

# List of Priority Projects

Fiscal Years 2019-20 to 2023-24

June 25, 2018

Metropolitan Transportation  
Planning Organization  
for the  
Gainesville Urbanized Area





# List of Priority Projects

Fiscal Years 2019-20 to 2023-24

## ENDORSEMENT

This List of Priority Projects has been developed  
consistent with federal and state requirements and  
approved on June 25, 2018 by the  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
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Ken Cornell, Chair

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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 - Ten Planning Factors .....	12
D. Transportation System Modifications Selected from the Gainesville Metropolitan Area Year 2040 Long-Range Transportation Plan .....	12
E. Relationship to Management Systems.....	13
F. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Urban Design Policies .....	13
G. Public Involvement and Service Equity.....	13
H. Freight Shippers .....	14
I. Public Transportation Users .....	14
J. Safety and Security in the Transportation System Planning Process.....	14
Chapter II: Project Priorities.....	17
A. Bicycle/Pedestrian Priorities .....	19
B. Transit Priorities .....	23
C. Transportation Regional Incentive Program Priorities .....	27

## 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

## Tables

Table 1 Bicycle/Pedestrian Priorities.....	19
Table 2 Transit Priorities.....	23
Table 3 Transportation Regional Incentive Program Priorities.....	27
Table B-1 Roads Operating at an Unacceptable Highway Level of Service Gainesville Metropolitan Area .....	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 Block Grant / 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 Transit Priorities Supplemental Information Priority 8 Projects .....	D-5
Table D-2 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.....	18
Illustration III Transit Priorities .....	22
Illustration IV Transportation Regional Incentive Program Priorities .....	26
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

# Chapter I

## Introduction

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# Chapter I: Introduction

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

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

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

## A. Purpose of this Report

This report contains a list of needed, but unfunded, transportation projects. These projects are determined by the Metropolitan Transportation Planning Organization 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 2019-20 to 2023-24 Transportation Improvement Program.

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

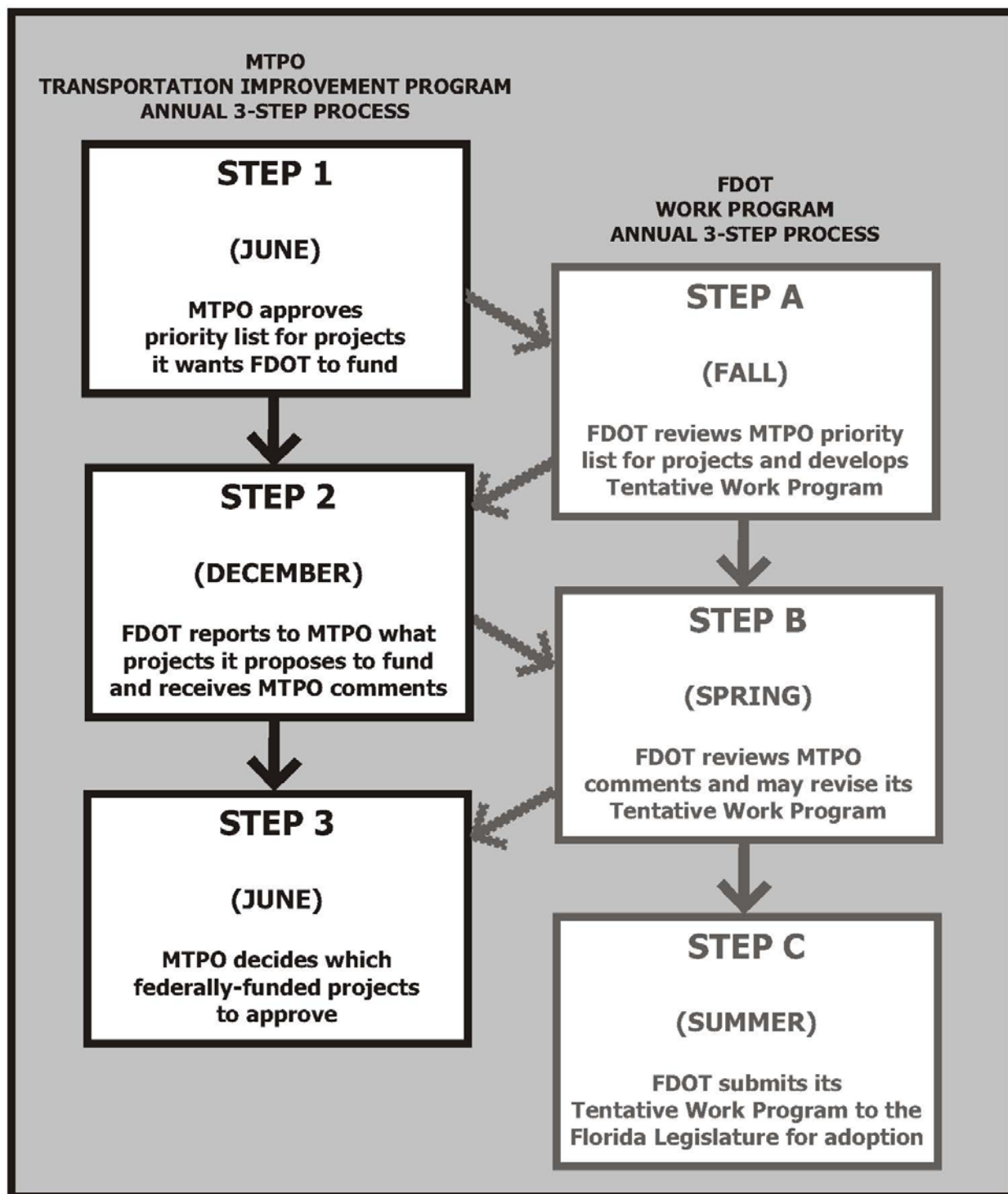
## B. Methodology Used for Setting Priorities

### 1. Timetable

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

- May - Draft tables distributed to Technical Advisory Committee Working Group that identifies bicycle/pedestrian priorities submitted last year and, of those, which ones were funded;
- June - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees develop recommended transportation priorities for the coming year; and
- June - Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves transportation priorities for the coming year and submits a List of Priority Projects to Florida Department of Transportation.

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



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

t:\mike\tp\priorities\lop1217\calendar.cdr

## 2. Transportation Improvement Program Project Selection Process

In conformance with Federal regulations, the Metropolitan Transportation Planning Organization updates its long-range transportation plan every five years. The current long-range transportation plan is the Year 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 then 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 draft 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 comments 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 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 and Pedestrian Projects (Independent).*

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

2. Table 2 - 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 16 - Transit 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 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.

*Transportation Regional Incentive Program - Road Construction projects funded in the Transportation Improvement Program are identified in Table 8 - Road - Construction Projects.*

*Transportation Regional Incentive Program - Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 10 - Road - Intersection Projects.*

4. Appendix C 2040 Long-Range Transportation Plan - Project Priorities - recommendations from the adopted Year 2040 Long-Range Transportation Plan Cost Feasible Plan priorities. Table C-1 includes funding priorities for the Strategic Intermodal System revenues; Surface Transportation Block Grant revenues; Transportation Alternatives Program [box fund] revenues; and Transit revenues.
5. Appendix D Supplemental Priority Project Information - Regional Transit System Priorities and Safety-Funded Priorities - supplemental recommendations developed by the Gainesville Regional Transit System for Federal Transit Administration funding and recommendations from the , Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for federal safety funded priorities. Table D-1 includes supplemental priorities based on the Gainesville Regional Transit System Transit Development Plan. Table D-2 includes safety fund priorities.

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

- *Federal Aviation Administration-funded projects, based on the Airport Master Plan, funded in the Transportation Improvement Program are identified in Table 5 - Airport Projects;*
- *Metropolitan Planning activities and projects funded in the Transportation Improvement Program are identified in Table 7 - Planning/Administration Activity;*
- *Safety projects funded in the Transportation Improvement Program are identified in Table 8 - Road - Construction Projects and Table 10 - Road - Intersection Projects. The Alachua County Traffic Safety Team provides Safety Fund project recommendations;*

- *Florida State Highway System drainage of right-of-way projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 9 - Road - Drainage Projects;*
- *Traffic Operations projects funded in the Transportation Improvement Program are identified in Table 10 - Road - Intersection Projects. Project recommendations are developed by the Alachua County Traffic Operations Team;*
- *Interstate facility projects funded in the Transportation Improvement Program are identified in Table 11 - Road - Interstate/Interchange Projects;*
- *Landscaping projects funded in the Transportation Improvement Program are identified in Table 12 - Road - Landscaping Projects;*
- *Maintenance of transportation facilities projects funded in the Transportation Improvement Program are identified in Table 13 - Road - Maintenance Projects;*
- *Railroad facility projects funded in the Transportation Improvement Program are identified in Table 14 - Road - Railroad Projects;*
- *Florida State Highway System resurfacing projects, based on the Florida Department of Transportation Work Program, funded in the Transportation Improvement Program are identified in Table 15 - Road - Resurfacing/Repaving Projects;*
- *Transportation Disadvantaged Trust Fund projects funded in the Transportation Improvement Program are identified in Table 16 - Transit Projects. Project recommendations are developed by the Alachua County Transportation Disadvantaged Coordinating Board.*

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

#### a. Project Selection Process

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

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

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

**i. Safety Measures**

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

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

**ii. Asset Management Plan**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation on the implementation of its Asset Management Plan for National Highway System facilities within the Gainesville Metropolitan Area. Projects on the National Highway System in the Florida Department of Transportation Tentative Work Program are to be reviewed for consistency with the Florida Transportation Plan, Asset Management Plan and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Year 2040 Long-Range Transportation Plan. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

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

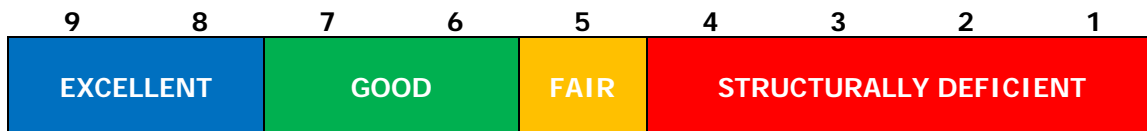
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation on the implementation of the pavement management performance measures requirements for National Highway System facilities within the Gainesville Metropolitan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



iv. Bridge Measures (State of Good Repair)

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

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



v. Freight Mobility Measures

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

vi. Planning Activities

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

## **vii. System Performance Measures**

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

## **viii. Transit Measures (State of Good Repair)**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the implementation of the transit state of good repair performance measures requirements. The Regional Transit System has not yet set its transit state of good repair target. Appropriate data is to be reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

## **b. Targets**

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

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

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

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



**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**List of Priority Projects Fiscal Years 2019-20 to 2023-24**

Performance Measure Compliance Action	Measure					
	Safety	Planning Requirements	System Performance	Bridge	Pavement	Transit
Florida Department of Transportation						
Target/Compliance Due Date	8/31/17	5/27/18	5/20/18	5/20/18	5/20/18	TBD
Target/Compliance Setting Date	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	TBD
Long-Range Transportation Plan	4/18/18	5/27/18	TBD	TBD	TBD	TBD
State Transportation Improvement Program - 10/1/18 and Beyond	TBD	TBD	TBD	TBD	TBD	TBD
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area						
Target/Compliance Due Date	2/27/18	5/27/18	11/16/18	11/14/18	11/14/18	11/16/18
Target/Compliance Setting Date	12/4/17	4/23/18	TBD	TBD	TBD	TBD
Long-Range Transportation Plan	10/5/20*	10/5/20*	10/5/20*	10/5/20*	10/5/20*	10/5/20*
Transportation Improvement Program - 10/1/18 and Beyond	6/25/18	6/25/18	6/25/18	6/25/18	6/25/18	TBD

TBD - To Be Determined; \* Long-Range Transportation Plan Update Deadline

### c. Monitoring/Coordination

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

#### i. Safety

Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were set at the April 23, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures on all public roads. Projects included in the Transportation Improvement Program considered safety criteria addressed in the Florida Transportation Plan, 2018 Florida Strategic Highway Safety Plan and Florida Highway Safety Improvement Program.

#### ii. Planning Requirements

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

#### iii. System Performance

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation for setting System Performance Targets by November 16, 2018. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures for projects on National Highway System facilities within the Gainesville Metropolitan Area.

iv. Bridge

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation for setting Bridge Targets by November 16, 2018. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Bridge Measures and the Florida Department of Transportation Bridge Management System for projects on National Highway System facilities within the Gainesville Metropolitan Area.

v. Pavement

The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation for setting Pavement Targets by November 16, 2018. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Pavement Management Measures and the Florida Department of Transportation Pavement Management Program for projects on National Highway System facilities within the Gainesville Metropolitan Area.

vi. Transit

The Metropolitan Transportation Planning Organization will coordinate with the Regional Transit System for setting Transit State of Good Repair Targets by November 16, 2018. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the Regional Transit System concerning the application and implementation of Fixing America's Surface Transportation Act Transit State of Good Repair Measures.

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

Section 134(f) of Title 23, United States Code states that, in developing transportation programs, metropolitan planning organizations shall consider the ten factors contained in Appendix A. 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 Plan**

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 8 - Construction Projects; and*
- *Surface Transportation Program-funded road construction projects funded in the Transportation Improvement Program are identified in Table 8 - Construction Projects.*

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

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

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

The Metropolitan Transportation Planning Organization 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, 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. Electronic communication is sent to the freight shippers inviting them to participate in the development of the Transportation Improvement Program. Freight shippers are notified of the Metropolitan Transportation Planning Organization 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

# 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.

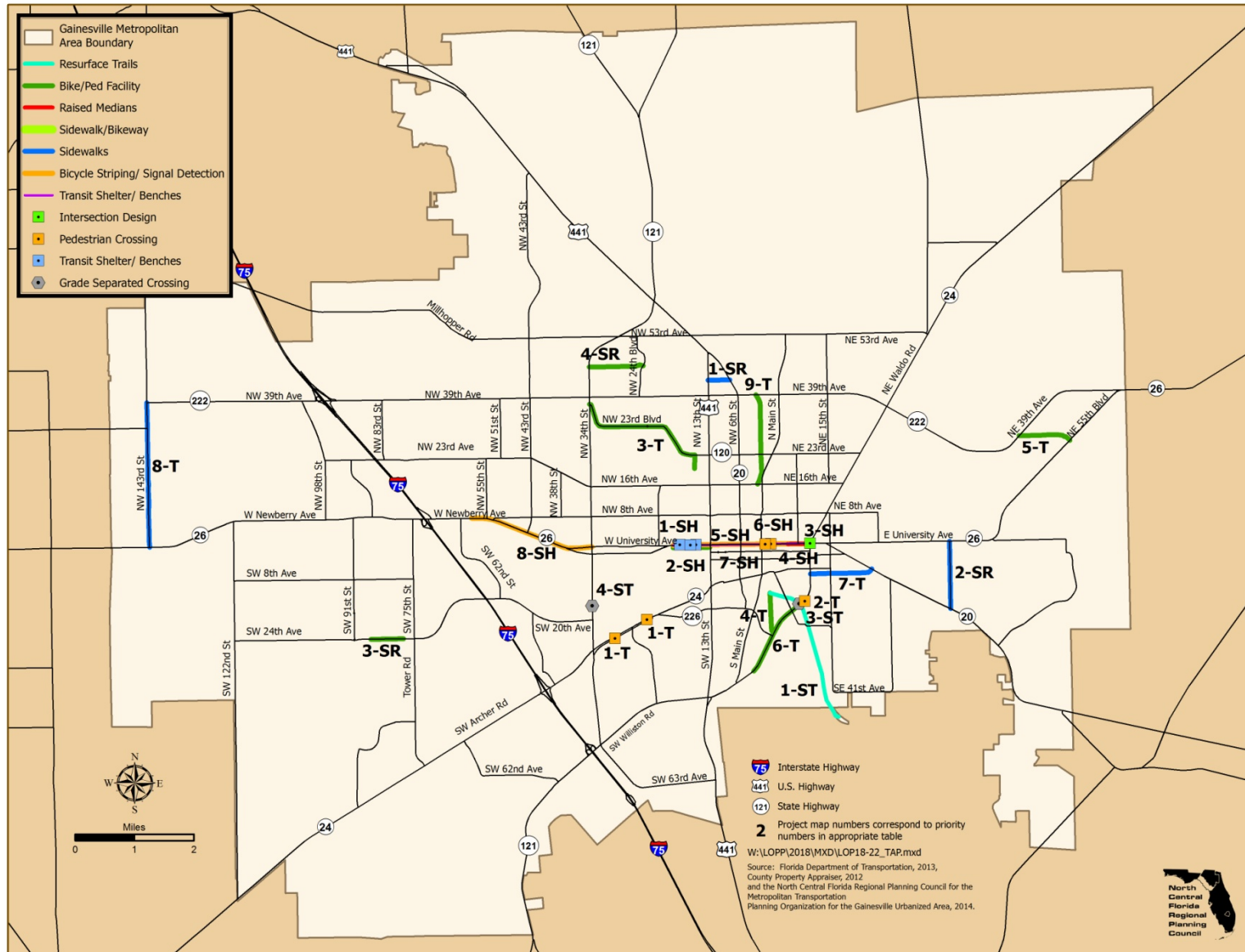
Projects that have received partial funding are shown in shaded rows in Tables 1, 2 and 3.

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 Block Grant 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.**

**Supplemental transit priorities and safety fund priorities are addressed in Appendix D.**

# Illustration II Bicycle/Pedestrian Priorities Fiscal Years 2019-20 to 2023-24





## A. Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School funds, State Highway System funds, SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

**Table 1**  
**Bicycle/Pedestrian Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2019-20 to 2023-24**

Number	Project	Location	Description
<b>Safe Routes to School Funds</b>			
<b>1-SR</b>	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
<b>2-SR</b>	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
<b>3-SR</b>	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
<b>4-SR</b>	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
<b>State Highway System Funds</b>			
<b>1-SH</b>	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
<b>2-SH</b>	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
<b>3 SH</b>	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
<b>4-SH</b>	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
<b>5-SH</b>	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
<b>6-SH</b>	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
<b>7-SH</b>	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
<b>8-SH</b>	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**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2019-20 to 2023-24**

Number	Project	Location	Description
<b>SUNTrail Funds</b>			
<b>1-ST</b>	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
<b>2-ST</b>	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
<b>3-ST</b>	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
<b>4-ST</b>	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>			
<b>1-T</b>	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
<b>2-T</b>	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]
<b>3-T</b>	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
<b>4-T</b>	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
<b>5-T</b>	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
<b>6-T</b>	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
<b>7-T</b>	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
<b>8-T</b>	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
<b>9-T</b>	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 shaded 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 2019-20 to 2023-24**



## B. Transit Priorities

Table 2 identifies public transit project priorities for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

**Table 2**  
**Transit Priorities**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2019-20 to 2023-24**

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**  
**Gainesville Metropolitan Area**  
**Fiscal Years 2019-20 to 2023-24**

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 shaded 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.

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**Illustration IV**  
**Transportation Regional Incentive Program Priorities**  
**Fiscal Years 2019-20 to 2023-24**





## C. Transportation Regional Incentive Program Priorities

Table 3 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2019-20 to 2023-24 Transportation Improvement Program.

**Table 3**  
**Transportation Regional Incentive Program Priorities**  
**Fiscal Years 2019-20 to 2023-24**  
**(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 shaded 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  
2016

Roadway Facility	From	To	2016 AADT	2016 LOS	2016 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>41,000</i>	<i>F</i>	<i>39,800</i>
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	19,100	F	16,380
Archer Road [SR 24] (S-47)	SW 91 Street	SW 75 Street	20,500	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	16,968	F	14,040
SW 20 Avenue (A-15)	Tower Road	SW 62 Boulevard	19,442	F	14,040
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	26,176	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	17,236	F	14,040
SW 24 Avenue (A-20)	SW 91 Street	SW 75 Street	14,330	F	14,040
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue	18,874	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

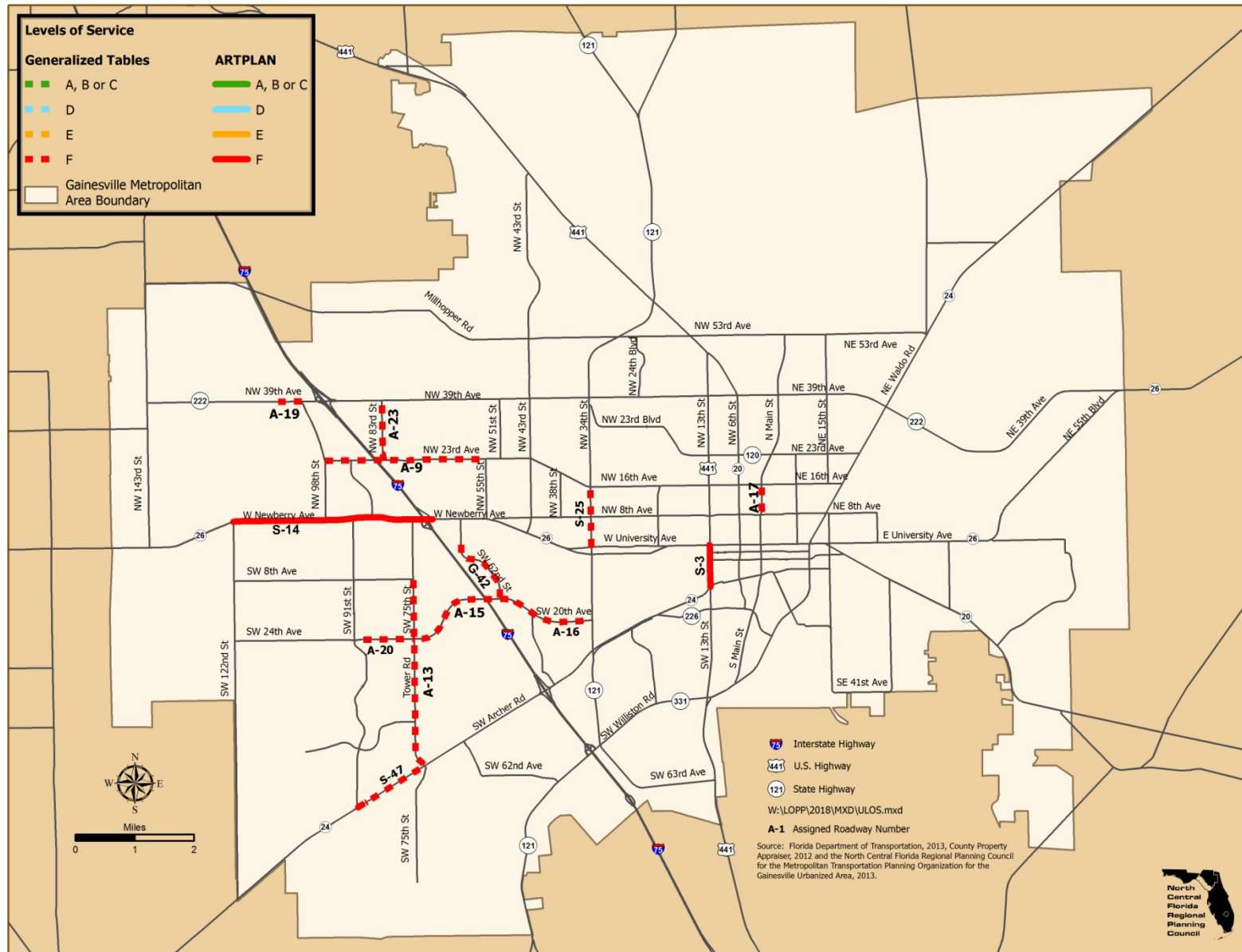
LOS = Level of Service; MSV = Maximum Service Volume; SW = Southwest

# 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.

Note - Table does not include reserve trips.

## 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 Long-Range Transportation Plan 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 Block Grant flex funds, Transportation Alternatives Program and Transit Cost Feasible Plan project priorities. Table C-3 shows the Existing Plus Committed Cost Feasible Plan projects.

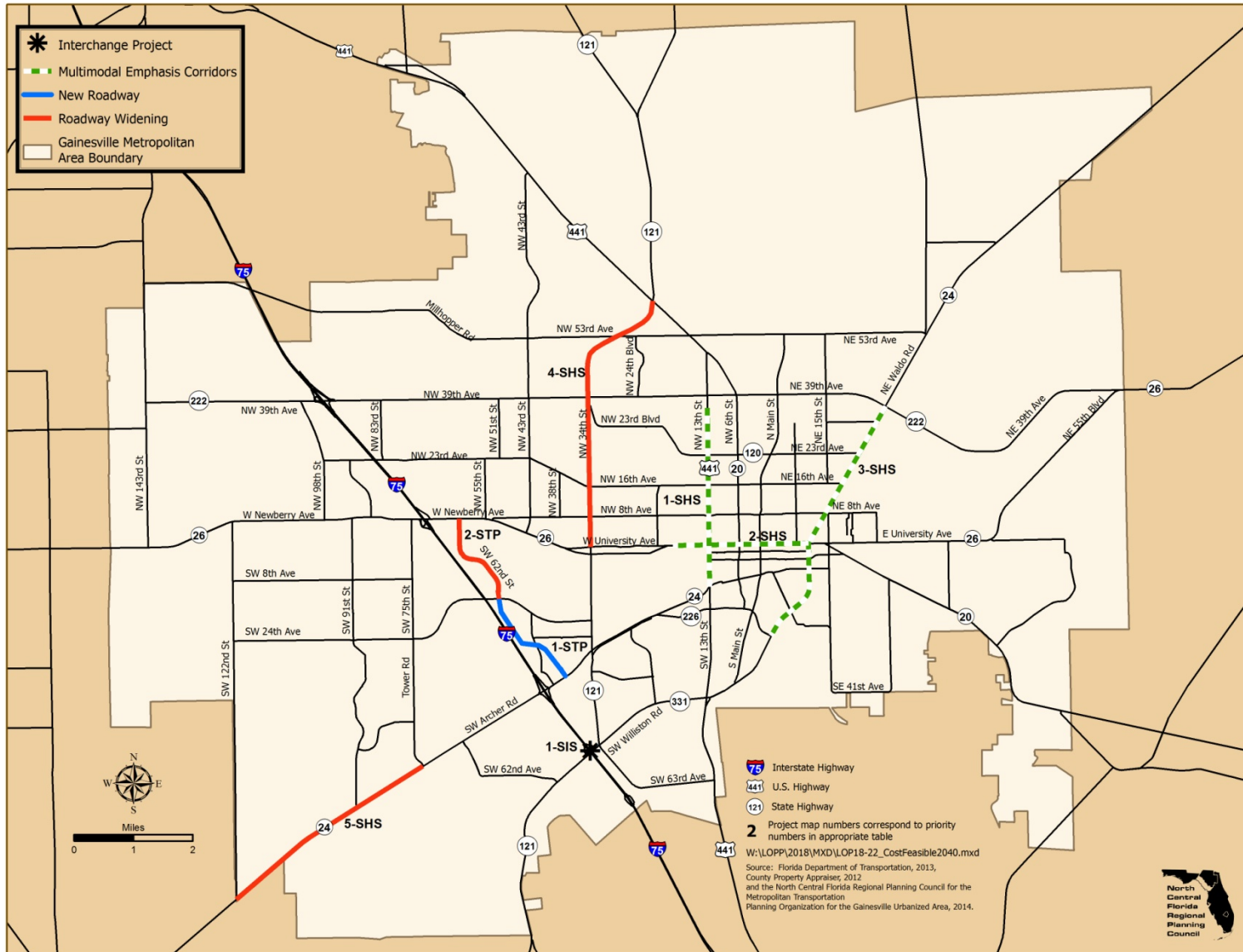
**Table C-1**  
**Year 2040 Strategic Intermodal System and State Highway System Cost Feasible Plan Priorities**

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 Block Grant / Transportation Alternatives Program / Transit**  
**Cost Feasible Plan Priorities**

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Block Grant 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
6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge	Archer Road / SW 42 Way	New four-lane facility	Complete
7 - SW 62 Boulevard (Butler Boulevard)	Archer Road / SW 43 Street	New four-lane facility*	Complete
8 - Plaza Boulevard (SW 38 Terrace)	SW 24 Avenue / SW 42 Street	New two-lane facility	Complete
9 - SW 30 Avenue	SW 42 Street / SW 40 Boulevard	New two-lane facility	Complete
10 - SW 42 Way Extension	SW 30 Place / SW 30 Avenue	New two-lane facility	Complete
11 - SW 30 Place Extension	SW 42nd Way / SW 42 Street	New two-lane facility	Complete
14 - NW 23 Avenue	NW 55 Street / NW 58 Boulevard	Widen to four-lanes	Complete
<b>New Road Projects Funded Through Construction by 2019</b>			
12 - SW 8 Avenue	SW 143 Street / SW 122nd Street	New two-lane facility	Under Construction
13 - Road Connecting SW 8 Avenue and SW 61 Street	SW 75 Street / SW 24 Avenue	New two-lane facility	Under Construction
15 - SW 40 Boulevard Extension	South of Archer Road / SW 47 Avenue	New two-lane facility	Funded in Fiscal Year 2016-17
16 - *SW 62 Boulevard Connector	SW 43 Street / SW 20 Avenue	New four-lane facility	Funded in Fiscal Year 2016-17
17 - SW 91 Street	Archer Road / SW 73 Avenue	New two-lane facility	Funded in Fiscal Year 2017-18

\*Project advanced into Existing Plus Committed Capacity Projects by administrative modification for the purchase four-lane right-of-way and to construct a two-lane roadway interim project.

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

**Illustration C-II**  
**Year 2040 Long-Range Transportation Plan Cost Existing Plus Committed Capacity Projects**  
**Adopted October 5, 2015**



# 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. 8 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**  
**Transit Priorities Supplemental Information**  
**Priority 8 Projects**  
**Fiscal Years 2019 to 2023-24**

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**  
**Highway Safety Fund Priorities**  
**Fiscal Years 2019 to 2023-24**

Number	Project	Location	Description
1	NE 39 Avenue	AT: NE 28 Drive	Install Midblock Crossing
-	-	-	-



---

# 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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