane facility	Complete
5 - SW 38 Terrace	SW 20 Avenue / Hull Road	New two-lane facility	Complete
<b>New Road Projects Funded Through Construction by 2019</b>			
6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge	Archer Road / SW 42 Way	New four-lane facility	Funded in Fiscal Year 2014-15
7 - SW 62 Boulevard	Archer Road / SW 43 Street	New four-lane facility	Funded in Fiscal Year 2016-17
8 - Plaza Boulevard (SW 38 Terrace)	SW 24 Avenue / SW 42 Street	New two-lane facility	Funded in Fiscal Year 2016-17
9 - SW 30 Avenue	SW 42 Street / SW 40 Boulevard	New two-lane facility	Funded in Fiscal Year 2016-17
10 - SW 42 Way Extension	SW 30 Place / SW 30 Avenue	New two-lane facility	Funded in Fiscal Year 2016-17
11 - SW 30 Place Extension	SW 42nd Way / SW 42 Street	New two-lane facility	Funded in Fiscal Year 2016-17
12 - SW 8 Avenue	SW 143 Street / SW 122nd Street	New two-lane facility	Funded in Fiscal Year 2014-15
13 - Road Connecting SW 8 Avenue and SW 61 Street	SW 75 Street / SW 24 Avenue	New two-lane facility	Funded in Fiscal Year 2014-15
14 - NW 23 Avenue	NW 55 Street / NW 58 Boulevard	Widen to four-lanes	Funded in Fiscal Year 2014-15
15 - SW 40 Boulevard Extension	South of Archer Road / SW 47 Avenue	New two-lane facility	Funded in Fiscal Year 2016-17
16 - SW 91 Street	Archer Road / SW 73 Avenue	New two-lane facility	Funded in Fiscal Year 2017-18

### Illustration C-11



# Appendix D

## Supplemental Priority Project Information - Regional Transit System Priorities and Safety-Funded Priorities

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## **Appendix D: Supplemental Project Priority Information - Regional Transit System and Safety-Funded Priorities**

### **A. Regional Transit System Priorities**

Table D-1 provides supplemental project descriptions from the Regional Transit System Transit Development Plan for project priority No. 9 of Table 2 of the List of Priority projects.

### **B. Safety-Funded Priorities**

Table D-2 provides project descriptions for highway safety funding.

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**Table D-1**  
**Fiscal Years 2018-19 to 2022-23**  
**Transit Priorities Supplemental Information**  
**Priority 8 Projects**

Priority	Project	Bus Stop	Location [Cross-Street]	Description
1	Main Street	763	AT: NE 14 Avenue	Construct southbound bus pullout adjacent to Publix parking lot
2	Main Street	703	AT: NE 14 Avenue	Construct northbound bus pullout adjacent to post office parking lot
3	SW 20 Avenue	815	AT: SW 42 Drive	Construct westbound bus pullout across from Ventura Apartments
4	SW 20 Avenue	810	AT: SW 34 Street	Construct westbound bus pullout across from Windsor Terrace Apartments
5	SW 62 Boulevard	818	AT: SW 20 Avenue	Construct bus pullout across from The Woodlands Apartments
6	SW 2 Avenue	191	AT: SW 34 Street	Construct eastbound bus pullout across from Westgate Shopping Center
7	Gale Lemerand Drive	1253	AT: Museum Road	Construct northbound bus pullout across from Graham Hall
8	SW 20 Avenue	814	AT: SW 40 Terrace	Construct westbound bus pullout across from the Pinetree Gardens apartments
9	Main Street	766	FM: State Road 26 TO: N 8 Avenue	Construct southbound bus pullout
10	Main Street	700	FM: State Road 26 TO: N 8 Avenue	Construct northbound bus pullout
11	NW 13 Street	255	AT: NW 29 Road	Construct northbound bus pullout adjacent to WalMart parking lot
12	SW 13 Street	685	AT: SW 36 Place	Construct northbound bus pullout adjacent to The Landings Apartments

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

**Table D-2**  
**Fiscal Years 2018-19 to 2022-23**  
**Highway Safety Fund Priorities**

Number	Project	Location	Description
<b>1</b>	NW 39 Avenue	AT: NW 83 Street	Construct Intersection Modifications- Upgrade Traffic Signals and Add Northbound Left Turnlane
-	-	-	-

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# Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

## *List of Priority Projects Team*

Scott R. Koons, AICP, Executive Director

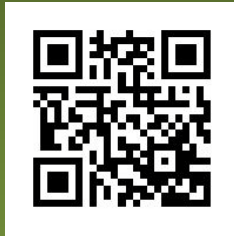
\* Michael Escalante, AICP, Senior Planner

\*\* Lauren Yeatter, AICP, Senior Planner

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

\*\* Jean Strong, Executive Assistant to the Executive Director

\* Primary Responsibility  
\*\* Secondary Responsibility



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