

Year 2045 Long-Range Transportation Plan Community Workshop #2



Gainesville, FL
June 9, 2020



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Year 2045 Long-Range Transportation Plan Community Workshop #2 Presenters

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The Corradino Group



Year 2045 Long-Range Transportation Plan Community Workshop #2 Overview

- Metropolitan Transportation Planning Organization Overview
- Long-Range Transportation Plan Update Process
- Public Involvement with COVID-19 Impacts
- Federal Planning Factors and Performance Measures
- Performance Measures
- Year 2040 Long-Range Transportation Plan Status Review
Vision Statement, Principles and Strategies
Existing Plus Committed Network Transportation Projects
- Year 2045 Long-Range Transportation Needs Plan
Bicycle and Pedestrian Projects [Alachua Countywide Bicycle-Pedestrian Master Plan]
Transit Projects [Regional Transit System Transit Development Plan]
Roadway Capacity Projects [Congested Corridor Analyses]
- Non-Discrimination Policy
- Discussion - GoToMeeting Chat Box
- Next Steps

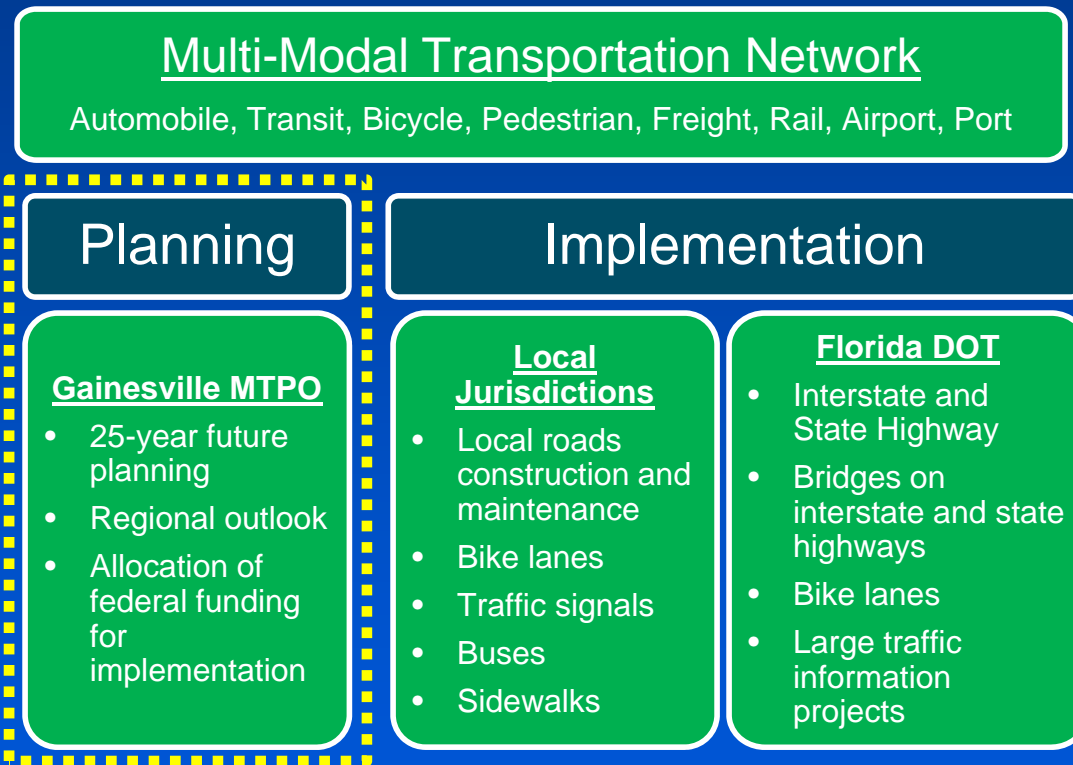


What is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area?

- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a federally mandated transportation policy-making and planning body
- Federal law requires a regional comprehensive, cooperative, continuing process for transportation planning
- Long- and short-range transportation plans must reflect investments that support achievement of regional and national transportation goals
- North Central Florida Regional Planning Council provides staff services



What does the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do?



Year 2045 Long-Range Transportation Plan Public Comments

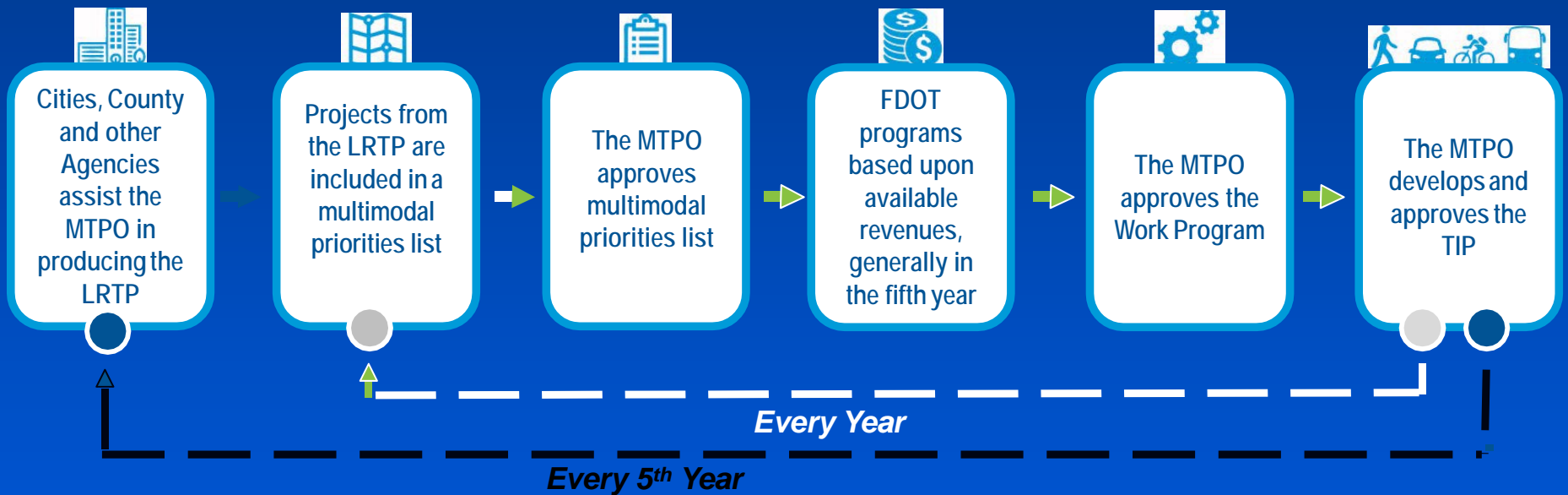
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area encourages public participation, including participation from freight shippers and public transit providers, in the Year 2045 Long-Range Transportation Plan update process.

Please provide written comments via the following Survey Monkey link:

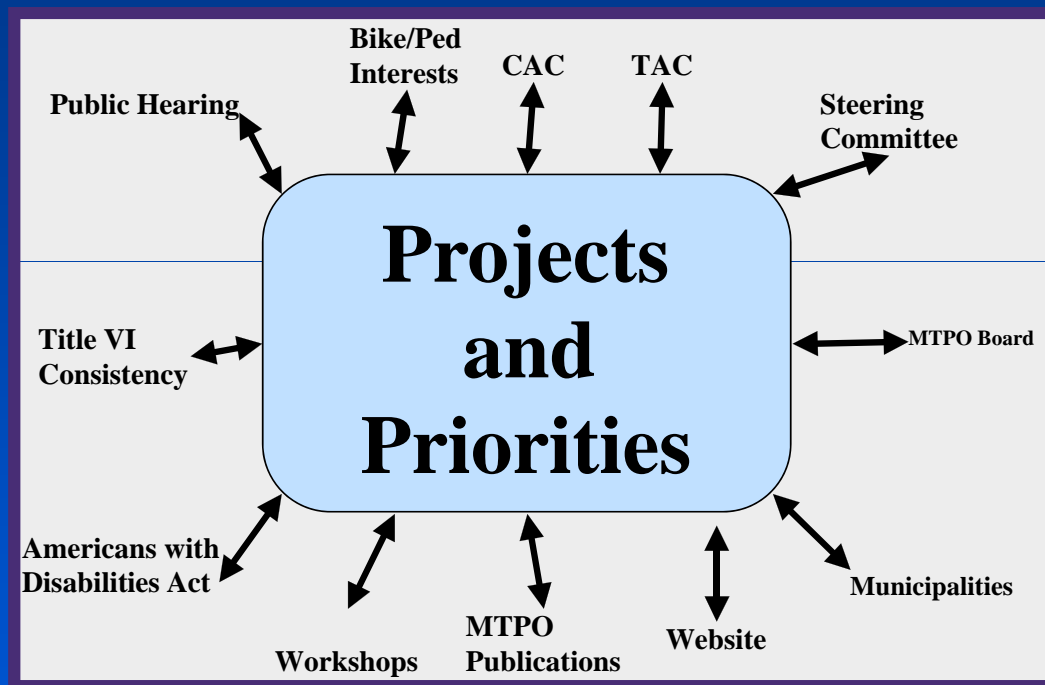
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Long-Range Transportation Plan Process



Approach to Project

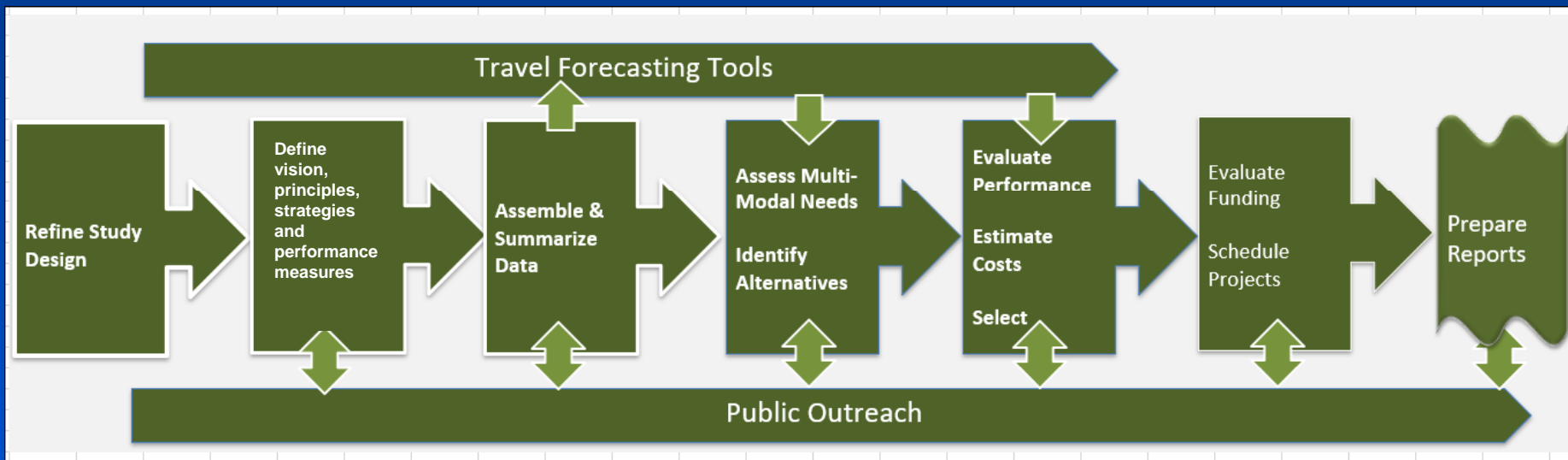


Tasks

- Task 1: Public Involvement
- Task 2: Data Collection, Mapping and Data Development
- Task 3: Data Review and Verification
- Task 4: Model Update and Validation
- Task 5: Year 2045 Transportation Needs and Cost Feasible Plan
- Task 6: Year 2045 Preliminary and Constrained Needs Plan
- Task 7: Development of Year 2045 Long-Range Transportation Cost Feasible Plan



Study Tasks/Process



Public Involvement

- Workshops like this one!
 - Public Workshops
 - Workshop #1 – General Overview of Process and Vision Statement, Principles and Strategies
 - Workshop #2 – Results of Congested Corridor Analyses (Preliminary Needs Plan)
 - Workshop #3 – Public Input on projects to be selected for 2045 Cost Feasible Long-Range Transportation Plan
- Includes opportunities for public comment
- Adjustments due to COVID-19 Public Health Emergency
- Plan to be adopted at Public Hearing - August 24, 2020



Fixing America's Surface Transportation Act Ten Planning Factors

- 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;



Fixing America's Surface Transportation Act Ten Planning Factors (Continued)

- 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.



Performance Measures

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair;
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System;
- **System Reliability** - To improve the efficiency of the surface transportation system;
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



Performance Measures

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
Transit Safety Measures	Regional Transit System



Year 2040 Long-Range Transportation Plan Status

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Strategic Intermodal System Revenues (Year of Expenditure dollars)								
	\$5.1 Million		-		-		-	
1 - Modifications at Interstate 75 / State Road 121 Interchange	ROW	\$0.10	-	-	-	-	-	-
	CST/CEI	\$5.00	-	-	-	-	-	-
State Highway System Revenues (Year of Expenditure dollars)								
	\$23.6 Million		\$22.3 Million		\$48.8 Million		\$33.3 Million	
1 - Multimodal Emphasis Corridor Study and Implementation on US 441 (West University Avenue) from NW 23rd Avenue to Archer Road	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

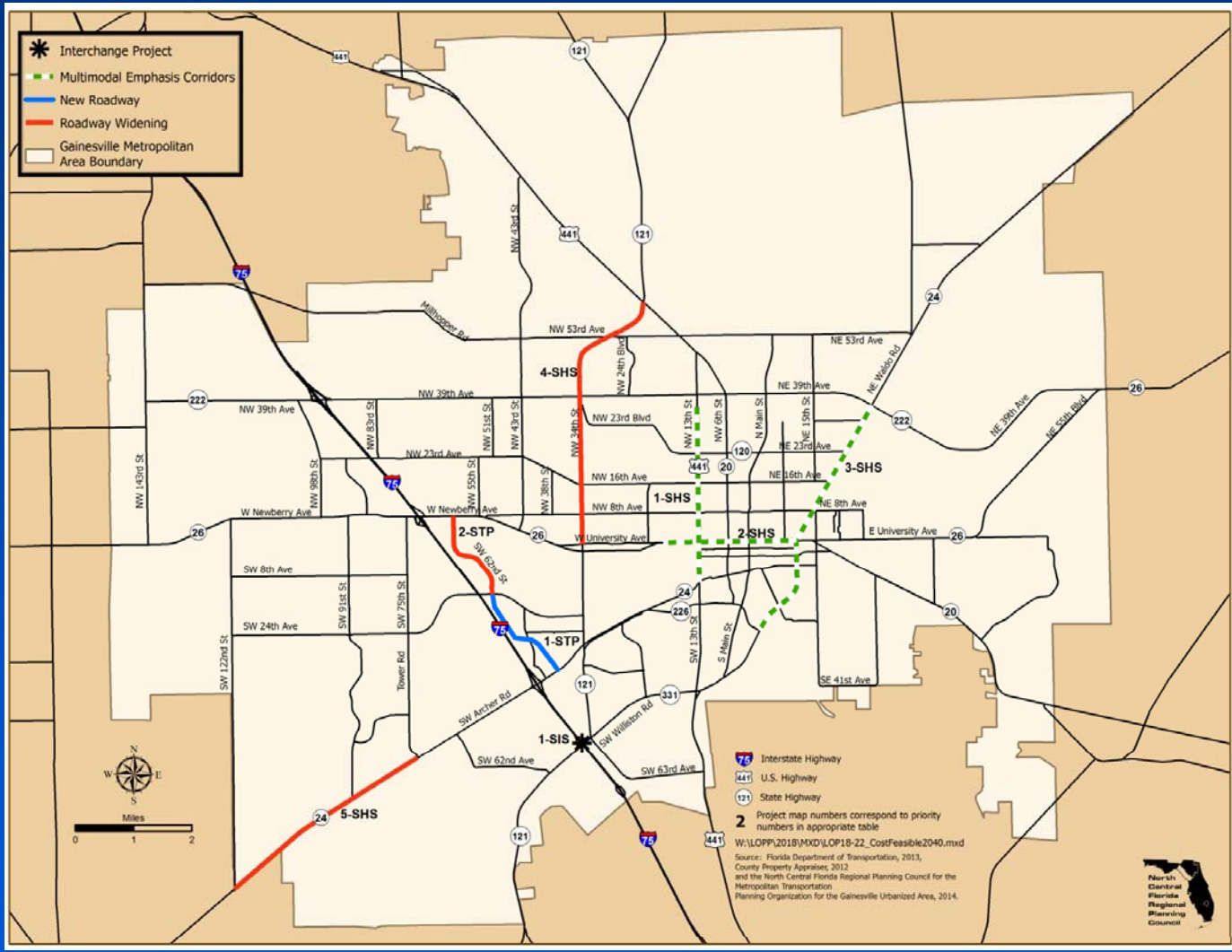


Year 2040 Long-Range Transportation Plan Status (Continued)

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Block Grant Revenues (Year of Expenditure dollars)								
	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
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	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)								
	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
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	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)								
	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
1 - Maintain and operate existing City of Gainesville Regional Transit System	TOP	\$18.20	TOP	\$19.10	TOP	\$40.00	-	-



Year 2040 Long-Range Transportation Plan Status (Continued)



Year 2040 Long-Range Transportation Plan Status (Continued)

Roadway	From/To	Modification	Implementation Status
New Road Projects Completed Since 2010			
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
New Road Projects Funded Through Construction by 2019			
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 - Planning and Right-of-Way	Funded in Fiscal Year 2016-17

*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.

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Year 2045 Long-Range Transportation Plan Public Comments

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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies

- The vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the 2045 Needs and Cost Feasible Plans.
- The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and help guide the development of the plan update. The Vision Statement for this plan update reads as follows:
 - ***A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.***
- This vision is supported by the following Principles and Strategies.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 1: *Support economic vitality*

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 2: *Increase safety and security for motorized and non-motorized users*

- Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.
- Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.
- Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.
- Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.
- Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 3: *Increase the accessibility and mobility of people and freight*

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 3: *Increase the accessibility and mobility of people and freight*

Strategy 3.4: Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 4: *Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns*

Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2: Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 4: *Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns*

Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 5: *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight*

Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 6: *Promote efficient system management and operation*

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.



Existing Plus Committed Transportation Network Projects



Existing Plus Committed Transportation Network Projects (Continued)

#	Project Description	Construction Years
1	SW 34 Street (SR 121) - Turnlane Realignment SW 2 Avenue (SR 26A) to W University Avenue (SR 26)	2019-20
2	NW 23 Avenue - Add Lanes and Reconstruct, Add Turnlanes, Bicycle Lanes and Multi-Use Path NW 83 Street to NW 55 Street	2019-20 to 2022-23
3	IFAS Research Drive/SW 23 Terrace - Roadway Extension Archer Road (SR 24) to Hull Road	2019-20 to 2020-21
4	Natural Area Drive - Roadway Realignment Surge Area Drive to Hull Road	2020-21
5	SW 62 Boulevard Connector - Interim Two-Lane SW 20 Avenue to Clark Butler Boulevard	2021-22
6	SW 8 Avenue Connector - Roadway Extension SW 20 Avenue to Tower Road	Project Underway
7	SW 40 Boulevard Connector - Roadway Extension SW 34 Street (SR 121) to Archer Road (SR 24)	Completed



Year 2045 Long-Range Transportation Plan Public Comments

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Technical Analysis

As part of the 2045 Long-Range Transportation Plan - Needs Plan roadway project list development, the following technical analysis was conducted using the updated Gainesville/Alachua County Model.

- The adopted Existing Plus Committed projects list was obtained from the Metropolitan Transportation Planning Organization.
- Existing Plus Committed projects were coded using the updated model 2015 base year network.
- 2045 socio-economic data was developed using 2040 approved data and five-year growth was added to match the University of Florida, Bureau of Economic and Business Research population estimate.
- University of Florida estimates of student enrollments, university employment, parking spaces and classroom seats were obtained from University of Florida staff.



2015 - 2045 Socioeconomic Data Summary

Description	2015	2045	Growth
Total Population	253,317	309,800	0.74%
Single-family Dwelling Units	62,365	71,614	0.49%
Single-family Population	148,609	170,649	0.49%
Multi-family Dwelling Units	53,414	70,985	1.10%
Multi-family Population	104,707	139,151	1.10%
Hotel-Motel Dwelling Units	4,806	5,931	0.78%
School Enrollment	34,978	43,163	0.78%
Total Employment	154,646	215,886	1.32%
UF Employment	25,525	25,944	0.05%
UF Dorm Students	10,509	11,790	0.32%
UF Off-campus Students	33,063	34,556	0.00%
UF Parking	15,957	19,564	0.75%
Capacity	28,336	28,336	0.00%



Systemwide Model Performance Measures Comparison

Model Performance Measure	2015 Base Year Model Output Summary	2045 Existing Plus Committed Model Output Summary	Percent Annual Growth Rate
Total Number of Links	4,972	5,013	0.03%
Total Lane Miles	2,169.69	2,177.76	0.01%
Total Directional Miles	1,664.83	1,674.13	0.02%
Total Volumes All Links	26,432,032	37,146,552	1.35%
Total Vehicle Miles Traveled All Links	7,869,116	11,164,720	1.40%
Total Vehicle Hours Traveled All Links	197,326	328,140	2.21%
Original Speed (miles per hour)	40.03	40	0.00%
Congested Speed (miles per hour)	38.68	36.66	-0.17%



Link-level Congestion Analysis

Planning-level congestion analysis was performed using the existing plus committed (E+C) network's link-level model volumes and their corresponding daily capacities.

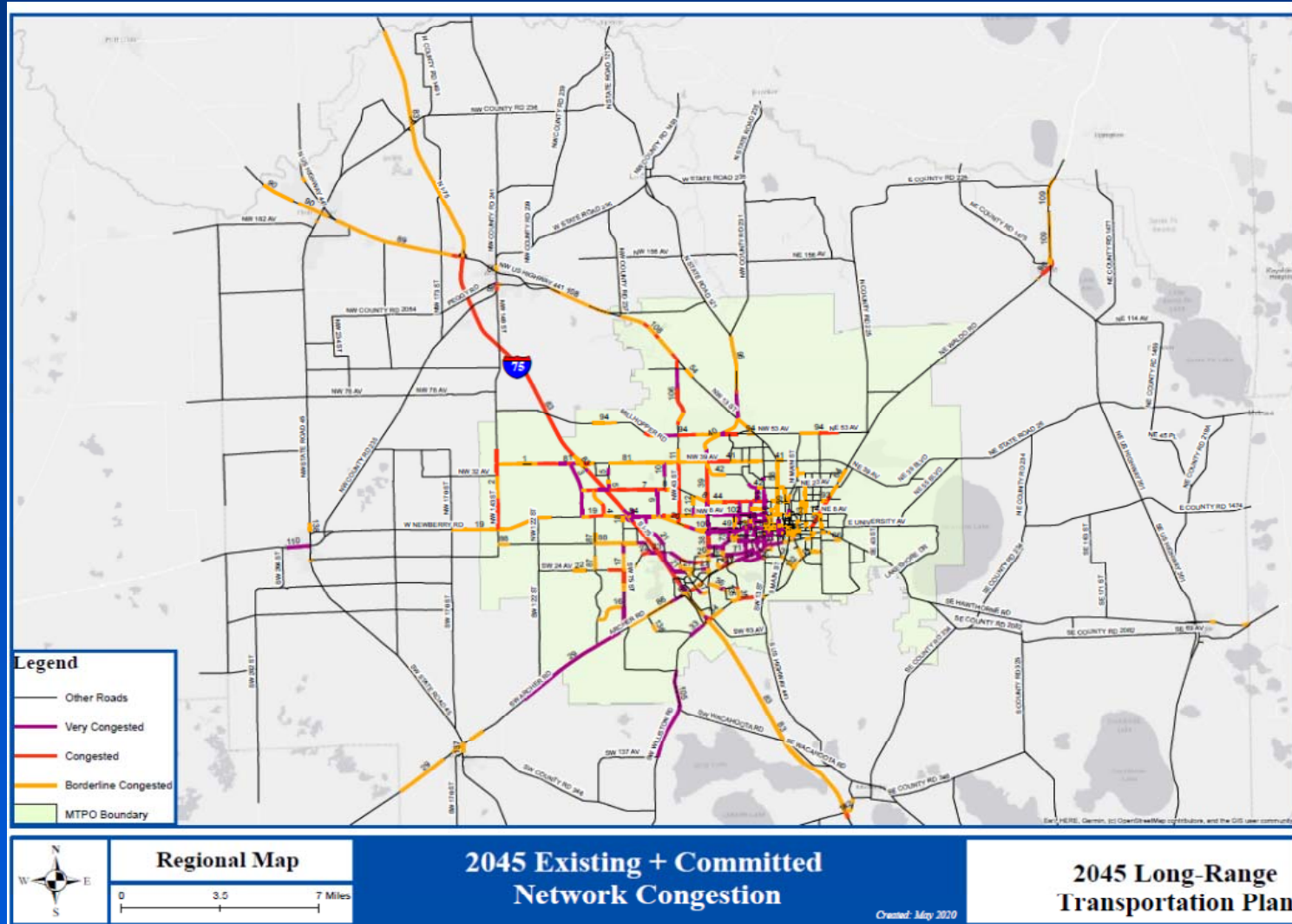
The table below shows the assumed relationship between Volume-to-Capacity ratios and congestion levels of the model network.

Relationship between Volume-to-Capacity Ratios and Congestion Levels

Daily Volume-to-Capacity Ratio	Congestion Level
0.9 to 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

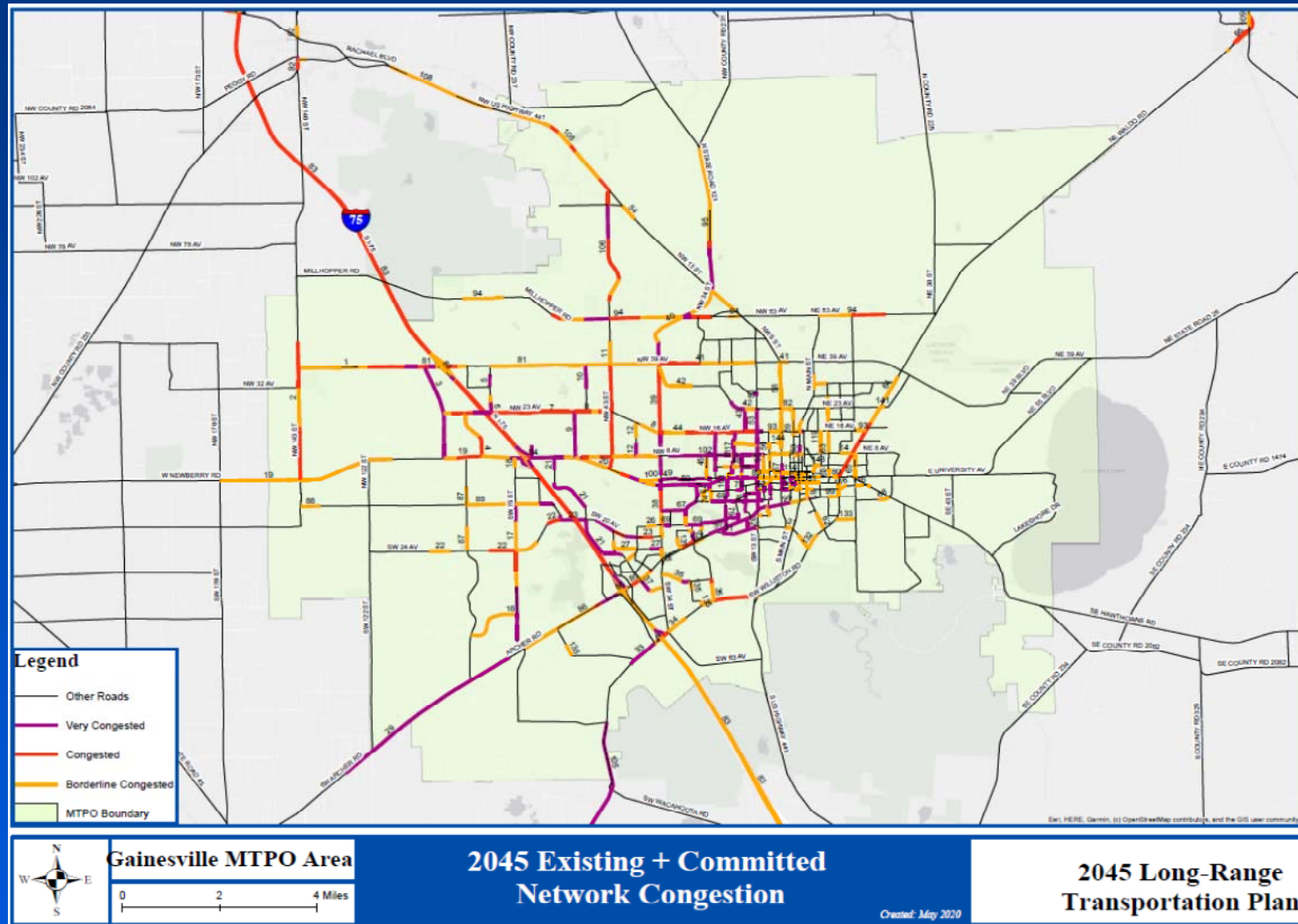


2045 Existing + Committed Network Congestion



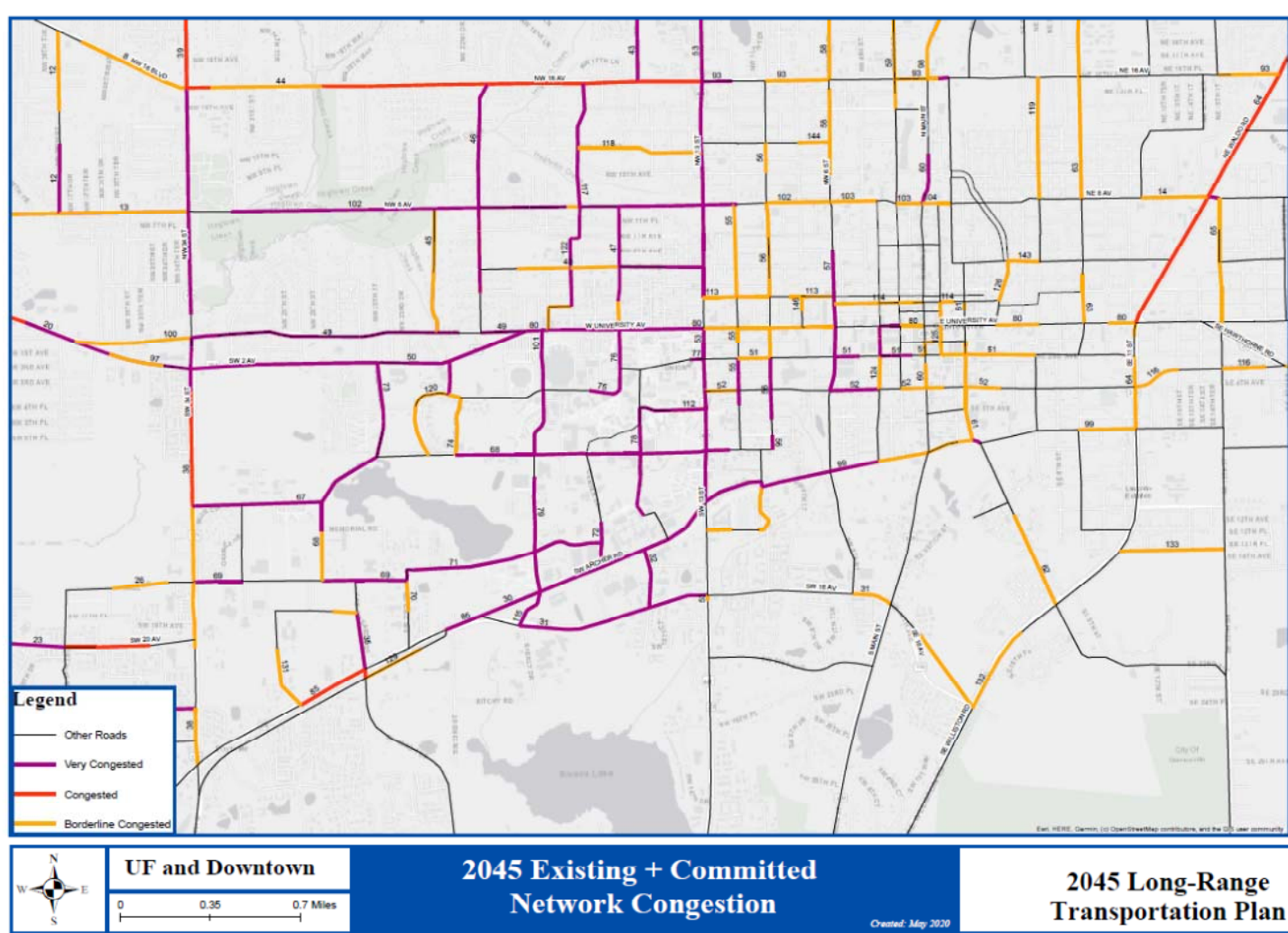
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2045 Existing + Committed Network Congestion

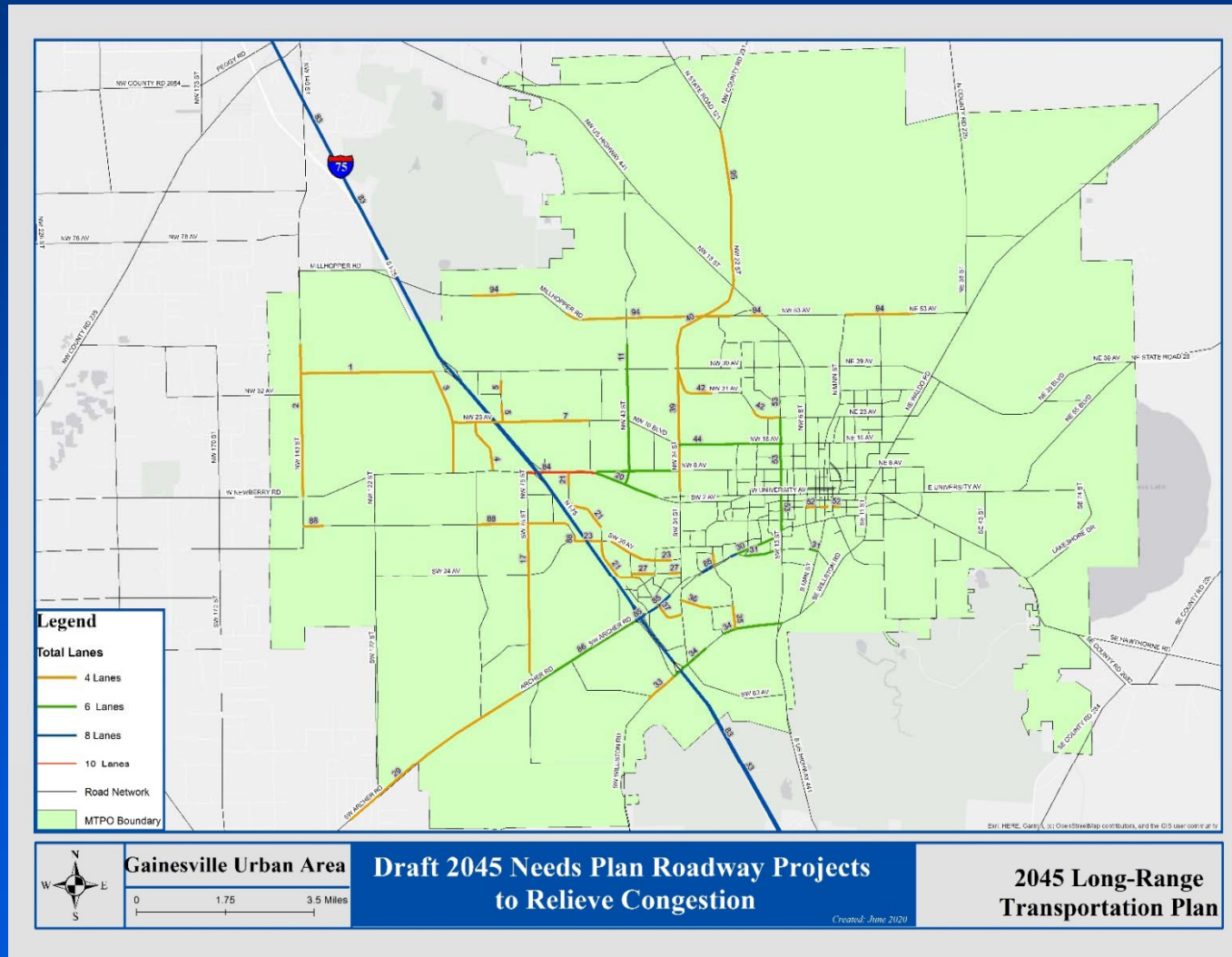


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2045 Existing + Committed Network Congestion



Draft Year 2045 Needs Plan Roadway Projects to Relieve Congestion



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Draft Year 2045 Needs Plan - Roadway Capacity Projects

Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee
and Technical Advisory Committee Recommendations

Map ID	Facility name	From	To	Existing-Plus-Committed Lanes	Total Lanes Needed (Unconstrained)
29	Archer Road (SR 24)	SW 173rd Court	SW 75th Street (Tower Road)	2	4
86	Archer Road (SR 24)	SW 75th Street (Tower Road)	I-75	4	6
85	Archer Road (SR 24)	I-75	SW 16th Avenue	6	8
30	Archer Road (SR 24)	SW 16th Avenue	SW 13th Street	4	6
4	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	2	4
83	I-75 (Entire corridor)	Marion Countyline/ External Station	Columbia Countyline/ External Station	6	8
13	NW 8th Avenue	Newberry Road	NW 34th Street	4	6
84	Newberry Road (SR 26)	I-75	NW 8th Avenue	6	8



Draft Year 2045 Needs Plan - Roadway Capacity Projects

Map ID	Facility name	From	To	Existing-plus-Committed Lanes	Total Lanes Needed (Unconstrained)
20	Newberry Road (SR 26)	NW 8th Avenue	SW 2nd Avenue	4	6
7	NW 23rd Avenue	NW 98th Street	NW 55th Street	2	4
44	NW 16th Avenue	NW 34th Street	NW 13th Street	4	6
42	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	2	4
39	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	2	4
40	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	2	4
95	NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	2	4
1	NW 39th Avenue	SW 143rd Street	NW 105th Street	2	4
11	NW 43rd Street	Newberry Road	NW 13th Street (US 441)	4	6
94	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street	2	4
5	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	2	4
3	NW 98th Street	Newberry Road	NW 39th Avenue	2	4
2	NW 143rd Street	Newberry Road	NW 46th Avenue	2	4



Draft Year 2045 Needs Plan - Roadway Capacity Projects

Map ID	Facility name	From	To	Existing-plus-Committed Lanes	Total Lanes Needed (Unconstrained)
31	SW 16th Avenue (SR 226)	Shealy Drive	Main Street	4	6
23	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	2	4
35	SW 23rd Terrace	Williston Road	Hull Road	2	4
27	SW 24th Avenue	SW 43rd Street	SW 34th Street	2	4
36	SW 35th Place	SW 34th Street	SW 27th Street	2	4
37	SW 39th Boulevard	Archer Road	SW 34th Street	2	4
52	SW 4th Avenue	SW 13th Street	SE 3rd Street	2	4
21	SW 62nd Boulevard	Newberry Road	Clark Butler Boulevard	2	4
17	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	2	4
88	SW 8th Avenue	SW 91st Street	SW 20th Avenue	2	4
33	Williston Road (SR 331)	SW 40th Street	SW 35th Drive	2	4
34	Williston Road (SR 121/331)	SW 35th Drive	SW 13th Street	4	6
53	NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	4	6



Draft Year 2045 Long-Range Transportation Plan Needs Plan Supplemental Projects for Scenario Testing*

Facility	From/At	To	Modification
NW 83rd Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension
NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension
NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension
Radio Road	Hull Road	SW 34th Street (SR 121)	Two- Lane Extension
Hull Road	SW 20th Avenue	SW 38th Terrace	Two- Lane Extension
SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway
SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway
Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride

*Supplemental testing will also include projects from the Alachua County Comprehensive Plan that are within the Gainesville Metropolitan Area



Alachua County Comprehensive Plan - General Purpose Lane Capacity Projects

Project Name	From	To	Project Description
NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	Widen to 3 lane complete street
NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions
NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	Widen to 4 lanes
NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes
NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes
NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway
NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes
NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes
SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75
SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lane road
New Road South and Parallel to Archer Road	SW 63rd Boulevard	Archer Road	New Construction, 2 lanes
SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes
SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes



Draft Year 2045 Needs Plan – Roadway Capacity Projects

Williston Road - Four-Lane - North of SW 40th Street



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

Williston Road - Four-Lane - South of Fred Bear Drive



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 98th Street - Four-Lane - North of Newberry Road



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 98th Street - Four-Lane - South of NW 39th Avenue



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 83rd Street - Four-Lane - South of NW 39th Avenue



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 39th Avenue - Four-Lane - East of NW 143rd Street



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 39th Avenue - Four-Lane - West of NW 105th Terrace



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 23rd Avenue - Four-Lane - East of NW 98th Street



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

NW 23rd Avenue - Four-Lane - West of NW 83rd Street



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 20th Avenue - Four-Lane - West of SW 34th Street



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 20th Avenue - Four-Lane - East of SW 62nd Boulevard



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 62nd Boulevard Connector - Four-Lane - North End (Cabana Beach Apartments)



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 62nd Boulevard Connector - Four-Lane - South End (Clark Butler Boulevard)



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 75th Street - Four-Lane - North End 900 Block



Draft Year 2045 Needs Plan – Roadway Capacity Projects (Continued)

SW 75th Street - Four-Lane - South End 5600 Block



Alachua County Comprehensive Plan - General Purpose Lane and Dedicated Transit Lane Capacity Projects

Project Name	From	To	Project Description
NW 83rd Street	NW 39th Avenue	NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes
NW 46th Avenue	NW 83rd Street Extension	NW 91st Street Extension	New roadway + 2 Dedicated Transit Lanes
NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75
NW 46th Avenue	NW 98th Street Extension	NW 115th Street Extension	New Construction, 2 lanes + Dedicated Transit Lane
NW 115th Street	NW 39th Avenue	NW 46th Avenue	New Construction, 2 lanes + Dedicated Transit Lane
NW 122nd Street/NW 115 th Street	Newberry Road	NW 39th Avenue	New Construction, 2 lanes + Dedicated Transit Lane
Archer Road	SW 75th Terrace	SW 91st Street	Widen, 4 lanes + Dedicated Transit Lane



Alachua County Comprehensive Plan - Dedicated Transit Lane Capacity Projects

Project Name	From	To	Project Description
Ft. Clarke Boulevard	Newberry Road	NW 23rd Avenue	2 Dedicated Transit Lanes
NW 83rd Street	NW 39th Avenue	NW 23rd Street	2 Dedicated Transit Lanes
Newberry Road (SR 26)	I-75	NW 109th Drive	Dedicated Transit Lane in median + signal upgrade
Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median + resurface & signal upgrade
SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
Archer Road	SW 75th Street	SW 45th Street	Dedicated Transit Lane + signal upgrade
SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane
SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
Hawthorne Road	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)



Metropolitan Transportation Planning Organization Policy - Limited Capacity

Map ID	Facility Name	From	To	Existing-plus-Committed Lanes	Total Lanes Needed/ Policy-Limited (Unconstrained)
86	Archer Road (SR 24)	SW 75th Street (Tower Road)	I-75	4	6/4
85	Archer Road (SR 24)	I-75	SW 16th Avenue	6	8/6
30	Archer Road (SR 24)	SW 16th Avenue	SW 13th Street	4	6/4
13	NW 8th Avenue	Newberry Road	NW 34th Street	4	6/4
84	Newberry Road (SR 26)	I-75	NW 8th Avenue	6	8/6
20	Newberry Road (SR 26)	NW 8th Avenue	SW 2nd Avenue	4	6/4
44	NW 16th Avenue	NW 34th Street	NW 13th Street	4	6/4
11	NW 43rd Street	Newberry Road	NW 13th Street (US 441)	4	6/4
31	SW 16th Avenue (SR 226)	Shealy Drive	Main Street	4	6/4
34	Williston Road (SR 121/331)	SW 35th Drive	SW 13th Street	4	6/4
53	NW 13th Street (US 441)	NW 16th Avenue	NW 39th Avenue	4	6/4

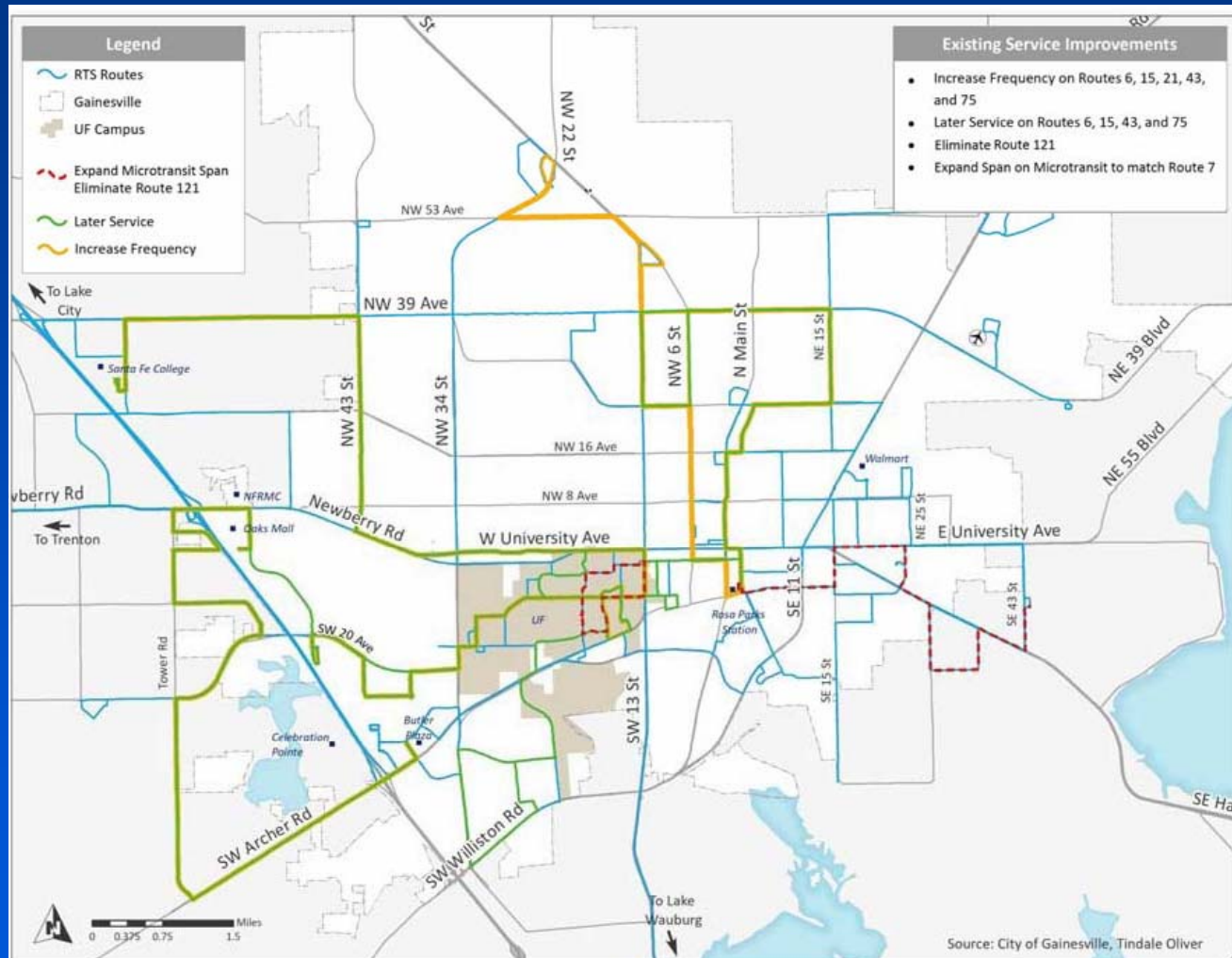


Draft Year 2045 Needs Plan Bicycle and Pedestrian Projects - Alachua Countywide Bicycle-Pedestrian Master Plan

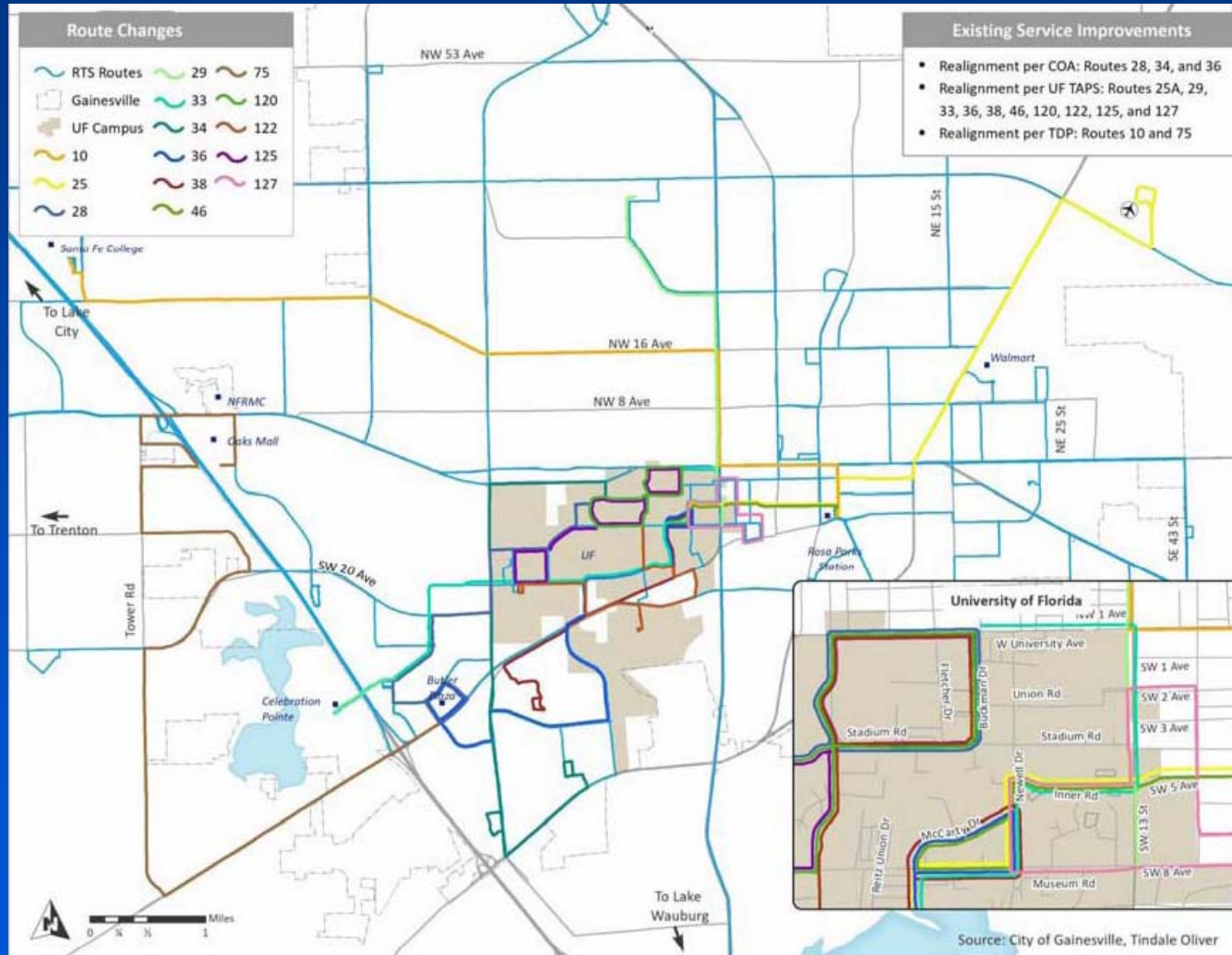
- An updated list of bicycle and pedestrian facility “box-funded” projects within the Gainesville Metropolitan Area to be included in the Year 2045 Long-Range Transportation Plan Federal Transportation Alternatives Program “Box Funds” are to be developed in the upcoming Alachua Countywide Bicycle-Pedestrian Master Plan.
- Alachua County, City of Gainesville and University of Florida are jointly funding this planning effort that is anticipated to begin later this year.
- The Alachua Countywide Bicycle-Pedestrian Master Plan will be an Update of the 2001 Alachua Countywide Bicycle Master Plan; and initial countywide pedestrian facility planning document.



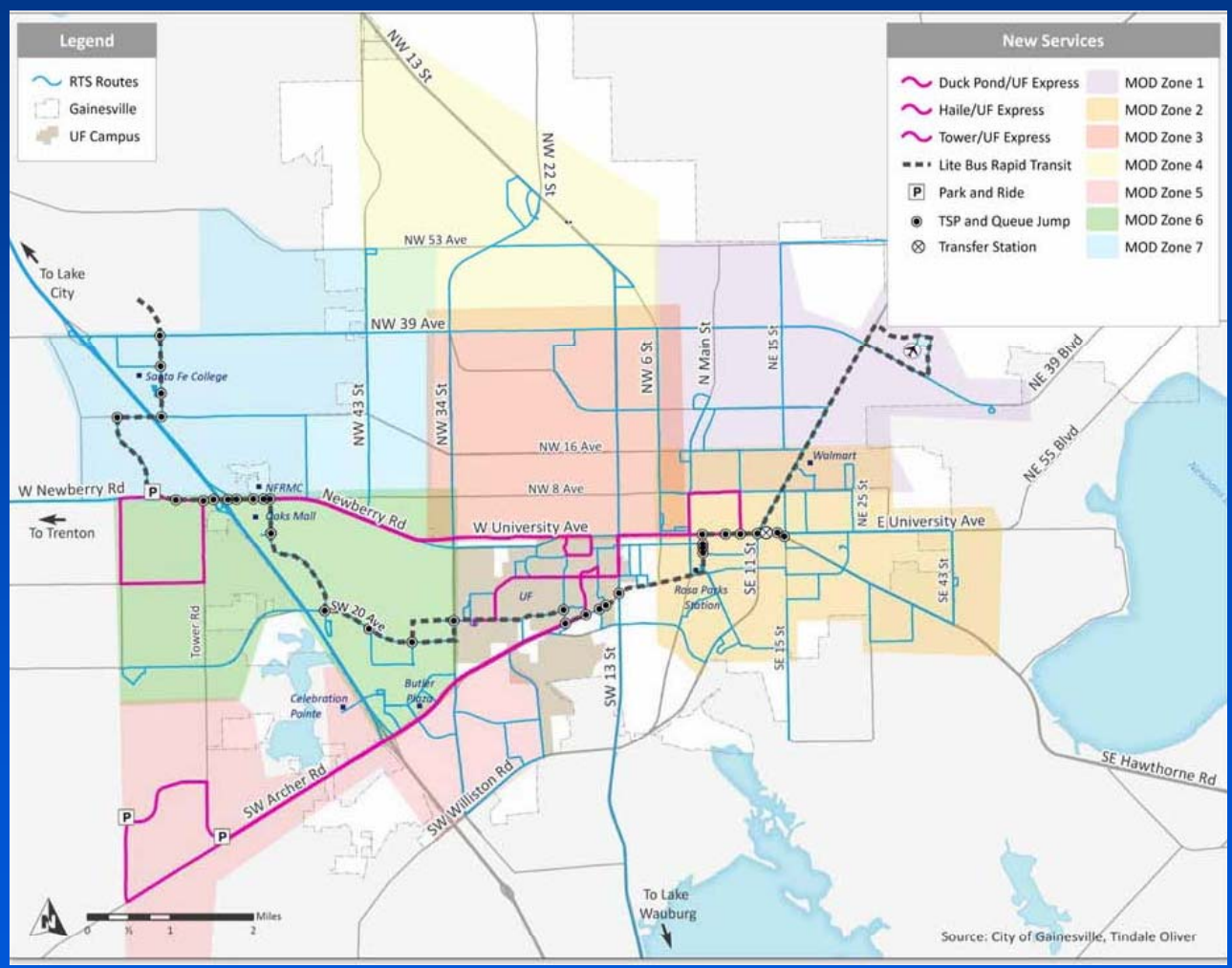
Draft Year 2045 Needs Plan Transit Projects - Regional Transit System Transit Development Plan



Year 2045 Needs Plan Transit Projects - Regional Transit System Transit Development Plan (Continued)



Year 2045 Needs Plan Transit Projects - Regional Transit System Transit Development Plan (Continued)



Year 2045 Long-Range Transportation Plan Public Comments

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area encourages public participation, including participation from freight shippers and public transit providers, in the Year 2045 Long-Range Transportation Plan update process.

Please provide written comments via the following Survey Monkey link:

<https://www.surveymonkey.com/r/Gainesville2045LRTP>



Title VI Nondiscrimination Notice

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

Aviso de No Discriminación de Título VI

Es la política de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville, que ninguna persona sea excluida de poder participar, negársele beneficios, o de alguna manera ser sujeto a discriminación o represalias en cualquiera de los programas o actividades de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville por razón de raza, color, origen nacional, sexo, edad, impedimento físico, estatus familiar, preferencia religiosa, estado civil, orientación sexual, identidad de género, según previsto por el Título VI del Acta de Derechos Civiles de 1964, el Acta de Restauración de Derechos Civiles de 1987 y el Acta de Derechos Civiles del Estado de la Florida de 1992.

Title VI Nondiscrimination Complaints / Quejas de No Discriminación de Título VI

Complete a complaint form and send it to the
Title VI Coordinator

Completa una forma de queja y la manda a
Coordinador de Título VI

Michael Escalante, Title VI Coordinator
2009 NW 67th Place, Gainesville, Florida
32653
352.955.2200, extension 114,
escalante@ncfrpc.org



Year 2045 Long-Range Transportation Plan Next Steps/Tasks

- Adopt Needs Plan
- Evaluate Future Transportation Alternatives Scenarios
- Prepare Draft Cost Feasible Plan



Year 2045 Long-Range Transportation Plan Next Steps/Schedule

- Metropolitan Transportation Planning Organization - June 22, 2020
Transportation Needs Plan Public Hearing and Adoption
- Community Workshop #3 - August 11, 2020
Transportation Cost Feasible Plan Discussion
- Metropolitan Transportation Planning Organization - August 24, 2020
Transportation Cost Feasible Plan Public Hearing and Adoption



Contact Information

Michael Escalante
Senior Planner

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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Year 2045 Long-Range Transportation Plan Public Comments

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Discussion

