

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Gainesville Urbanized Area Transportation Study



Year 2045 Long-Range Transportation Plan Update

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Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
YEAR 2045 LONG-RANGE TRANSPORTATION PLAN UPDATE
Technical Report 6
Year 2045 Preliminary and Final Needs Plan

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INTRODUCTION

In the past, the development of a preliminary Needs Plan was often based solely on the forecast deficiencies and what it would take to address these deficiencies. For the Year 2045 Needs Plan, a somewhat different approach was taken. Working with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff and local government staff, a list of potential projects was developed. These projects were then divided into scenario Alternatives 1, 2 and 3 as discussed earlier. In each of these scenario alternatives, the identification of projects included sensitivity to constrained facilities within the study area.

This approach allowed for the three scenario alternatives to be presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, its advisory committees and the public between February 2020 and July 2020. The feedback from these groups, as well as input from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff and local government staffs, shaped the final Adopted Year 2045 Needs Plan projects.

6.1 Development of Year 2045 Preliminary and Final Needs Plans

6.1.1 Constrained Facilities

As discussed earlier, during the development of the Needs Plan scenario alternatives, facilities were identified that cannot be widened due to adopted policies, community impacts, and/or major cost. These constrained facilities were taken into consideration during the development of Alternatives 1 and 2, as well as the hybrid alternative presented in this section. Roadway widening options for these facilities were eliminated from consideration from all the Needs Plan alternatives based on the following factors:

- Existing geography or development patterns caused the project to be too difficult or expensive;
- Current state or local policies prohibited widening of the roadway; and
- Widening the roadway would have a major impact on either a designated historic district or environmentally sensitive lands.

A review of information from Alachua County and the City of Gainesville identified a number of facilities that were considered “constrained.” These included all four-lane roadways within the City, as there is a local policy prohibiting any additional six-lane roadways. Along constrained corridors, other multimodal enhancement options, including transit and bicycle/pedestrian projects were considered as ways to address mobility.

6.1.2 Year 2045 Needs Plan Alternative 3: Hybrid

Alternative 3 network includes a mix of roadway and transit projects from Alternative 1 and Alternative 2 that were identified from local plans, public input, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area advisory committees and the initial analysis of the Existing-plus-Committed network. The network alternatives provided a set of options for relieving congestion and providing improved mobility and accessibility in the Gainesville Urbanized Area. Alternative 3, was intended to serve as the basis for evaluation and selection of the final Year 2045 Needs Plan.

Below is a list of the projects included in Alternative 3 and Figure 1 depicts these projects graphically. Note that several transit projects were found to already be programmed or scheduled for construction, and as such were deleted from the Year 2045 Needs Plan.

Roadway Projects – based upon Congested Corridor Analysis

1. NW 83rd Street – Two-Lane Extension from State Road 222 (NW 39th Avenue) to SpringHills Boulevard;
2. NW 91st Street – Two-Lane Extension from 4100 Block to SpringHills Boulevard;
3. NW 98th Street – Two-Lane Extension from NW 39th Avenue to SpringHills Boulevard;
4. Radio Road – Two-Lane Extension from Hull Road to State Road 121 (SW 34th Street);
5. Hull Road – Two-Lane Extension from SW 20th Avenue to SW 38th Terrace;
6. SpringHills Boulevard – New Two-Lane Roadway from NW 122nd Street to NW 83rd Street;
7. SpringHills Connector – New Two-Lane Roadway from SpringHills Boulevard to Millhopper Road;
8. NW 122nd Street/NW 115th Street – New road construction, two lanes + Dedicated Transit Lane from Newberry Road to State Road 222 (NW 39th Avenue);
9. NW 23rd Avenue Extension – New road construction, two lanes from NW 98th Street to NW 122nd Street Extension;
10. NW 23rd Avenue Extension – New road construction, two lanes from NW 122nd Street to NW 143rd Street;
11. SW 91st Street/SW 73rd Avenue Extension – New road construction, four lanes from Archer Road to SW 88th Street;
12. New Road South (Parallel to Archer Road) – New road construction, two lanes from SW 63rd Boulevard to State Road 24 (Archer Road);

13. SW 57th Road – New road construction, two lanes from SW 75th Street to SW 63rd Boulevard;
14. SW 63rd Boulevard/ SW 67th Avenue – New road construction, two lanes from SW 24th Avenue to State Road 24 (Archer Road);
15. NW 115th Street – New road construction, two lanes between NW 39th Avenue and NW 46th Avenue. In addition to Dedicated Transit Lane;
16. NW 46th Avenue – New road construction, two lanes between NW 98th Street Extension and NW 115th Street Extension. In addition to Dedicated Transit Lane;
17. State Road 222 (NW 39th Avenue) – Widen to four lanes between SW 143rd Street and NW 105th Street;
18. NW 143rd Street – Widen to four lanes between Newberry Road and NW 46th Avenue;
19. NW 98th Street – Widen to four lanes between Newberry Road and NW 39th Avenue;
20. Ft. Clark Boulevard – Widen to four lanes between State Road 26 (Newberry Road) and NW 23rd Avenue;
21. NW 83rd Street – Widen to four lanes between NW 23rd Avenue and State Road 222 (NW 39th Avenue);
22. NW 23rd Avenue – Widen to four lanes between NW 98th Street and NW 55th Street;
23. SW 75th Street/Tower Road – Widen to four lanes between SW 75th Court and SW 8th Avenue;
24. SW 62nd Boulevard – Widen to four lanes between State Road 26 (Newberry Road) and Clark Butler Boulevard;
25. SW 20th Avenue – Widen to four lanes between SW 62nd Boulevard and State Road 121 (SW 34th Street);
26. SW 24th Avenue – Widen to four lanes between SW 43rd Street and State Road 121 (SW 34th Street);
27. State Road 24 (Archer Road) – Widen to four lanes between SW 173rd Court and SW 75th Street/Tower Road;
28. State Road 331 (Williston Road) – Widen to four lanes between SW 40th Street and SW 41 Boulevard/SW 35th Drive;
29. SW 23rd Terrace – Widen to four lanes between State Road 331 (Williston Road) and Hull Road;

30. SW 35th Place – Widen to four lanes between State Road 121 (SW 34th Street) and SW 27th Street;
31. SW 39th Boulevard – Widen to four lanes between State Road 24 (Archer Road) and State Road 121 (SW 34th Street);
32. State Road 121 (SW 34th Street) – Widen to four lanes between W University Avenue and NW 31st Boulevard;
33. State Road 121 (SW 34th Street) – Widen to four lanes between NW 31st Boulevard and NW 53rd Avenue;
34. NW 23rd Boulevard – Widen to four lanes between NW 22nd Street and NW 13th Street;
35. SW 4th Avenue – Widen to four lanes between U.S. Highway 441/State Road 25 (SW 13th Street) and SE 3rd Street;
36. Interstate 75 (State Road 9) – Widen to four lanes from south Gainesville Metropolitan Area boundary to north Gainesville Metropolitan Area boundary;
37. SW 8th Avenue – Widen to four lanes between SW 91st Street from SW 20th Avenue;
38. NW 53rd Avenue – Widen to four lanes between NW 52nd Terrace and NE 151st Street;
39. State Road 121 (NW 34th Boulevard/NW 22nd Street) – Widen to four lanes between NW 53rd Avenue and NW 77 Avenue; and
40. State Road 20 (NW 8th Avenue) – Two-Lane reduction from State Road 20 (NW 6th Street) to State Road 20 (Main Street).

Transit Projects – based upon City of Gainesville Regional Transit System Transit Development Plan 2020-2029

41. Realign Routes 10, 28, 34, 36, 75 25A, 29, 33, 36, 38,46, 120, 122, 125, and 127 concurrent with University of Florida Transportation and Strategic Plan implementation;
42. Eliminate Route 121;
43. Double frequencies of Route 6, 15, and 21;
44. Improve Route 43 frequency from every 30 minutes to every 20 minutes;
45. Provide consistent 30-minute frequency on Route 75;
46. Express bus service Haile Plantation to University of Florida;

47. Express bus service Duck Pond Area to University of Florida;
48. Express bus service Tower Road Area to University of Florida;
49. Bus Rapid Transit Light recommended alternative proposed in the Go Enhance City of Gainesville Regional Transit System Study; and
50. University of Florida Park-n-Ride facility at SW 8th Avenue and Tower Road.

Other Projects

51. Miscellaneous sidewalk projects – based upon Alachua Countywide Bicycle and Pedestrian Master Plan;
52. Miscellaneous bicycle lanes and facilities – based upon Alachua Countywide Bicycle and Pedestrian Master Plan; and
53. Miscellaneous bus shelters and amenities – based upon City of Gainesville Regional Transit System Transit Development Plan 2020-2029.

NW = Northwest

SW = Southwest

Figure 1: Roadway Emphasis 2045 Needs Plan (Insert)

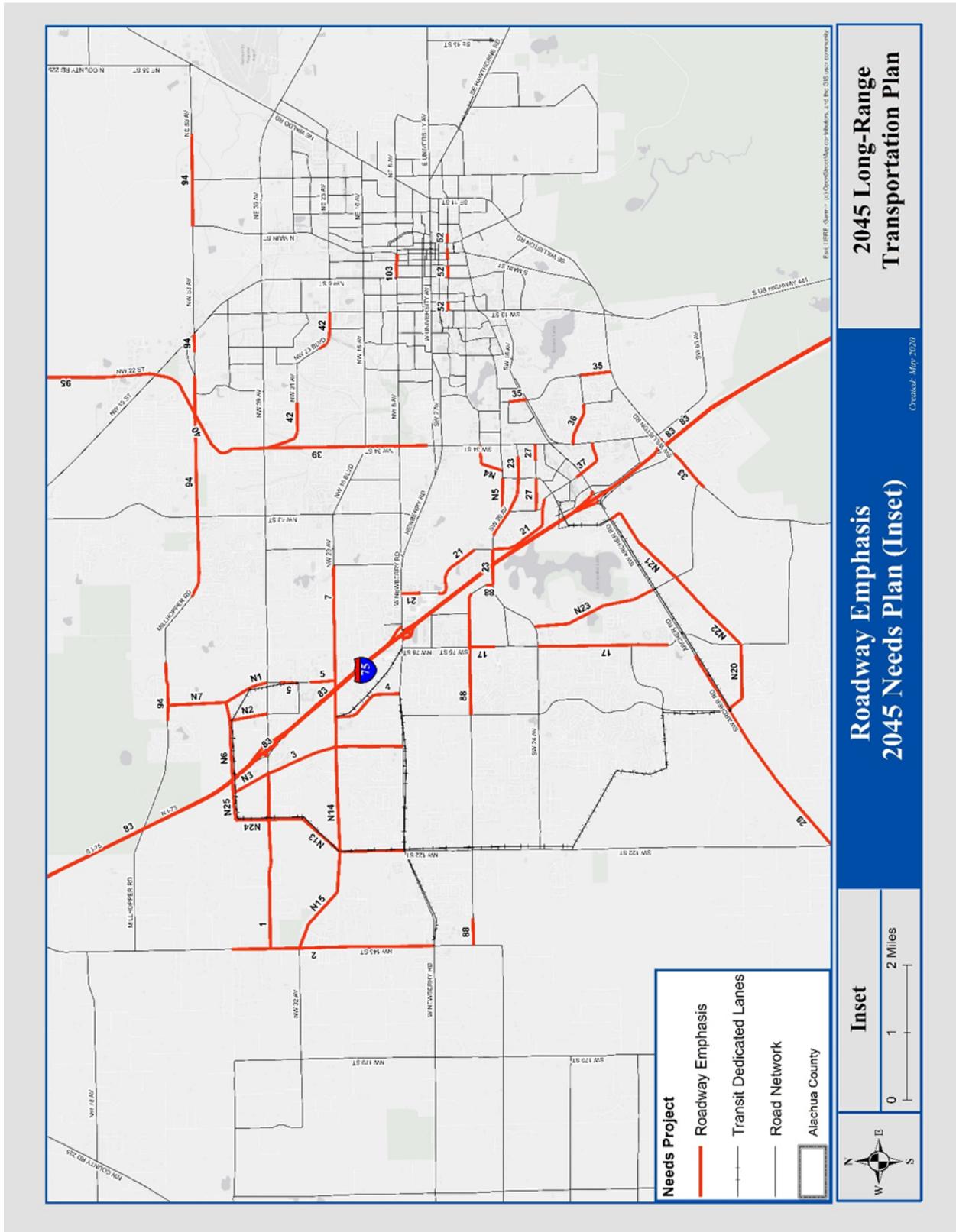
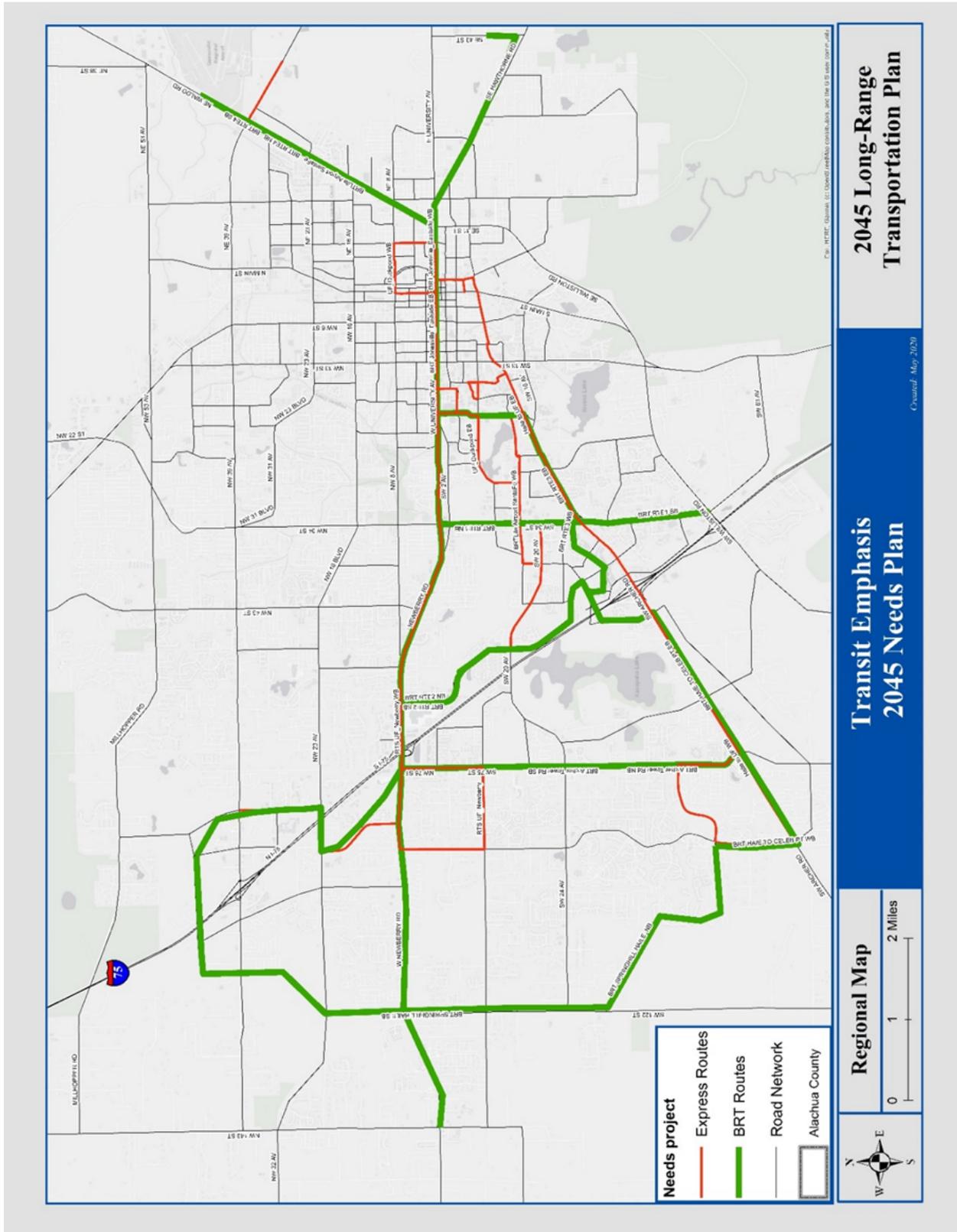


Figure 2: Transit Emphasis 2045 Needs Plan



6.1.3 Final Adopted Year 2045 Needs Plan

The Year 2045 Needs Plan alternatives were presented at a public workshop and posted to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area website to allow the public to provide comments. In addition, due to COVID-19, an online service was used to solicit comments. Based on this feedback and input from the Citizens Advisory Committee, Technical Advisory Committee, and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, a balanced multimodal Needs Plan was drafted.

The draft Needs Plan addresses the mobility needs of each part of the Study Area as identified through analysis and transportation modeling. The final draft Year 2045 Needs Plan was presented to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and adopted on June 22, 2020. Figures 3 and 4 present the roadway and transit projects included in the adopted Year 2040 Needs Plan, while Table 1 is a comprehensive listing of projects included in the adopted Year 2045 Needs Plan.

The Year 2045 Needs Plan 5 does not address all of the congestion problems that are forecasted by the year 2045. The Year 2045 Needs Plan is primarily a strategic mobility plan targeting modification that create additional travel choices. This approach reflects the constrained nature of many roadways in the Gainesville Metropolitan Area, which are not planned for widening due to environmental, physical, or policy reasons. The plan also focuses on more street connectivity to provide other route options that parallel congested roads or provide shorter travel paths to enable travelers to reach their destinations while avoiding some congested road segments.

The adopted Year 2045 Needs Plan was coded into the Gainesville Urbanized Area Transportation Study model, and the results compared with the Year 2015 Base, Year 2045 Existing-plus-Committed, Year 2045 Needs Plan Alternative 1, and Year 2045 Needs Plan Alternative 2 networks. Figure 4 shows congested roadways with the Year 2045 Needs Plan. Chronically congested roadways, such as portions of State Road 26 (Newberry Road), State Road 121 (West 34th Street), U.S. Highway 441 (State Road 25), SW 16th Avenue, NW 8th Avenue, and State Road 24 (Archer Road), will likely continue to have congestion in the future. A summary of the model results from the various alternatives is presented in Table 2.

Where and how the region grows sets the foundation for the type and location of future transportation investments. The base year for the 2045 Long-Range Transportation Plan is 2015 and all base year data, including socioeconomic data and traffic counts, for the Year 2045 Long-Range Transportation Plan is based on conditions on the ground in 2015. Forecast data for the year 2045 were developed for this plan update at the traffic analysis zone level by the consultant in cooperation with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff and their local government partners and serves as inputs to the Gainesville Urbanized Area Transportation model.

Table 1: Adopted Year 2045 Needs Plan

Roadway Projects

1. NW 83rd Street – Two-Lane Extension from NW 39th Avenue to SpringHills Boulevard;
 2. NW 91st Street – Two-Lane Extension from 4100 Block to SpringHills Boulevard;
 3. NW 98th Street – Two-Lane Extension from State Road 222 (NW 39th Avenue) to SpringHills Boulevard;
 4. Radio Road – Two-Lane Extension from Hull Road to State Road 121 (SW 34th Street);
 5. Hull Road – Two-Lane Extension from SW 20th Avenue to SW 38th Terrace;
 6. SpringHills Boulevard – New Two-Lane Roadway from NW 122nd Street to NW 83rd Street;
 7. SpringHills Connector – New Two-Lane Roadway from SpringHills Boulevard to Millhopper Road;
 8. NW 122nd Street/NW 115th Street – New road construction, two lanes + Dedicated Transit Lane from State Road 26 (Newberry Road) to State Road 222 (NW 39th Avenue);
 9. NW 23rd Avenue Extension – New road construction, two lanes from NW 98th Street to NW 122nd Street Extension;
 10. NW 23rd Avenue Extension – New road construction, two lanes from NW 122nd Street to NW 143rd Street;
 11. SW 91st Street/SW 73rd Avenue Extension – New road construction, four lanes from Archer Road to SW 88th Street;
 12. New Road South (Parallel to Archer Road) – New road construction, two lanes from SW 63rd Boulevard to State Road 24 (Archer Road);
 13. SW 57th Road – New road construction, two lanes from SW 75th Street to SW 63rd Boulevard;
 14. SW 63rd Boulevard/SW 67th Avenue – New road construction, two lanes from SW 24th Avenue to State Road 24 (Archer Road);
 15. NW 115th Street – New road construction, two lanes between State Road 222 (NW 39th Avenue) and NW 46th Avenue. In addition to Dedicated Transit Lane;
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-
17. NW 39th Avenue – Widen to four lanes between SW 143rd Street and NW 105th Street;
 18. NW 143rd Street – Widen to four lanes between State Road 26 (Newberry Road) and NW 46th Avenue;
 19. NW 98th Street – Widen to four lanes between State Road 26 (Newberry Road) and State Road 222 (NW 39th Avenue);

20. Ft. Clark Boulevard – Widen to four lanes between State Road 26 (Newberry Road) and NW 23rd Avenue;
21. NW 83rd Street – Widen to four lanes between NW 23rd Avenue and State Road 222 (NW 39th Avenue);
22. NW 23rd Avenue – Widen to four lanes between NW 98th Street and NW 55th Street;
23. SW 75th Street/Tower Road – Widen to four lanes between SW 75th Court and SW 8th Avenue;
24. SW 62nd Boulevard – Widen to four lanes between Newberry Road and Clark Butler Boulevard;
25. SW 20th Avenue – Widen to four lanes between SW 62nd Boulevard and State Road 121 (SW 34th Street);
26. SW 24th Avenue – Widen to four lanes between SW 43rd Street and State Road 121 (SW 34th Street);
27. Archer Road (SR 24) – Widen to four lanes between SW 173rd Court and SW 75th Street/Tower Road;
28. Williston Road (SR 331) – Widen to four lanes between SW 40th Street and SW 41 Boulevard/SW 35th Drive;
29. SW 23rd Terrace – Widen to four lanes between State Road 331 (Williston Road) and Hull Road;
30. SW 35th Place – Widen to four lanes between State Road 121 (SW 34th Street) and SW 27th Street;
31. SW 39th Boulevard – Widen to four lanes between State Road 24 (Archer Road) and State Road 121 (SW 34th Street);
32. State Road 121 (SW 34th Street) – Widen to four lanes between State Road 26 (W University Avenue) and NW 31st Boulevard;
33. State Road 121 (SW 34th Street) – Widen to four lanes between NW 31st Boulevard and NW 53rd Avenue;
34. NW 23rd Boulevard – Widen to four lanes between NW 22nd Street and U.S. Highway 441/State Road 25 (NW 13th Street);
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37. SW 8th Avenue – Widen to four lanes between SW 91st Street from SW 20th Avenue;
38. NW 53rd Avenue – Widen to four lanes between NW 52nd Terrace and NE 151st Street;
39. State Road 121 (SW 34th Street/NW 22nd Street)– Widen to four lanes between NW 53rd Avenue and NW 77 Avenue;

40. State Road 20 (NW 8th Avenue) – Two-Lane reduction from State Road 20 (NW 6th Street) to State Road 20 (Main Street).

Transit Projects

T-1 Realign Routes 10, 28, 34, 36, 75 25A, 29, 33, 36, 38,46, 120, 122, 125, and 127 concurrent with University of Florida Transportation and Strategic Plan implementation;

T-2 Eliminate Route 121;

T-3 Double frequencies of Route 6, 15, and 21;

T-4 Improve Route 43 frequency from every 30 minutes to every 20 minutes;

T-5 Provide consistent 30-minute frequency on Route 75;

T-6 Express bus service Haile Plantation to University of Florida;

T-7 Express bus service Duck Pond Area to University of Florida;

T-8 Express bus service Tower Road Area to University of Florida;

T-9 Bus Rapid Transit Light recommended alternative proposed in the Go Enhance City of Gainesville Regional Transit System Study; and

T-10 University of Florida Park-n-Ride facility on SW 8th Avenue and Tower Road.

NW = Northwest

SW = Southwest

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Aspirational Projects (beyond 2045)

	Facility	From	To	Proposed Modification
A-1	Archer Road (SR 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade
A-2	Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade
A-3	NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, two lanes and dedicated transit lane
A-4	NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, two lanes and dedicated transit lane
A-5	SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
A-6	SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
A-7	SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane
A-8	SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane
A-9	Hawthorne Road (SR 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)
A-10	NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension
A-11	NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, four lanes
A-12	NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension
A-13	SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway
A-14	SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway
A-15	NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, four lanes
A-16	Newberry Road (SR 26)	Interstate 75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade
A-17	NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, two lanes and dedicated transit lane
A-18	NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, two lanes and dedicated transit lane
A-19	NW 83rd Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension + two dedicated transit lanes
A-20	NW 46th Avenue	NW 83rd Extension	NW 91st Street Extension	New roadway + two Dedicated Transit Lanes
A-21	NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New four lane roadway + two dedicated transit lanes and Bridge over I-75
A-22	Archer Road (SR 24)	SW 75th Terrace	SW 91st Street	Widen to four lanes and Dedicated Transit Lane
A-23	SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane

SR = State Road
 NW = Northwest
 SW = Southwest

Figure 4: Adopted Year 2045 Needs Plan Network Congestion

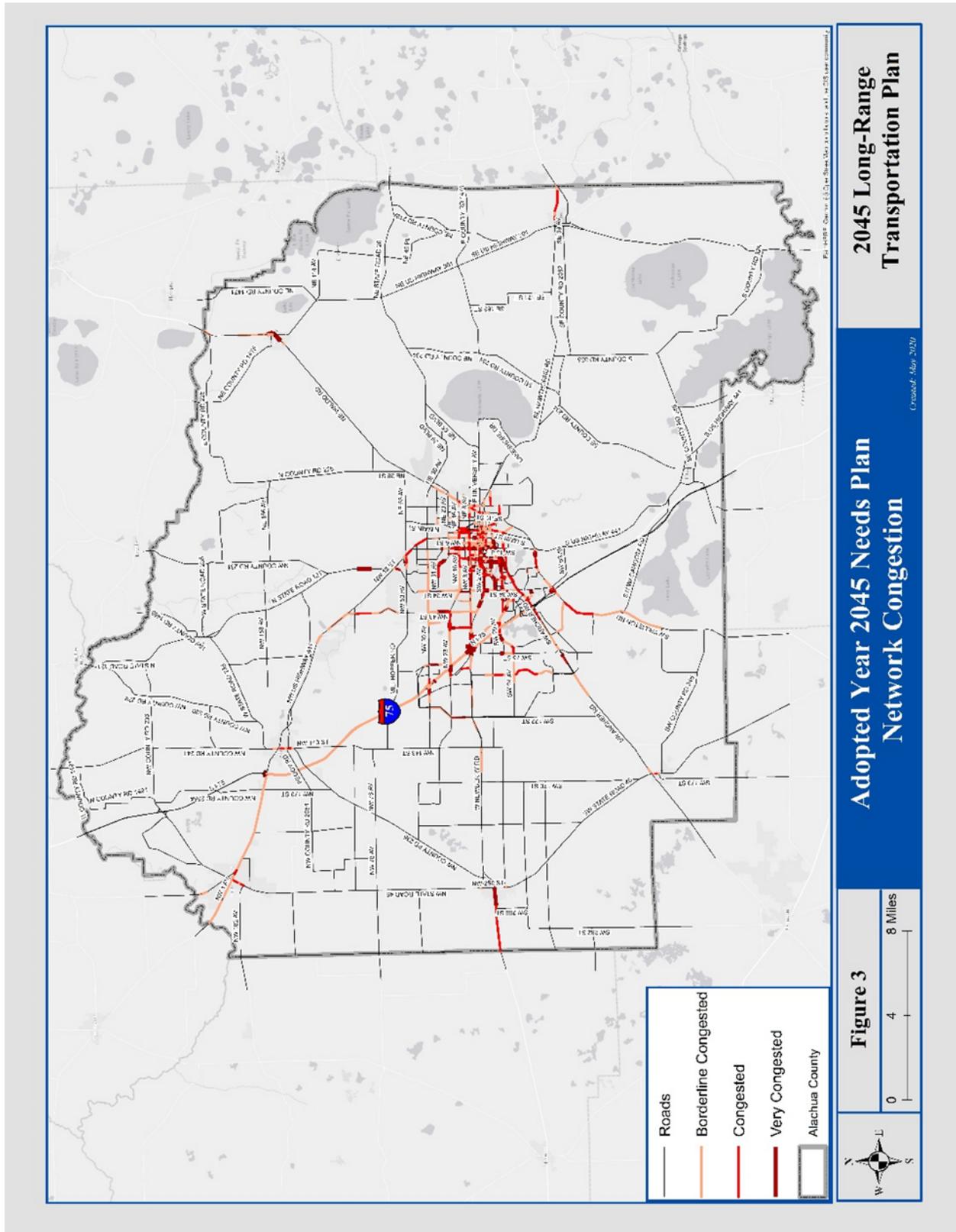


Table 2: Year 2045 Needs Plan Model Comparison

	Year 2015 Base Network	Year 2045 Existing-plus- Committed Network (EC)	Year 2045 Need Plan		
			Highway Needs Plan (A1)	Transit Needs Plan (A2)	Hybrid/ Adopted Needs Plan (A3)
Total Number of Links	4,974	5,019	5,099	5,187	5,227
Total Lane Miles	2,167.15	2,175.31	2,384.76	2,255.72	2,433.25
Total Directional Miles	1,664.88	1,675.35	1,710.05	1,744.79	1,758.55
Total Volumes All Links	25,865,834	35,993,540	35,293,498	35,776,564	35,220,266
Total Vehicle Miles Traveled All Links	7,741,868	10,932,634	10,888,142	10,899,653	10,876,006
Total Vehicle Hours Traveled All Links	191,192	313,992	281,990	309,938	281,316
Original Speed (miles per hour)	40.03	40	39.88	39.57	39.54
Congested Speed (miles per hour)	38.76	36.79	37.9	36.55	37.62
Transit Boardings					
Transit Boardings - Local bus	49,612	52,581	52,895	47,317	47,644
Transit Boardings - Express				1,028	1,041
Transit Boardings – Bus Rapid Transit				10,439	10,256
Total Boarding	49,612	52,581	52,895	58,784	58,941
Commute Mode Share					
Commute Mode Share - Drive Alone	537,596	778,494	778,963	776,251	776,433
Commute Mode Share - Car Pool	450,458	473,309	472,863	472,234	472,131
Commute Mode Share – Transit	31,019	32,515	32,712	36,510	36,728
Commute Mode Share - Non-Motorized	87,373	93,194	92,978	92,520	92,221

6.2 Ranking of Projects and Programs in the Year 2045 Needs Plan

Following adoption of the Year 2045 Needs Plan for the Gainesville Urbanized Area, several efforts were conducted to further evaluate and rank the projects. This included initial environmental screening, a return on investment analysis, and development of evaluation criteria. Information generated in these efforts was used to rank and prioritize the various Needs Plan projects and programs.

6.2.1 Efficient Transportation Decision-Making Review

The major transportation projects identified in the Year 2045 Needs Plan were evaluated using the Florida Department of Transportation’s Efficient Transportation Decision Making, process. A geographic information systems analysis examined each project using a 500-foot buffer around the corridor for effects to aesthetics, air quality, contamination, farmlands, floodplains, infrastructure, navigation (waterways), water quality, wetlands, wildlife and habitat, historic and archaeological sites, recreation areas, social and economic conditions, land use, and mobility.

The Degree of Effect assignments used in the evaluation include no effect, minimal effect, moderate effect, substantial effect, and not applicable or not known. Furthermore, the enhanced assignment can be applied to categories, such as social and economic indicators, as well as mobility, where a project can have a positive effect. No major environmental issues or “fatal flaws” were identified for the Year 2045 adopted Needs Plan projects through this initial screen. As Year 2045 adopted Needs Plan projects proceed beyond the long-range transportation plan to implementation, additional analysis and

involvement with the Florida Department of Transportation's Environmental Technical Advisory Team will be required. Degree of Effect reports for those Year 2045 Needs Plan projects analyzed have been included electronically as Appendix A

6.2.2 Evaluation Criteria

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the Year 2045 Needs Plan on June 22, 2020. Subsequently, the approved Year 2045 Needs Plan projects needed prioritization and cost estimates in order to proceed to the Year 2045 Cost Feasible Plan.

The following evaluation criteria and a matrix were developed to assist in prioritization or ranking of the Year 2045 Needs Plan projects.

The following ten distinct evaluation criteria were developed:

- Partial funding of a Year 2040 Long-Range Transportation Plan and/or List of Priority Projects project or project funding commitment in Transportation Improvement Program.
- Project increases accessibility to economic hubs.
- Project reduces vehicle trips on major corridors.
- Congestion reduction on the regional system/Enhances Time Reliability.
- Project shifts mode from automobile to other mode.
- Project does not adversely affect the environment.
- Project expands network connectivity.
- Project promotes eliminating fatalities and reducing serious injuries on all public roads.
- Project maintains Systemic State of Good Repair; and
- Public Input.

The evaluation criteria were then considered in relation to the Vision Statement, seven Principles and associated Strategies adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on February 25, 2019, which are consistent with the ten planning factors of the Fixing America's Surface Transportation Act.

The Principles are:

- Principle 1: Support economic vitality;
- Principle 2: Increase safety and security for motorized and non-motorized users;
- Principle 3: Increase the accessibility and mobility of people and freight;
- 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;
- Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Principle 6: Promote efficient system management and operation; and
- Principle 7: Emphasize the preservation of the existing transportation system.

Using the evaluation criteria and the seven Principles, a matrix was developed. A score was given for how well the evaluation criteria addressed each of the seven Principles and associated strategies.

Nine of the criteria were utilized with this point system. One point equated to an evaluation criterion not addressing a Principle well. Three points equated to an evaluation criterion addressing a Principle moderately well. Five points equated to an evaluation criterion addressing a Principle very well. Then, an average weighted score was calculated for each of the evaluation criteria.

It was necessary to weight the criteria, as some were deemed more important than others when evaluating the Year 2045 Needs Plan projects. As shown, the total of all nine criteria equaled 29.8 points. The tenth criteria, Public Input was utilized as a tie-breaker mechanism, with a maximum base assigned value of three points, bringing the total for all criteria to 32.8 points. The points were assigned based on public input of preference during the July 9, 2020 public workshop. Projects still tied after adding public input mechanisms were re-ranked manually.

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Table 3: Year 2045 Long-Range Transportation Plan Evaluation Criteria

Adopted Principles and Strategies	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input (Max 3)
Principle 1: Support economic vitality	1.7	4.3	3.0	3.7	2.3	3.0	3.0	2.3	3.7	
Strategy 1.1: Support transportation projects that promote economic development and tourism.	1	5	3	5	3	3	3	3	5	
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.	3	3	3	3	1	3	1	1	3	
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.	1	5	3	3	3	3	5	3	3	
Principle 2: Increase safety and security for motorized and non-motorized users	2.2	4.2	3.8	3.4	3.8	3.4	3.4	4.2	3.4	
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.	1	5	3	5	3	3	3	5	5	
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.	3	5	3	3	5	3	3	5	5	
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.	3	5	5	3	5	3	3	5	3	
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.	1	3	5	3	5	5	5	3	1	
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.	3	3	3	3	1	3	3	3	3	
Principle 3: Increase the accessibility and mobility of people and freight	2.0	3.0	3.7	4.0	3.3	4.0	4.0	3.3	3.7	
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).	3	5	5	5	5	5	5	5	5	
Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.	1	3	3	3	3	3	3	1	1	
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.	3	3	3	3	1	1	3	3	5	
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.	3	5	5	5	5	5	5	3	3	
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.	1	1	3	3	5	5	5	5	5	
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.	1	1	3	5	1	5	3	3	3	
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	1.8	3.8	3.4	3.8	4.2	5.0	3.8	3.0	3.0	

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Adopted Principles and Strategies	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input (Max 3)
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit supportive.	3	5	5	5	5	5	5	3	1	29.8
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.	1	5	5	5	5	5	5	5	3	
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.	3	3	3	3	5	5	3	3	3	
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.	1	5	3	5	5	5	5	3	3	
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.	1	1	1	1	1	5	1	1	5	
Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	2.0	5.0	4.0	4.0	4.0	3.0	4.0	3.0	2.0	
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.	1	5	5	5	3	3	3	1	1	
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.	3	5	3	3	5	3	5	5	3	
Principle 6: Promote efficient system management and operation	1.7	4.3	4.3	5.0	2.3	3.7	4.3	3.0	3.0	
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.	1	5	5	5	3	5	5	3	3	
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	1	5	5	5	3	3	5	3	3	
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.	3	3	3	5	1	3	3	3	3	
Principle 7: Emphasize the preservation of the existing transportation system	1.5	2.0	3.0	3.0	3.0	3.5	1.5	2.0	4.5	
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.	3	3	3	3	3	3	1	3	5	
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.	1	1	3	3	3	3	3	1	3	
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.	1	1	3	3	1	3	1	3	5	
Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.	1	3	3	3	5	5	1	1	5	
	1.8	3.8	3.6	3.8	3.3	3.7	3.4	3.0	3.3	

Table 4: Year 2045 Needs Plan Project Scoring and Ranking

Rank	Facility	From	To	Proposed Modification	Partial Funding or Funding Commitment; or Local Plan Priority	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input	Total
1	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	0	3.8	3.6	3.8	0	3.7	3.4	0	0	3	21.3
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.8	0	3.6	3.8	3.3	3.7	3.4	0	0	0	19.6
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	0	3.8	3.6	3.8	0	0	3.4	0	0	3	17.6
4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2 lane rural section	0	0	3.6	3.8	0	3.7	0	0	3.3	3	17.4
5	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0	0	3.6	0	3.3	3.7	0	3	0	3	16.6
6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	0	3.8	0	3.8	3.3	3.7	0	0	0	0	14.6
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	0	3.8	0	3.8	0	3.7	0	0	0	3	14.3
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0	0	0	3.8	3.3	3.7	3.4	0	0	0	14.2
9	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes, with BRT lanes; median included	0	3.8	3.6	3.8	0	0	0	0	0	3	14.2
10	Archer Road (SR 24)	Parker Road	SW 75th Street (Tower Road)	New construction 4 lanes/replace a 2 lane rural section	0	0	3.6	3.8	0	3.7	0	0	0	3	14.1
11	SW 8th Avenue	SW 91st Street	SW 20th Avenue	New construction 4 lanes/replace a 2 lane rural section	0	0	3.6	3.8	0	3.7	0	0	0	3	14.1

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Rank	Facility	From	To	Proposed Modification	Partial Funding or Funding Commitment; or Local Plan Priority	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely affect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input	Total
12	NW 23rd Avenue	NW 98th Street	NW 55th Street	New construction 4 lanes/replace a 2 lane rural section	0	3.8	0	3.8	0	3.7	0	0	0	0	11.3
13	NW 23rd Boulevard	NW 22nd Street	NW 13th Street	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	0	3.8	0	3.8	0	3.7	0	0	0	0	11.3
14	NW 34th Street (SR 121)	NW 31st Boulevard	NW 53rd Avenue	New construction 4 lanes/replace a 2 lane rural section	0	3.8	0	3.8	0	3.7	0	0	0	0	11.3
15	NW 34th Boulevard (SR 121)	NW 53rd Avenue	NW 77 Avenue	New construction 4 lanes/replace a 2 lane rural section	0	3.8	3.6	3.8	0	0	0	0	0	0	11.2
16	SW 23rd Terrace	Williston Road	Hull Road	New construction 4 lanes/replace a 2 lane rural section	0	0	3.6	3.8	0	3.7	0	0	0	0	11.1
17	SW 24th Avenue	SW 43rd Street	SW 34th Street	Widen to 4 lanes	0	0	3.6	3.8	0	3.7	0	0	0	0	11.1
18	Hull Road	SW 20th Avenue	SW 43rd Street	Two- Lane Extension	0	0	0	3.8	0	3.7	3.4	0	0	0	10.9
19	Williston Road (SR 331)	SW 40th Street	SW 35th Drive	New construction 4 lanes/replace a 2 lane rural section	0	0	0	3.8	0	3.7	0	0	0	3	10.5
20	NW 34th Street (SR 121)	W University Avenue	NW 31st Boulevard	New construction 4 lanes/replace a 2 lane rural section, including the widening of bridge over Hogtown Creek	0	3.8	0	3.8	0	0	0	0	0	0	7.6
21	SW 35th Place	SW 34th Street	SW 27th Street	New construction 4 lanes/replace a 2 lane rural section	0	0	0	3.8	0	3.7	0	0	0	0	7.5
22	NW 23rd Avenue	Ft. Clarke Boulevard	NW 98th Street	New construction 4 lanes/replace a 2 lane rural section	0	0	0	3.8	0	3.7	0	0	0	0	7.5

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23	NW 53rd Avenue	NW 52nd Terrace	NE 151st Street (not found) SR 24/Waldo Road (I think this is what you meant)	Widen to 4 lanes	0	0	3.6	3.8	0	0	0	0	0	0	7.4
24	SW 75th Street (Tower Road)	SW 75th Court	SW 8th Avenue	Widen to 4 lanes	0	0	3.6	3.8	0	0	0	0	0	0	7.4
25	SW 20th Avenue I-75 Bridge	SW 62nd Avenue	SW 52nd Avenue	Widen, 4 lanes with bridge over I-75	0	0	0	0	0	3.7	3.4	0	0	0	7.1
26	NW 39th Avenue	SW 143rd Street	NW 105th Street	Widen to 4 lanes	0	0	0	3.8	0	0	0	0	0	0	3.8
NA	Transit Improvements	Various	Various	Various	1.8	3.8	3.6	3.8	3.3	3.7	3.4	0	0	0	23.4
NA	Bicycle and Pedestrian Improvements	Various	Various	Various	1.8	3.8	3.6	3.8	3.3	3.7	3.4	0	0	0	23.4
NA	Newberry Road (SR 26)	Interstate 75	NW 109th Drive	Dedicated Transit Lane in median and signal upgrade	1.8	3.8	3.6	3.8	3.3	3.7	3.4	0	0	0	23.4
NA	Newberry Road (SR 26)	NW 109th Drive	NW 143rd Street	Dedicated Transit Lane in median and signal upgrade	1.8	3.8	3.6	3.8	3.3	3.7	3.4	0	0	0	23.4
NA	Archer Road (SR 24)	SW 75th Street	SW 45th Street	Dedicated Transit Lane and signal upgrade	1.8	3.8	3.6	3.8	3.3	3.7	3.4	0	0	0	23.4
NA	Park-and-Ride	Tower Road at SW 8th Avenue	-	Construct Park-and-Ride	0	3.8	3.6	3.8	3.3	3.7	0	0	0	3	21.2
NA	NW 115th Street	NW 39th Avenue	NW 46th Avenue	New construction, 2 lanes and dedicated transit lane	1.8	0	3.6	3.8	3.3	3.7	3.4	0	0	0	19.6
NA	NW 122nd Street/NW 115th Street	Newberry Road	NW 39th Avenue	New construction, 2 lanes and dedicated transit lane	1.8	0	3.6	3.8	3.3	3.7	3.4	0	0	0	19.6
NA	SW 122nd Street	SW 37th Avenue	SW 8th Avenue	Dedicated Transit Lane	1.8	0	3.6	3.8	3.3	3.7	3.4	0	0	0	19.6

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NA	SW 122nd Street	Newberry Road	SW 8th Avenue	Dedicated Transit Lane	1.8	0	3.6	3.8	3.3	3.7	3.4	0	0	0	19.6
NA	Hawthorne Road (SR 20)	SE 27th Street	SE 43rd Street	Dedicated Transit Lanes (Configure existing roadway, add multi-use path)	1.8	0	3.6	0	3.3	3.7	3.4	3	0	0	18.8
NA	SW 57th Road	SW 75th Street	SW 63rd Boulevard	New Construction, 2 lanes	0	0	3.6	3.8	0	3.7	3.4	0	3.3	0	17.8
NA	NW 83rd Street	NW 39th Avenue	Spring Hills Boulevard	Two- Lane Extension + 2 dedicated transit lanes	0	3.8	0	3.8	3.3	0	3.4	0	0	3	17.3
NA	NW 46th Avenue	NW 83rd Extension	NW 91st Street Extension	New roadway + 2 Dedicated Transit Lanes	1.8	3.8	0	0	3.3	3.7	3.4	0	0	0	16
NA	NW 46th Avenue	NW 91st Street Extension	NW 98th Street Extension	New 4 lane roadway + 2 dedicated transit lanes and Bridge over I-75	1.8	3.8	0	0	3.3	3.7	3.4	0	0	0	16
NA	Archer Road (SR 24)	SW 75th Terrace	SW 91st Street	Widen to 4 lanes and Dedicated Transit Lane	1.8	0	0	3.8	3.3	3.7	3.4	0	0	0	16
NA	SW 91st Street	Archer Road	SW 46th Boulevard	Dedicated Transit Lane	1.8	0	3.6	0	3.3	3.7	3.4	0	0	0	15.8
NA	NW 43rd Street	Newberry Road	NW 58th Avenue	Widen to 6 lanes	0	3.8	3.6	3.8	0	3.7	0	0	0	0	14.9
NA	NW 83rd Street Extension	Millhopper Road	Santa Fe Northern Boundary	New 2 lane roadway	0	3.8	3.6	3.8	0	0	3.4	0	0	0	14.6
NA	I-75 (Entire Corridor)	Marion County line	Columbia County line	Widen to 8 lanes	0	3.8	3.6	3.8	0	0	3.4	0	0	0	14.6
NA	SW 91st Street / SW 73rd Avenue Extension	Archer Road	SW 88th Street	New Construction, 2 lanes	0	0	3.6	3.8	0	3.7	3.4	0	0	0	14.5
NA	NW 16th Avenue	NW 34th Street	NW 13th Street	Widen to 6 lanes	0	3.8	0	3.8	0	3.7	0	0	0	0	11.3
NA	SW 39th Boulevard	Archer Road	SW 34th Street	Widen to 4 lanes	0	0	3.6	3.8	0	3.7	0	0	0	0	11.1

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NA	NW 98th Street	NW 39th Avenue	SpringHills Boulevard	Two- Lane Extension	0	3.8	0	3.8	0	0	3.4	0	0	0	11
NA	NW 98th Street Extension	NW 39th Avenue	NW 46th Avenue	New Construction, 4 lanes	0	3.8	0	0	0	3.7	3.4	0	0	0	10.9
NA	SW 63rd Boulevard/ SW 67th Avenue	SW 24th Avenue	Archer Road	New Construction, 2 lanes	0	0	3.6	3.8	0	0	3.4	0	0	0	10.8
NA	SW 4th Avenue	SW 13th Street	SE 3rd Street	Widen to 4 lanes	0	0	3.6	3.8	0	0	0	0	0	0	7.4
NA	NW 91st Street	4100 Block	SpringHills Boulevard	Two- Lane Extension	0	0	0	3.8	0	0	3.4	0	0	0	7.2
NA	SpringHills Boulevard	NW 122nd Street	NW 83rd Street	New Two- Lane Roadway	0	0	0	3.8	0	0	3.4	0	0	0	7.2
NA	SpringHills Connector	SpringHills Boulevard	Millhopper Road	New Two- Lane Roadway	0	0	0	3.8	0	0	3.4	0	0	0	7.2
NA	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Construction, 2 lanes	0	0	0	3.8	0	0	3.4	0	0	0	7.2
NA	NW 23rd Avenue Extension	NW 122nd Street	NW 143rd Street	New Construction, 2 lanes	0	0	0	3.8	0	0	3.4	0	0	0	7.2
NA	NW 91st Street Extension	Terminus	NW 46th Avenue Extension	New Construction, 4 lanes	0	0	0	0	0	0	3.4	0	0	0	3.4

NW = Northwest

SW = Southwest

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Appendix A: Efficient Transportation Decision-Making Reports for Year 2045 Needs Plan Projects
(Electronic Only)