GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

YEAR 2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

FINAL REPORT

PREPARED BY

CORRADINO

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Introduction

The 2050 Long-Range Transportation Plan (LRTP) is a federally required document that outlines Alachua County's transportation vision, goals, and investment priorities for the next 25 years. This plan outlines how the region's multimodal transportation system, encompassing bicycles, pedestrians, transit, and automobiles, will evolve to better serve the community.

As a comprehensive roadmap for transportation investments, the 2050 LRTP focuses on enhancing mobility safety and maintaining infrastructure. It sets priorities for transportation projects to support future growth and meet the community transportation needs of all users in Alachua County. In accordance with federal law, the MTPO reviews and updates this transportation plan every five (5) years to ensure it remains responsive to the region's evolving needs.

The development of the 2050 Long-Range Transportation Plan (LRTP) is a structured, cyclical methodology designed to be transparent, data-driven, and responsive to community needs. Public and Stakeholder Engagement is incorporated throughout this entire process. The primary phases of this iterative process are as follows:

1. **Identify Transportation Issues and Projects**: Through technical analysis and extensive public outreach, existing and anticipated transportation system deficiencies and opportunities are identified. This collaborative input forms the initial basis for potential improvement projects.
2. **Transportation Needs Assessment:** The issues identified by professionals and the public are formally analyzed to validate transportation needs. This assessment evaluates the scope and impact of these needs on the multimodal network, guided by community feedback.
3. **Financial Analysis and Project Prioritization:** A comprehensive analysis of available and projected funding is conducted. Projects are then evaluated and prioritized based on technical criteria, their ability to meet established objectives, and alignment with publicly confirmed priorities.
4. **Develop Draft 2050 Cost Feasible Plan (CFP):** A draft plan is prepared, incorporating the prioritized projects into a fiscally constrained framework. This ensures that projected revenues are sufficient to cover the estimated costs of included projects and system maintenance. The draft is then released for formal public and stakeholder review.
5. **Finalize and Adopt LRTP:** Based on feedback received during the review period, the draft Cost Feasible Plan is revised and finalized. The 2050 LRTP is then formally adopted by the Gainesville Metropolitan Transportation Planning Organization (MTPO) in a public forum.

The 2050 Long-Range Transportation Plan (LRTP) is a community-driven roadmap for Alachua County's future mobility. It guides investments that improve safety, expand travel options, and maintain a reliable transportation system for everyone. By planning and listening to the community, the MTPO is helping create a safer, more connected, and sustainable transportation future for all.

The 2050 LRTP document is organized into five major sections:

1. Agency coordination & public engagement.
2. Data collection, mapping, and development.
3. 2020 model update and validation
4. Year 2050 Needs Plan
5. Cost Feasible Plan

1. Agency Coordination & Public Engagement

Public participation is a foundational element of the long-range transportation planning process, mandated by federal law and essential for creating a plan that reflects community values and needs. This report documents the comprehensive public participation process undertaken for the development of the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's 2050 Long-Range Transportation Plan (LRTP). The development of the Cost Feasible Plan was significantly shaped by extensive input from both agencies and the public, ensuring the plan reflects community needs and regional priorities. A variety of strategies were employed to gather this input. The LRTP public involvement plan closely followed the MTPO's adopted public participation plan in conducting the public meetings, meeting announcements and gathering the public input.

1.1 Online Public Survey

Public feedback was collected through an online survey available from March through July 2025. A total of 229 survey responses were received. The survey link was distributed via email to local stakeholder groups, advisory committees, and the MTPO's email distribution list and was promoted at all public workshops and meetings. The survey helped to understand the community's priorities, ensuring that the plan's goals aligned with the community's values, including economic vitality, safety, accessibility, environmental protection, and system integration.

1.2 Public Workshops

A series of three public workshops provided a crucial forum for stakeholders and the public to voice their concerns, identify transportation challenges, and contribute ideas for potential solutions. These workshops typically drew an average of approximately 30-40 community members and agency partners.

Public Workshop 1: Goals, Objectives, and Transportation Issues Identification

(March 24, 2025)
Purpose: This initial workshop focused on gathering broad public input to define the overarching goals and objectives of the plan and to identify critical transportation issues facing the community.
Notification: The workshop was advertised on social media, and stakeholders were notified via email and through the project website.
Workshop Summary: The workshop began with a presentation on the LRTP process and regional growth projections. This was followed by an interactive exercise where attendees placed pins on maps to indicate areas of concern and those requiring projects and left written comments.
Public Comments Summary:

- Development
    - Requests for more bike/pedestrian connectivity to destinations such as schools, stores, and retail.
    - Concerns about overdevelopment and gentrification.

    - Support for preserving existing neighborhoods and improving infrastructure before new development.
- Transportation
    - Calls for better public transit options, walkability, and bike infrastructure.
    - Traffic congestion and speeding in neighborhoods were frequent complaints.
    - Request for lower speed limits.
- Community Services
    - Support for more community spaces (parks, libraries).
    - Desire for more local amenities and retail.
    - Need for improved public safety and emergency services.
- Environmental Concerns
    - Emphasis on green spaces, tree preservation, and sustainable planning.

Public Workshop 2: Needs Assessment

(May 6, 2025)

Purpose: This workshop delved deeper into specific transportation needs, building upon the issues identified in the first workshop. Public feedback here was crucial for shaping the detailed needs assessment.

Notification: Social media and stakeholder notifications were distributed.

Workshop Summary: The project team presented an initial list of potential needs projects. This was followed by a question-and-answer session and discussion of the plan's needs by members of the public in attendance. Attendees participated in a prioritization exercise to provide feedback on which project types (e.g., safety, multimodal, roadway) were most important.

Public Comments Summary:

- Equity and Inclusion:
    - Importance of supporting diverse communities and preventing displacement.
- Mobility and Connectivity:
    - Requests for expanded transit services and safe pedestrian infrastructure.
    - Concerns about truck routes within the city and rural areas.
- Land Use and Zoning:
    - Mixed opinions—some support denser housing, others want to limit growth.
- Key Suggestions
    - Mixed-use development near transit hubs.
    - Preservation of neighborhood character while accommodating growth.
    - Prefer roundabouts.

Public Workshop 3: Cost Feasible Plan

(July 15, 2025)

Purpose: This final workshop focused on presenting the proposed draft Cost Feasible Plan to the public, allowing feedback on the prioritized projects and funding allocations before finalization.
Notification: Detailed media and stakeholder notifications were conducted for this workshop.
Workshop Summary: The consultant team explained the funding constraints and the project prioritization process. Participants were able to view the draft list of funded projects and provide final comments.

Public Comments Summary:

- Implementation Focus
  - Prioritize connectivity, bike/pedestrian safety, and the transit system.
  - Prioritize paratransit-increase budget.
  - Focus on multimodal transportation over auto.
- Design Preferences
  - Support for pedestrian-friendly design.
  - Consider the city and county climate action plans.

Public Hearing: LRTP Adoption

(August 19, 2025)
Purpose: This final public hearing was held at the MTPO board meeting focused on the final LRTP adoption
Notification: A final round of media and stakeholder notifications was conducted for this public hearing.
Workshop Summary: The consultant team presented the overall LRTP, and the cost feasible plan and the public comments were addressed. The MTPO board subsequently adopted the year 2050 LRTP unanimously.

Public Comments Summary:

- Questions were asked about the target audience of public meetings and the survey. It was explained that the LRTP public meetings were advertised via traditional newspaper ads, social media and the MTPO website and the target audience are all residents of the Alachua County.
- Discussion was held on how does increasing the speeds will impact the road safety. It was answered that the LRTP does not focus on increasing speed limits but rather improving the mobility of regionally significant roads in high growth areas. The congestion enhancements will improve the operating speeds of vehicles and improve reliability of the roadway system, but all vehicles will operate within the speed limits.
- Discussion was held on why the UF projects were included in the ranking. It was answered that the UF projects were ranked along with other agency projects for including and evaluating the transportation system as a whole. Based on UF and the Board members recommendations, the UF projects were moved to the illustrative projects section. The revenue associated should be allocated to the other priority projects.
- Concerns were expressed on ranking the multimodal projects and the potential changes of these projects as the countywide bicycle and pedestrian master plan is adopted. It was answered that the rankings are based on current technical analysis, and all projects are included with boxed funds for

multimodal, safety and transit buckets. and the MTPO can further refine the rankings and define the list of priority projects in future.

- Discussion was held on why complete street projects were not ranked high. It was answered that since they had higher costs, the score-to-cost ratio was lower than other cheaper multimodal projects. Since the rankings are placeholders for now, the complete street projects are documented as a subgroup of multimodal projects to avoid confusion.

1.3 Committee Meetings

Additionally, the MTPO advisory committees were involved in major LRTP milestones. The Technical Advisory Committee, Citizens Advisory Committee, and Bicycle/Pedestrian Advisory Board of the MTPO met at key milestones throughout the development of the 2050 Long-Range Transportation Plan. These meetings allowed for detailed technical and community-focused feedback from the advisory members.

1.4 Agency Coordination

An LRTP working group was formed, comprising representatives from the MTPO, FDOT D2, Alachua County, the City of Gainesville, and the University of Florida. The LRTP Consultant organized monthly working group meetings to provide technical analysis and reach consensus on major decision-making points. This collaborative process was particularly important for a comprehensive assessment of their regional impact and alignment with local plans. By incorporating these agency inputs, the LRTP process gained a critical layer of expert and localized insight, resulting in a more robust and regionally relevant Cost-Feasible Plan.

1.5 Evaluation and Integration of Public Comments

The multi-faceted public engagement strategy for the Year 2050 LRTP proved highly effective in gathering a diverse spectrum of community feedback. The process was intentionally structured to build upon itself, moving from broad issue identification in the initial workshop—using interactive tools like map-based commenting—to more focused input on specific needs and project prioritization in subsequent meetings. This sequential approach, combined with the continuous feedback mechanism of the online survey, allowed participants to see their initial ideas reflected in later stages of the planning process. The strong quantitative data from 229 survey responses, paired with the qualitative insights from workshop discussions and direct agency collaboration, created a robust and balanced foundation for shaping the plan's recommendations.

Throughout the planning process, a continuous feedback loop was maintained to ensure all public input was captured and considered. Every comment, whether submitted as a pin on a map at a workshop, a detailed online survey response, an email to the project team, or formal testimony at a public hearing, was systematically documented. This comprehensive record was actively used as a key resource by the project team, advisory committees, and partner agencies during the development and scoring of potential projects. The integration of this public feedback was fundamental in refining the Year 2050 Needs Plan and ensuring the final Year 2050 Cost Feasible Plan accurately reflected the community's stated priorities.

2. Data Collection, Mapping, and Data Development

This Section documents the data collection, mapping, and data development activities that support the Gainesville Urbanized Area Long-Range Transportation Plan (LRTP) update. As part of this task, the travel demand model and related analytical tools have been updated with the latest available datasets to support planning and forecasting efforts for the LRTP horizon year. The data collection and development efforts include the compilation and refinement of model networks, socioeconomic data, traffic and transit ridership information, as well as micromobility and freight datasets to reflect existing and future conditions within the Gainesville Metropolitan Area.

In addition to assembling the required datasets, this task involves preparing network maps and supporting graphics to illustrate model inputs and outputs, zonal refinements, and modal infrastructure conditions. All spatial data have been prepared in accordance with the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and delivered in the Economic and Social Research Institute (ESRI) shapefile format (Version 10.6 or later). The network maps have been developed in line format with roadway and transit network attributes and projected using the North American Datum of 1983 (NAD83) North Florida State Plane Feet coordinate system, consistent with the Metropolitan Transportation Planning Organization (MTPO) requirements.

2.1 Data Collection

Traffic Count Data

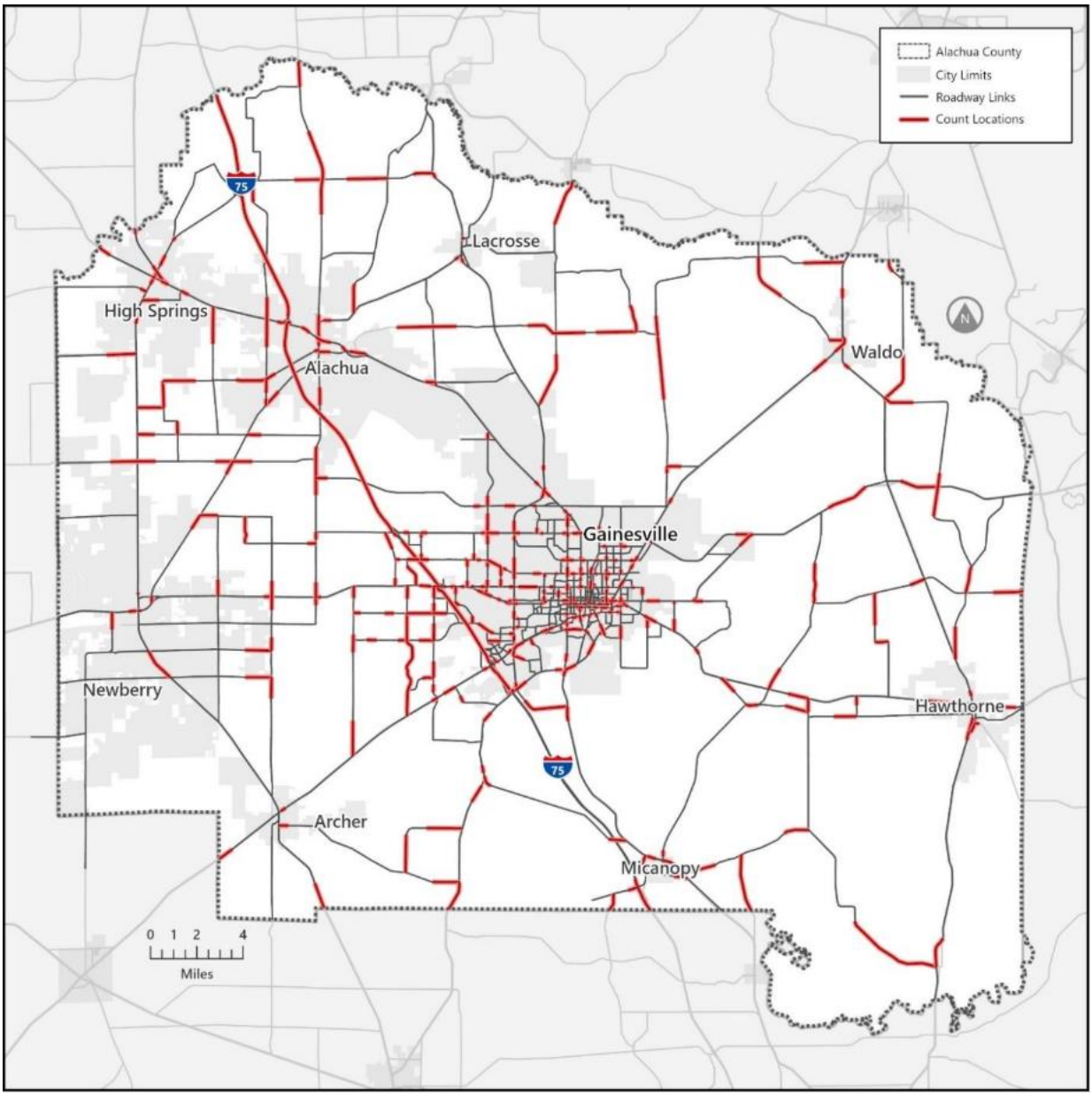
FDOT, Alachua County, and the City of Gainesville provided the annual average daily traffic (AADT) counts for the base year of 2020. These counts were used in the base year validation step of task 4. The highway network for the Gainesville Urbanized Area Transportation Model Study Area was evaluated and updated to reflect 2020 conditions. The network was cross-checked with the Florida Department of Transportation Roadway Characteristics Inventory (RCI) database to confirm that all RCI roadways were represented in the model and that lane configurations were consistent. Roadways not captured in the RCI were further verified using Google Maps. Network geometry was refined to correct any identified inaccuracies. Additionally, select roadway segments were incorporated to enhance network connectivity and to support transit routing needs. Figure 2-1 shows the location of the counts that were matched to the corresponding model network link.

Highway Network

The highway network for the Gainesville Urbanized Area Transportation Model Study Area was evaluated and updated to reflect 2020 conditions. The network was cross-checked with the Florida Department of Transportation Roadway Characteristics Inventory (RCI) database to confirm that all RCI roadways were represented in the model and that lane configurations were consistent. Roadways not captured in the RCI were further verified using Google Maps. Network geometry was refined to correct and identify

inaccuracies. Additionally, select roadway segments were incorporated to enhance network connectivity and to support transit routing needs.

Figure 2-1 Roadway Network and Count Locations



Transit Network and Transit

The 2020 Base Year transit network was developed using data provided by the City of Gainesville Regional Transit System in General Transit Feed Specification (GTFS) format. The GTFS files contain detailed information on transit routes, stop locations, and service characteristics, which served as the foundation for building the network. A more detailed discussion of the network development and subsequent updates will be included in Chapter 3 (Data Review and Verification, Model Update and Validation). As part of future

tasks, the transit route coverage areas will be further analyzed to support the evaluation of bicycle and pedestrian facility connectivity and identify opportunities for improved multimodal integration.

Transit service data for the 2015 Base Year was obtained from the City of Gainesville Regional Transit System, covering both citywide and University of Florida campus routes. In addition to ridership information, service characteristics, including fare structure, service frequency, and the span of service, were collected through GTFS files. The transit ridership for different routes is presented with validation in Chapter 3.

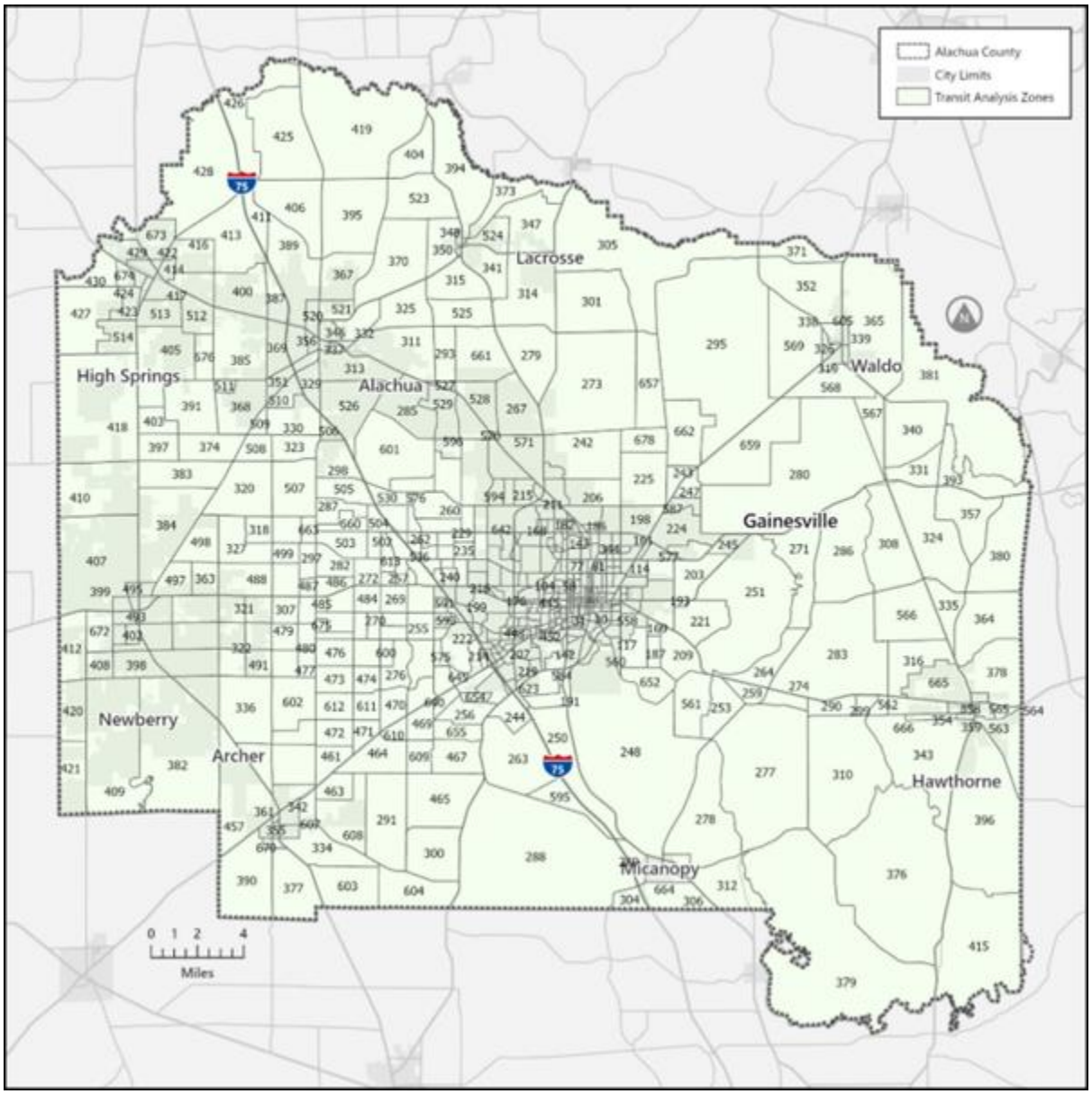
Traffic Analysis Zone Map

The Traffic Analysis Zones (TAZ) from the previous Long-Range Transportation Plan Update (base year 2015) were reviewed to determine their suitability for the Year 2050 Update. In response to new development patterns and a detailed review of recent aerial imagery, modifications to the existing TAZ structure were deemed necessary. Figure 2-2 presents the updated 2020 TAZ structure. Table 2-1 compares the new 2020 traffic analysis zone numbering with the old 2020 traffic analysis zone numbering:

Table 2-1 2020 and 2015 Traffic Analysis Zone Numbers

Year	Internal Zones	External Zones	Dummy Zones
2015	1-651	700-725	652-699
2020	1-678	700-725	679-699

Figure 2-2 2020 Traffic Analysis Zone Structure Map



2.2 Data Development

The 2020 population and employment datasets were developed using data from the U.S. Census Bureau American Community Survey, the Bureau of Economic and Business Research, and the latest estimates from the University of Florida staff. To ensure data accuracy and consistency, the control totals for these datasets were evaluated against multiple independent sources, including Florida Department of Revenue parcel data, 2020 employment data at the census block-group level developed by the Florida Department of Transportation Central Office, Longitudinal Employer-Household Dynamics data, Quarterly Census of

Employment and Wages, Occupational Employment Statistics, U.S. Bureau of Economic Analysis, and U.S. Bureau of Labor Statistics.

Zonal Data

Zonal Data was developed to provide a consistent and spatially accurate representation of population and household characteristics at the Traffic Analysis Zone (TAZ) level. The primary data sources for this effort included population and income forecasts from the Bureau of Economic and Business Research (BEBR) at the University of Florida, supplemented with parcel-level data and information on hotel and motel units from the Florida Department of Business and Professional Regulation, Division of Hotels and Restaurants. These forecasts were used as control totals for future population estimates and served as the basis for developing associated socioeconomic factors, including housing and employment.

To spatially allocate population and household data, parcel-level information was first aggregated to the TAZ level. In cases where parcel boundaries were larger than individual TAZs, the parcels were systematically subdivided into smaller units. Population values were then distributed across these smaller units based on the proportion of their spatial overlap with each TAZ, ensuring a more accurate representation of population distribution. This disaggregation and re-aggregation process allowed for a finer spatial resolution and improved alignment between parcel data and TAZ boundaries.

After the initial allocation, quality control checks were performed to identify and correct inconsistencies. Specifically, where allocated population values for 2020 fell below the observed 2015 levels, adjustments were made to ensure that no TAZ reflected a population lower than that of the previous baseline year. This step ensured logical population growth trends and internal consistency across the dataset.

Additionally, hotel and motel unit counts obtained from the Division of Hotels and Restaurants were incorporated to account for the transient population within each TAZ. The final zonal dataset reflects a carefully calibrated integration of parcel-level data, control totals, and projected forecasts, ensuring both spatial accuracy and consistency with regional demographic trends.

Population and Household Data

The population and housing unit data for each traffic analysis zone were estimated based on the U.S. Census Bureau, 2020 Census Demographic and Housing Characteristics File, and 2020 parcels obtained from the Florida Department of Revenue. The parcels were used to disaggregate the census block-level data before aggregating it to the traffic analysis zones. Additionally, the single-family vs. multi-family designation was determined by the parcel usage description, with multi-family, condominiums, retirement homes, and college dorms being assigned as multi-family.

Some data cleaning was required in the parcel database. While the database included the number of units on each parcel, it was found that for some multi-family parcels the number of units seemed to match the number of buildings rather than the number of dwelling units. Therefore, all multi-family parcels were reviewed against the census number of dwelling units. If there was a significant mismatch, then information

about the apartment complex on the parcels in question was researched on the internet to determine the number of apartment units. If that information was not found, then Google Street View images and satellite images were used to estimate the number of dwelling units in each building.

In the case of the University of Florida campus, the parcels were not used as they were larger than both the census blocks and the traffic analysis zones. Therefore, the census block data was aggregated directly to the traffic analysis zones for the campus. The proportion of each block assigned to each traffic analysis zone was determined by intersecting the block and zone layers using ArcGIS to determine the area of intersection.

The University of Florida provided additional population and employment information, including:

- Employees assigned to each traffic analysis zone
- Dormitory and off-campus students living in each traffic analysis zone
- Campus parking and student parking in each traffic analysis zone
- Classroom seats in each traffic analysis zone

These data items from the University of Florida were incorporated into the appropriate fields in the Visum model zone data. To verify that the student population is not double counted, the model trip generation script (calc_tripgen.py) was reviewed to verify that the University of Florida student population fields (UF_DORM_ST & UF_OC_ST) are properly subtracted from the population fields created from the census data (SPOP & MFPOP).

The University of Florida provided parking costs for 2019 as follows:

- Short term parking (2 hour) - $4
- Long term parking (all day) - $6
- Annual student parking - $160
- Annual faculty/staff parking - $216 - $1,512

The parking costs that were included in the model were computed as follows:

- Short term parking (3-hour) was assumed to be $5 or halfway between 2-hour parking and all day parking.
- Student parking cost was assumed to be $0.97, equal to the annual parking pass cost of $160 divided by 165 school days.
- The long-term parking cost was based on the average cost of the annual faculty/staff parking pass needed to use the parking lots in each zone divided by 250 days. The parking pass needed was determined by examining the parking lot colors on the University of Florida parking map.

Employment Data

2020 Dun & Bradstreet data were used to estimate employment by category for each traffic analysis zone. Review of the data revealed that there were some geocoding issues with the employer street addresses, particularly for University of Florida departments. These were manually assigned to the correct TAZ as

determined by looking up the location using Google Maps. The employment by category was then aggregated by assigning North American Industry Classification System (NAICS) two-digit codes to employment categories as detailed in Table 2-2.

Table 2-2 Classification of Employment

NAICS	Description	Category	Model Field
11	Agriculture, Forestry, Fishing, and Hunting	Industrial	OIEMP
21	Mining, Quarrying, and Oil and Gas Extraction	Industrial	OIEMP
22	Utilities	Industrial	OIEMP
23	Construction	Industrial	OIEMP
31	Manufacturing	Manufacturing	MFGEMP
32	Manufacturing	Manufacturing	MFGEMP
33	Manufacturing	Manufacturing	MFGEMP
42	Wholesale Trade	Commercial	COMEMP
44	Retail Trade	Commercial	COMEMP
45	Retail Trade	Commercial	COMEMP
48	Transportation and Warehousing	Service	SERVEMP
49	Transportation and Warehousing	Service	SERVEMP
51	Information	Service	SERVEMP
52	Finance and Insurance	Service	SERVEMP
53	Real Estate and Rental and Leasing	Service	SERVEMP
54	Professional, Scientific, and Technical Services	Service	SERVEMP
55	Management of Companies and Enterprises	Service	SERVEMP
56	Administrative and Support and Waste Management and Remediation Services	Service	SERVEMP
61	Educational Services	Service	SERVEMP
62	Health Care and Social Assistance	Service	SERVEMP
71	Arts, Entertainment, and Recreation	Service	SERVEMP
72	Accommodation and Food Services	Service	SERVEMP
81	Other Services (except Public Administration)	Service	SERVEMP
92	Public Administration	Service	SERVEMP

The total employment in the Dun & Bradstreet data for Alachua County was 152,317, which is 1.5% lower than what is in the 2015 Gainesville model. Since Dun & Bradstreet data were not available for 2015 to use for comparison, Bureau of Economic Analysis (BEA) data were reviewed. Bureau of Economic Analysis data showed Alachua County employment increasing from 165,243 in 2015 to 181,268 in 2019 for an increase of 9.7%. Therefore, the Dun & Bradstreet employment by traffic analysis zone was factored to match the Bureau of Economic Analysis total employment by category as shown in Table 2-3. The corrected total employment for 2020 came out to be 176,717.

Table 2-3 Employment by Category

	Dun & Bradstreet	Bureau of Economic Analysis
Industrial	7,636	10,073
Manufacturing	6,611	5,085
Commercial	16,002	20,199
Service	122,068	145,911
Total	**152,317**	**181,268**

Comparison of the employment data provided by the University of Florida to the Dun & Bradstreet employment data showed that the total employment was very close, but the traffic analysis zone level distribution of the data was different. It was assumed that the data provided by the University of Florida would be more accurate; therefore, the employment data were modified by removing all the Dun & Bradstreet employment assigned to University of Florida and the employment data provided by the University of Florida was included instead. Data that was removed from the Dun & Bradstreet employment and traffic analysis zone level employment data from the University of Florida that was incorporated are included in Appendix D. Figure 2-3 through **Error! Reference source not found.** show the total population and total employment of each traffic analysis zone within the regional travel demand model. The details of the socio-economic data format are summarized in Table 2-4.

Table 2-4 Comparison of Model Socio-Economic Statistics

Statistic	2015	2020	Pct Growth
Traffic Analysis Zones	651	678	4.1%
Single-Family Dwelling Units	62,365	74,761	19.9%
Single-Family Population	148,609	175,804	18.3%
Multi-Family Dwelling Units	53,414	52,176	-2.3%
Multi-Family Population	104,707	102,652	-2.0%
Total Dwelling Units	115,779	126,937	9.6%
Total Population	253,316	278,456	9.9%
Hotel/Motel Units	4,806	5,933	23.4%
Industrial Employment	10,827	10,072	-7.0%
Manufacturing Employment	4,614	5,084	10.2%
Commercial Employment	37,354	20,199	-45.9%
Service Employment	101,801	145,386	42.8%
Total Employment	154,596	180,741	16.9%
K-12 School Enrollment	34,978	32,963	-5.8%
University of Florida Employment	25,525	32,471	27.2%
University of Florida Dorm Students	10,509	9,154	-12.9%
University of Florida Off-campus Students	33,066	34,054	3.0%
University of Florida Classroom Seats	28,336	32,460	14.6%
University of Florida Total Parking	15,957	24,741	55.0%

School Enrollment

Private school locations and enrollments for the 2019-2020 school year were obtained from Florida Department of Education and geocoded. Public school locations and 2019-2020 enrollment were obtained from the Alachua County School District. These were then assigned to traffic analysis zones and aggregated to the total school enrollment. The total K-12 school enrollment for Alachua County is 32,963. Figure 2-7 shows the locations of the schools included in this update.

Hotel/Motel Units

Lodging Properties were obtained from the Alachua County Visitors and Convention Bureau. The addresses were geocoded, verified against Google maps, and assigned to traffic analysis zones. The total number of rooms aggregated is 5,933. Figure 2-8 shows the geocoded locations of hotels and motels.

Figure 2-3 Year 2020 Population

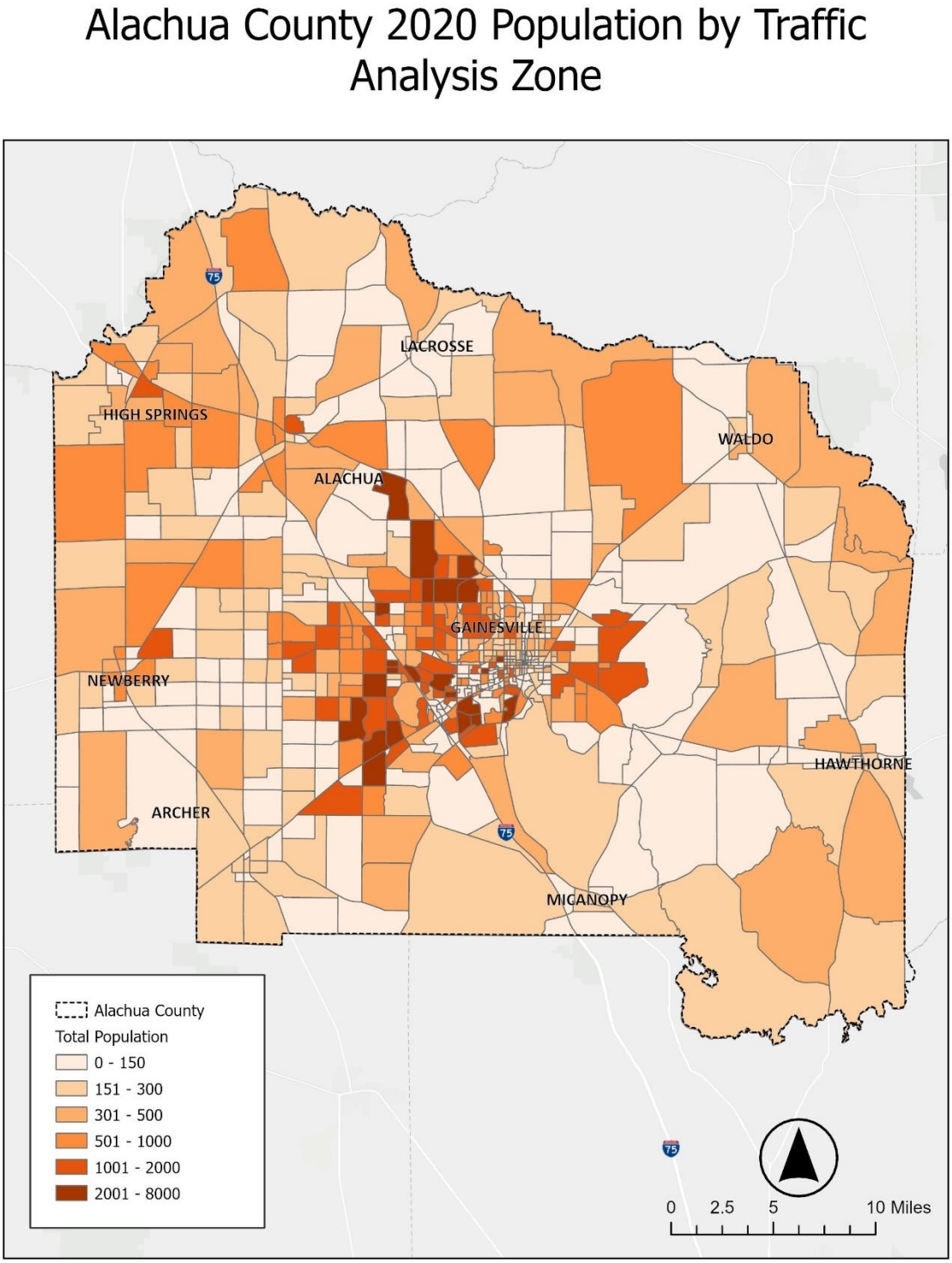


Figure 2-4 Year 2050 Population

Alachua County 2050 Population by Traffic Analysis Zone

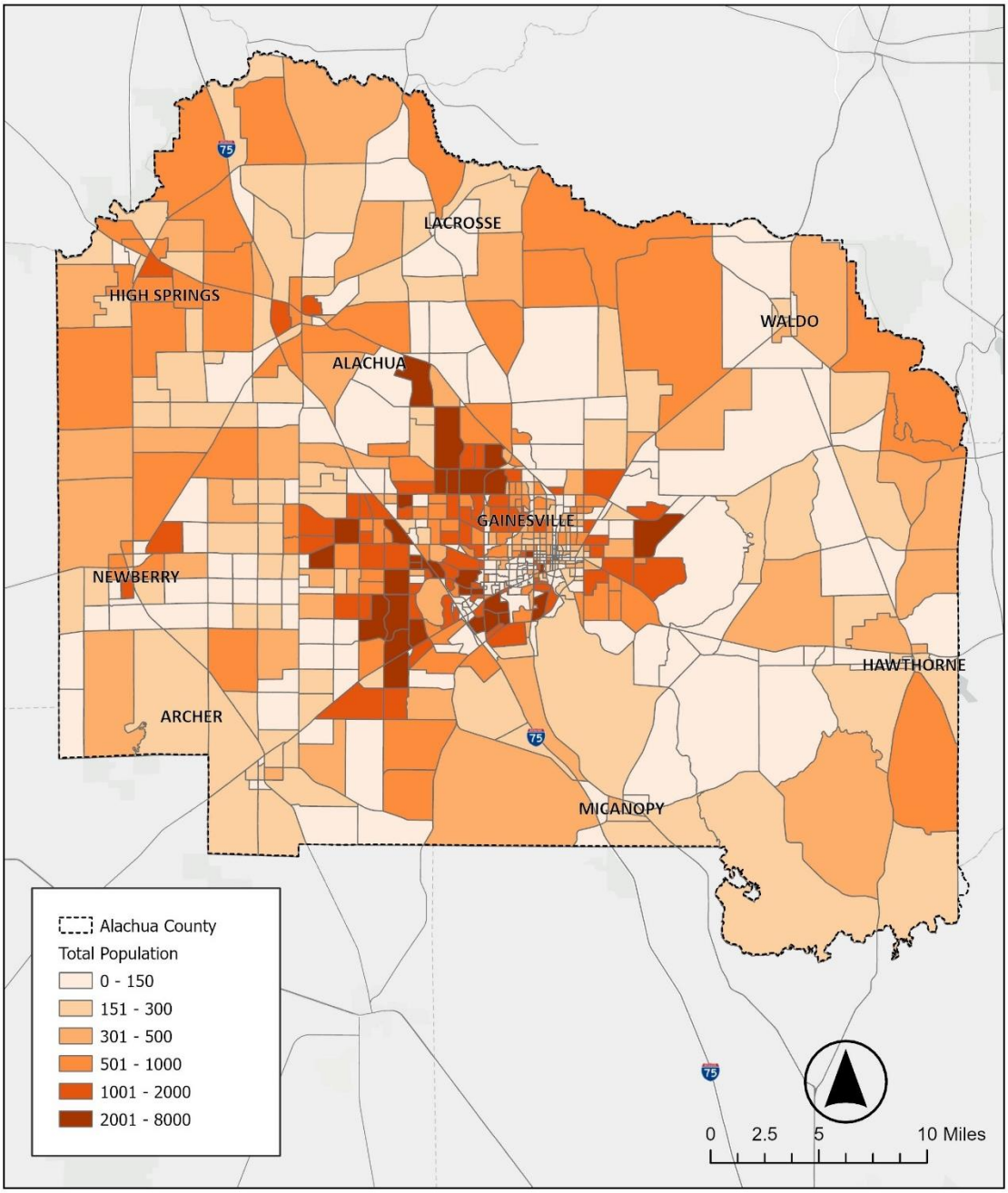


Figure 2-5 Year 2020 Employment

Alachua County 2020 Employment by Traffic Analysis Zone

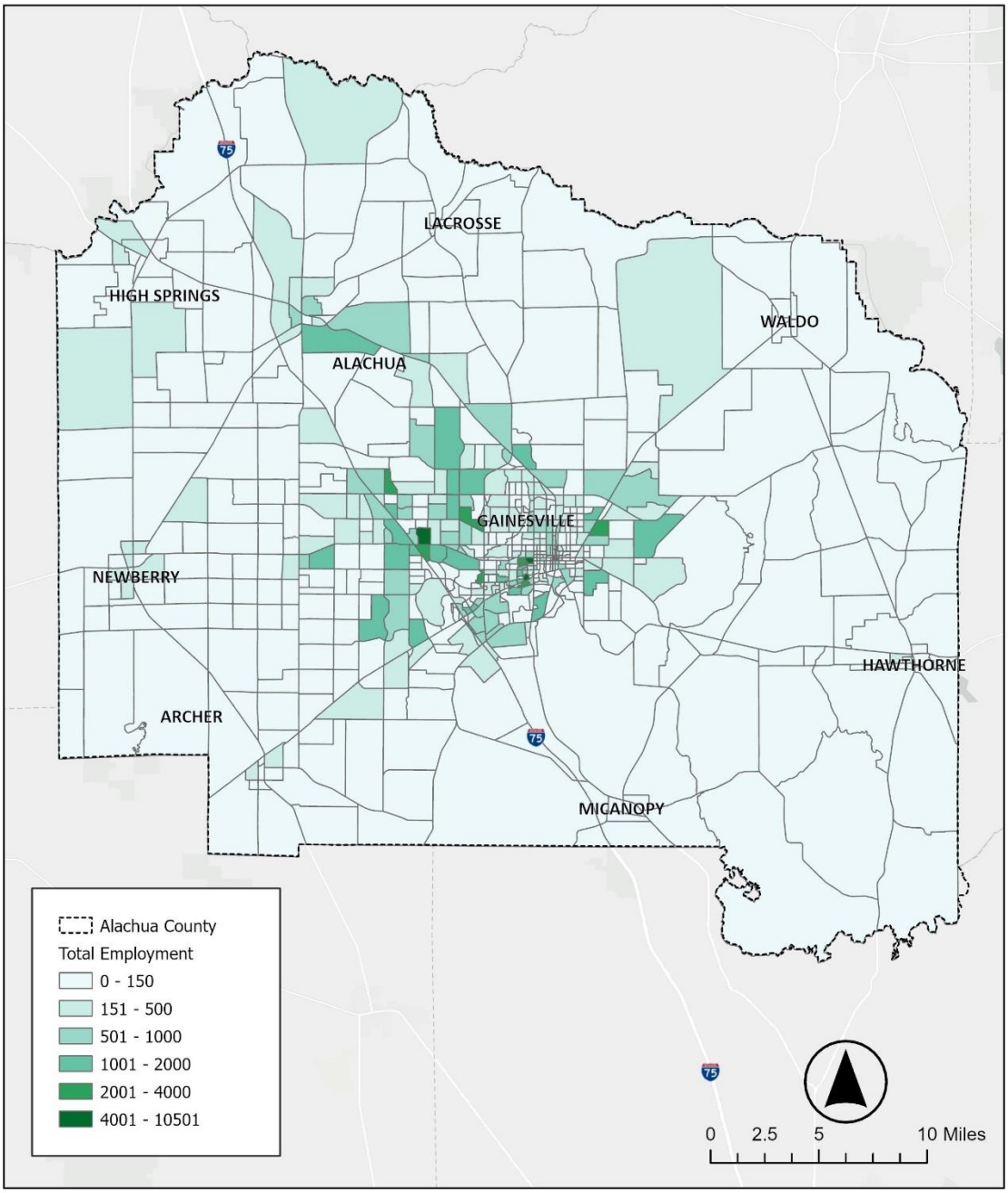


Figure 2-6 Year 2050 Employment

Alachua County 2050 Employment by Traffic Analysis Zone

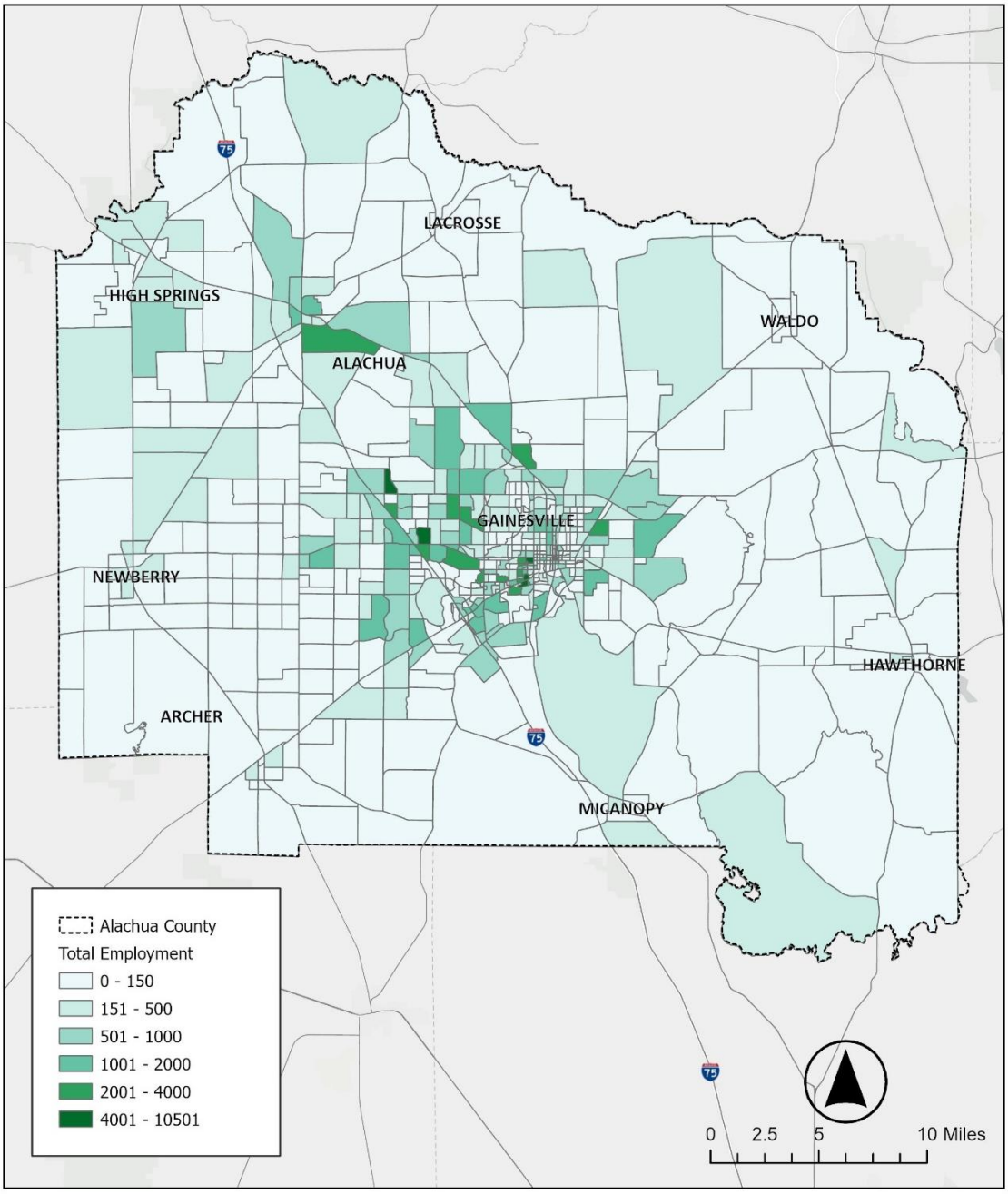


Figure 2-7 Public and Private School Locations

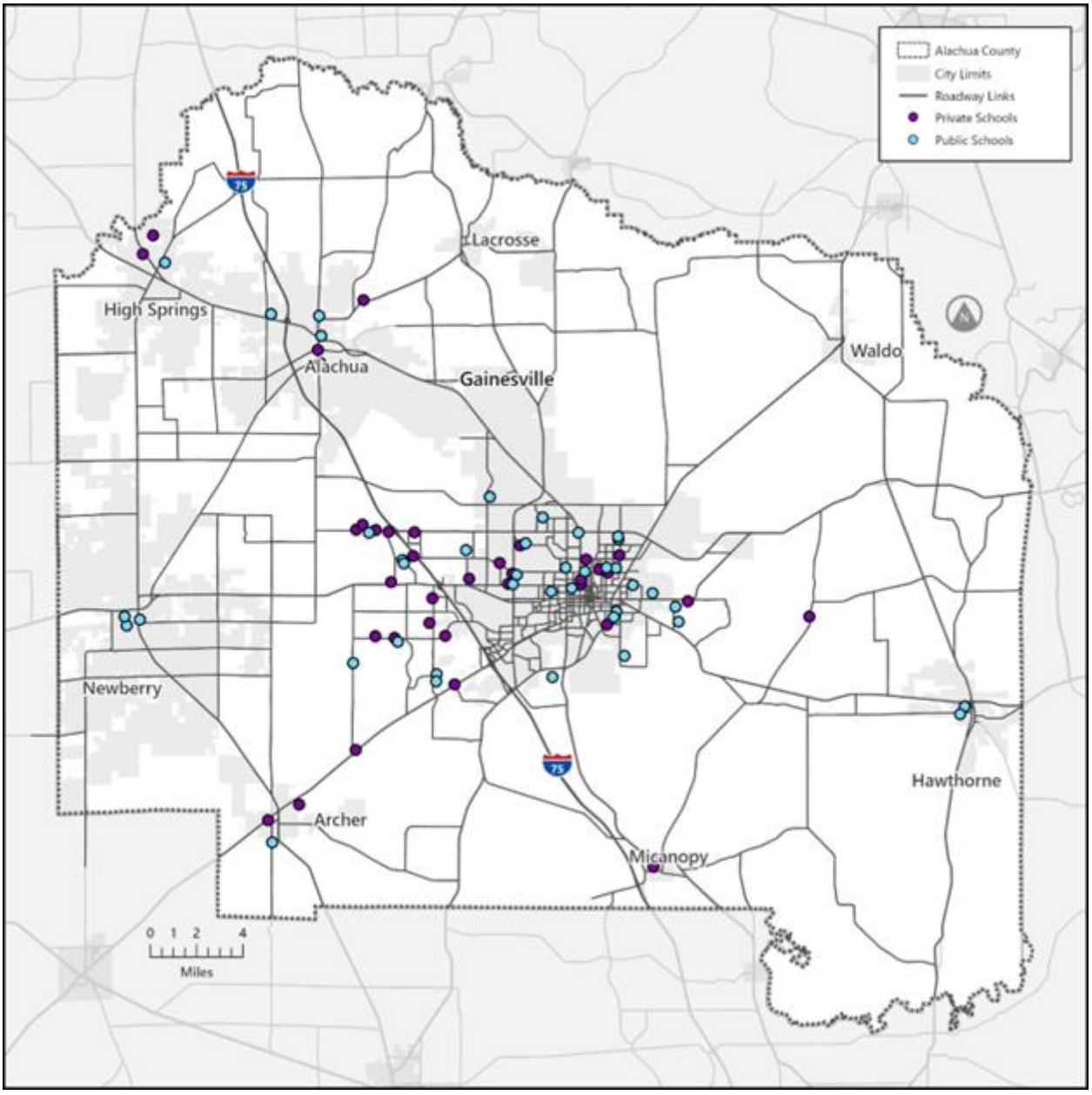
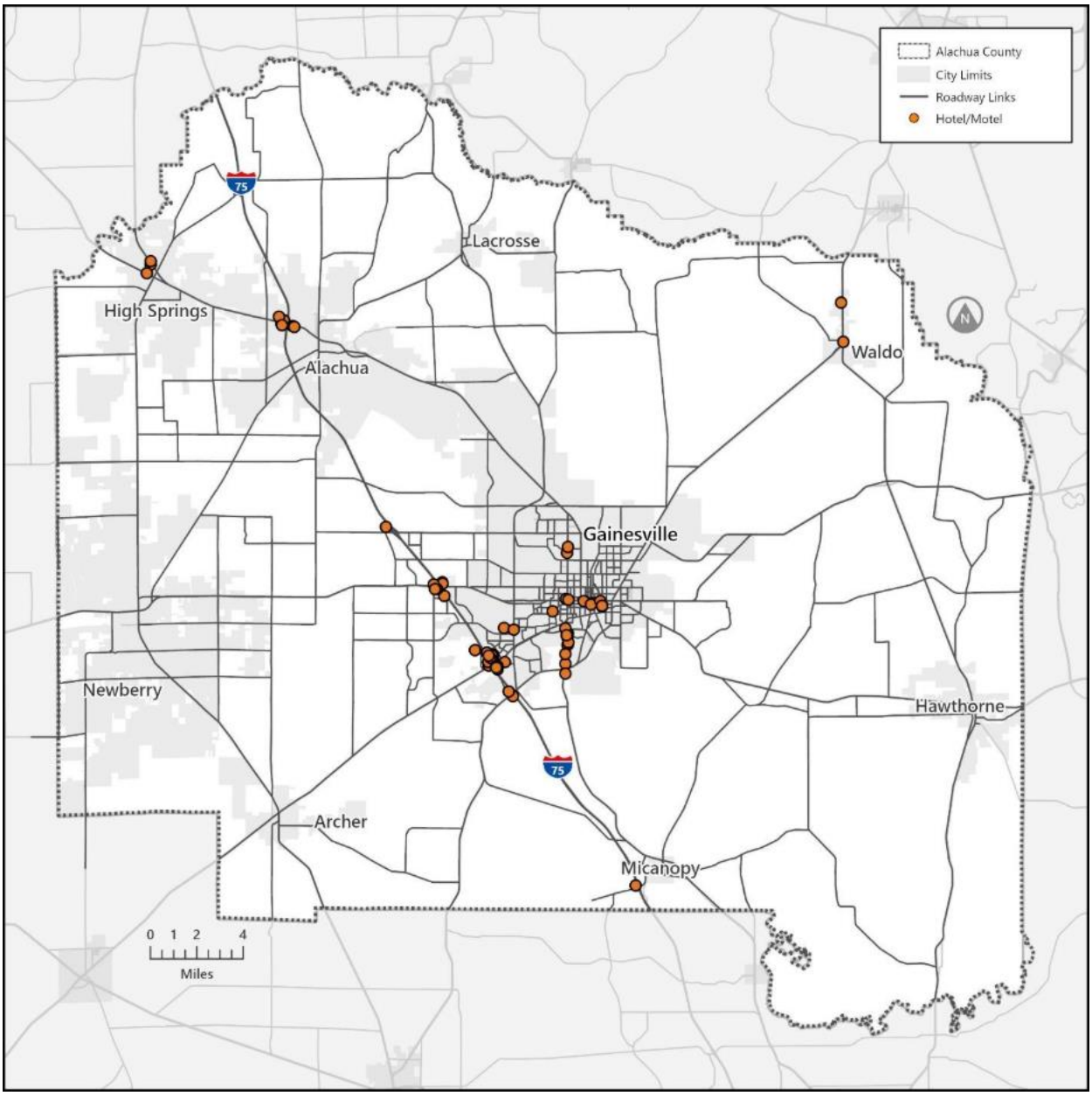


Figure 2-8 Hotel and Motel Locations



Special Generators

There are certain traffic analysis zones where the standard trip generation algorithms alone cannot generate a reasonable number of trips. These zones, because of the special land use characteristics, need special trip generation adjustments. These traffic analysis zones are called special generators. The best practice in travel demand forecasting is to minimize the use of special generators. Special generators should only be used where validation discrepancies exist that cannot be corrected with edits to other model files and parameters. The special generators are shown in Table 2-5.

Table 2-5 Special Generators

TAZ	ATTR	DESCRIPTION	HBOA	HBSHA	HBSRA	HBWA	NHBA	VALUEA	VALUEP
536	Y	SANTA FE COLLEGE	92.00	2.00	2.00	2.00	2.00	9250.00	0.00
440	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00
441	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00
433	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00
449	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00
453	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00
460	Y	UF DORM	0.00	38.00	38.00	20.00	4.00	0.00	0.00

TAZ = traffic analysis zone
PA = production/attraction
HBW = Home-based work
HBSH = Home-based shopping
HBSR = Home-based social recreation
HBO = Home-based other
NHB = Non home-based
VALUEA = Total number of attracted trips
VALUEP = Total number of produced trips

2.4 Highway and Transit Networks

Highway Network

The 2020 highway network is illustrated in Figure 2-9, Figure 2-10 and Figure 2-11. The updated 2020 network was coded on top of the 2015 base network and includes major corridors in Alachua County such as I-75, US 301, State Road 26, and State Road 20, along with several minor roadways. Network attributes were primarily updated using the Florida Department of Transportation Roadway Characteristics Inventory, Google Maps aerial imagery, and Street View.

The 2020 Base Year Network reflects roadway modifications and improvements made since the previous plan update, including revised lane configurations and functional classifications. A comprehensive description of network development and updates is provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation).

Transit Network and Service

The public transit lines from the 2015 model were checked against Spring 2020 route data from the Gainesville Regional Transit System (RTS) and other transit information available online. The route data was obtained in the Google Transit File Specification (GTFS) database published in December 2019 by the Gainesville Regional Transit System. The model transit lines were compared route-by-route to verify the

paths taken and the trip frequencies (headways) for the AM peak and off-peak periods. Routes were also added or removed as appropriate. Routes that were removed were left in the Visum database in case they were reinstated in the future but were disabled by setting the headways to 99999. A few services were not added:

"Micro transit" on-demand pilot was not added due to the difficulty in modeling such services using a traditional model. Evening and weekend-only routes were not added since the model does not explicitly cover these time periods. 900-series express bus routes that serve external locations were not added, as they operate outside the model's coverage area.

Most RTS services converge in Downtown Gainesville or at the University of Florida (UF). Routes departing from Butler Plaza primarily serve the western areas of Gainesville, while those originating in Downtown Gainesville tend to serve the eastern parts of the city. RTS operates seven days a week, with weekday service spanning up to approximately 20 hours. Headways vary by route, time of day, and day of the week, ranging from 9 to 105 minutes.

On weekdays, most fixed-route services run between 6:00 a.m. and 11:00 p.m. Weekend service is more limited and typically features longer headways. Campus Routes generally operate between 6:00 a.m. and 7:30 p.m., while three Later Gator Routes provide late-night service. In 2020, the standard one-way fare was $1.50, with half-fares available for youth under 17, seniors, and individuals with disabilities. Children shorter than the farebox ride for free. Students at the University of Florida and Santa Fe College enjoy unlimited rides through their student ID cards, as transit fees are included in their tuition.

Highway and Transit Systems Map

Figure 2-9 through Figure 2-11 illustrate key characteristics of the 2020 highway network. The number of lanes depicted in Figure 2-9 derived from the Florida Department of Transportation 2020 Roadway Characteristics Inventory (RCI). The posted speed attributes are shown in Figure 2-10 . Figure 2-11 displays the facility types coded within the network. Based on the network review and validation results, no modifications were required to the area type and facility type coding from the 2015 model. Figure 2-12 shows a map of the routes coded in the model.

Figure 2-9 2020 Highway Network - Number of Lanes

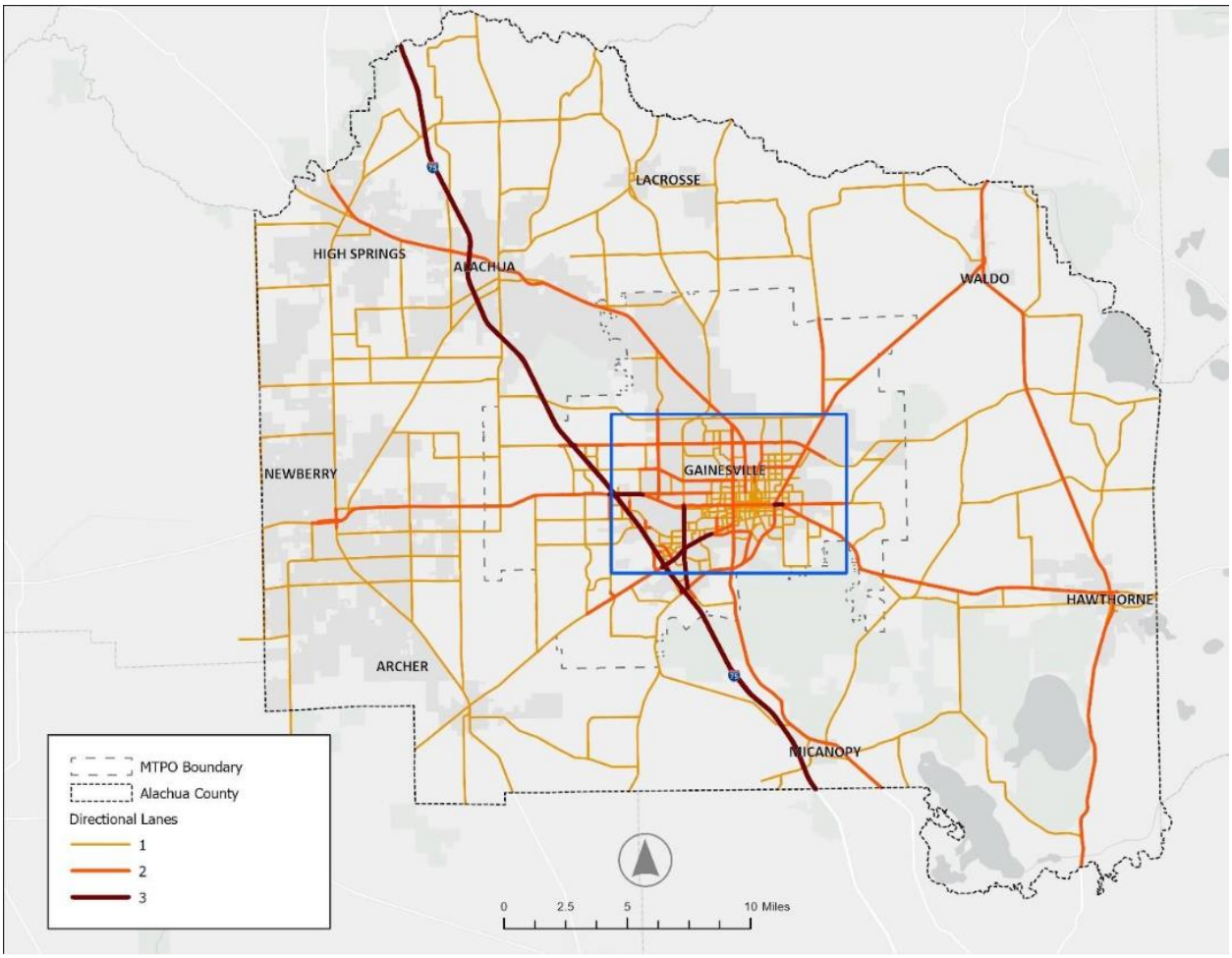


Figure 2-10 2020 Highway Network – Posted Speed

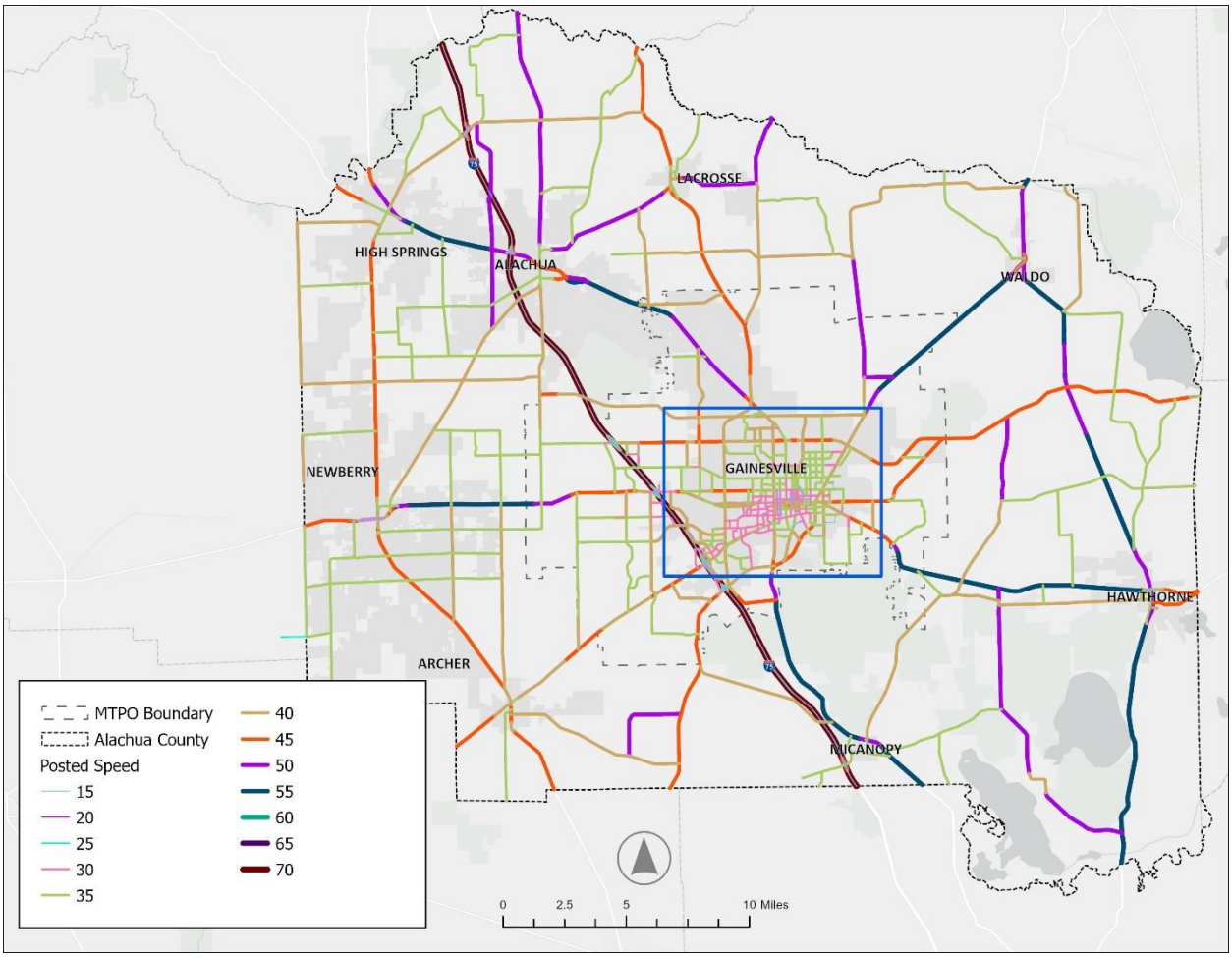


Figure 2-11 2020 Highway Network – Facility Type

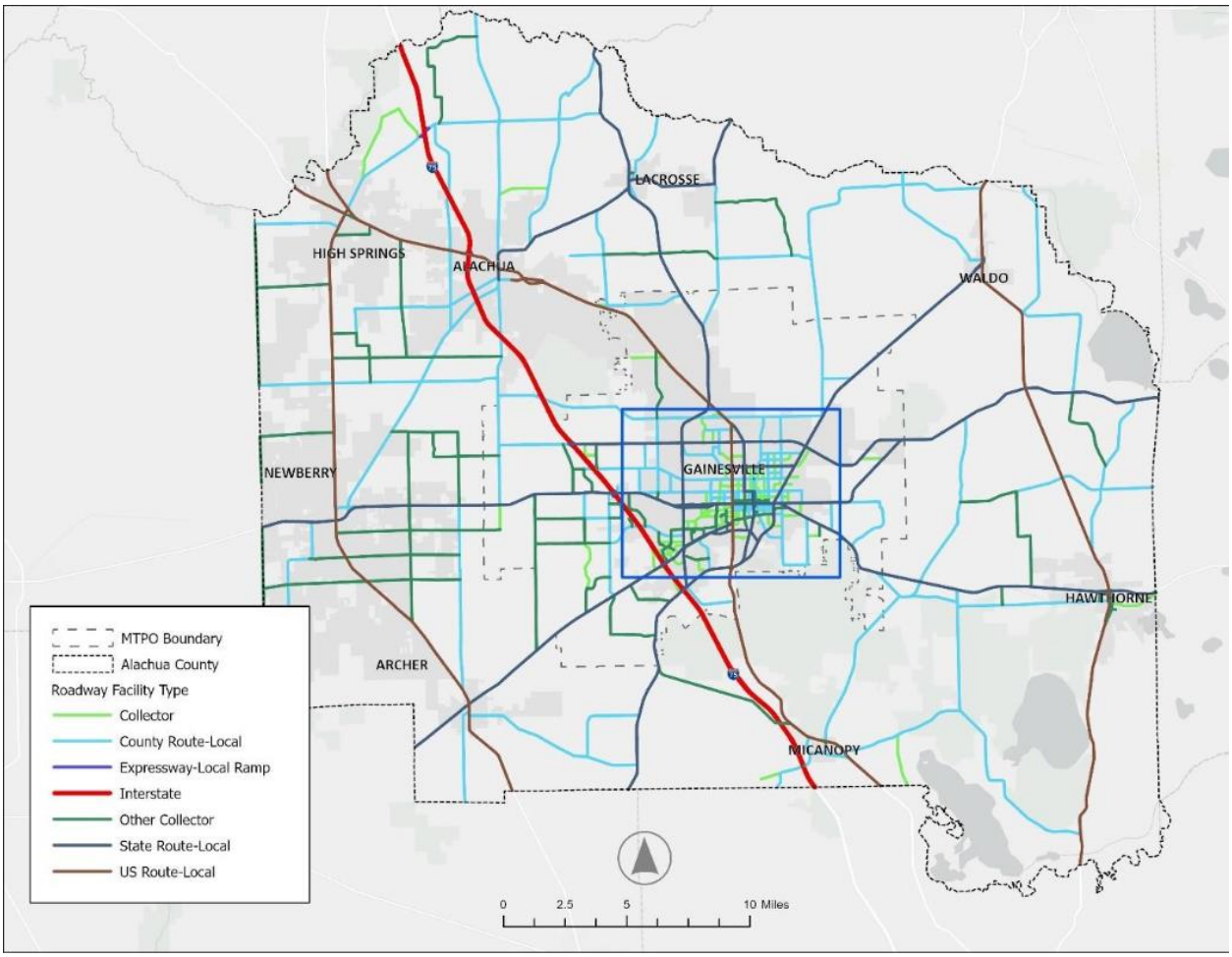
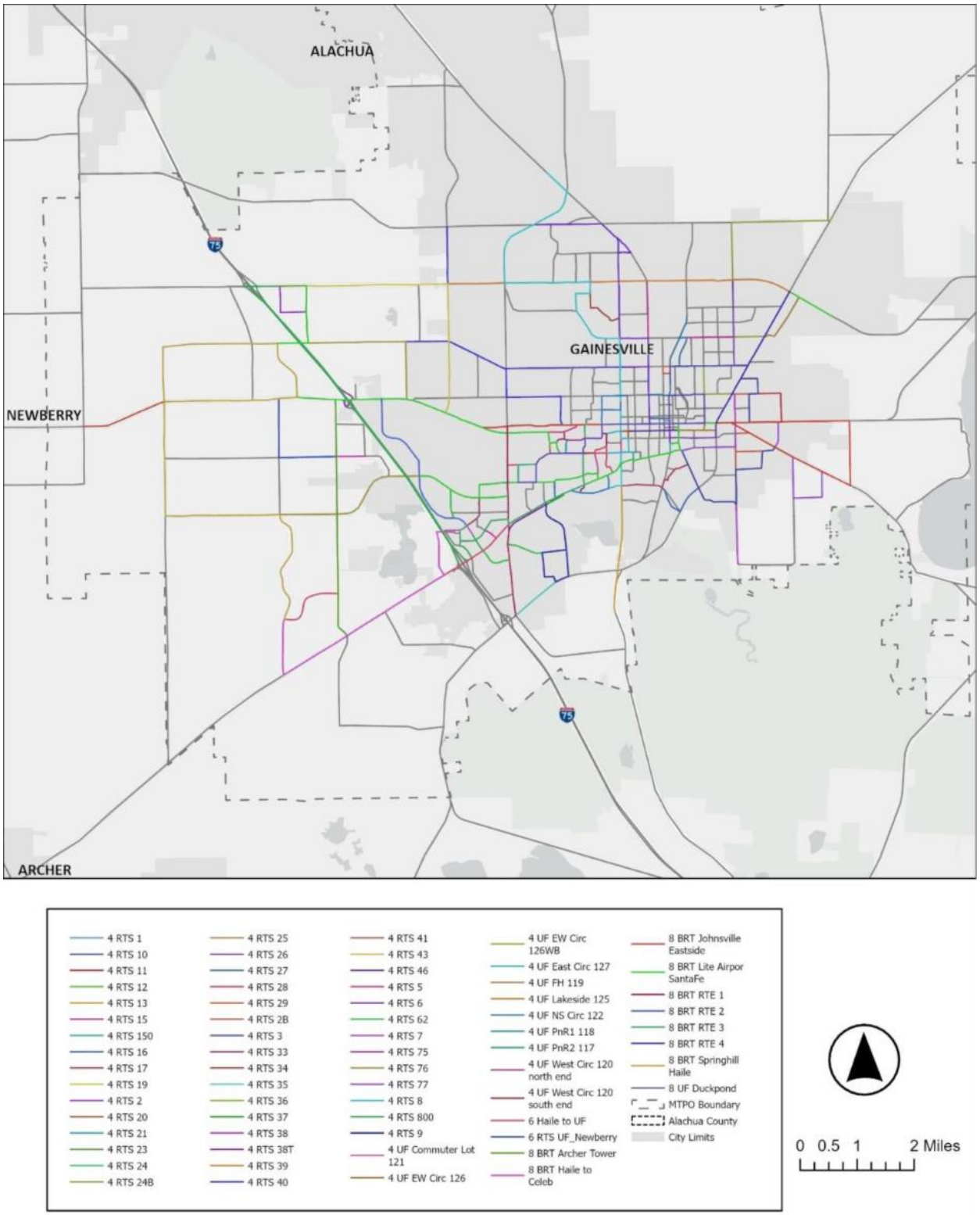


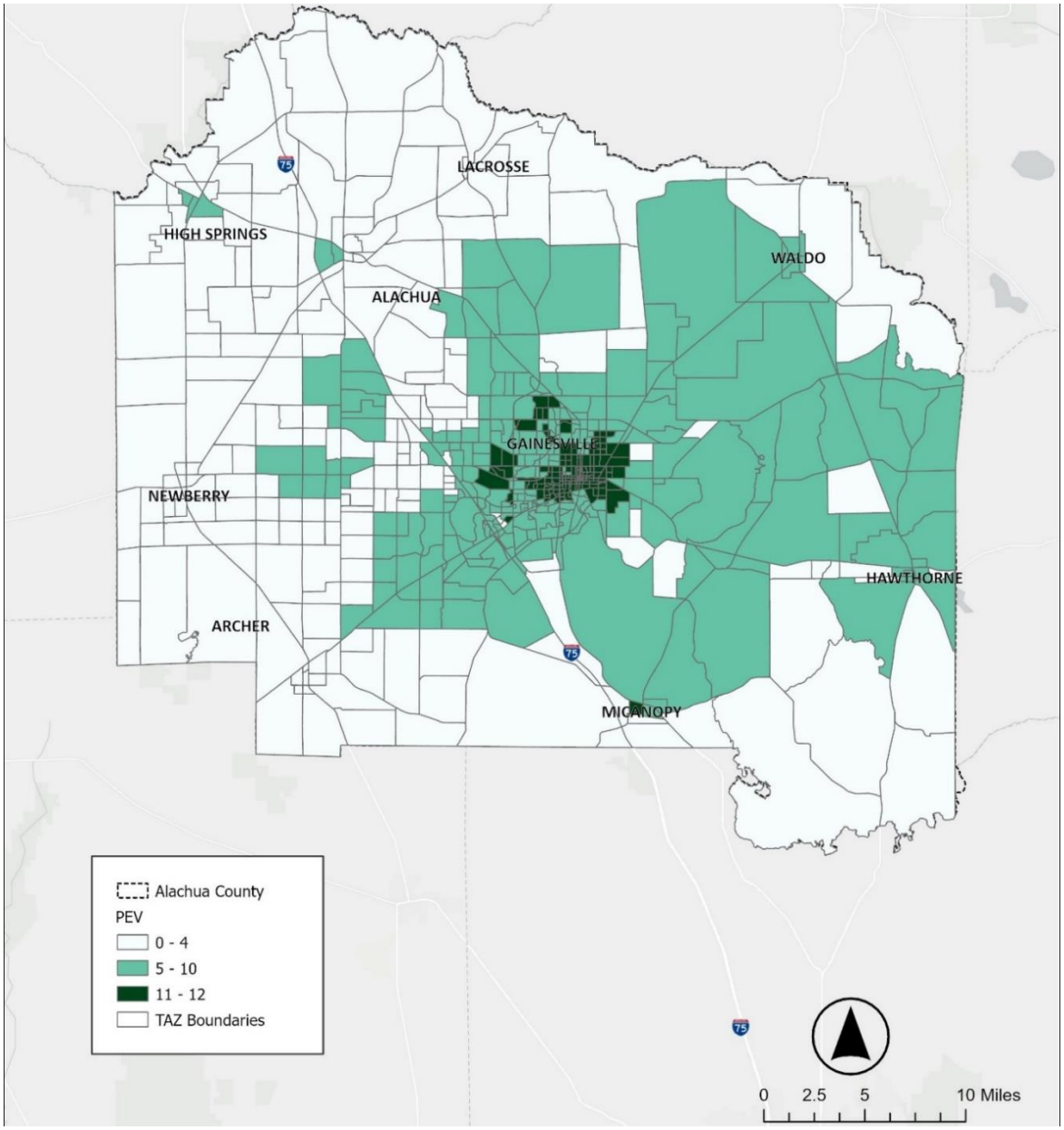
Figure 2-12 Transit Routes



Bicycle and Pedestrian Networks

The Visum travel demand model doesn't directly incorporate bicycle and pedestrian networks, and instead uses a 'PEV' attribute to estimate trip generation from non-motorized sources. As such, instead of bicycle and pedestrian networks, a TAZ level 'PEV' score was used for estimation purposes. The attributes from the 2015 base network were updated to the 2020 base year based on existing and committed bicycle and pedestrian projects. Figure 2-13 highlights the PEV attributes at the TAZ level that were incorporated into the model.

Figure 2-13 PEV Attributes by TAZ



2.5 Data Projections

Planning for future mobility requires a clear understanding of how population and employment will evolve over time. Development patterns shape how, when, and where people travel. To anticipate these changes, socioeconomic projections for the year 2050 were developed at the Traffic Analysis Zone (TAZ) level. These projections establish the foundation for regional travel demand modeling, supporting the identification of

future capacity constraints and investment priorities. This projection process involved developing the zonal socioeconomic datasets required for model operation—including Zonal Data and External-External Trips (EETRIPS), which were included as user-defined tables in the Visum. ver file—using a combination of state and local demographic forecasts, parcel-level data, and institutional projections.

Population and Employment Control Totals

Population forecasts were guided by the Bureau of Economic and Business Research and Gainesville Regional Utilities (GRU) Small-Area Population Projection Methods and Results memorandum. The GRU study considered local comprehensive plan densities and future land-uses. The employment forecasts were developed from the Florida Department of Economic Opportunity (FDEO) data. These control totals were used to anchor local growth assumptions, ensuring consistency with state and regional demographic trends.

The results indicate steady growth across both residential and employment sectors, reflecting long-term development patterns anticipated in the region. Table 2-6 summarizes the control totals for 2020 and 2050, highlighting projected increases in housing and population.

Table 2-6 2020 - 2050 Socioeconomic Data Summary

Socioeconomic Variable	2020 Control Total	2050 Control Total	Change (2050–2020)
Single-family Dwelling Units (SFDU)	66,900	85,357	18,457
Multi-family Dwelling Units (MFDU)	56,458	72,950	16,492
Total Dwelling Units	**123,358**	**158,307**	**34,949**
Population in Single-family Units (SPOP)	157,687	201,203	43,516
Population in Multi-family Units (MFPOP)	110,703	143,043	32,340
Total Population in Dwelling Units	**268,390**	**344,246**	**75,856**

Population Forecasts

Population projections for the year 2050 were based on control totals from the Bureau of Economic and Business Research (BEBR), which provides county-level low, medium, and high growth scenarios. The medium-growth scenario was selected as the basis for model control totals. Post-processing and spatial allocation resulted in a total projected population of approximately 344,246 for Alachua County.

Employment Forecasts

Employment projections were developed through multiple approaches to ensure consistency with both state and regional trends. Historic employment control totals were established for 2015, 2020, and 2045, and future employment was projected using an average of Woods & Poole forecasts, Historical growth rates (2015–2045), and Statewide job growth rates from Florida Department of Economic Opportunity. Based on this evaluation, the preferred 2050 employment forecast was set at 243,950 jobs, reflecting a 1.17% annual

growth rate from 2050. These employment control totals were allocated to TAZs based on existing land use patterns, employment clusters, and planned development zones.

University of Florida Forecasts

A major component of the socioeconomic projections is tied to the University of Florida (UF), the region's largest single employer and trip generator. UF provided forecasts of on-campus enrollment and employment, which were integrated directly into the model's zonal datasets. Table 2-7 and Table 2-8 capture growth at the university while detailed enrollment projections, housing projections, and parking availability is included in Appendix D.

Table 2-7 UF Enrollment and Employment Projections

Year / Model	UF On-Campus Enrollment	UF Employment
2015 Model	34,978	25,525
2020 Model	35,421	25,526
2045 Model	43,165	25,944
2045 UF Projection	48,534	27,690
2050 UF Projection	49,021	27,760

Table 2-8 UF Enrollment and Employment Growths

Period	Enrollment Growth	Employment Growth
2015 (Model) → 2020 (Model)	443	6,946
2015 (Model) → 2045 (Model)	8,187	419
2020 (Model) → 2050 (Forecast)	13,600	2,234

2.6 Revenue Forecast

This section outlines the methodology used to project transportation revenues from 2025 through 2050 and summarizes the anticipated funding levels that will guide transportation investment decisions over the planning horizon. The forecast includes both state and federal revenue streams distributed to the region, with projections based on estimates provided by the Florida Department of Transportation (FDOT). The detailed Revenue Forecast is presented in Chapter 5 Cost Feasible Plan.

2.7 Performance Measures

Background

To comply with the Statewide and Metropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450, an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the

transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

Gainesville/Alachua County Metropolitan Transportation Planning Organization's (MTPO) 2050 Long-Range Transportation Plan was adopted on August 19, 2025. Per the Planning Rule, the System Performance Report for the Gainesville Metropolitan Transportation Planning Organization is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

Highway Safety Measures (PM1)

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. Effective April 14, 2016, the rule requires DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets for the following calendar year in the Highway Safety Improvement Program (HSIP) Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

This System Performance section presents the performance for each measure as well as progress achieved in meeting targets over time. Table 2-9 presents statewide and countywide performance for each PM1 measure in recent years, and the 2025 targets established by FDOT.

Table 2-9 Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Statewide					
Number of Fatalities	3,190.00	3,304.80	3,391.20	3,441.80	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.40	18,012.40	17,137.20	16,380.60	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.40	3,153.20	3,153.80	3,148.20	0
Alachua County					

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	54.8	57.0	56.4	57.8	0
Rate of Fatalities per 100 Million VMT	1.746	1.816	1.776	1.800	0
Number of Serious Injuries	279.2	258.6	242.4	223.6	0
Rate of Serious Injuries per 100 Million VMT	8.894	8.229	7.636	6.993	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	55.6	61.0	57.0	55.6	0

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agreed to support FDOT's highway safety targets on February 3, 2025. By adopting FDOT's targets, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agrees to plan and program projects that help FDOT achieve these targets.

Recent performance data highlights both progress and ongoing challenges in meeting these targets within the planning region. Between 2016–2020 and 2019–2023, fatalities increased slightly from 54.8 to 57.8, with the fatality rate rising from 1.746 to 1.800. This rate remained consistently above the statewide average, indicating a higher relative risk of fatal crashes in the region. In contrast, serious injuries declined notably, dropping from 279.2 to 223.6, and the acute injury rate fell from 8.894 to 6.993, a sharper decline than the statewide trend. Non-motorized fatalities and serious injuries fluctuated but stayed in the mid-50s, showing little overall change. While the region is making progress in reducing serious injuries, fatalities remain a concern and will require targeted strategies to align with statewide safety goals.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering,

education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

- HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.

- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The Gainesville/Alachua County MTPO makes safety a top priority in the 2050 LRTP update. The primary goal is Vision Zero—to completely eliminate traffic fatalities and serious injuries. This is a proactive approach focused on designing a transportation system that prevents crashes before they happen.

This commitment to safety is guided by key policies, including alignment with the City of Gainesville's Vision Zero Action Plan. The LRTP is also coordinated with the Florida Department of Transportation (FDOT) Highway Safety Improvement Plan and supports federal "Target Zero" safety performance goals. The planning process utilizes proven national research, such as NCHRP Report 546, to guide the integration of safety into every stage of development. This framework is put into action through the technical analysis and project selection process. Historic crash data, including the identification of the High Injury Network (HIN) and High-Risk Network (HRN), is used to identify high-risk corridors with a special focus on vulnerable road users. This analysis directly informs the prioritization process, where safety needs are considered, and

safety scores are assigned to evaluate projects. This ensures that safety is a key component in the evaluation of all improvements, including those primarily focused on capacity enhancements like road widenings. Additionally, current efforts to support this performance measure includes: Gainesville Vision Zero Action Plan, Alachua County Safe Streets and Roads for All (SS4A) Action Plan.

Pavement and Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as poor condition.

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 2-10 present statewide and countywide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 2-10 Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide/ MPO Target
Statewide							
Percent of Interstate pavements in good condition	68.50%	68.80%	70.50%	73.40%	67.60%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.20%	0.60%	0.30%	0.20%	0.20%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	41.00%	n/a	47.50%	48.80%	50.80%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.20%	n/a	0.60%	0.60%	0.50%	<5%	<5%

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide/ MPO Target
Percent of NHS bridges (by deck area) in good condition	65.50%	63.70%	61.50%	58.20%	55.30%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.50%	0.70%	0.90%	0.60%	0.60%	<10%	<5%
Alachua County							
Percent of Interstate pavements in good condition	100%	97.6%	94.2%	94.5%	93.0%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	29.9%	NA	NA	37.9%	45.6%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.0%	NA	0.8%	0.8%	0.3%	<5%	<5%
Percent of NHS bridges (by deck area) in good condition	80.6%	80.3%	81.0%	80.6%	80.6%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.0%	0.0%	0.0%	0.0%	0.0%	<10%	<5%

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agreed to support FDOT's pavement and bridge condition performance targets on March 5, 2025. By adopting FDOT's targets, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agrees to plan and program projects that help FDOT achieve these targets.

Reflecting this commitment, pavement and bridge conditions within the Gainesville MTPO area between 2019 and 2023 consistently exceeded statewide benchmarks. The share of Interstate pavement in good condition declined slightly from 100% to 93.0% but remained well above the statewide target of 60% and higher than the statewide average of 67.6% in 2023. Interstate pavement in poor condition stayed at 0% throughout the period, outperforming the statewide level of 0.2%. For non-Interstate NHS pavements, conditions improved notably, with the percentage in good condition increasing from 29.9% to 45.6%, surpassing the statewide target of 40% and exceeding the 50.8% statewide average. Pavement in poor condition remained extremely low at 0.3%, well below the 5% threshold.

Bridge conditions in the region remained stable and strong. The percentage of NHS bridges in good condition stayed around 80.6%, well above the statewide target of 50% and significantly higher than the statewide average of 55.3% in 2023. Bridges in poor condition remained at 0% throughout the reporting period.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional

performance targets. As such, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements.

The 2050 Long-Range Transportation Plan (LRTP) establishes the goal to emphasize the preservation of the existing transportation system (Goal 6). To advance this goal, the MTPO has adopted the key objective to address pavements in poor conditions. This objective is implemented through the MTPO's project prioritization methodology, which utilizes scoring criterion giving preference to projects on facilities identified as having deficient pavement. This approach ensures that project selection is directly aligned with maintaining the transportation network in a state of good repair.

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 2-11 presents recent statewide and countywide performance for each PM3 measure, and the 2023 and 2025 targets established by FDOT.

Table 2-11 System Performance and Freight Reliability (PM3) Performance and Target

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Statewide							
Percent of person miles traveled on the Interstate that are reliable	83.40%	92.30%	87.50%	85.70%	82.80%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.90%	93.50%	92.90%	92.10%	89.10%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2
Alachua County							
Percent of person miles traveled on the Interstate that are reliable	100%	100%	100%	100%	100%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	85%	88.9%	93.2%	93.9%	91.0%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.05	1.05	1.05	1.06	1.06	1.75	2

Source: 2023 Statewide Conditions http://fdotsourcebook.com/

FDOT established the statewide PM3 targets on December 16, 2022, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023, while reliability on the non-Interstate NHS improved over that period. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023 to slightly higher levels than 2019. Actual performance for the three measures in 2023 was better than the 2023 targets.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agreed to support FDOT's PM3 targets on March 5, 2025. By adopting FDOT's targets, the Gainesville/Alachua County

Metropolitan Transportation Planning Organization (MTPO) agrees to plan and program projects that help FDOT achieve these targets.

In the Gainesville Metropolitan Transportation Planning Organization area, PM3 performance has consistently outpaced statewide levels over the five-year period from 2019 to 2023. Reliability on the Interstate system in Alachua County remained at 100% throughout this period, compared to statewide levels that fluctuated between 82.8% and 92.3%. Similarly, the percentage of person miles traveled on the non-Interstate NHS in Alachua County increased steadily from 85% in 2019 to 91.0% in 2023, remaining well above statewide performance, which decreased slightly from 93.5% in 2020 to 89.1% in 2023. Truck Travel Time Reliability in the region was also consistently better than the statewide average, holding nearly constant at 1.05–1.06, while the statewide figure rose slightly from 1.34 to 1.48 over the same period. These trends indicate that the Gainesville MTPO area continues to exceed both current and future statewide targets, which are set at 75% for Interstate reliability, 50–60% for non-Interstate NHS reliability, and up to 2.00 for truck reliability. The impressive performance may be attributed to lower congestion levels, fewer urban bottlenecks, and targeted investments in infrastructure that maintain system reliability across the network.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The

development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

- The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

The 2050 LRTP establishes the goal of promoting efficient system management and operations. To advance this goal, the MTPO has adopted key objectives, including the imperative to improve travel time reliability and increase the use of technological and/or operational strategies.
This is implemented through the MTPO's project prioritization methodology, which utilizes specific performance measures assigning higher scores to projects on roadways identified as unreliable. The evaluation criteria also favor operational improvements for near-term programming; ensuring efficiency is a primary consideration. Concurrently, the LRTP's Cost Feasible Plan addresses long-term reliability and congestion needs through significant future investments. These include major roadway widening projects (such as on I-75) and the construction of new connections (like the SW 47th Avenue Extension) designed to enhance overall network capacity and efficiency over the plan horizon. This dual focus on near-term operational efficiency and long-term strategic capacity aligns with the LRTP goal to support economic vitality by improving mobility on congested corridors, including heavy truck routes.

Transit Asset Management Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 2-12 below identifies the TAM performance measures.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An

increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida.

Table 2-12 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

For equipment and rolling stock classes, the useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset or the acceptable period of use in service for a particular transit provider's operating environment. ULB considers a provider's unique operating environment, such as geography, service frequency, etc.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

Gainesville/Alachua County is served by the City of Gainesville Regional Transit System (RTS) which is a Tier II provider. There are no Tier I providers in the planning area. The Gainesville Regional Transit System (RTS) established the transit asset targets identified in Table 2-13 on January 22, 2025:

Table 2-13 FTA TAM Targets for Gainesville RTS

Asset Category Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	38%	27.97%
	Mini-Bus / Cutaway	59%	84.62%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	25%	38.89%
	Trucks & other Vehicles	73%	75%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	X	0%
	Maintenance	X	0%
	Passenger Facilities	X	0%

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

On January 25, 2025, the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) agreed to support Gainesville Regional Transit System's (RTS) transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

Following this commitment, the FY 2023 transit asset conditions for Gainesville RTS demonstrate measurable alignment with these targets. All administrative, maintenance, and passenger facilities currently have no assets rated below 3.0 on the TERM scale, fully aligning with the 0% target. For rolling stock, 38% of buses have exceeded their ULB, surpassing the 2025 target of 27.97%, indicating effective fleet management and replacement practices. Mini-bus and cutaway vehicles, at 59%, fall short of the 84.62% target and represent a key area for upcoming investment. Equipment performance is more mixed, with 25% of non-revenue vehicles exceeding their ULB compared to a 38.89% target, while trucks and other vehicles are nearly on target at 73% versus 75%.

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Go Enhance RTS Study, City of Gainesville Streetcar Feasibility Study, 10-Year Transit

Development Plan (TDP) FY 2020–2029, and the current Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 LRTP.

The Gainesville MTPO evaluated three investment scenarios during the 2050 LRTP development: a Highway Scenario (focusing on roadway capacity plus bike/ped); a Transit Hybrid Scenario (adding aspirational transit capital projects like BRT, new routes, vehicles, and park-and-rides); and an Improved Transit Headway Scenario (adding operational frequency improvements to the Transit Hybrid Scenario. Performance analysis indicated that Improved Transit Headway Scenario dramatically increased transit ridership, while Transit Hybrid Scenario showed moderate gains compared to the No-Build and Highway scenarios.

The significant transit capital investments included in the two transit improvement scenarios are necessary to support projected ridership growth and maintain assets in a state of good repair. The procurement of new transit vehicles and development of new facilities within these strategies directly support achieving TAM targets, particularly for rolling stock ULB and facility condition, under the increased operational demands implied by higher ridership projections. While representing higher capital costs than Highway Scenario, these investments are essential for meeting established performance targets.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability - mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the

public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO Planning area. In addition, the Gainesville/Alachua County Metropolitan Transportation Planning (MTPO) Organization must reflect those targets in LRTP and TIP updates.

In the Gainesville/Alachua County Metropolitan Transportation Planning (MTPO) planning area, Gainesville RTS is responsible for developing a PTASP and establishing transit safety performance targets annually.

The Gainesville RTS established the transit safety targets identified in Table 2-14 on April 15, 2025:

Table 2-14 Transit Safety Performance Targets for Gainesville RTS

Transit Mode	Fatalities (total)	Fatalities (Per 100 thousand VRM)	Injuries (total)	Injuries (Per 100 thousand VRM)	Safety Events (total)	Safety Events (Per 100 thousand VRM)	System Reliability (VRM / failures)
Fixed Route Bus Actual 2024	0	0	4	0.1	12	0.4	6,439
Fixed Route Bus Target2025	0	0	3	0.1	10	0.3	7,000

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

Progress toward achieving the "Target Percent of Revenue Vehicles That Have Met or Exceeded Their Useful Life" Benchmark is shown below in Table 2-15.

Table 2-15 Transit Safety Performance Actuals overtime for Gainesville RTS

Performance Measures and Rate	Year				
	2020	2021	2022	2023*	2024
Injuries Per 100,000 Miles	0.3	0.5	0.5	-	0.1
Fatalities Per 100,000 Miles	0.03	0.1	0.1	-	0
Safety Events Per 100,000 Miles	2.6	0.4	0.4	-	0.4
System Reliability – Less than 9,000 Miles Between Mechanical Failures	13.6	6.5	6.5	-	6.4

* Data not provided

Source: Transportation Improvement Program Fiscal Years 2025-26 to 2029-30

The Gainesville/Alachua County Metropolitan Transportation Planning (MTPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the 10-Year Transit Development Plan (TDP) FY 2020–2029, and the current Gainesville/Alachua County Metropolitan Transportation Planning (MTPO) 2050 LRTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

Building on these strategic planning efforts, transit safety performance for Regional Transit System (Gainesville) has improved steadily in recent years. Injuries declined from 0.5 per 100,000 vehicle revenue miles in 2021–2022 to 0.1 in 2024, meeting the 2025 target. Fatalities decreased to zero in 2024, also meeting the target of zero. Safety events dropped from 2.6 in 2020 to 0.4 since 2021, staying close to the 2025 goal of 0.3. System reliability improved compared to 2020 but remains just below the 7,000-mile target at 6,439 miles between failures. Overall, the system is on track to meet most safety targets, with reliability identified as the main area for further improvement.

The development of the 2050 LRTP involved comparing three investment scenarios: Highway, Transit Hybrid, and Improved Transit Headway. Scenarios 2 (Transit Hybrid) and 3 (Improved Transit Headway) included substantial transit capital investments not present in Scenario 1 (Highway), such as new vehicles and dedicated transit infrastructure (e.g., dedicated lanes, BRT).

These investments are expected to positively impact transit safety performance. The introduction of modern transit vehicles, included in both Scenarios 2 and 3, typically incorporates enhanced safety features compared to older models. Furthermore, the development of dedicated transit infrastructure may reduce potential conflicts between transit vehicles and general traffic, contributing to a safer operating environment. Therefore, the preferred LRTP scenario, reflecting the transit investments of Scenario 2 or 3, is anticipated to better support the achievement of transit safety performance targets compared to the Highway Scenario.

3. 2020 Model Update and Validation

This section documents the development, update, and validation of the Gainesville Urbanized Area Transportation Study model for the 2020 base year. The model update was conducted as a core component of the Year 2050 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area.

The 2020 model study area encompasses all of Alachua County, including its nine incorporated municipalities: the cities of Alachua, Archer, Gainesville, Hawthorne, High Springs, Newberry, and Waldo, along with the towns of La Crosse and Micanopy. The update process involved converting and refining the 2020 base-year model to reflect 2020 socioeconomic and network conditions. Major tasks included revising model input files, reviewing and enhancing parameters and scripts for trip generation, trip distribution, highway and transit network development, mode choice, assignment, and associated reporting procedures. The model validation followed the technical guidelines outlined in the Florida Department of Transportation's FDOT Travel Demand Modeling Manual: Developing and Refining the Base Year Model.

The report is organized in alignment with the sequential steps of the model chain. Sub-section 3.1 describes the update of external trips, followed by trip generation and trip distribution in Sub-sections 3.2 and 3.3. Sub-section 3.4 presents transit accessibility and path building, while Sub-section 3.5 discusses the mode choice component. Sub-sections 3.6 and 3.7 focus on highway and transit assignment, and the report concludes with closing remarks in Sub-section 3.8 and model update remarks in subsection 3.9.

3.1 External Trips

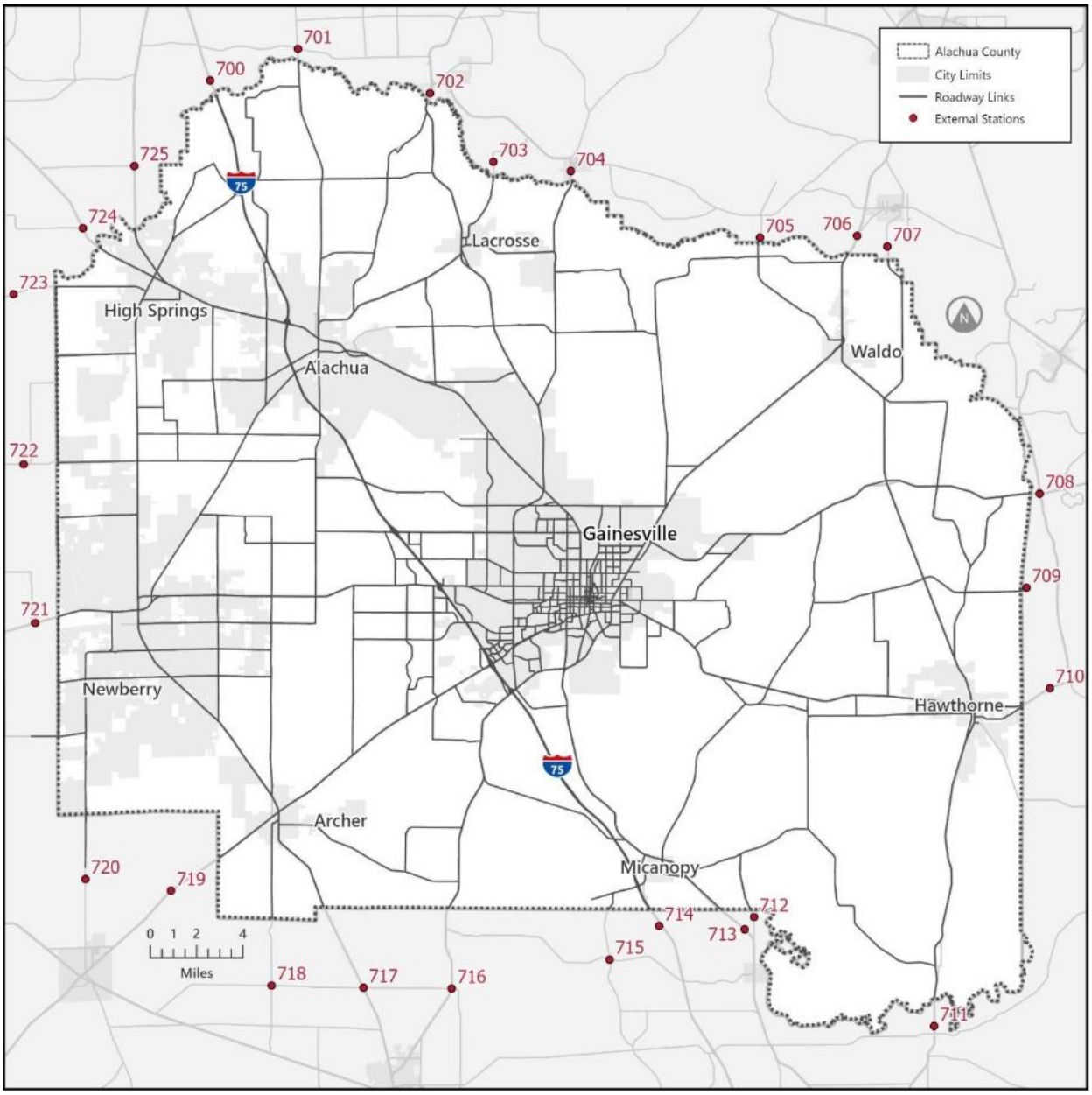
The external zones are located along roadways entering and leaving the Gainesville Urbanized Area Transportation Model Study Area. The zones used in the 2020 base model were reviewed and updated based on the 2015 model. There are 26 external zones outside of the study area; they are assigned unique Traffic Analysis Zone numbers from 700 to 725.

Internal-External and External-External Trips

External trips are vehicle trips having at least one trip end outside of the model study area. External trips include two categories: External-to-Internal trips and External-to-External trips. External-External trips are trips with each trip end outside the study area, and trips with one end inside and one end outside of the study area are called either Internal-External trips or External-Internal trips depending on the origin and destination.

External trips are generated or attracted at the external stations located outside of the model boundary. As described above, these stations are points of entry or exit of the study area. The external stations for the Gainesville Urbanized Area Transportation Study county-wide travel demand model are shown in Figure 3-1.

Figure 3-1 External Station Locations



The 2019 External-External and External-Internal trips were updated based on the 2015 External-External and External-Internal trips. The process of updating the external trips used the growth in average annual daily traffic (AADT) from 2015 to 2019 at Florida Department of Transportation count sites near the external stations. The percentage growth in average annual daily traffic (AADT) was then applied to the trips at external stations, keeping the same percentage distribution between External-External and External-Internal trips at each station. Finally, the 2019 truck factor at the Florida Department of Transportation count sites was used to divide the 2019 external trips between autos and trucks. These computed trips

were then copied into the External-External target user table (EETARGET) and the External-Internal trips user table (EITRIPS) for the 2020 Visum model scenario. Table 3-1 lists the locations along with the number of trips and the internal-external and external-external percentage splits and truck factors.

Table 3-1 Internal-External Percentage Splits

External Traffic Analysis Zone	Total External Vehicle Trips	2020 external station AADT	Location	Total IE Vehicle Trips	Total EE Vehicle Trips	IE %	EE %	Truck Factor
700	56,556	56,000	I- 75 (North) @ Columbia County Line	7,945	48,611	14%	86%	27.9
701	2,723	2,800	CR 241 (North) @ Union County Line	1,851	872	68%	32%	10.1
702	5,816	5,800	SR 121 (North) @ Union County Line	4,013	1,803	69%	31%	18.5
703	231	150	CR 237 (North) @ Bradford County Line	198	33	86%	14%	3.8
704	4,083	3,900	SR 235 (North) @ Bradford County Line	3,715	368	91%	9%	13.3
705	670	650	CR 225 (North) @ Bradford County Line	468	202	70%	30%	3.8
706	26,035	27,960	US 301 (North) @ Bradford County Line	10,153	15,882	39%	61%	26.9
707	1,133	900	CR 325 (North) @ Bradford County Line	781	352	69%	31%	2.6
708	7,758	7,700	SR 26 (East) @ Putnam County Line	3,878	3,880	50%	50%	8.0
709	309	300	CR 1474 (East) @ Putnam County Line	198	111	64%	36%	2.6
710	9,537	8,100	SR 20 (East) @ Putnam County Line	4,768	4,769	50%	50%	3.7
711	15,510	14,800	US 301 (North) @ Marion County Line	1,706	13,804	11%	89%	28.4
712	165	/	CR 225 (South) @ Marion County Line	139	26	84%	16%	18.4
713	8,816	8,100	US 441 (South) @ Marion County Line	7,846	970	89%	11%	5.5
714	70,313	67,500	I- 75 (South) @ Marion County Line	13,107	57,206	19%	81%	20.2
715	1,601	1,400	CR 234 (South) @ Marion County Line	1,041	560	65%	35%	2.6
716	7,120	6,800	SR 121 (South) @ Levy County Line	5,411	1,709	76%	24%	6.0
717	4,962	4,400	SR 45 (South) @ Levy County Line	3,522	1,440	71%	29%	10.2
718	1,248	1,100	CR 241 (South) @ Levy County Line	961	287	77%	23%	2.2

External Traffic Analysis Zone	Total External Vehicle Trips	2020 external station AADT	Location	Total IE Vehicle Trips	Total EE Vehicle Trips	IE %	EE %	Truck Factor
719	8,036	7,600	SR 24 (Southwest) @ Levy County Line	5,705	2,331	71%	29%	11.1
720	475	500	CR 337 (South) @ Levy County Line	342	133	72%	28%	2.2
721	12,353	10,500	SR 26 (West) @ Gilchrist County Line	9,388	2,965	76%	24%	4.4
722	2,352	2,500	CR 232 (West) @ Gilchrist County Line	1,694	658	72%	28%	5.2
723	5,684	/	NW 182 (West) @ Gilchrist County Line	4,035	1,649	71%	29%	2.6
724	10,308	9,500	US 27 (Northwest) @ Gilchrist County Line	7,421	2,886	72%	28%	5.1
725	7,450	7,100	US 441 (Northwest) @ Columbia County Line	5,215	2,235	70%	30%	5.6

*For station 706, AADT data was imputed from 2024 AADTs

External Validation Adjustments

In the absence of a travel survey, multiple iterations of adjustments were performed to achieve a target volume-to-count (V/C) ratio of 1.0 at each external station. For external stations 712 and 723, located along a minor collector road, no count data were available due to the lack of nearby count stations.

An Iterative Proportional Fitting (IPF) procedure was applied by establishing a seed distribution and iteratively adjusting the cell values until the target row and column totals were satisfactorily matched. For External-External trip tables, the target row and column totals correspond to the respective portions of external station productions and attractions. For External-Internal and Internal-External trips, productions and attractions were generated for both trip ends—the internal and external ends. Traffic counts served as the control totals for each external zone, ensuring that the total number of vehicle trips (Internal-External, External-Internal, and External-External) generated at an external station equaled the observed traffic count at that station.

External Validation Results

Overall, the assignment outcomes demonstrate a strong agreement between the model-estimated external travel movements and the corresponding traffic count data. The external cordon line achieved a volume-to-count ratio ranging from 0.93 to 1.14 where count is more than 1,000 vehicles. In addition, the corridors leading to or adjacent to external zones were validated to satisfactory levels through an iterative adjustment process. To address truck travel representation, the 2020 Gainesville model incorporated truck-specific targets within the EETARGET file, ensuring that truck percentages along I-75 and major arterials were accurately reflected.

3.2 Trip Generation

Trip generation constitutes the first step in the four-step travel demand forecasting process. During this phase, the total number of trips is estimated based on various trip purposes. The focus of trip generation is on identifying the locations where trips originate, rather than the direction of travel. Trip generation models estimate the number of trips, by purpose, that are either produced by (trip production) or attracted to (trip attraction) each traffic analysis zone, as determined by the zone's demographic, socioeconomic, and land use characteristics. The most widely used types of trip production and attraction models are cross-classification and linear regression models. Typically, cross-classification is applied for trip production, while regression methods are employed for trip attraction. Figure 3-2 illustrates the structure of the trip generation model chain.

Figure 3-2 Trip Generation Model Chain

Procedure	Reference object(s)	Variant/file
▼ **Generation**	2 / 2	
Run script		calc_tripgen.py
Run script		calc_ee_trips.py

Trip Generation Process

The GUATS 2020 model applies cross-classification trip production rates categorized by auto ownership (0, 1, 2, and 3 or more vehicles per household), dwelling unit type (single-family, multifamily, and transient), and household size (1, 2, 3, 4, and 5 or more persons per household). Trip production rates for home-based work, home-based shopping, home-based social/recreation, and home-based other purposes are provided in Table 3-2.

These rates were originally derived from the North Florida Household Travel Survey, consistent with those used in the 2015 Alachua County model. Since no updated household travel survey data were available during model development, the trip production rates remained unchanged.

Trip attraction rates were initially obtained from the 2005 Northeast Florida Regional Planning Model (NERPM). Since both the Gainesville Urbanized Area Transportation Study Model and the Northeast Regional Planning Model represent regions within Northeast Florida, they share comparable socioeconomic characteristics, including a lower dependence on tourism and seasonal populations compared to other areas of the state. The trip attraction rates and dwelling unit (DU) weights remain consistent with those used in the 2015 Gainesville Urbanized Area Transportation Study model, as presented in Tables and Table 3-4, respectively. These parameters were not modified, as no updated data sources for trip attraction rates were available, and the dwelling unit weights were also carried over from the 2015 model.

The Alachua County 2020 model uses 11 trip purposes:

1. Home-based work;

2. Home-based shop;
3. Home-based social/recreation;
4. Home-based other (Home-based non-work, excluding university trips);
5. Non-home-based;
6. Home-based university;
7. UF campus/dorm;
8. Four-tire truck;
9. Single-unit truck;
10. Tractor-trailer; and
11. Internal-external.

Table 3-2 Trip Production Rates

Home-Based Work							Home-Based Shopping						
Dwelling Unit Type	Number of Autos Available	1	2	3	4	5+	Dwelling Unit Type	Number of Autos Available	1	2	3	4	5+
Single Family	0	0.35	0.64	1.01	1.5	2.08	Single Family	0	0.3	0.53	0.95	1.55	2.34
	1	0.69	0.98	1.35	1.84	2.42		1	0.59	1.02	1.55	2.18	2.89
	2	1.35	1.64	2.01	2.5	3.08		2	0.65	1.08	1.61	2.23	2.95
	3+	1.76	2.05	2.42	2.9	3.49		3+	0.77	1.22	1.76	2.39	3.1
Multifamily	0	0.41	0.7	1.01	1.31	1.62	Multifamily	0	0.22	0.57	1.02	1.54	2.11
	1	0.95	1.49	2.02	2.56	3.1		1	0.5	0.95	1.4	1.83	2.27
	2	1.65	2.3	2.95	3.6	4.25		2	0.72	1.22	1.66	2.08	2.46
	3+	2.21	2.89	3.59	4.27	4.96		3+	0.84	1.35	1.79	2.2	2.56
Hotel/ Motel		1.04	0.72	0.5	0.39	0.39	Hotel/Motel		0.33	1.43	2.2	2.75	3.19
Home-Based Social/Recreational							**Home-Based Other**						
Dwelling Unit Type	Number of Autos Available	1	2	3	4	5+	Dwelling Unit Type	Number of Autos Available	1	2	3	4	5+
Single Family	0	0.21	0.28	1.28	1.47	2.2	Single Family	0	0.29	0.64	1.67	3.38	5.78
	1	0.48	0.85	1.43	1.31	2.37		1	0.48	1.29	2.59	4.38	6.67
	2	0.53	0.89	1.85	2.07	2.77		2	0.62	1.79	3.34	5.2	7.33
	3+	0.7	1.07	2.04	2.24	2.97		3+	0.68	1.94	3.58	5.59	7.99
Multifamily	0	0.18	0.63	1.08	1.53	1.98	Multifamily	0	0.35	0.78	2.28	4	6.23
	1	0.22	0.67	1.12	1.57	2.02		1	0.74	1.36	3.16	4.92	6.91
	2	0.64	1.09	1.54	1.99	2.44		2	1.12	1.87	3.71	5.59	7.34
	3+	0.84	1.29	1.74	2.19	2.64		3+	1.17	2.09	4.05	5.75	7.56
Hotel/ Motel		0.66	1.81	2.97	4.29	6.49	Hotel/Motel		0.55	1.32	2.31	3.63	4.84

Table 3-3 Trip Attraction Rates

Purpose	Manufacturing	Other Industrial	Commercial	Service	Total	Dwelling Units	School Enrollment
Home-Based Work	0	0	0	0	1.8	0.5	0
Home-Based Shopping	0	0	6.1	0	0	0	0
Home-Based Social/ Recreational	0	0	0.5	0.5	0	1.61	0
Home-Based Other	0	0	1.5	1.5	0	0.3	1.5
Non Home-Based	0	0	3.54	1.71	0	0.3	0
Four-Tire Truck	0.47	0.55	0.45	0.22	0	0.13	0
Single-Unit Truck	0.12	0.15	0.13	0.04	0	0.05	0
Tractor-Trailer	0.05	0.09	0.04	0.01	0	0.02	0

Table 3-4 Dwelling Unit Weights

Average Persons Per Dwelling Unit	One-Person Households	Two-Person Households	Three-Person Households	Four-Person Households	Five-Person Households
0.00-1.12	0.89	0.11	0	0	0
1.13-1.37	0.76	0.22	0.02	0	0
1.38-1.62	0.59	0.34	0.05	0.01	0.01
1.63-1.87	0.46	0.34	0.11	0.06	0.03
1.88-2.12	0.32	0.36	0.16	0.11	0.05
2.13-2.37	0.24	0.36	0.18	0.14	0.08
2.38-2.62	0.21	0.33	0.19	0.16	0.12
2.63-2.87	0.12	0.35	0.19	0.23	0.11
2.88-3.12	0.13	0.34	0.18	0.16	0.19
3.13-3.37	0.12	0.29	0.18	0.17	0.24
3.38-3.62	0.08	0.24	0.2	0.2	0.28
3.63-3.87	0.05	0.2	0.19	0.23	0.33
3.88-4.12	0.04	0.16	0.17	0.24	0.39
4.13-4.37	0.02	0.15	0.14	0.21	0.48
4.38-4.62	0.01	0.15	0.13	0.17	0.54
4.63-5.99	0	0.05	0.07	0.14	0.74
6.00+	0	0	0.02	0.05	0.93

Home-Based University and University of Florida Campus/Dorm trip purposes are specific to the Gainesville Urbanized Area Transportation Study model and are retained in the current model update. These purposes have been present in previous model versions (2000, 2007, 2010, and 2015) to reflect the unique travel characteristics associated with the University of Florida (UF), a major trip generator within the Gainesville area. The model continues to account for both off-campus student travel and on-campus

dormitory travel, but the trip generation process has been modernized and integrated with the household-based production and attraction framework used for all other purposes.

The updated trip generation framework consists of two primary components: (1) household-based productions and land-use–based attractions for standard home-based and non-home-based purposes, and (2) special university trip purposes representing off-campus and on-campus UF-related travel. In addition, employment and school-related attractions have been recalibrated, and UF employment and parking data are explicitly incorporated to improve spatial accuracy of campus-related activity.

Standard Household-Based Trip Generation

Productions for the standard home-based purposes (Home-Based Work, Home-Based Shopping, Home-Based Social/Recreation, and Home-Based Other) are generated using a detailed household stratification procedure based on dwelling-unit type, occupancy, household size, and auto ownership. For each zone, the number of occupied dwelling units is estimated by adjusting for seasonal and permanent vacancy rates. Household population-per-dwelling-unit ratios are then classified into 17 size "ranges," each linked to weighting factors defined in the DUWEIGHTS table. These weights distribute total dwelling units into five household-size categories.

Within each household-size range, productions are further stratified by vehicle availability (0, 1, 2, or 3+ vehicle households), and production rates are applied from the GRATES table based on household size, vehicle ownership, and dwelling-unit type. The result is a matrix of household productions by purpose aggregated to the zone level.

Attractions for all standard home-based purposes are generated from land-use variables representing manufacturing, office/industrial, commercial, service, total employment, total dwelling units, and school enrollment, with coefficients specified in the ARATES table. To represent UF-related employment, the model reassigns UF service employment to zones in proportion to available campus parking spaces, ensuring that the spatial distribution of service jobs reflects the actual concentration of parking supply on campus.

University-Specific Trip Purposes

The Home-Based University (HBU) and UF Campus/Dorm (HDORMU) purposes are modeled separately to capture travel unique to university-related activity. The equations below are derived directly from the model's generation scripts and represent the final implementation for these purposes.

- Home-Based University Productions:

$$HBUP = RATE\_HBUP \times UF\_OC\_ST$$

where *UF_OC_ST* represents off-campus UF students.
Default value of {*RATE_HBUP*} = 2.200.

- Home-Based University Attractions:

$$HBUA = RATE\_HBUA \times UF\_ST\_PARK$$

where *UF_ST_PARK* represents student-designated UF parking spaces.
Default value of {*RATE_HBUA*} = 1.375.

- UF Campus/Dorm Productions:

$$HDORMUP = RATE\_HDORMUP \times UF\_DORM\_ST$$

where *UF_DORM_ST* represents on-campus dormitory residents.
Default value of {*RATE_HDORMUP*} = 2.262.

- UF Campus/Dorm Attractions:

$$HDORMUA = RATE\_HDORMUA \times SEATS$$

where *SEATS* represents classroom seat capacity within the UF campus.
Default value of {*RATE_HDORMUA*} = 0.7513.

The HBU purpose represents trips made by UF students residing in off-campus housing to parking areas located within or near the UF campus. The HDORMU purpose represents trips generated by on-campus dormitory residents traveling to classroom or instructional buildings. These equations also account for the proportion of available student parking and classroom capacity stored in the ZONEDATA file.

Additional Model Logic and Balancing

All negative trip ends are constrained to zero before balancing. Productions and attractions for standard purposes are balanced at the regional level to ensure parity across purposes. External-internal trip ends are proportionally allocated based on balanced totals for household and truck-related purposes. The model logs pre- and post-balance totals and highlights any zones with extreme population-per-dwelling-unit ratios for diagnostic review during validation.

Output Variables

The resulting zonal productions and attractions are written as:

- *PRODUCTION(M_HBU)* and *ATTRACTION(M_HBU)* for Home-Based University trips
- *PRODUCTION(N_HDORMU)* and *ATTRACTION(N_HDORMU)* for UF Campus/Dorm trips

In addition, auxiliary zone attributes are stored to support later segmentation and validation:

- *nocarpct* – share of non-student households without vehicles
- *wcarpct* – share of non-student households with vehicles
- *stupct* – share of student population in total zone population

Trip Generation Changes (Numbers need correction, Rephrasing done)

The overall trip rates in the region appeared reasonable based on the earlier version of the model. However, several additional adjustments were implemented to improve the calibration of trips generated by the University off-campus areas.

The Gainesville model includes two Trip Generation Modules: The Regular Trip Generation and the UF Trip Generation. All student trips destined for the University are produced within the UF Trip Generation module.

It is estimated that 34,249 off-campus students reside in non-UF Traffic Analysis Zones (TAZs), generating university-related trips at a rate of 2.2 trips per student, consistent with the previous model.

Another key modification in the trip generation module that was unchanged from the previous model is the trip generation rate for off campus students. Rather than removing all students from the general household-based trip generation process, the model assumes that a portion of student households continue to make non-university trips. This approach avoids under-representing trips by students living off campus while preventing overestimation of university-related demand.

Student attraction locations remain assigned to UF parking facilities rather than directly to academic buildings, reflecting real-world travel behavior where off-campus students typically access campus via designated parking areas. The 2020 model preserves the separation between student parking and employee parking, ensuring that student trips are directed only to zones with student parking facilities. This structure enables more accurate spatial distribution of university travel and supports improved campus access modeling.

Trip generation Validation Results

Throughout the validation process, trip generation statistics were compiled to evaluate the accuracy and reliability of the model. Comparative analyses were conducted between the Gainesville Urbanized Area Transportation Study 2015 and 2020 models, as well as against the validation benchmarks outlined in the FSUTMS- Cube Framework Phase II: Model Calibration and Validation Standards Final Report. The summary of trip generation validation statistics is presented in Table 3-5 and Table 3-6. As indicated by the results, the model's trip generation estimates fall within the acceptable validation ranges.

Table 3-5 Percent Trips by Purpose

Purpose	Gainesville Urbanized Area Transportation Study 2020 Model		Gainesville Urbanized Area Transportation Study 2015 Model		FSUTMS*
	Production	Percent by Productions	Production	Percent by Productions	Percent by Productions
Home-Based Work	188,577	13.42%	170,371	13.26%	12-20%
Home-Based Shopping	140,549	10.00%	127,672	9.94%	10-20%
Home-Based Social-Rec.	126,633	9.01%	114,794	8.93%	9-12%
Home-Based Other	277,214	19.73%	254,071	19.77%	14-28%
Non home-Based	378,591	26.94%	343,226	26.71%	20-33%
Home-Based University	75,383	5.36%	72,745	5.66%	NA
Dormitory-Based University	20,706	1.47%	23,771	1.85%	NA
Truck-Taxi	91,993	6.55%	84,719	6.59%	NA
Internal-External	105,656	7.52%	93,480	7.28%	NA
Total	1,405,302	100.00%	1,284,849	100.00%	NA

* Table F.1 - FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards

Table 3-6 Trip Generation Aggregate Rates

	Gainesville Urbanized Area Transportation Study 2015 Model	Gainesville Urbanized Area Transportation Study 2020 Model	FSUTMS*
Persons/Dwelling Units	2.71	2.14	2.00 - 2.70
Employment/Person	0.61	0.63	0.35 - 0.75
Internal Person Trips/Dwelling Units	11.9	4.68	NA
Internal Person Trips/Person	4.341	10.03	NA
Internal Person Trips/Employment	7.111	7.35	NA

* Table F.1 - FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards

3.3 Trip Distribution

Trip distribution models establish connections between trip productions and attractions across pairs of traffic analysis zones. The most widely used approach for trip distribution in four-step models is the gravity model. In this step, all trips produced in each zone are distributed to all potential attraction zones using the gravity model framework. The gravity model allocates trips based on the productions and attractions estimated during the trip generation phase, combined with the network's frictional resistance. Friction factors represent the influence of travel impedance and can either be derived from a mathematical function—such as a gamma function—or calibrated so that the modeled trip length frequency distribution aligns with the observed distribution. The outcome of trip distribution is a set of person-trip matrices that define trips between each production and attraction zone. These person-trip matrices are subsequently used in the mode choice step to assign trips according to auto occupancy and transit modes. Figure 3-3 illustrates the trip distribution model chain.

Figure 3-3 Trip Distribution Model Chain

Procedure	Reference object(s)	Variant/file	Messages	Code	Comment
Distribution	23 / 23		✓		
Run script		friction_factors_.py	✓ 28 messa		compute friction factors
Trip distribution	All GVGD demand strata ...		✓		
Pre-Assignment	12 / 12		✓		
Run script		calc_preassign_trips.py	✓		create pre-assignment matrix
Combination of matrices an	Matrix([NO] = 108):=Matri ...		✓ 2 messag		
Delete assignment results		All	✓		
PrT assignment	DA Drive Alone ...	Equilibrium assignment Bi-conjuga	✓		trip pre-assignment
Calculate PrT skim matrix	DA Drive Alone ...		✓		sov time, distance, toll
Skim Transit Network - I			✓		
Run script		calc_transit_time.py	✓ 4 messag	PK	PK
Set run and dwell times			✓		Set peak transit running time
Edit attribute	Time profiles - TIME_PK		✓		
Calculate PuT skim matrix	WB_PK WALK TO LOCAL T ...	Headway-based	⚠ 1 warning		skim local transit peak
Calculate PuT skim matrix	WX_PK WALK TO PREMIUI ...	Headway-based	⚠ 1 warning		skim prem transit peak
Calculate PuT skim matrix	BA_PK AUTO TO BEST AV ...	Headway-based	⚠ 1 warning		skim best transit to pnr peak
Run script		calc_park_ride_skim.py	✓ 5 messag	PK	compose PnR skim
Prep Mode Choice Inputs	9 / 9		✓		
Combination of matrices an	Matrix([NO] = 68):=FROM[...		✓ 2 messag		1_HBW_0C
Combination of matrices an	Matrix([NO] = 69):=FROM[...		✓ 2 messag		1_HBW_1C
Combination of matrices an	Matrix([NO] = 70):=FROM[...		✓ 2 messag		1_HBW_STU
Combination of matrices an	Matrix([NO] = 71):=FROM[...		✓ 2 messag		2_HBO_0C
Combination of matrices an	Matrix([NO] = 72):=FROM[...		✓ 2 messag		2_HBO_1C
Combination of matrices an	Matrix([NO] = 73):=FROM[...		✓ 2 messag		2_HBO_STU
Combination of matrices an	Matrix([NO] = 74):=Matrix(...		✓ 2 messag		3_NHB
Combination of matrices an	Matrix([NO] = 75):=Matrix(...		✓ 2 messag		4_HBU
Combination of matrices an	Matrix([NO] = 76):=Matrix(...		✓ 2 messag		5_HDORMU (choice set: walk, bike, MD walk-loc

To evaluate trip distribution, the *FHWA Travel Model Validation and Reasonableness Checking Manual* recommends two primary types of aggregate assessments for trip distribution model results: trip length checks and origin-destination pattern checks. In this model, the evaluation was conducted by comparing the average trip length statistics and the percentage of intrazonal trips among the Gainesville Urbanized Area Transportation Study 2020 model, the 2015 model, and the Florida Standard Urban Transportation Model Structure (FSUTMS) standards. In addition, desire line maps were developed to illustrate travel patterns between zones, and trip length-frequency distributions were examined to assess their reasonableness.

Trip Distribution Model Structure

The general trip distribution process involves constructing highway networks, generating travel time skims, and applying the gravity model. The key components of these processes are outlined below.

Building Highway Network

The Florida Standard Urban Transportation Model Structure (FSUTMS) incorporates a module called "Highway Network" for processing highway networks within the model area. As part of the model validation effort, a comprehensive review of the highway network was conducted by the consultant. Key network attributes—such as the number of lanes, area type, and facility type—were updated to represent 2020 roadway conditions across Alachua County.

Travel Time Skims

Free-flow travel time skims between zone pairs are generated as the final step of the "Highway Network" module in the Florida Standard Urban Transportation Model Structure (FSUTMS). This process includes updating travel time skims with intrazonal and terminal times, using the highway network characteristics as key inputs. In addition to the highway network data, several other input files are typically utilized during network skimming. One such input is the turn penalties file, which documents all prohibited turning movements within the network. During model validation, turning movements were reviewed and updated to reflect prohibited movements consistent with 2020 roadway conditions. Although the turn penalty file can also contain time penalties, these were not applied in this model, as the highway assignment achieved satisfactory validation without the need for additional travel time adjustments. Furthermore, most Florida models use a toll file to represent toll plaza characteristics; however, since no toll roads exist in Alachua County, this file was not used in the Gainesville Urbanized Area Transportation Study 2020 model.

Intrazonal times represent the travel time required to move within or across a single zone. These values are computed as one-half of the average travel time between each zone and its two nearest neighboring zones. Terminal times, on the other hand, represent the time spent at the beginning or end of a trip traveling between a person's origin or destination and their vehicle. More specifically, terminal time accounts for the walking time to or from the vehicle used for a particular trip. Terminal times are generally greatest in central business districts and lowest in residential areas. Table 3-7 presents the terminal times by area type used in the Gainesville Urbanized Area Transportation Study 2020 model.

Table 3-7 Terminal Times

Terminal Times*	Area Type	Area Type Descriptions
5	12	Urbanized Area (under 500,000) Primary City Central Business District
3	21	Central Business District Fringe Areas
1	31	Residential Area of Urbanized Areas
1	32	Undeveloped Portions of Urbanized Areas
1	33	Transitioning Areas/Urban Areas over 5,000 Population
2	42	Other Outlying Business District
1	51	Developed Rural Areas/Small Cities under 5,000 Population
1	52	Undeveloped Rural Areas

*Terminal Times listed in whole minutes

Turn Penalties and Toll Information

Turn penalty and toll files are also included within the network skimming process. The turn penalty file documents restricted or prohibited turning movements, all of which were reviewed and updated to match 2020 roadway conditions. Because Alachua County has no toll facilities, a toll file was not used in this model.

Trip Distribution Model Development and Validation

Errors in the trip distribution phase can result in substantial issues during subsequent steps of the modeling process, such as mode choice and trip assignment. Therefore, measures were taken to enhance the accuracy of the Gainesville Urbanized Area Transportation Study 2020 trip distribution module. These measures included refining network speeds and capacities, as well as correcting network link attribute data.

Friction Factor Computation

Following network skimming, the model computes purpose-specific friction factors that define the impedance functions used in the gravity model. The procedure implemented in friction_factors.py reads the calibrated impedance curves from the FF table and applies them to the congested travel-time skims. Each impedance value includes both interzonal travel time and terminal times at the trip's origin and destination ends.

For each trip purpose—Home-Based Work, Home-Based Shopping, Home-Based Social/Recreation, Home-Based Other, Non-Home-Based, Truck, External/Internal, and University purposes—a friction factor matrix is created and stored for use in the gravity-model calculation. These matrices capture traveler sensitivity to travel time and ensure that trip length frequency distributions are consistent with local survey and validation data.

The friction factors computation process has not been updated since the 2015 model. During the 2020 model validation, a review of the 2015 model determined that no revisions were necessary. The analysis of trip distribution summaries showed that average trip lengths were reasonable, intrazonal trip percentages were appropriate, and overall trip distribution patterns were consistent and logical. Furthermore, no updated household travel diary survey data for Alachua County was available to support the calibration of new friction factors.

Pre-Assignment Matrix Development

A pre-assignment matrix is then generated by the calc_preassign_trips.py script. This step consolidates all purpose-specific trip matrices into a single composite matrix representing total daily auto demand. Each purpose is weighted by an auto-occupancy factor consistent with statewide FSUTMS defaults and local observed conditions. The averaging of each matrix with its transpose ensures that interzonal demand remains symmetric prior to assignment.

External-to-external trips are incorporated from the external-station trip table, ensuring that the total vehicle matrix used for assignment fully reflects internal, external-internal, and external-external flows.

Gravity Model Application

After all friction factors and impedance matrices have been prepared, the gravity model distributes trips between zones for each purpose based on the balanced trip productions and attractions from the trip

generation step. The result is a set of interzonal trip matrices representing the spatial distribution of demand across all purposes.

Speeds and Capacities

The speed and capacity lookup tables remain consistent with those used in the 2015 model. The primary focus during capacity validation was updating the number of lanes in the highway network. The Florida Department of Transportation's Roadway Characteristics Inventory (RCI) served as the main data source for revising lane counts to accurately reflect 2020 roadway conditions.

Penalties and Prohibitions

The model restricts traffic movements by directly limiting specific turning movements within the network. As shown in the network editor, prohibited turns are implemented by assigning an extremely high travel time value (e.g., 999 minutes) to the t0PrT field for the corresponding turn record. This effectively prevents traffic from using that movement during model execution.

Trip Distribution Validation Results

In accordance with the Florida Standard Urban Transportation Model Structure (FSUTMS) standards, three gravity model evaluation checks were established: average trip length by purpose, percentage of intrazonal trips, and trip flow patterns or trip length frequency distribution.

Average Trip Length by Purpose

Table 3-8 provides a comparison of average trip length statistics produced by the 2015 and 2020 Gainesville Urbanized Area Transportation Study models, alongside the Florida Standard Urban Transportation Model Structure (FSUTMS) standards. The comparison between the 2015 and 2020 models indicates a slight increase in trip lengths for home-based university, truck-taxi, and Internal-External trip purposes. Overall, the trip lengths remain largely consistent with the 2015 model results. Although the average trip lengths are somewhat lower than the FSUTMS standards, this outcome is expected given the relatively smaller geographic area covered by the Gainesville Urbanized Area Transportation Study model.

Table 3-8 Average Trip Lengths (in Minutes)

Trip Purpose	Alachua County		FSUTMS*
	2015	2020	
Home-Based Work	15.09	14.95	15-28
Home-Based Shop	13.41	13.28	10-18
Home-Based Social/Recreation	12.77	12.73	11-19
Home-Based Other	13.45	13.23	10-20
Non-home-Based	10.86	11.31	10-18
Home-Based University	9.19	9.23	NA
UF Campus/Dorm	6.21	6.36	NA
Truck-Taxi	15.74	16.02	12-20
Internal-External	26.27	25.53	27-45

* Table F.1 - FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards

Intrazonal Trip Distribution

Comparisons between the 2015 and 2020 Gainesville Urbanized Area Transportation Study models show that the percentage of intrazonal trips remains generally consistent across most trip purposes, though slight variations are observed in certain categories. These results are summarized in Table 3-9.

Table 3-9 Intrazonal Trip Summary

Purpose	Alachua County 2015			Alachua County 2020			FSUTMS*
	Total Trips	Intrazonal Trips	Percent	Total Trips	Intrazonal Trips	Percent	
Home-Based Work	170,371	2,354	1.38%	188,577	2,595	1.38%	1-4%
Home-Based Shop	127,672	4,020	3.15%	140,549	5,722	4.07%	3-9%
Home-Based Social/Recreation	114,794	7,828	6.82%	126,633	8,403	6.64%	4-10%
Home-Based Other	254,071	10,105	3.98%	277,214	11,349	4.09%	3-7%
Non-home-Based	343,225	23,121	6.74%	378,591	24,696	6.52%	5-9%
Home-Based University	72,745	48	0.07%	75,383	597	0.79%	NA
UF Campus/ Dorm	23,771	657	2.76%	20,706	479	2.31%	NA
Truck-Taxi	84,718	1,135	1.34%	91,993	1,073	1.07%	NA
Internal-External	93,479	0	0.00%	105,656	0	0	NA
Total	**1,284,844**	**49,268**	**3.83%**	**1,405,302**	**54,914**	**3.91%**	**3-5%**

* Table F.1 - FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards

Trip Flow Patterns and Trip Length Frequency Distributions

The trip flow pattern analysis for the model area serves as another aggregate visualization check in the validation process. Traffic analysis zone (TAZ) to traffic analysis zone trip flows were examined and compared with local knowledge to confirm the reasonableness of the trip distribution results. In Figure 3-4, daily total trip flows between TAZs from the model are illustrated using desire lines, with only flows exceeding 100 daily trips displayed. The concentration of trip desires in the downtown area and the overall radial distribution pattern aligns well with the existing land-use characteristics of Alachua County. Figure 3-5 through 3-8 present the trip length-frequency distributions by purpose, showing that the 2015 and 2020 distributions are highly consistent with one another.

In summary, the 2020 trip distribution validation results align closely with those of the 2015 model and fall within the acceptable ranges established by the Florida Standard Urban Transportation Model Structure (FSUTMS) standards.

Figure 3-4 Desire Lines by Traffic Analysis Zone (>50 Trips)

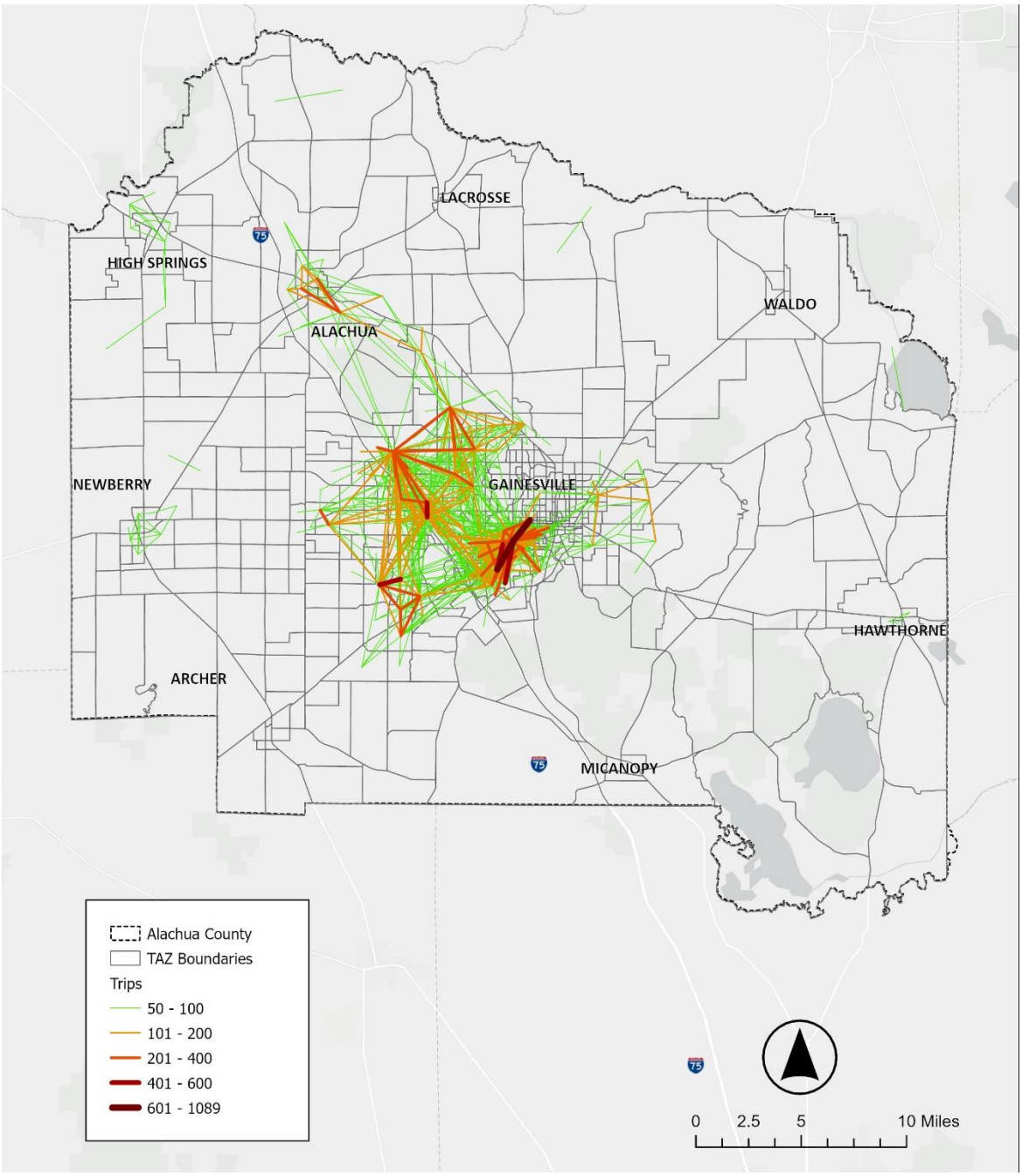


Figure 3-5 Trip Length Frequency Distribution for Home-Based Work

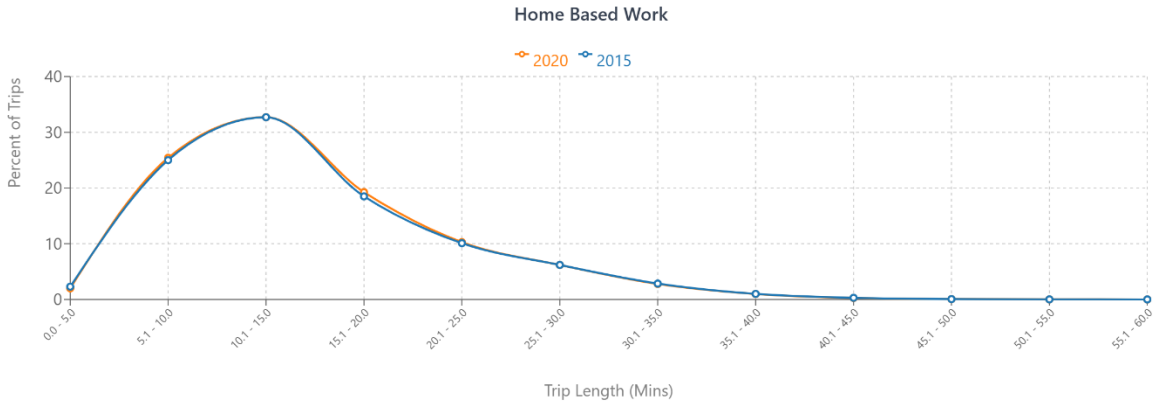


Figure 3-6 Trip Length Frequency Distribution for Home-Based Shopping

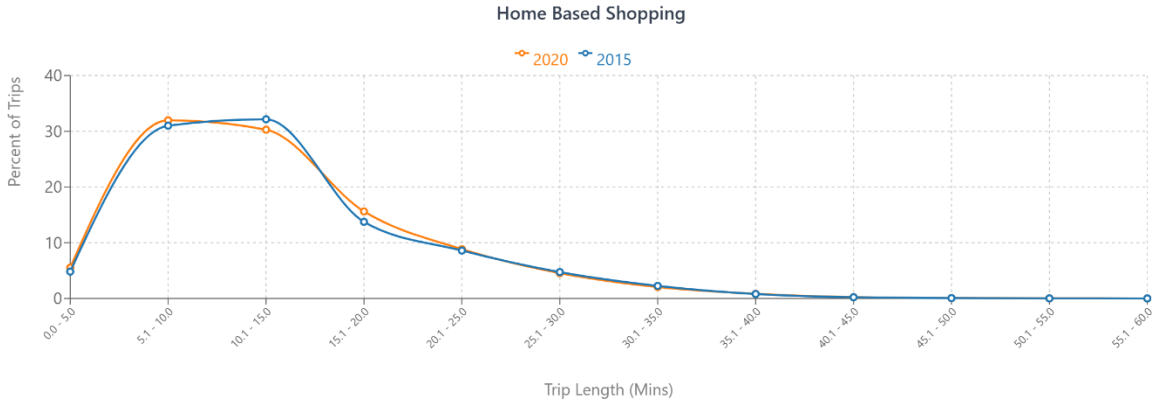


Figure 3-7 Trip Length Frequency Distribution for Home-Based Social/ Recreational

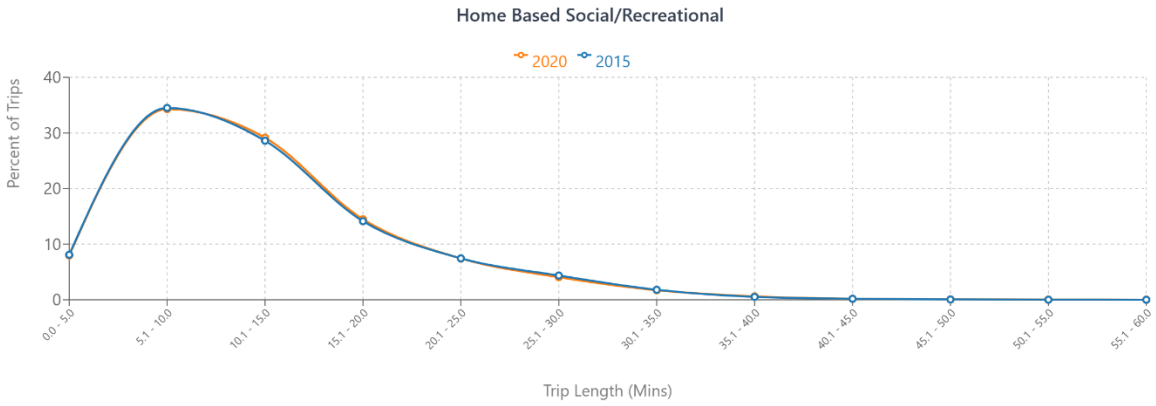
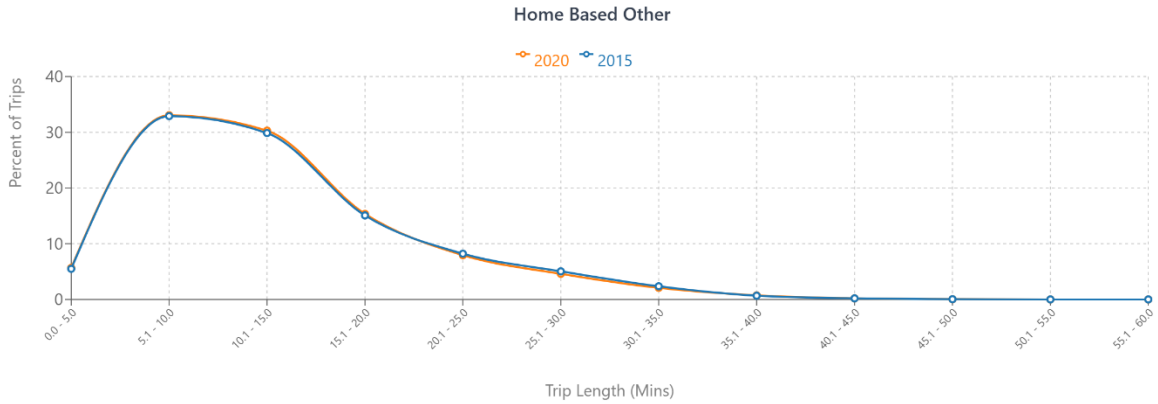


Figure 3-8 Trip Length Frequency Distribution for Home-Based Other



3.4 Transit Accessibility and Path-Building

An essential aspect of developing a transit network is ensuring adequate access to transit services. A key element of this access is determining which zones fall within a reasonable walking distance to a transit stop. Walk access is typically represented by connections from zone centroids to nearby stops within a defined distance threshold. The process of transit path-building incorporates factors such as transit fares, routes, and stop or station locations.

These inputs are applied to each transit mode for both peak and off-peak periods represented in the model. The Alachua County 2020 model currently includes a single transit mode—local bus service—but is designed with the flexibility to incorporate additional transit modes in the future. Transit Access and Path-Building Module Structure

The Transit Access and Path-Building Module in the Gainesville Urbanized Area Transportation Study model is designed to construct and process the public transit network using the Florida Standard Urban Transportation Model Structure (FSUTMS) framework, supplemented by Python-based routines for enhanced precision and flexibility. The module develops separate peak-period (AM) and off-peak (MD) transit networks derived from the congested highway networks produced in the assignment step. These highway networks serve as the foundation for computing transit vehicle travel times, headway-based service frequencies, and multimodal path skims.

Transit link travel times are computed using the script calc_transit_time.py, which determines in-vehicle times based on link geometry, transit facility type, and operating speed characteristics. Walk times for connectors and access links are computed assuming a pedestrian speed of 2.5 miles per hour, while bus and rail in-vehicle speeds are determined through interpolation of the auto speeds defined in the SPDCRV table. This process accounts for facility-specific performance, such as reduced speeds for mixed-traffic bus operations and higher speeds for grade-separated facilities.

Following the transit time calculations, separate transit skim matrices are developed for walk-access, park-and-ride, and premium transit alternatives. These skims represent composite travel times that include walk access and egress, in-vehicle travel time, transfer penalties, and fares. The calc_park_ride_skim.py script constructs Park-and-Ride (PnR) access skims by identifying the optimal lot that minimizes total generalized time between each origin-destination pair. The resulting skims—covering in-vehicle time, out-of-vehicle time, transfers, and fares—are developed for both Peak (PK) and Off-Peak (OP) conditions.

Together, these skimming procedures provide the impedance matrices required for subsequent mode choice modeling, ensuring that transit accessibility and travel times reflect the operational realities of the base-year transit network.

Transit accessibility for each zone is represented through Pedestrian Environment Variables (PEVs) stored in the ZONEDATA file. These variables quantify the quality of pedestrian access to transit stops based on four factors:

- Sidewalk Availability
- Ease of Street Crossing
- Non-Motorized Connectivity
- Building Setbacks

Each variable is assigned a score from 0 to 3, and the sum of these scores (ranging from 0 to 12) defines the overall pedestrian environment index for the zone. These variables are unchanged from the previous 2015 model and remain a critical input to the mode choice model, as they influence the probability of selecting transit or non-motorized travel modes. Table 3-10 provides definitions for each pedestrian enhancement variable value. These variables and their classifications remain unchanged from the 2015 model.

Table 3-10 Pedestrian Environment Variables

Variables	PEV = 0	PEV = 1	PEV = 2	PEV = 3
Sidewalk Availability	No sidewalks	<10 percent have sidewalks	10 to 90 percent have sidewalks	>90 percent have sidewalks
Ease of Street Crossing	Crossing difficult	<10 percent have easy crossing	10 to 90 percent with easy crossing	>90 percent with easy crossing
Non-motorized Connections	No connections	<10 percent have connections	10 to 90 percent have connections	>90 percent have connections
Building Setbacks	All large setbacks	<10 percent have minimum setbacks	10 to 90 percent have minimum setbacks	>90 percent have minimum setbacks

Transit Access and Path-Building Model Development and Validation

The primary focus of validating transit accessibility and path-building was to confirm that the transit network was current and accurately represented base year conditions. In addition, walk access links were reviewed to verify that sufficient connectivity was maintained throughout the network.

Transit Accessibility

The validation of the transit network involved three main components. First, the existing transit network was reviewed and updated to reflect 2020 operating conditions, which required substantial additions and rerouting of transit lines. Second, it was verified that no "Later Gator" bus routes were coded around the University of Florida campus, as their inclusion could lead to over-assignment of trips. Finally, the pedestrian environment variables in the ZONEDATA file were reviewed and updated for each zone. However, due to limited data availability, these variables generally remained the same as those used in the 2015 model.

Transit Fare

The Gainesville Regional Transit System (RTS) transit fare was $1.50 in 2015, which was used in the Gainesville Urbanized Area Transportation Study 2015 base year model validation. According to RTS, there was no fare change in 2020. Therefore, the fare was maintained at $1.50 for the 2020 base year. For future-year transit analyses, the bus fare factor (BUSSFAREFAC) value may need to be adjusted to account for potential fare increases beyond inflation.

Public Transit Routes

The public transit lines from the 2015 model were checked against Spring 2020 route data from the Gainesville Regional Transit System (RTS) and other transit information available online. The route data was obtained in the Google Transit File Specification (GTFS) database published in December 2019 by the Gainesville Regional Transit System. The model transit lines were compared route-by-route to verify the path taken and the trip frequency (headway) for AM peak and off-peak. Routes were also added or removed as appropriate. Routes that were removed were left in the Visum database in case they were reinstated in the future but were disabled by setting the headways to 99999.

A few services were not added:

- "Micro transit" on-demand pilot was not added due to the difficulty in modeling such services using a traditional model.
- Evening and weekend only routes were not added since the model does not explicitly cover these time periods.
- 900-series express bus routes that go to external locations were not added since they serve locations outside the model's coverage area.

Transit Access and Path-Building Model Validation Results

The Federal Transit Administration (FTA) has observed that some common practices in transit path-building can inadvertently affect ridership forecasts. Specifically, the use of minimum and maximum time and

distance thresholds to determine valid transit paths and mode availability can lead to unintended outcomes. To maintain consistency, path-building parameters and settings should remain uniform across all model steps, including skimming and assignment. In this model, all transit-related parameters were thoroughly reviewed to ensure consistency throughout the modeling process. This careful review confirmed the reasonableness of both transit access and path-building procedures.

Average weekday transit trips for 2019, based on data provided by the Gainesville Regional Transit System (RTS), totaled 35,177. The current model estimates an average of 46,283 daily transit riders, which is 32% higher than the observed data and well within the Florida Standard Urban Transportation Model Structure (FSUTMS) acceptable validation range of 3% to 9%. Additional information regarding the transit assignment is presented in Section 9 of this report.

3.5 Mode Choice

As the home of the University of Florida and Santa Fe College, Alachua County—similar to other university communities—relies heavily on its transit system as a key component of daily transportation, making it an important consideration in the modeling process. The mode choice component of the 2020 Alachua County model utilizes a set of nested logit models to estimate modal shares across various auto and transit categories. This section of the report outlines the structure and validation of the mode choice model. Figure 3-9 illustrates the framework of this portion of the model.

Figure 3-9 Mode Choice Model Chain

Procedure	Reference object(s)	Variant/file	Messages	Code
▼ **Mode Choice**	27 / 27		✓	
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBWNC
Nested Demand	1_HBW_0C 1_HBW_0C ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBW_0C
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBWWC
Nested Demand	1_HBW_1C 1_HBW_1C ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBW_1C
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBWST
Nested Demand	1_HBW_STU 1_HBW_STU ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBW_ST
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBONC
Nested Demand	2_HBO_0C 2_HBO_0C ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBO_0C
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBOWC
Nested Demand	2_HBO_1C 2_HBO_1C ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBO_1C
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBOST
Nested Demand	2_HBO_STU 2_HBO_STU ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBO_ST
Run script		calc_mode_choice_uility.py	✓ 22 messa	NHBALL
Nested Demand	3_NHB 3_NHB ...		✓	
Run script		save_mc_results.py	✓ 9 messag	NHB
Run script		calc_mode_choice_uility.py	✓ 22 messa	HBU
Nested Demand	4_HBU 4_HBU ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HBU
Run script		calc_mode_choice_uility.py	✓ 22 messa	HDORMU
Nested Demand	5_HDORMU 5_HDORMU ...		✓	
Run script		save_mc_results.py	✓ 9 messag	HDORMU

Mode Choice Model Structure

The mode choice module of the Gainesville Urbanized Area Transportation Study model estimates the proportion of person trips choosing among eight travel alternatives: drive alone, two-person carpool, three-or-more-person carpool, walk to local bus, walk to premium transit, auto to best available (park-and-ride), walk only, and bike only. These alternatives are modeled for all trip purposes: home-based work (HBW), home-based other (HBO), non-home-based (NHB), home-based university (HBU), and University of Florida Campus/Dorm (HDORMU). Each purpose is further segmented based on car availability and student status, allowing the model to more accurately represent differences in travel behavior across population groups. Specifically, HBW and HBO trips are divided into no-car (0C), one-car (1C), and student (STU) segments using zonal proportions of households without vehicles, with one vehicle, and with student populations recorded during trip generation. NHB, HBU, and HDORMU purposes are treated as single market segments.

The Python script calc_mode_choice_utility.py calculates alternative-specific utilities by combining constants and coefficients defined in the MC_CONSTANTS and MC_COEFFICIENTS tables with impedance

and socioeconomic variables. The generalized cost terms include in-vehicle travel time, out-of-vehicle time, travel distance, operating costs, parking costs, and terminal times. Travel times and distances are read from congested highway skims, while transit impedances are drawn from the headway-based skims developed in the transit access module. Pedestrian environment variables (PEVs) stored in the zonal data table influence both the walk-to-transit and non-motorized alternatives. The mode choice model reflects realistic travel conditions through detailed availability and policy rules.

Auto ownership controls access to auto alternatives: for example, drive-alone trips are disallowed for the no-car market segment. Walk-to-local and walk-to-premium transit modes are constrained based on the share of in-vehicle time attributable to the respective transit type, preventing assignment to infeasible services. Parking costs are incorporated directly through zonal attributes, with the model applying destination costs for work and university purposes, and averaging origin and destination costs for non-home-based trips. Purpose-specific fare policies are also applied to reflect local conditions. Home-based work trips include a 25 percent transit fare discount to simulate employer-subsidized passes, home-based university trips use a zero-fare assumption to represent student access to campus shuttles, and dormitory-based trips apply a 10 percent discount. Bus fare changes are moderated so that only ten percent of the nominal difference from the base-year fare level is applied, limiting unrealistic shifts in mode shares.

Nested demand equations are applied separately for each purpose and segment, grouping auto, transit, and non-motorized alternatives in hierarchical nests consistent with FSUTMS structure framework which employs a nested logit model for mode choice, except in highway-only models that do not include transit networks. The model reads segment-specific control parameters from the MC_PARAMETERS table to select the appropriate peak or off-peak period skims, including park-and-ride matrices when applicable. After the utilities are computed, the nested logit model is executed to allocate person trips across available modes. The results are written as mode-specific origin–destination matrices, which serve as inputs for the subsequent highway, transit, and non-motorized assignment steps. The model has been fully migrated from the legacy Cube/Voyager MATRIX environment to a modern Python-based implementation using VisumPy scripts.

Development and Validation of Mode Choice Model

The 2020 Gainesville Urbanized Area Transportation Study mode choice model was developed from the 2015 version but incorporates several major updates in both structure and implementation. The previous Cube-based scripts have been replaced with a modular Python system consisting of calc_mode_choice_utility.py for utility computation and save_mc_results.py for consolidating mode-specific trip matrices. Constants and coefficients were migrated from legacy CSV inputs to database-style parameter tables, improving model organization and maintainability.

The market segmentation framework was refined to explicitly use zonal indicators of household car ownership and student population, replacing the earlier catalog key–based approach. This enhancement allows the model to better represent differences in access and mode availability between student and non-student populations, a critical consideration in a university-oriented travel market like Gainesville. Parking

costs were modernized to reflect 2020 base-year data, capturing differences between central and peripheral zones. Similarly, the model now directly integrates pedestrian environment scores into utility equations, ensuring that walking and biking attractiveness varies by local accessibility.

Although the coefficient set remains consistent with the 2015 model, the constants were revalidated to ensure that the 2020 mode shares aligned with observed data and were reasonable relative to FSUTMS standards. All model parameters are listed in Table 3-11.

Table 3-11 Mode Choice Coefficients for 2020 Model

Mode Choice Model Parameters	2020	FSUTMS
Home-Based Work IVTT	-0.025	-0.01 to -0.05
Home-Based Non-Work IVTT	-0.02	-0.007 to -0.033
Non-Home Based IVTT	-0.024	-0.01 to -0.05
University IVTT	-0.024	-0.02 to -0.03
Home-Based Work OVTT	-0.049	NA
Home-Based Non-Work OVTT	-0.048	NA
Non Home-Based OVTT	-0.07	NA
University OVTT	-0.048	NA
Home-Based Work OVTT/IVTT	2	1.5 to 3.0
Home-Based Non-Work OVTT/IVTT	2.4	2.0 to 6.0
Non Home-Based OVTT/IVTT	2.9	2.0 to 7.0
University OVTT/IVTT	2	2.0 to 3.0

*IVTT = in-vehicle travel time, OVTT = out-vehicle travel time

Mode Choice Model Results

Extensive modifications were made to the mode choice targets for home-based university trips. These targets were developed using data from the University of Florida (UF) Master Plan Existing Conditions Report prepared by UF/VHB. The availability of this dataset enabled the development of more reliable mode choice targets for students. The mode choice model was recalibrated to reflect higher proportions of non-motorized, transit, and carpool trips. As a result, a significant shift toward transit and non-motorized modes was achieved, accurately representing existing travel conditions.

Mode choice results for the home-based work (HBW) trip purpose were compared against statistics from the U.S. Census American Community Survey (ACS). The 2020 model results align reasonably well with the transit mode share estimates derived from the ACS and National Household Travel Survey (NHTS) data (see the end of Table 3-12). Overall, 3.40 percent of all trips in the 2020 model were assigned to transit modes, compared to 2.80 percent in the 2015 model. Table 3-12 presents the mode choice validation results for the Gainesville Urbanized Area Transportation Study 2020 model.

Table 3-12 Mode Choice Validation Summary

Classes	2020		2015		2010		FSUTMS*
	Trips	Percent	Trips	Percent	Trips	Percent	
Home-Based Work							
Drive Alone	145,268	77.1%	132,776	77.95%	145,470	78.25%	70-85%
Two Passengers	16,227	8.6%	14,067	8.26%	16,609	8.93%	9-16%
3+ Passengers	8,942	4.7%	7,369	4.33%	8,287	4.46%	2-6%
Total Transit	11,523	6.1%	9,317	5.47%	7,779	4.18%	0.5-10%
Walk	4,148	2.2%	3,716	2.18%	4,339	2.33%	NA
Bike	2,384	1.3%	3,098	1.82%	3,412	1.84%	NA
Total	**188,490**	**100.00%**	**170,343**	**100.00%**	**185,896**	**100.00%**	**NA**
Home-Based Other							
Drive Alone	224,113	41.2%	202,973	40.89%	204,045	38.71%	NA
Two Passengers	206,680	38.0%	187,858	37.84%	201,574	38.24%	NA
3+ Passengers	96,155	17.7%	84,858	17.09%	98,476	18.68%	NA
Total Transit	230	0.0%	1,445	0.29%	1,852	0.35%	NA
Walk	15,923	2.9%	17,773	3.58%	19,425	3.68%	NA
Bike	1,287	0.2%	1,511	0.30%	1,786	0.34%	NA
Total	**544,387**	**100.00%**	**496,418**	**100.00%**	**527,158**	**100.00%**	**NA**
Non Home-Based							
Drive Alone	197,099	52.1%	187,939	54.77%	172,087	48.61%	NA
Two Passengers	122,694	32.4%	106,858	31.14%	117,608	33.22%	NA
3+ Passengers	52,634	13.9%	41,386	12.06%	52,509	14.83%	NA
Total Transit	382	0.1%	1,324	0.39%	2,415	0.68%	NA
Walk	3,804	1.0%	3,219	0.94%	6,274	1.77%	NA
Bike	1,977	0.5%	2,441	0.71%	3,158	0.89%	NA
Total	**378,589**	**100.00%**	**343,167**	**100.00%**	**354,051**	**100.00%**	**NA**
Home-Based University							
Drive Alone	10,222	13.6%	13,907	19.12%	32,169	49.93%	NA
Two Passengers	4,878	6.5%	4,983	6.85%	3,915	6.08%	NA
3+ Passengers	3,367	4.5%	3,079	4.23%	1,960	3.04%	NA
Total Transit	26,513	35.2%	17,224	23.68%	13,478	20.92%	NA
Walk	18,683	24.8%	15,849	21.79%	6,811	10.57%	NA
Bike	11,719	15.5%	17,704	24.34%	6,090	9.45%	NA

Classes	2020		2015		2010		FSUTMS*
	Trips	Percent	Trips	Percent	Trips	Percent	
Total	**75,381**	**100.00%**	**72,746**	**100.00%**	**64,423**	**100.00%**	**NA**
University of Florida Campus/Dorm							
Total Transit	2,838	13.7%	1,709	7.19%	1,947	8.55%	NA
Walk	15,320	74.0%	15,785	66.40%	15,180	66.68%	NA
Bike	2,549	12.3%	6,278	26.41%	5,641	24.78%	NA
Total	**20,707**	**100.00%**	**23,772**	**100.00%**	**22,767**	**100.00%**	**NA**
All Purposes							
Drive Alone	576,701	47.8%	537,595	48.59%	553,771	47.97%	35-50%
Two Passengers	350,478	29.0%	313,766	28.36%	339,706	29.43%	15-35%
3+ Passengers	161,098	13.3%	136,692	12.35%	161,232	13.97%	8-20%
Total Transit	41,486	3.4%	31,019	2.80%	27,471	2.38%	0.2-9%
Walk	57,877	4.8%	56,342	5.09%	52,029	4.51%	NA
Bike	9,915	1.6%	31,032	2.80%	20,087	1.74%	NA
Total	**1,207,554**	**100.00%**	**1,106,446**	**100.00%**	**1,154,295**	**100.00%**	**NA**

Classes	American Community Survey 2014-2018 5 -Year Estimates		CTPP / NHTS 5 -Year Estimates	
	Estimate	Percent	Estimate	Percent
Drove alone	91,254	75%	86,245	75%
Carpooled	11,452	9%	10,165	9%
Transit	4,705	4%	4,915	4%
Bicycle	2,824	2%	3,125	3%
Walked	3,538	3%	3,560	3%
Taxicab, motorcycle, or other means	2,063	2%	2,154	2%
Worked at home	5,619	5%	5,295	5%
Total	**121,455**	**100%**	**115,459**	**100%**

3.6 Highway Assignment

Proper validation of the highway assignment is essential to ensuring the meaningful application of travel demand models. The primary objective of the assignment module is to allocate trips to available routes until system equilibrium is achieved. In this process, the highway trip assignment identifies the shortest path between each origin-destination pair and assigns the auto trips generated by the mode choice module to those path links. Trips are loaded incrementally—after each iteration, link travel times are recalculated, new shortest paths are determined, and the next iteration is executed. This iterative process continues until no traveler can reduce their travel time by selecting an alternate route, signifying that system equilibrium

has been reached. The highway assignment is integrated with the transit assignment in this model, with the details of the transit assignment discussed in the following section. Figure 3-10 illustrates the procedure sequence of the Highway / Transit Assignment Module.

Figure 3-10 Highway / Transit Assignment Module

Procedure	Reference object(s)	Variant/file	Messages	Code	Comment
▼ **Prepare Trip Tables**	1 / 1		✓		
Run script		create_assignment_tables.py	✓ 10 messa		
▼ **Transit Assignment**	11 / 11		✓		
PuT assignment	WB_PK WALK TO LOCAL T ...	Headway-based	⚠ 1 warning		assign local transit peak
PuT assignment	WX_PK WALK TO PREMIUI ...	Headway-based	⚠ 1 warning		assign prem transit peak
PuT assignment	BA_PK AUTO TO BEST AV ...	Headway-based	⚠ 1 warning		assign best transit to pnr peak
Edit attribute	Time profiles - PAX_PK		✓		store peak line boardings
Run script		calc_transit_time.py	✓ 4 messag	OP	OP
Set run and dwell times			⚠ 1 warning		Set off-peak-free transit running time
PuT assignment	WB_OP WALK TO LOCAL T ...	Headway-based	⚠ 1 warning		assign local transit off-peak
PuT assignment	WX_OP WALK TO PREMIUI ...	Headway-based	⚠ 1 warning		assign prem transit off-peak
PuT assignment	BA_OP AUTO TO BEST AV ...	Headway-based	⚠ 1 warning		assign best transit to pnr off-peak
Edit attribute	Time profiles - PAX_OP		✓		store peak line boardings
Edit attribute	Time profiles - PAX_DAILY		✓		store peak line boardings
▼ **Non-Motorized Assignment**	3 / 3		✓		
PrT assignment	BK Bike Only, WK Walk Onl ...	Incremental assignment	✓		Best path assignment - bike, walk
Edit attribute	Links - BIKEVOL		✓		store bike volumes
Edit attribute	Links - PEDVOL		✓		store walk/ped volumes
▼ **Traffic Assignment**	2 / 2		✓		
Delete assignment results		PrT	✓		
PrT assignment	CP CARPOOL2, CX CARPOC ...	Equilibrium assignment Bi-conjuga	✓		
▼ **Generate Model Summaries**	4 / 4		✓		

Highway Assignment Procedure

Auto trips are assigned to the network using an iterative equilibrium highway loading process based on an all-or-nothing assignment algorithm. Model runs were conducted to validate the Gainesville Urbanized Area Transportation Study 2020 model, excluding the numerous test runs performed for iterative adjustment and calibration. The assignment reached convergence after a total of 50 iterations out of 200 were conducted with the maximum gap being 0.0001. Modifications were applied to key components of the modeling process to achieve acceptable validation outcomes. After each model run, summary results were compiled and analyzed to identify areas requiring improvement and to refine effective validation strategies. Several key evaluation statistics—recommended in the FSUTMS-Cube Framework Phase II: Model Calibration and Validation Standards Final Report—were generated to support model calibration and validation. The validation process was completed by minimizing the differences between model-estimated traffic volumes and observed 2020 traffic counts across network segments within the entire study area.

Extensive updates were implemented in the Highway Assignment step as part of the 2020 calibration, coincident with the model's migration from Cube to a Visum/VisumPy workflow. Vehicle OD tables are now constructed by create_assignment_tables.py, which converts person trips to vehicles (dividing carpools by assumed occupancies and adding EI/EE components) and then feeds a user-equilibrium assignment with a bi-conjugate algorithm on the PrT network. Convergence settings and cost functions are managed directly

within Visum, and were calibrated to achieve stable vehicle volumes consistent with observed counts. The production model retains a single calibrated volume–delay functions (VDFs) applied across facility types, while preserving the framework to enable facility-specific VDFs in future iterations if warranted.

Highway Assignment Validation Results

The evaluation of the highway assignment module is conducted by comparing observed traffic counts with model-estimated volumes. Base year model traffic volumes are assessed against 2020 traffic counts using various methods to determine the reasonableness of the model's projections. **Figure 3-11**presents a volume-to-count scatter plot for the overall model performance. Key indicators used to assess the highway assignment include volume-to-count ratios by area type, facility type, and lane category; screen line volume-to-count ratios; and the root mean square error (RMSE). Each of these evaluation measures is discussed in detail in the following sections. While Table 3-13 includes a summary of the highway assignment validation process.

Figure 3-11 Volume to Count Scatter Plot

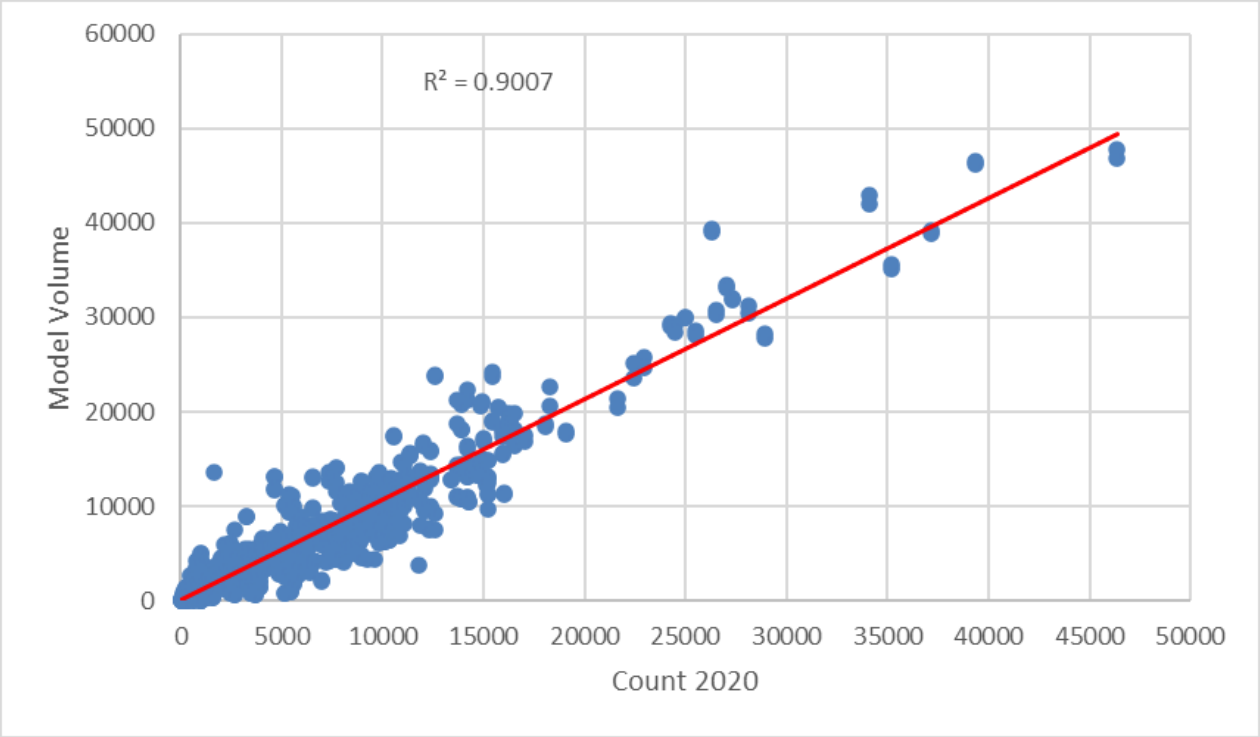


Table 3-13 Highway Assignment Validation Summary

Links summary (including connectors)	
Total Number of Links:	5,013
Total Lane Miles:	2,158
Total Directional Miles:	1,660
Total VMT using Volumes:	3,300,294
Total VMT using Counts:	3,008,609
Total VMT Volume over Count:	1.10
Total VHT using Volumes:	82,336
Total VHT using Counts:	75,591
Total VHT Volume over Count:	1.09
Total Volumes All Links:	28,238,369
Total VMT All Links:	8,766,769
Total VHT All Links:	228,194
Original Speed (MPH):	36.76
Congested Speed (MPH):	34.04
Total Volume over Count:	1.07

Percent Root Mean Square Error

Root Mean Square Error (RMSE) is one of the most commonly reported highway evaluation statistics used in model validation. As a measure of dispersion, RMSE provides a more balanced assessment of model accuracy by normalizing errors more effectively than volume-to-count ratios, which can allow high ratios to offset low ones. Table 3-14 presents the RMSE statistics by volume group, and all categories were found to meet the established accuracy standards.

Table 3-14 Root Mean Squared Error Percentage

Volume Range	Number of Links	2020 Model	Florida Standard Urban Transportation Model Structure	
			Maximum Acceptable	Maximum Preferable
1-5,000	360	79.74%	+/-100%	+/-45%
5,000-10,000	179	32.84%	+/-45%	+/-35%
10,000-20,000	139	25.52%	+/-30%	+/-25%
20,000-30,000	27	20.08%	+/-27%	+/-15%
30,000-40,000	18	15.22%	+/-25%	+/-15%
40,000- 50,000	6	2.27%	+/-25%	+/-15%
Average Total	**729**	**37.42%**	**+/-45%**	**+/-35%**

3.7 Transit Procedure and Assignment

The transit component of the Gainesville Urbanized Area Transportation Study 2020 model consists of four primary steps: developing transit input data, constructing transit paths, calculating transit trips from the mode choice model, and assigning those trips to the transit network. Each of these four elements of the transit procedure is described in detail within this document.

The development of transit input data was described in Section 3.4. Information regarding routes, stop locations, service characteristics, and ridership was provided by Gainesville Regional Transit System (RTS) staff. Detailed transit network coding and review were performed to ensure that the modeled system accurately represents actual transit operations. Ridership data were used to evaluate the reasonableness of the model outputs. A comprehensive review of all transit parameters, including path-building procedures, was conducted and documented.

Transit levels of service are calculated separately for peak and off-peak periods. During the distribution process, a preloaded highway network is created with initial assignment loads based on preliminary time skims. This preloaded network is then used during transit path development to compute transit time skims for the peak period. Transit vehicle speeds (link travel times) are determined as a function of automobile speeds on the corresponding links. The relationship between auto and transit speeds for each service type is defined based on the area type and facility type of the link. These auto-to-transit speed relationships are applied through a lookup function to assign appropriate transit path speeds. Transit travel times are then computed proportionally according to the relative relationship between auto travel times. During this process, path files representing the shortest time and distance for both peak and off-peak periods are generated for use in the subsequent transit assignment step. Additional variables—such as headway, transit accessibility, waiting time, and path-building parameters—are also assigned to each route during this stage.

The Gainesville Urbanized Area Transportation Study 2020 model employs a nested logit modeling approach for mode choice. Variables considered in this process include in-vehicle transit time, out-of-vehicle transit time, travel cost, bike or walk access time to transit, and pedestrian environment variables. The coefficients applied to these variables in the mode choice model are presented in Table 3-15. For home-based work trips, the local bus fare is discounted by 25% to reflect the employee pass program. This discount factor, carried over from the 2015 model, was originally calibrated to align modeled home-based work ridership with observed ridership levels. Since University of Florida students' transit fares are covered through tuition fees, the local bus fare for home-based university and dorm-to-university walk-to-local-transit trips is discounted to 10%. For home-based university walk and drive-to-premium-transit trips, the bus fare is free. The modal shares are calculated using the nested logit mode choice framework.

Table 3-15 Mode Choice Coefficient for Transit Variables

Coefficient	Home Based Work	Home Based Other	Non-Home Based	University
civt - In-Vehicle Travel Time Coefficient	-0.025	-0.02	-0.024	-0.024
covt – Out-of-Vehicle Travel Time Coefficient	-0.049	-0.048	-0.07	-0.048
ccst - Cost Coefficient	-0.005	-0.011	-0.009	-0.011
cwt - Walk only Coefficient	-0.042	-0.083	-0.052	-0.083
cbt - Bike Coefficient	-0.109	-0.117	-0.096	-0.117
pti - Walk to Transit Pedestrian Environment Variable Coefficient	1.15	0.6	0.45	0.25
pwi - Walk Pedestrian Environment Variable Coefficient Origin	0.35	0.175	0.22	0.4
pwj - Walk Pedestrian Environment Variable Coefficient Destination	0.3	0.164	0.164	0.35
pbi - Bike Pedestrian Environment Variable Coefficient Origin	0.47	0.07	0.066	0.3
pbj - Bike Pedestrian Environment Variable Coefficient Destination	0.006	0	0.006	0.006

The final step in the process involves assigning transit trips to their respective routes. Separate assignments are performed by mode and time period, as determined in the mode choice model. Home-based work trips are assigned to the peak-period network, while home-based other, non-home-based, home-based university, and dorm-to-university trips are assigned to the off-peak network. Within each period, three transit mode options are available: walk to local bus, walk to express bus, and drive to the best available transit. The transit assignment process in this model is relatively straightforward—it loads the transit trips generated by the mode choice step onto the transit paths developed during path-building. No additional parameters are used in this procedure.

Transit Assignment Validation Results

Typically, less effort is devoted to validating transit assignment compared to highway assignment. This is partly because transit assignment does not directly affect roadway congestion or capacity, and there is generally a lack of post-processing tools and scripts to evaluate transit assignment accuracy. Nevertheless, transit remains a vital component of the Gainesville Urbanized Area Transportation Study 2020 model, making it essential to achieve a reasonable level of validation at least at the system-wide scale. In the model chain, the transit assignment step loads person trips onto the transit network. Separate assignments are performed by mode and period: home-based work trips are assigned to the peak-period network, while home-based other, non-home-based, home-based university, and dorm-to-university trips are assigned to the off-peak network.

Overall validation for transit assignment was based on an analysis of the transit ridership not only as a system but also on a route-by-route basis. Transit assignment loadings were compared to average weekday “unlinked” route ridership data provided by Gainesville Regional Transit System. Unlinked trips are equal to bus boarding and count all the times that a person boards a bus, both initially and during transfers. Table

3-16 shows the route level comparison of observed ridership and ridership estimated by the model. The 2019 Gainesville Regional Transit System weekday ridership was calculated using the average of the months when school is in session during 2019 (excluding summer months of June, July, and August). The average weekday ridership during the summer months is much lower than the rest of the year. Since the model forecasts include university trips, it is reasonable to use average weekday ridership from September to May for comparison purposes.

The Gainesville Urbanized Area Transportation Study 2020 model represents the number of transit trips assigned to each route through the transit assignment module. System-wide model estimates of unlinked trips align closely with observed Gainesville Regional Transit System (RTS) ridership data. As shown in Table 3-16 , the 2020 transit assignment model estimated 46,283 unlinked trips system-wide, compared to the RTS-reported average weekday ridership of 35,177 for 2019, when school was in session. At the system-wide level, the Gainesville Urbanized Area Transportation Study 2020 model's ridership differs by 32 percent from the RTS data, which falls well within the Florida Department of Transportation's preferred validation range of 3 to 9 percent. Overall, while regional models typically do not validate precisely on a route-by-route basis, the 2020 model demonstrates strong performance in system-wide transit assignment and reasonable accuracy at the route level.

Table 3-16 Transit Loading Estimates: Year 2020

Route	Route Name	2020 Model Volume	2019 Average Weekday Ridership (RTS)	Ratio
1	Downtown Station to Butler Plaza	903	2,308	0.391
2	Downtown Station to NE Walmart Supercenter	99	196	0.505
3	Downtown Station to N Main St Post Office	255	115	2.217
5	Downtown Station to Oaks Mall	1,967	1,454	1.353
6	Downtown Station to Plaza Verde	169	326	0.518
7	Downtown Station to Eastwood Meadows	38	279	0.136
8	Shands to North Walmart Supercenter	1,946	1,317	1.478
9	Reitz Union to Hunters Run	2,653	2,792	0.950
10	Downtown Station to Santa Fe	814	473	1.721
11	Downtown Station to Eastwood Meadows	168	413	0.407
12	Reitz Union to Butler Plaza	1,559	2,300	0.678
13	Beaty Towers to CareerSource	1,780	2,406	0.740
15	Downtown Station to NW 13th St (@ NW 23rd Ave)	544	913	0.596
16	Beaty Towers to Sugar Hill	621	518	1.199
17	Beaty Towers to Downtown Station	654	488	1.340
19	Reitz Union to SW 23 Terrace/SW 35 Place	60	56	1.071
20	Reitz Union to Oaks Mall	4,448	3,936	1.130
21	Reitz Union To Cabana Beach	2,847	2,112	1.348
23	Oaks Mall to Santa Fe	320	498	0.643
24	Downtown Station to Job Corps	274	52	5.269
25	UF Commuter Lot to Airport	438	369	1.187
26	Downtown Station to Airport	259	388	0.668

Route	Route Name	2020 Model Volume	2019 Average Weekday Ridership (RTS)	Ratio
27	Downtown Station to NE Walmart Supercenter	80	54	1.481
28	The Hub to Forest Park	1,185	1,313	0.903
29	Kiwanis Park to Beaty Towers	1,099	312	3.522
34	The HUB to Lexington Crossing	1,616	1,383	1.168
35	Reitz Union to SW 35th Place	2,518	2,981	0.845
36	Reitz Union to SW 34th St Post Office	817	411	1.988
37	Reitz Union to Butler Plaza	1,763	1,380	1.278
38	The Hub to Gainesville Place	2,135	4,417	0.483
39	Santa Fe to Airport	84	104	0.808
40	The Hub to Hunters Crossing	476	211	2.256
43	Shand to Santa Fe	1,548	1,000	1.548
46	Reitz Union to Downtown Station	2,311	952	2.428
75	Oaks Mall to Butler Plaza	391	899	0.435
76	Santa Fe to Haile Square Market	85	228	0.373
77	Santa Fe to Cabana Beach Apts	258	204	1.265
117	Park-N-Ride 2 (SW 34th St.)	598	410	1.459
118	Park-N-Ride 1 (Cultural Plaza)	2,568	2,612	0.983
119	Family Housing	411	336	1.223
120	West Circulator (Fraternity Row)	1,229	1,263	0.973
121	Commuter Lot	2,964	385	7.699
122	UF North/South Circulator	666	528	1.261
125	Lakeside	1,226	868	1.412
126	UF East/West Circulator	1,733	568	3.051
127	East Circulator (Sorority Row)	712	1,824	0.390
150	Haile Plantation	1,397	110	12.700
800X	Santa Fe to Butler Plaza	78	92	0.848
Systemwide		**52,764**	**48,554**	**1.087**

3.8 Summary and Conclusions

The model validation phase for the Gainesville Urbanized Area Year 2050 Long Range Transportation Plan Update began with data development and review, as documented in Technical Reports 2. The processes of data review, adjustment, and correction were iterative throughout the validation effort, allowing for the identification and resolution of data issues based on model results.

After the input data were deemed acceptable for the working group, validation efforts proceeded for each component of the GUATS 2020 travel demand model. The highway component validated reasonably well from the outset, reflecting the study team's extensive work in data development, review, disaggregation, and refinement. The transit component of the model also achieved acceptable validation results for system-wide performance evaluations. However, for route-level ridership forecasting studies, additional corridor-level validation is recommended.

The Gainesville Urbanized Area Transportation Study 2020 base year model meets the established Florida Standard Urban Transportation Model Structure (FSUTMS) standards for accuracy and reasonableness. The validated model will serve as the foundation for subsequent phases of the Gainesville Urbanized Area Year 2050 Long Range Transportation Plan Update, supporting the development and evaluation of future transportation alternatives.

3.9 Visum Model Revisions

All the above updated data for 2020 was loaded into the Visum model database data inputs in the appropriate locations as required by the model scripts. The model scripts were adjusted as needed to match any field name changes. The field name changes were mostly related to removing the "IMPT_" prefix from imported data fields from 2015 as they were updated to 2020.

4. Year 2050 Needs Plan

The Year 2050 Long-Range Transportation Plan (LRTP) identifies the essential transportation projects required over the next 25 years to shape a transportation system that is safe, efficient, equitable, and sustainable. A critical first step in this process is the development of a Needs Plan, which outlines a comprehensive list of mobility solutions designed to meet the region's future travel demands, without initial regard to funding availability. This unconstrained approach allows the community and decision-makers to visualize and evaluate a full spectrum of transportation alternatives that can fulfill the region's vision for the future, before selecting the most effective projects for eventual funding.

This unconstrained Needs Plan serves two key purposes in the long-range planning process. First, it establishes a comprehensive inventory of projects that can be advanced should transportation revenue allocations change in future years. Second, it serves as a critical visioning tool that enables the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area and its partners to align potential projects with adopted policy objectives. For the 2050 LRTP, these objectives include enhancing economic competitiveness, improving environmental sustainability, reducing greenhouse gas emissions, ensuring social equity, and institutionalizing a Vision Zero safety framework.

The process followed in the development of the Year 2050 Needs Plan involved technical analysis, public involvement, and coordination with the MTPO and its advisory committees. The initial analytical step was to assess future traffic conditions by projecting population and employment growth through the year 2050. This projected demand was then modeled on the Year 2029 Existing plus Committed (E+C) network to forecast mobility deficiencies. This analysis, which builds upon the adopted Year 2045 LRTP and other relevant local plans, forms the basis for the development and evaluation of multimodal alternatives documented in this report.

4.1 Network Coding, Editing and Debugging

To evaluate the forecasted Year 2050 conditions of the transportation system, the initial step involved coding the Year 2029 Existing plus Committed (E+C) network into the Gainesville Urban Area Transportation Study travel demand model. This effort included coding all roadway and transit capacity projects—such as new roadways, additional travel lanes, or new transit services—that are committed for completion by the year 2029. This coded E+C network serves as the baseline scenario for the Year 2050 analysis.

Following the establishment of the E+C network, three distinct alternatives for the Year 2050 Needs Plan were developed and coded for testing. These alternatives, as detailed later in this report, include Scenario 1 (Highway Widening), Scenario 2 (Transit Hybrid) and Scenario 3 (Improved Transit).

Throughout the coding process for all networks, rigorous editing and debugging procedures were employed to resolve any network errors and ensure the model scenarios ran correctly. Any identified issues were

addressed before subsequent analysis was performed. The following sections present additional detail on the development of these network scenarios.

4.2 Development of Existing Plus Committed Network

Existing plus Committed Network

The Existing-plus-Committed (E+C) network represents the baseline transportation system that is anticipated to be complete and operational by the year 2029. This network is composed of existing facilities plus any new transportation projects for which funding has been secured. To be included, a project must have federal, state, local, or private funding committed for its construction or for the acquisition of right-of-way.

Project identification was conducted by reviewing key programming documents, including the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Transportation Improvement Program (TIP), the Florida Department of Transportation (FDOT) Five-Year Work Program, and the current Capital Improvement Programs (CIPs) for the City of Gainesville and Alachua County.

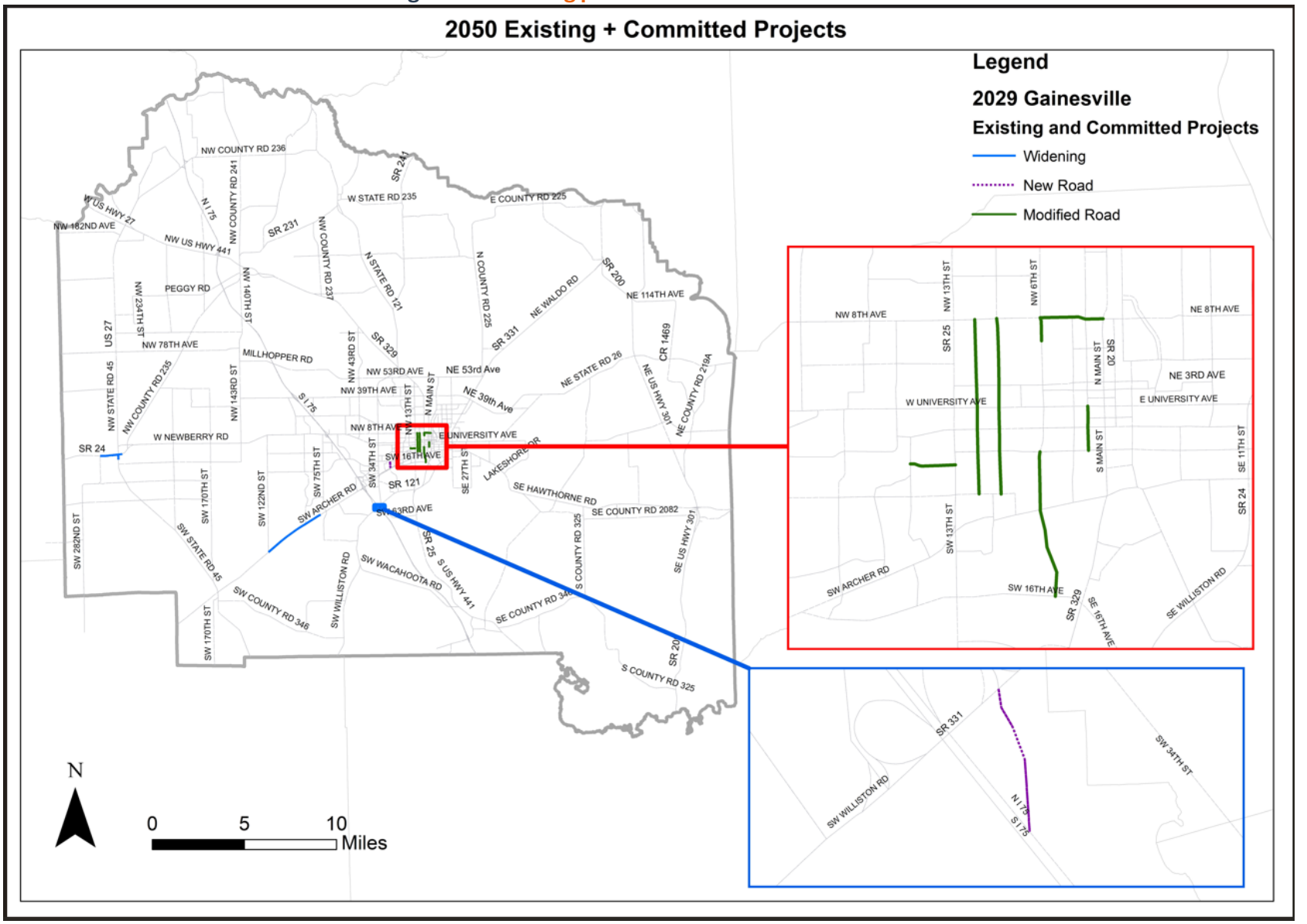
A comprehensive list of the projects included in the E+C network is provided in Table 4-1. The locations of these projects are illustrated graphically in **Figure 4-1**.

Table 4-1 Existing plus Committed Projects

No	Project Description	Project Extent	Source
1	Reconstruct SW 15th Ave west of US 27/41: remain 2 travel lanes, adding a center turn lane on the portion from the CSX railroad right of way west to SW 260th Street	SW 15th Ave west of US 27/41 and west to SW 260th Street	City of Alachua
2	New 2-lane road segment	From SW 260th Street west to CR 337/ SW 266th Street	City of Alachua
3	Local Roads – Construction of unimproved roadways citywide	citywide	City of Waldo
5	SR 24 - FDOT improvements	SR 24	City of Waldo
6	US 301 – FDOT Improvements	US 301	City of Waldo
7	New Turn lanes	NW 23rd Ave	County/E+C Project
9	SR24 Expansion: from a rural 2-lane undivided section to a 4-lane divided roadway	From SW 75th Street/Tower Road to SW 122nd Street/Parker Road	County/ Agency Needs
10	SW 20th Ave: RAISE Planning Grant received	SW 20th Ave	County/ Agency Needs
11	NW 23rd Ave Multi-Use Path	NW 23rd Ave	County/ Other Data
12	Archer Braid Trail	Kanapaha Section (ABT-KS) of Archer Braid Trail	County/ Other Data

No	Project Description	Project Extent	Source
17	Trail Counter @ Archer Rd Trail	Site 26C005	County/ Other Data
19	W 10th St & W 12th St: One-way multimodal pair	W 10th Street and W 12th Street	City of Gainesville
23	NE 31st Avenue Trail	From NE 15th St to Waldo Rd	City of Gainesville
24	SW 47th Avenue Trail	From SW 40th Blvd to SW 27th St	City of Gainesville
25	SE 8th Avenue Trail	From GTEC building to Waldo Rd	City of Gainesville
26	SE 15th Street Trail	From Boulware Springs Park SE 8th Ave	City of Gainesville
27	Sweetwater Trail - Phase 1	From Depot Park to Williston Rd	City of Gainesville
28	Sweetwater Trail - Phase 2	From Williston Rd/Sweetwater Preserve to Sweetwater Wetlands	City of Gainesville
29	Sweetwater Greenway	From Sixth Street Trail to E University Ave	City of Gainesville
30	6th Street Trail	From NW 16th Ave to NW 23rd Ave	City of Gainesville
31	6th Street Trail	From NW 23rd Ave to NW 39th Ave	City of Gainesville
32	NW 23rd Avenue Trail	From NW 16th Ter to NW 23rd Ter	City of Gainesville
33	Eastside Loop Trail	From Hawthorne Rd to Cone Park	City of Gainesville
34	Eastside Loop Trail	From Cone Park to Waldo Rd Greenway	City of Gainesville
35	NW 53rd Ave Trail	From NW 34th Blvd to US 441	City of Gainesville
36	SW 40th Blvd Trail	From Archer Rd to SW 62nd Blvd	City of Gainesville
37	New transit transfer station	North of SE 8th Ave	City of Gainesville
43	Interchange - Add Lanes	I-75(SR93)@ SRr24(Archer Rd)	FDOT
44	SR20(SE Hawthorne Rd) - Add Lanes & Reconstruct	From East of US301 to Putnam C/L	FDOT
45	NW 23rd Avenue - Add Lanes & Reconstruct	From I-75(SR93) Overpass to NW58th Blvd	FDOT
46	SR26 Corridor - Add Lanes & Reconstruct	From Gilchrist C/L To CR26A E Of Newberry	FDOT

Figure 4-1 Existing plus Committed Model Network



4.3 Development of the Year 2050 Needs Plan

Needs Assessment

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the 2050 Needs and Cost Feasible Plans. The Needs Plan serves as a critical component of the 2050 Gainesville Metropolitan Transportation Planning Organization (MTPO) Long Range Transportation Plan (LRTP), guiding the identification and evaluation of multimodal transportation needs across the regional roadway network. The evaluation of needs was conducted based on the following goals and objectives of the LRTP (Table 4-2).

Table 4-2 2050 LRTP Goals & Objectives

Goal	Objective
1. Support economic vitality	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes involving vulnerable users
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
3. Increase accessibility and of people and freight	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
	Improve directness of freight hub connection
4. Protect environment	Limit impacts to natural resources like parks and preservation areas
	Limit impacts to historic and cultural resources
5. Enhance integration and connectivity of transportation systems across different modes	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity centers
	Improve transit service in transportation
	Improve roadway network connectivity around activity centers
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies
	Improve travel time reliability
7. Emphasize the preservation of the existing transportation system*	Address pavement in poor condition

The evaluation process utilized a comprehensive, data-driven methodology to assess transportation system performance and to identify gaps and future demand. Multimodal needs were analyzed through the lens of anticipated population and employment growth, travel demand forecasts, safety evaluation and

multimodal facilities. The plan integrates the needs of all users—motorists, pedestrians, bicyclists, micromobility users, transit riders, and freight traffic.

Table 4-3 shows the corresponding performance measures for each goal and objective, as well as the scoring scheme:

Table 4-3 Needs Evaluation Performance Measures

Goal	Objective	Criteria/Performance Measure
1. Support economic vitality	Improve mobility in high growth areas	0-2050 E+C V/C is less than 1 in high growth areas
		1-2050 E+C V/C is more than 1 in high growth areas
	Improve mobility on heavy truck routes	0-2050 E+C V/C is less than 1 on freight roadways
		1-2050 E+C V/C is more than 1 on freight roadways
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes	0-not on High Injury Network (HIN)
		0.5-not on Alachua HIN but on GNV High Risk Network (HRN)
		1-on High Injury Network
	Reduce fatal & severe injury crashes involving vulnerable users	0-not on vulnerable user HIN network
		1-on vulnerable user HIN network
	Maintain mobility on evacuation routes	0-2050 E+C LOS D or better on evacuation route
		1-2050 E+C LOS E or F on evacuation route
	Improve safety for vulnerable road users	0-without high vulnerable road users demand
		1-with high vulnerable road users demand
3. Increase accessibility and of people and freight	Improve multimodal access to public transit	0-sidewalk/bike lane w/in ½ mile of transit
		1-no sidewalk/bike lane w/in ½ mile of transit**
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas	0-sidewalk/bike lane in TD area
		1-no sidewalk/bike lane in TD area**
	Improve directness of freight hub connection	0-with direct connection to freight hub
		1-without direct connection to freight hub
4. Protect environment*	Limit impacts to natural resources like parks and preservation areas	0-roadway capacity improvement in or near environmentally sensitive area
		1-not in or near environmentally sensitive area or operational improvement
	Limit impacts to historic and cultural resources	0- capacity improvement in or near historic/cultural resources
		1-not in or near historic/cultural resources or operational improvement
5. Enhance integration and connectivity of transportation	Fill gaps in sidewalk network	0-existing sidewalk
		1-no existing sidewalk**

Goal	Objective	Criteria/Performance Measure
systems across different modes	Fill gaps in trail and bike lane network	0-separated/buffered bike lane or path
		0.5-existing shoulder or bike lane***
		1-no existing bike lane or shoulder**
	Improve transit service to major activity centers	0-high level of transit service on major facilities accessing the activity centers
		1-low level of transit service on major facilities accessing the activity centers
	Improve transit service in transportation disadvantaged areas	0-high level of transit service in transportation disadvantaged areas
		1-low level of transit service in**
	Improve roadway network connectivity around activity centers	0 – low circuity ratio
		1 – high circuity ratio
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies*	0-capacity improvement
		1-operational improvement
	Improve travel time reliability	0-on reliable roadways
		1-on unreliable roadways
7. Emphasize the preservation of the existing transportation system*	Address pavement in poor condition	0-on roads with good pavement condition
		1-on roads with poor pavement condition

*Objectives for project prioritization only.
**Roadways outside of the urban area boundary get half the points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.75 points.
***Roadways outside of the urban area boundary get 0.125 points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.25 points.

In addition to evaluating system performance, the data-driven Needs Plan process was also used to prioritize projects sourced from local and regional partners, including Alachua County, the City of Gainesville, the University of Florida, and the adopted projects from the 2045 LRTP.

The application of performance measures was completed in a disaggregate manner that grouped the objectives into four needs types categories to better specify what types of gaps, or needs, are present on the roadway network. The needs types include:

- Mobility
  - Evaluated with mobility objectives in goal 1.
  - Proposed projects related to improving mobility are prioritized with performance measures included in this type.
- Multimodal
  - Evaluated with objectives related to active transportation facilities, such as bike lanes, sidewalks and transit services.
  - Proposed projects aiming to improve the connection of active transportation facilities are prioritized with performance measures included in this type.
- Safety
  - Evaluated with the safety objectives in goal 2.

    - Proposed projects aiming to improve safety are prioritized with performance measures included in this type.
- Connectivity.
    - Evaluated with objectives related to roadway connectivity around activity centers and freight hubs.
    - Proposed projects related to adding new roadways or extending roadways are prioritized with performance measures included in this type.
- Each proposed project was scored and prioritized based on its alignment with the objectives and the type of needs it addresses. Table 4-4 shows the needs type and the corresponding objectives.

Table 4-4 Needs Type

Needs Type	Objectives
Mobility (Goal 1)	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
Multimodal (Goals 3 and 5, includes objectives related to multimodal)	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity centers
	Improve transit service in transportation disadvantaged areas
Safety (Goal 2)	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes involving vulnerable users
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
Connectivity (Goals 3 and 5 connectivity and accessibility objectives)	Improve roadway network connectivity around activity centers
	Improve directness of freight hub connection

The needs evaluations are mapped by the four needs types. Figure 4-2 to Figure 4-5 illustrate the needs scores by needs type.

Figure 4-2 Mobility Needs Score

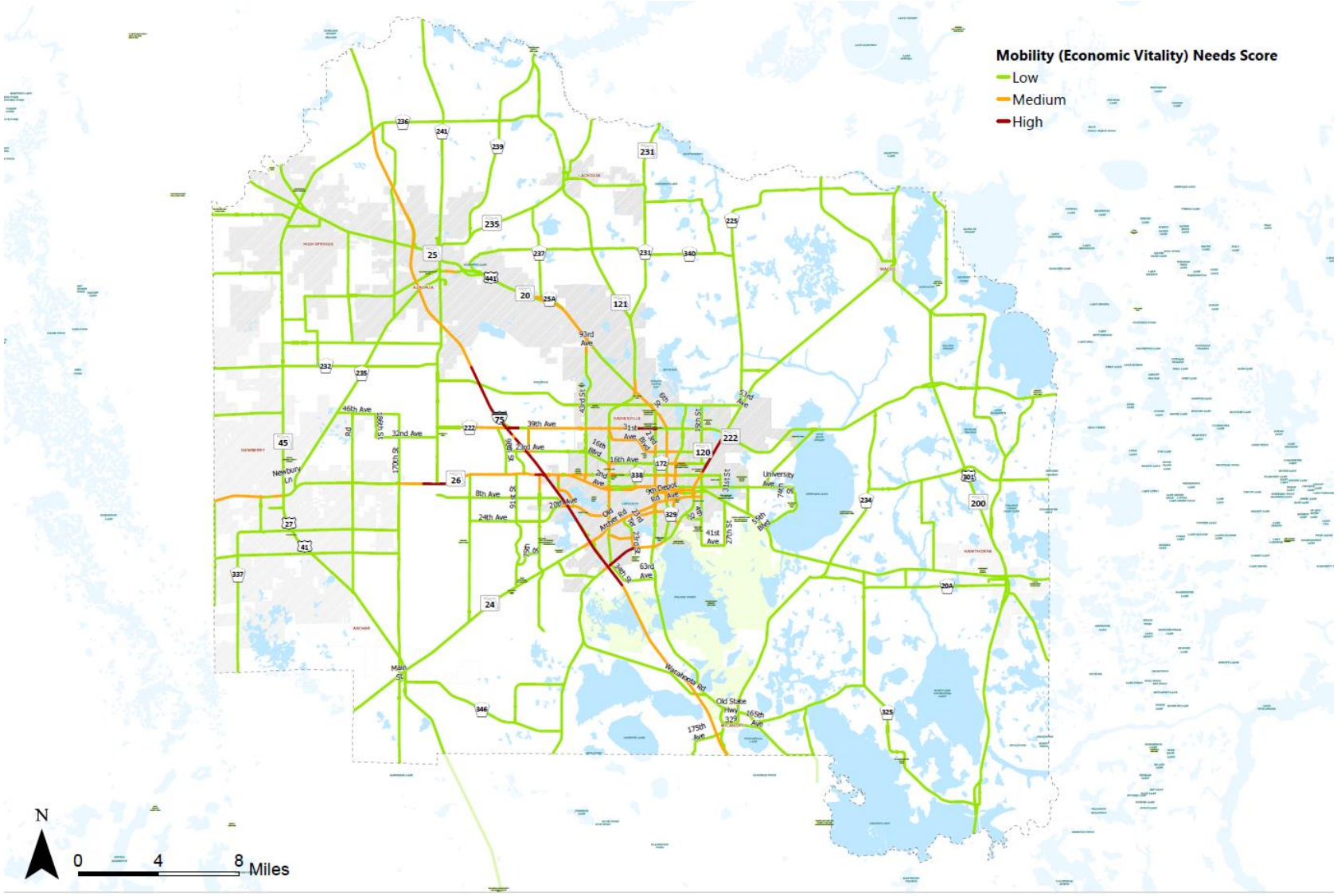


Figure 4-3 Multimodal/ Safety Needs Score

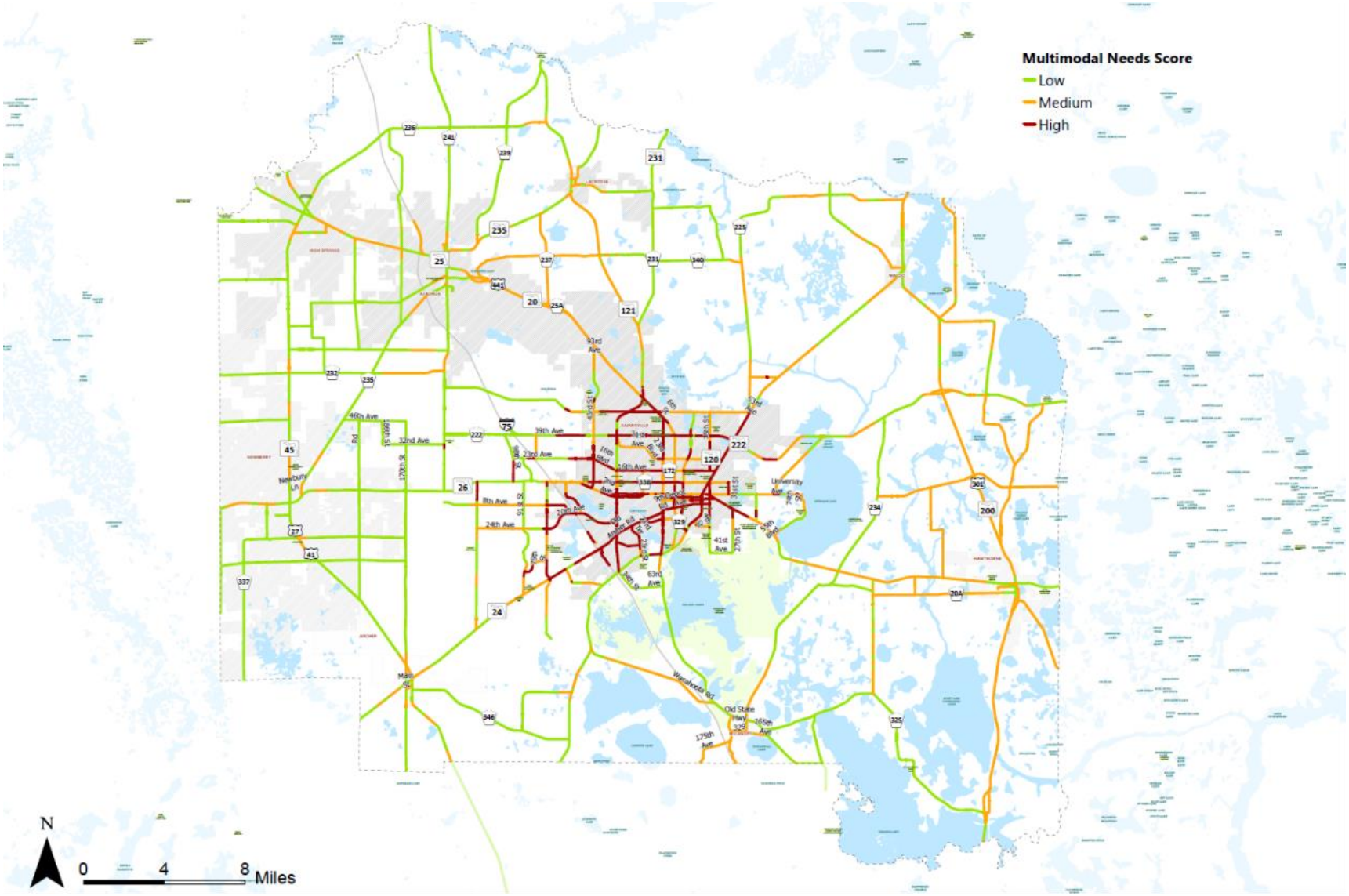


Figure 4-4 Safety Needs Score

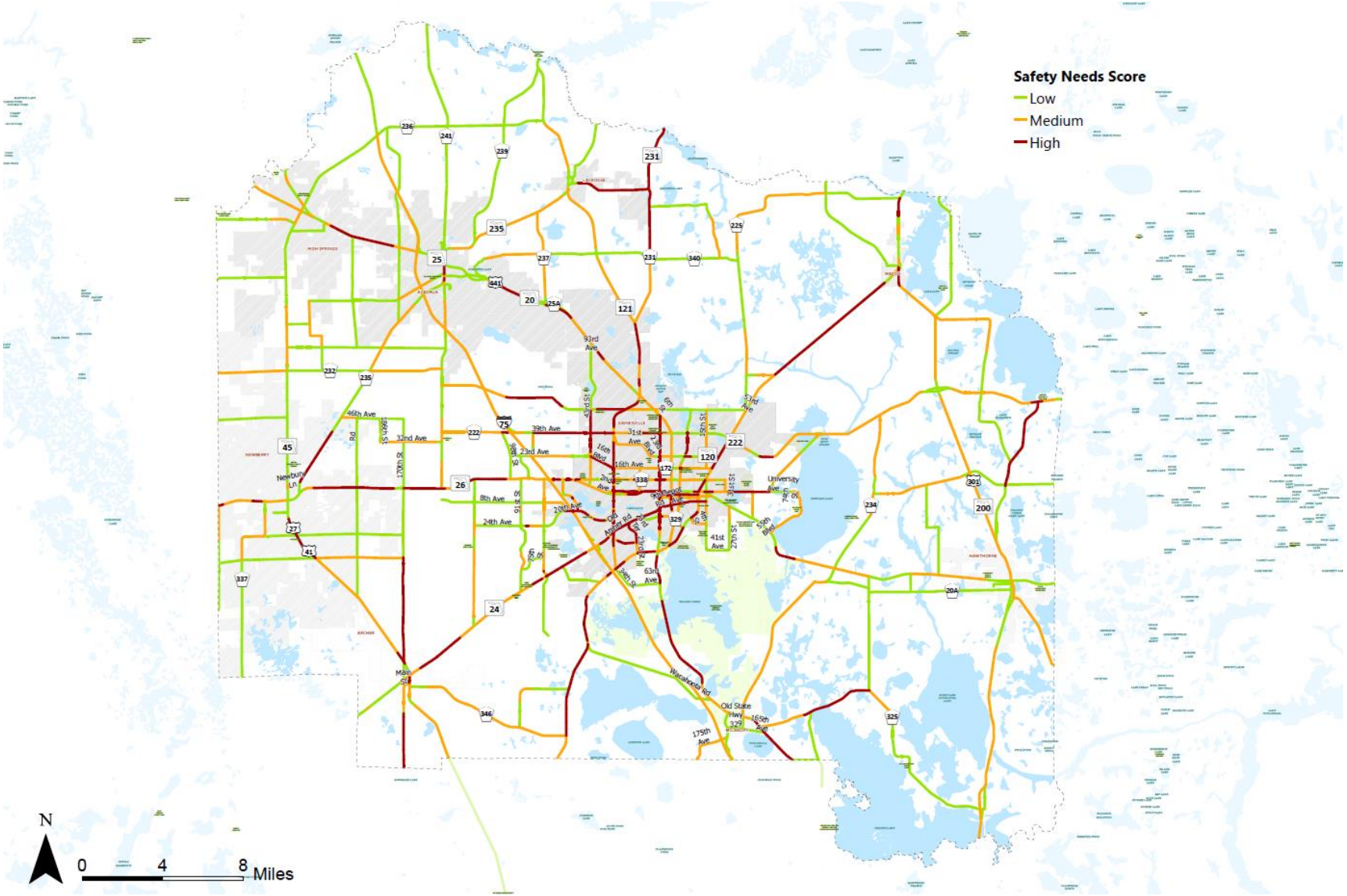
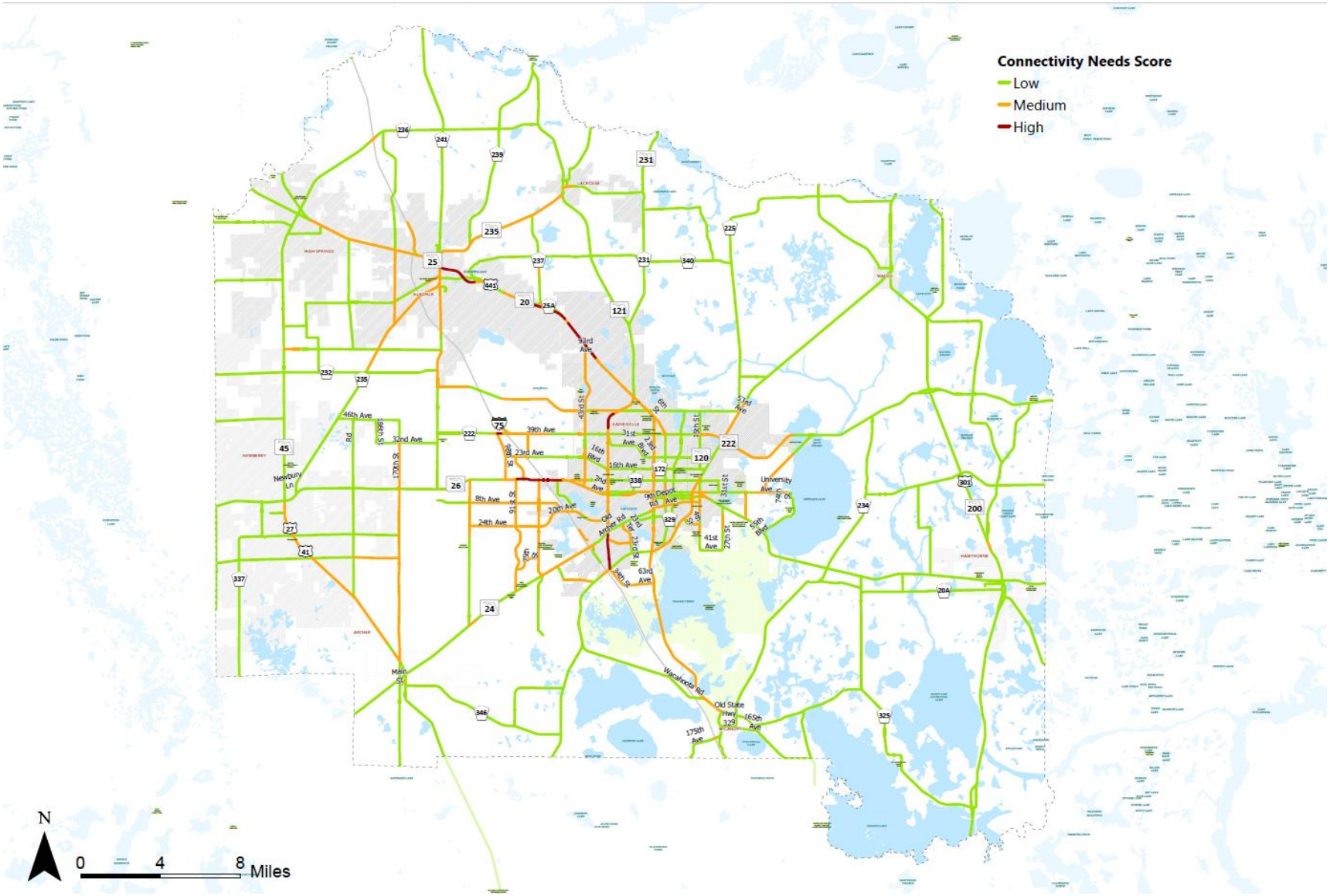


Figure 4-5 Connectivity Needs Score



Year 2050 Growth Forecasts

Land use and transportation are fundamentally linked. The location and density of future residential and commercial development directly influence travel patterns and the demand placed on the transportation system. To forecast future travel demand, socioeconomic data for the Year 2050 was developed at the traffic analysis zone (TAZ) level. This data serves as a primary input to the regional travel demand model, which is used to identify mobility deficiencies.

Population and Employment Control Totals

The Year 2050 population and employment datasets were prepared in coordination with MTPO staff, the University of Florida, and local government partners. The forecasts are based on control totals from sources such as the University of Florida's Bureau of Economic and Business Research (BEBR) for population and the Florida Department of Economic Opportunity (FDEO), Bureau of Economic Analysis (BEA), and Dun & Bradstreet data for employment. Table 4-5 summarizes the socioeconomic data for the model's Base Year 2020 and the forecast Year 2050, illustrating the anticipated growth for the region.

Table 4-5 2020 - 2050 Socioeconomic Data Summary

	2020 Control Total	2050 Control Total	Change (2050 - 2020)
Single-family Dwelling Units (SFDU)	66,900	85,357	18,457
Multi-family Dwelling Units (MFDU)	56,458	72,950	16,492
Total Dwelling Units	123,358	158,307	34,949
Population in Single-family Dwelling Units (SPOP)	157,687	201,203	43,516
Population in Multi-family Dwelling Units (MFPOP)	110,703	143,043	32,340
Total Population in Dwelling Units	268,390	344,246	75,856

Year 2050 Existing-plus-Committed Network Deficiency Analysis

The forecasted Year 2050 socioeconomic data and the Year 2029 Existing plus Committed (E+C) network were input into the travel demand model to conduct a deficiency analysis. The results of this analysis identified the roadway and transit facilities expected to experience significant congestion by 2050, forming the basis for the development of the Year 2050 Needs Plan alternatives.

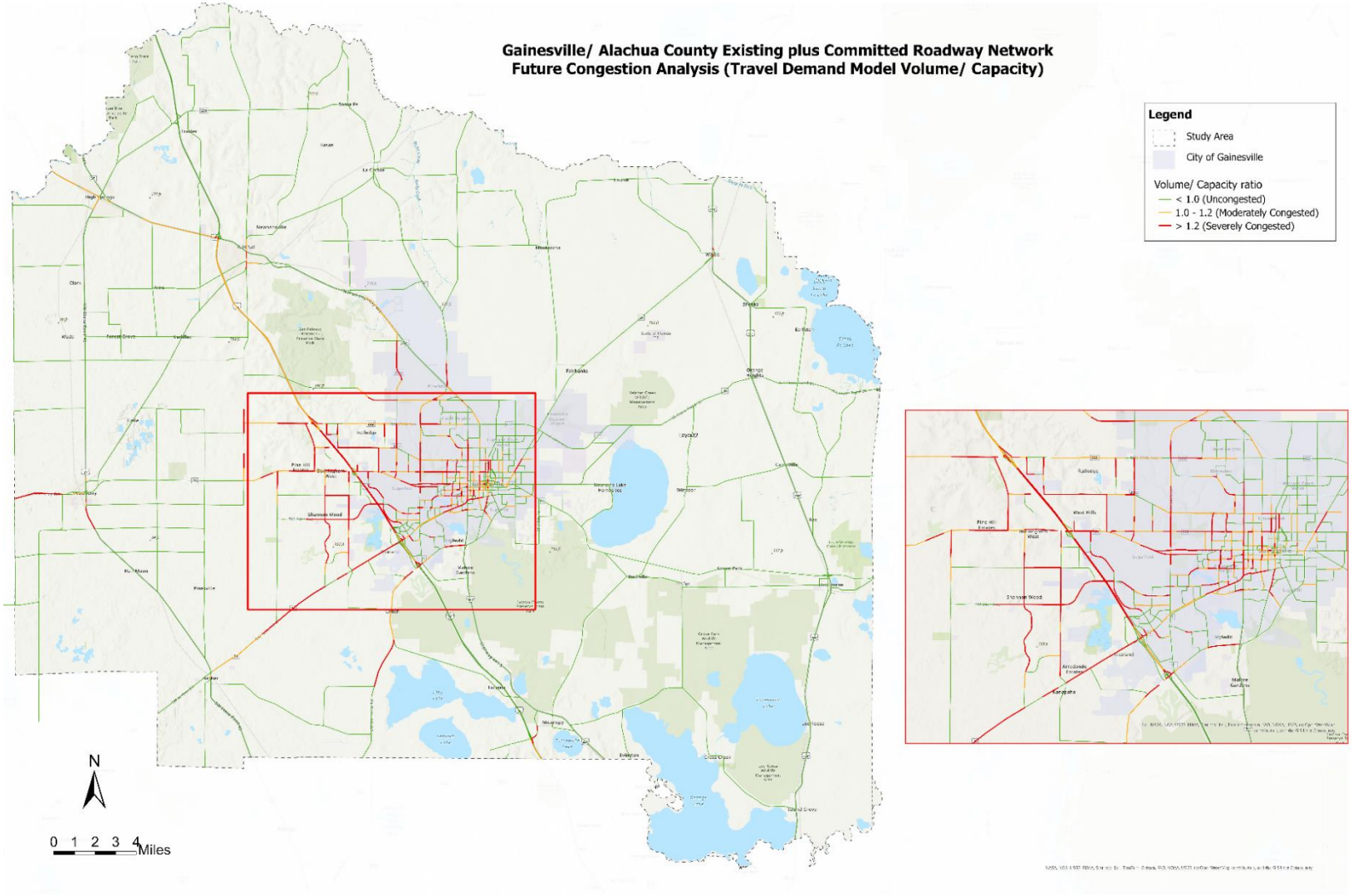
A planning-level congestion analysis was performed using the E+C network's link-level model volumes and their corresponding daily capacities. Table 4-6 shows the relationship between the model's Volume-to-Capacity (V/C) ratios and the corresponding congestion levels used in this analysis. For the purposes of this plan, a V/C ratio of 1.0 or greater indicates a facility projected to operate at or over its capacity.

Table 4-6 Relationship between Volume-to-Capacity Ratios and Congestion Levels

Daily Volume-to-Capacity Ratio	Congestion Level
Less than 1.0	Uncongested
1.0 to 1.2	Moderately Congested
Higher than 1.2	Severely Congested

The link-level volume-to-capacity ratios were used as the basis for identifying the unconstrained Needs of the roadway projects. A volume-to-capacity of 1.0 or above generally indicates a congested condition in which projected volume exceeds available capacity. For purposes of this Long-Range Transportation Plan, roadway segments having volume-to-capacity in between 1.0 and 1.2 were flagged as Moderately Congested, while roadway segments having a volume-to-capacity of greater than 1.2 were flagged as Severely Congested. The locations of these deficient segments are displayed graphically in Figure 4-6, illustrating the projected 2050 no-build congestion across the E+C network.

Figure 4-6 Year 2050 E+C Roadway Network Future Congestion Map



Year 2050 Needs Plan Scenarios Analysis

To measure the effectiveness of different investment strategies for improving mobility through the year 2050, the Long-Range Transportation Plan evaluates three distinct scenarios. Each scenario combines various highway and transit improvements to test different approaches to addressing future transportation needs. The scenarios are summarized below:

- **Scenario 1: Highway Scenario:** This scenario adds roadway capacity improvements to the E+C network, as well as bike and pedestrian improvements to enhance multimodal safety and connectivity.
- **Scenario 2: Transit Hybrid Scenario:** This scenario tests the impact of major transit investments. It includes all the highway, bicycle, and pedestrian projects from the Highway Scenario, and further adds a series of aspirational transit capital projects.
- **Scenario 3: Improved Transit Headway:** This scenario measures the effect of operational improvements on top of capital investments. It includes all the capital projects from the Transit Hybrid Scenario and introduces a significant system-wide operational enhancement: a reduction in headway (shorter wait times) on existing transit routes.

Table 4-7 outlines the key assumptions for each of the three future investment scenarios. Following this, Table 4-8 presents a comparative analysis of key performance measures for all modeled scenarios, including the Base Year 2020 and the E+C/No-Build network.

Table 4-7 Scenarios Description

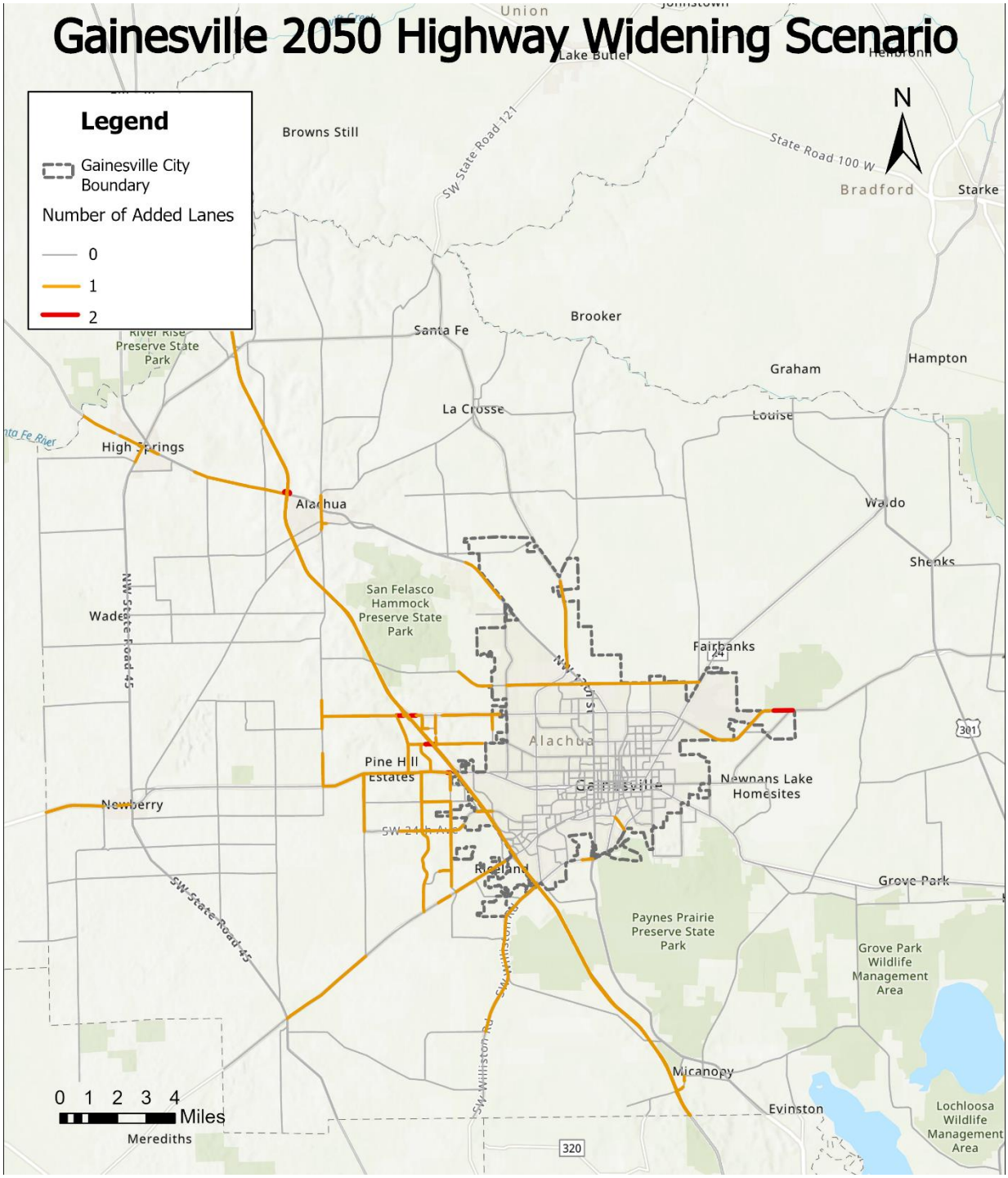
No	Scenario	Description
1	Highway Scenario	Roadway widening with bike, pedestrian improvements, and new roads
2	Transit Hybrid Scenario	Highway scenario + Aspirational transit projects
3	Improved Transit Headway	Hybrid scenario + improved transit frequency of existing transit routes

Year 2050 Needs Plan Scenario 1: Highway Scenario

The Highway Scenario is designed to address the projected 2050 congestion primarily through roadway capacity enhancements. This scenario adds travel lanes to the congested corridors that were identified in the E+C/No-Build 2050 Network Deficiencies.

The lane call analysis was performed based on the agencies' road widening projects to calculate the number of additional lanes required to achieve a desirable level of service on each deficient segment. The result of Highway Widening Scenario is showing in Figure 4-7.

Figure 4-7 Scenario 1: Lane Call Analysis of Highway Scenario



Year 2050 Needs Plan Scenario 2: Transit Hybrid Scenario

The Transit Hybrid Scenario tests an investment strategy focused on enhancing the public transportation system while the roadway capacity improvement implemented. This scenario introduces a series of "aspirational" transit projects to the Baseline/No-Build network.

Figure 4-8 shows the existing transit routes and Figure 4-9 presents the additional transit routes. These improvements are designed to create a more robust and accessible transit network, providing a viable alternative to single-occupancy vehicle travel. Projects in this scenario may include new Bus Rapid Transit (BRT) corridors, new express or local bus routes.

Figure 4-8 Existing Transit Routes

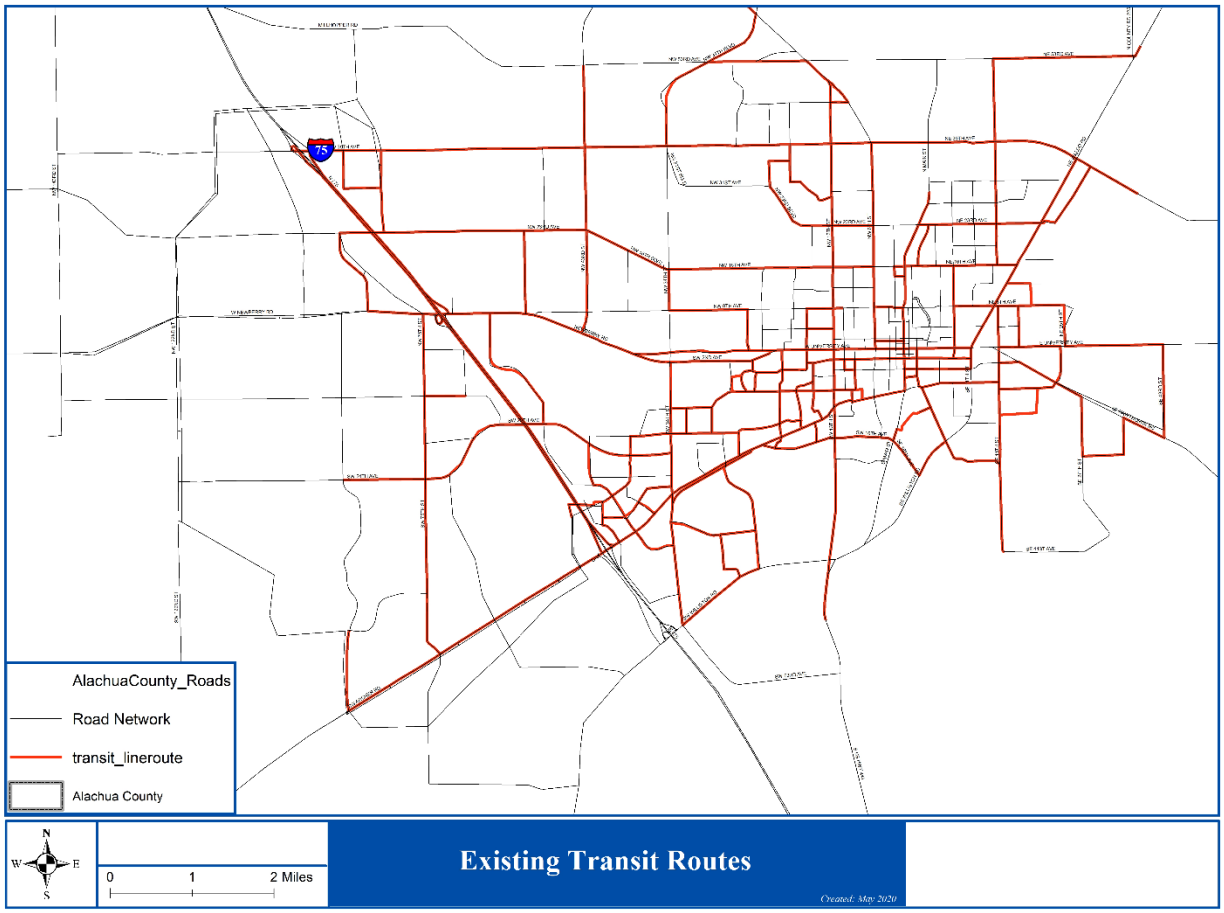
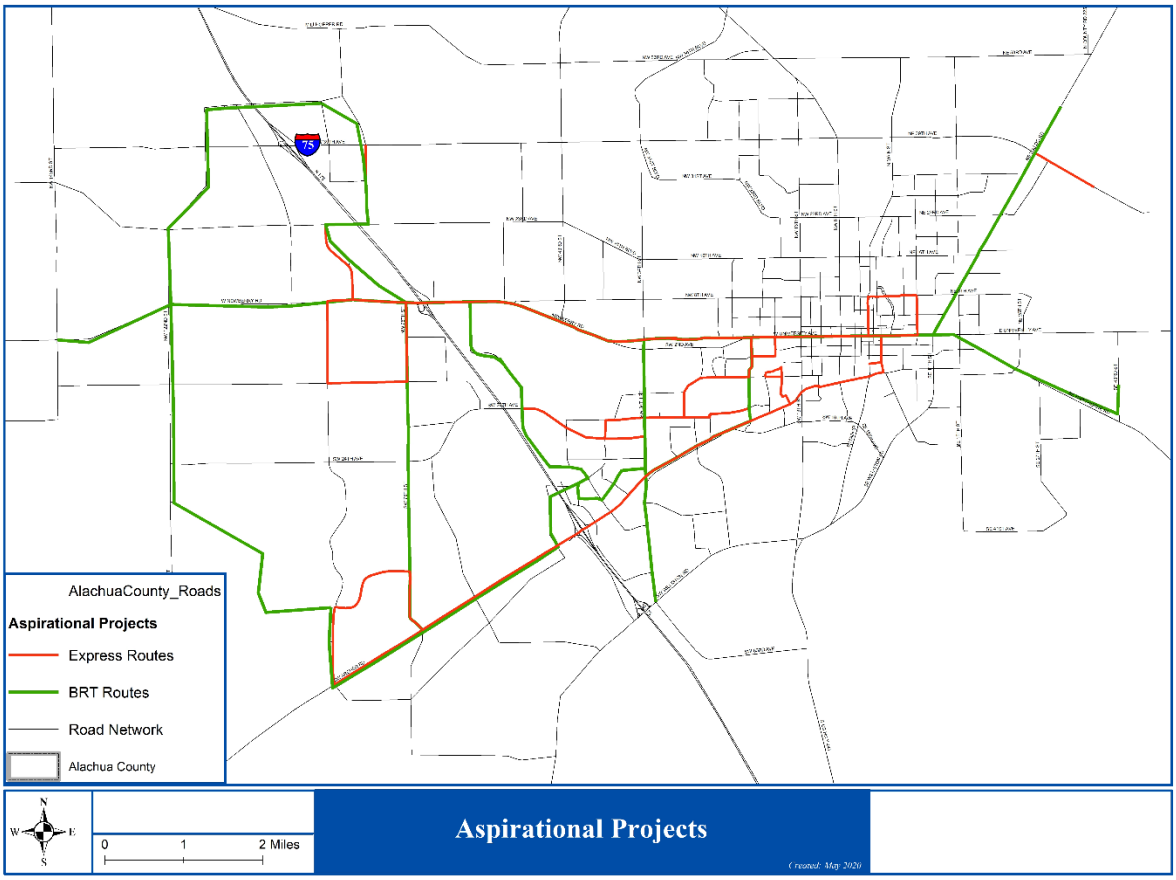


Figure 4-9 Additional Transit Routes



Year 2050 Needs Plan Scenario 3: Improved Transit Headway Scenario

The Improved Transit Headway Scenario builds upon the capital investments of the Transit Scenario by adding a significant operational enhancement across the transit network. The goal is to measure the impact of improved service frequency on transit ridership and overall system performance.

This scenario includes all the same aspirational transit projects as Scenario 2. In addition to these capital improvements, this scenario also models a system-wide reduction in headways (the time between bus arrivals) on existing transit routes. This operational investment is designed to make transit a more convenient and attractive travel option by reducing passenger wait times.

A comparative analysis of key system-wide performance measures was conducted to evaluate the effectiveness of each investment strategy. The model outputs for the different investment scenarios (Highway, Transit Hybrid, and Improved Headway) were compared against the results of the E+C/No-Build 2050 scenario. Table 4-8 provides an overall summary of how each scenario network was projected to perform in the year 2050.

Table 4-8 Scenario Performance Summary

Links Summary (including connectors)	Base Year 2020	E+C/No-Build 2050	Highway	Transit	Hybrid Transit+ Highway	Improved Transit Headway
Total Number of Links	5,013	5,039	5,039	5,039	5,039	5,039
Total Lane Miles	2,158	2,167	2,388	2,167	2,388	2,167
Total Directional Miles	1,660	1,663	1,663	1,663	1,663	1,663
Total VMT All Links	**8,770,654**	**11,287,874**	**11,275,102**	**11,274,793**	**11,262,039**	**11,256,850**
Total VHT All Links	**226,162**	**337,853**	**297,088**	**336,710**	**296,173**	**335,240**
Free Flow Speed (MPH)	37	37	37	37	37	37
Congested Speed (MPH)	**34**	**32**	**33**	**32**	**33**	**32**
Transit Ridership	**53,503**	**60,203**	**60,468**	**65,329**	**65,754**	**81,862**

Compared to the E+C/No-Build scenario, the Highway Widening and Hybrid scenarios demonstrate the most significant congestion relief, resulting in a notable increase in the average network-wide speed. In contrast, the Transit and Improved Headway scenarios show minimal impact on these congestion metrics. The Improved Headway scenario yields a dramatic increase in transit ridership, far surpassing the gains of the other scenarios when compared to the No-Build condition. The Transit and Hybrid scenarios also show positive, though more moderate, gains in ridership. The Highway Widening scenario produces a negligible change in transit use. Each of the investment scenarios results in a slight reduction in total Vehicle Miles Traveled (VMT) when compared to the No-Build scenario, indicating a modest improvement in overall network efficiency.

2050 Unconstrained Roadway Needs Identification

The previous sections have detailed the technical process for identifying the region's long-range transportation needs. This process culminates in the development of the Unconstrained Needs Plan, which represents a comprehensive inventory of all roadways, transit, bicycle, and pedestrian projects required to meet the projected Year 2050 travel demand.

This list serves as the foundational project "wish list" from which a prioritized list will be developed in subsequent planning stages. It is considered "unconstrained" because it is compiled based on identified mobility deficiencies without regard to funding availability or other implementation constraints.

The 2050 LRTP Needs Plan projects list is comprised of four broad categories of proposed improvements: Roadway, Multimodal, Transit and Safety. The composition of projects is shown in Figure 4-10. These projects have been compiled in coordination with the City of Gainesville, Alachua County, and the University of Florida. The complete list of projects in the Unconstrained Needs Plan is presented from Table 4-9 to Table 4-12, and the corresponding map is shown from Figure 4-11 to Figure 4-14. It should be noted that many of the multimodal projects also have safety components in them, but they are not classified as safety projects since their primary project type is multimodal.

Figure 4-10 Projects Composition

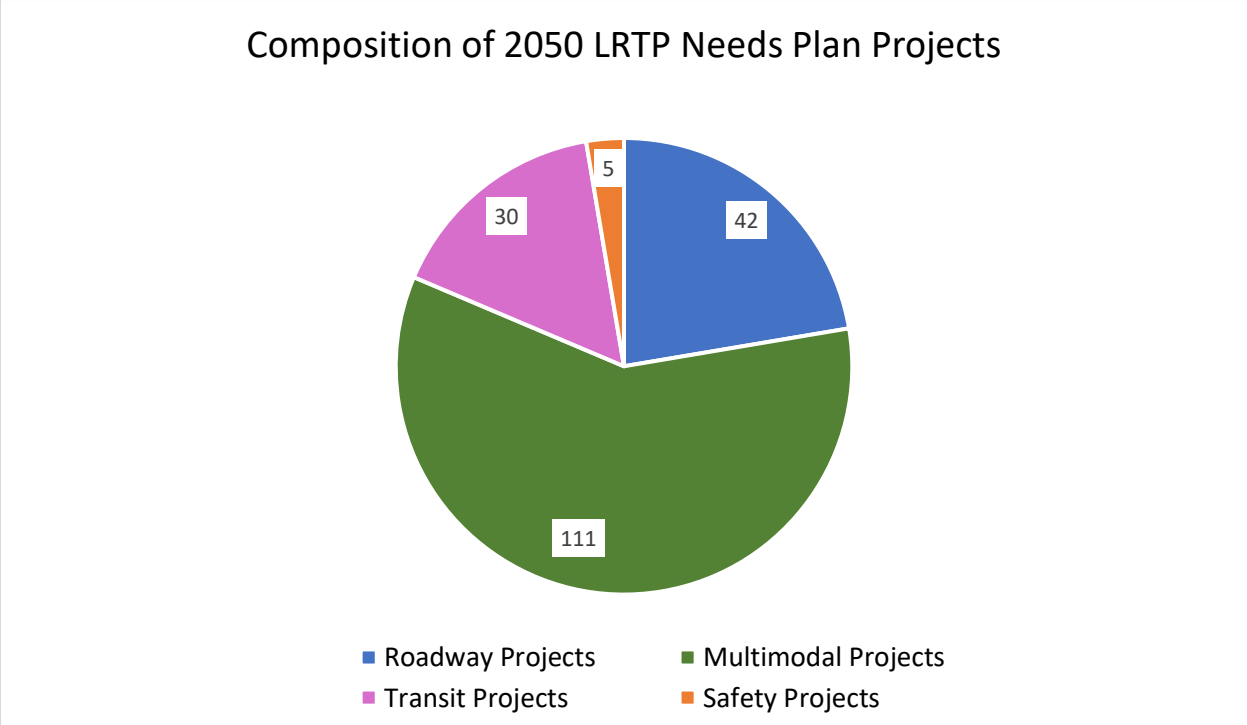


Table 4-9 2050 Roadway Needs Projects

Project ID	Street	From	To	Type
1	I-75	Marion County Line	Santa Fe River	Widening
2	SW 20th Avenue (I-75 Overpass)	SW 61st Street	SW 34th Street	Widen Two (2) Lane to Four (4) Lane
3	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to Four (4) Lane
4	NW 23rd Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4
5	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane
6	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Widen to 4 Lane
7	NW 23rd Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4
8	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane
9	SE 16th Avenue (SR 226)	S Main Street (SR 329)	SE Williston Road (SR 331)	Widen Two (2) Lane to Four (4) Lane
10	SW 3rd Street	SW Depot Avenue	SW 13th Road Extension (New Street)	New Two (2) Lane Complete Street
11	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section
12	New Street	NW 39th Ave	NW 42nd Avenue (new road)	New Roads
13	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads
14	Fletcher Drive/Buckman Drive	W University Avenue (SR 26)	Stadium Road	Conversion of Fletcher Dr to one way southbound and Buckman Dr to one way northbound with cycle track
15	NW 42nd Avenue (new road)	NW 39th Avenue	NW 86th Terrace	New Roads
16	New Road	SW Archer Road	SW 88th Street	New Roads
17	SW 44th Street	SW Archer Road	SW 49th Street (new road)	New Roads
18	SE 20th Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads
19	SE 15th Avenue Extension (New Road)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads

Project ID	Street	From	To	Type
20	SW 35th Terrace Extension (New Road)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads
21	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads
22	SW 37th Street (new road)	SW 39th Boulevard	SW 40th Boulevard	New Roads
23	SW 49th Street (new road)	SW 51st Drive	SW 62nd Boulevard	New Roads
24	SW 55th Terrace Extension (new road)	SW 57th Avenue	SW 62nd Ave	New Roads
25	SW 63rd Boulevard Extension (new road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads
26	NW 122nd Street	NW 39th Avenue	NW 23rd Avenue	New Roads
28	NW 15th Place to NW 76th Boulevard (New Road)	Fort Clarke Boulevard	W Newberry Road	New Roads with dedicated transit line
29	SE 10th Avenue Extension (New Road)	SE 7th Street Extension (New Road)	SE 4th Street	New Roads
30	SE 21Street Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads
31	SE 7th Street Extension (New Road)	SE Depot Avenue	SE 11th Place	New Roads
32	SW 47th Avenue Extension (Phase 2 New Road)	SW 47th Avenue Extension (Phase 1 New Road)	SW 40th Place (Existing Western Terminus)	New Roads
33	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 20th Avenue	New Roads
34	SE 22nd Avenue Extension (New Road)	SE 21st Street Extension (New Road)	SE 15th Street	New Roads
35	SW 13th Rd Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street
36	SW 10th Avenue Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street
37	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads
38	SW 57th Avenue (New Road)	SW 49th Street (New Road)	SW 63rd Boulevard	New Roads

Project ID	Street	From	To	Type
39	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads
41	NW 122nd Street	NW 23rd Avenue	NW 17th Avenue	New Roads
42	New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street	Bledsoe Drive	Hull Road	New Roads
45	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Roads
46	NW 23rd Avenue Extension	NW 122nd Street	CR 241 (NW 143rd Street)	New Roads

Table 4-10 Year 2050 Multimodal Needs Projects

Project ID	Street	From	To	Type
101	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided
102	New roundabout at intersection of Hull Road and Mowry Road	-	-	New roundabout with bike lanes and sidewalks
103	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Highway (US 441)	Widen Sidewalk to 8'
104	Archer Road (SR 24)	SW 13th Street (US 441)	Interstate 75	Complete Street
105	SW 34th Street (SR 121)	Williston Road (SR 331)	SW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'
106	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade
107	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane
108	NW 43rd Street	Newberry Road (SR 26)	NW 53rd Avenue	Widen Sidewalk to 8'
109	SW 34th Street (SR 121)	NW 16th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'
110	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail
111	SW 2nd Avenue	S Main Street (SR 329)	SW 13th Street (US 441)	Protected Bike Lane
112	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail
113	Kermit Sigmon (Old Archer) Trail	SW 13th Street	SW 34th Street (SR 121)	Trail Upgrade

Project ID	Street	From	To	Type
114	NW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 6th Street (SR 20)	Widen Sidewalk to 8'
115	West University Avenue (SR 26)	Waldo Road (SR 24)	NW 13th Street (US 441)	Complete Street
116	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail
117	SW 13th Street (US 441)	Archer Road (SR 24)	W University Avenue (SR 26)	Multi-Use Trail
118	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail
119	SW 35th Place	SW 23rd Street	SW 34th Street (SR 121)	Complete Street
120	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path
121	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'
122	NW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'
123	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'
124	CR 219A	US 301	NE State Road 26	Multi-Use Path
125	SR 26	NE County Road 234	Quail Street	Multi-Use Path
127	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	SW 13th Street (US 441)	Widen Sidewalk to 8'
129	Williston Road/SR 121	SW 41st Road	SW 34th Street (SR 121)	Multi-Use Path
130	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path
131	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path
132	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail
133	NW 8th Avenue	NW 34th Street (SR 121)	Newberry Road (SR 26)	Widen Sidewalk to 8'
134	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail
135	Hawthorne Road (SR 20)	SE 24th Street	E University Avenue (SR 26)	Multi-Use Path
136	MLK Memorial Highway (US 441)	NW 6th Street (SR 121)	Deerhaven Trail	Multi-Use Trail
137	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail
138	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'
139	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail

Project ID	Street	From	To	Type
140	S Main Street (SR 329)	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'
141	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority
142	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail
143	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail
145	Glen Springs Braid Trail	NW 16th Terrace	NW 34th Street (SR 121)	Multi-Use Trail
146	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	NW 13th Street (US 441)	Widen Sidewalk to 8'
147	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority
148	NW 16th Avenue	6th Street Trail	NW 13th Street (US 441)	Widen Sidewalk to 8'
149	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail
150	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority
151	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered Bike Lane
152	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 43rd Street	Widen Sidewalk to 8'
153	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail
154	CR 234	US 441	NE State Road 26	Multi-Use Path
155	US 301	Hawthorne Trail	SE County Road 219A	Multi-Use Path
156	NW 143rd Street	NW 39th Avenue (SR 222)	Millhopper Road	Multi-Use Path
157	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail
158	NW 8th Avenue	NW 18th Terrace	NW 23rd Street	Multi-Use Trail
159	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'
160	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'
161	NE 3rd Avenue	NE 25th Street	NE Waldo Road (SR 24)	Bike Boulevard
162	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail
163	W University Avenue (SR 26)	NW 13th Street (US 441)	NW 20th Street	Complete Street
164	SW 4th Ave	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair
165	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail

Project ID	Street	From	To	Type
166	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail
167	SW 40th Boulevard	Archer Road (SR 121)	Existing trail	Multi-Use Trail
168	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'
169	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail
170	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered Bike Lane
171	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered Bike Lane
172	SW 40th Boulevard	SW 30th Avenue	Archer Road (SR 24)	Sidewalk Priority
173	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail
174	Hawthorne Road/SR 20	SE 24th Street	Lake Shore Drive	Multi-Use Path
175	NW 43rd Street	NW 73rd Avenue	ML King Memorial Highway(US 441)	Multi-Use Trail
176	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane
177	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority
178	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard
179	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path
180	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'
181	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Multi-Use Trail
182	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Terrace	Multi-Use Trail
183	NE 53rd Avenue	Waldo Road (SR 24)	NE 15th Street	Multi-Use Trail
184	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road
185	New road (between NW 88th Street and NW 84th Ter)	Millhopper Road	New Road Project 191	Multi-Use Path
186	New road (half loop between NW 42nd Ave and Millhopper Rd)	NW 39th Avenue (SR 222) @ NW 83rd Street	NW 39th Avenue (SR 222) @ NW 98th Street	Multi-Use Path
187	NW 83rd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	Multi-Use Path
188	NW 39th Avenue (SR 222)	NW 143rd Street	I-75	Multi-Use Path

Project ID	Street	From	To	Type
189	Extension of 23rd Avenue	NW 83rd Street	NW 55th Terrace	Multi-Use Path
190	NW 143rd Street and SW 8th Avenue	SW 122nd Street @SW 8th Avenue	NW 39th Avenue	Multi-Use Path
191	Extension of NW 122nd Street	W Newberry Road (SR 26)	NW 39th Avenue (SR 222)	Multi-Use Path
192	NW 89th Street	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path
193	Fort Clarke Boulevard	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path
194	SW 122nd Street	W Newberry Road (SR 26)	Diamond Sports Park	Multi-Use Path
195	NW 91st Street	W Newberry Road (SR 26)	SW 46th Boulevard	Multi-Use Path
196	W Newberry Road (SR 26)	NW 120th Street	NW 75th Street	Multi-Use Path
198	SW 20th Avenue and SW 24th Avenue	SW 34th Street (SR 121)	SW 91st Street	Multi-Use Path
199	SW 41st Place and Extension	SW 71st Terrace	Lake Kanapaha	Multi-Use Path
200	SW Archer Road (SR 24)	SW 75th Street	SW 45th Street	Multi-Use Path
201	SW 75th Street	SW 41st Place	SW 57th Road	Multi-Use Path
202	SW 88th Street & SW 73rd Avenue & SW 85th Dr	SW 77th Avenue	SW Archer Road (SR 24)	Multi-Use Path
203	New Road between SW 24th Ave and Windmeadows Blvd	SW 34th Street (SR 121)	Clark Butler Boulevard	Multi-Use Path
204	E University Avenue (SR 26)	Waldo Road (SR 24)	SE 31st Street	Complete Street
205	NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Multi-Use Path
206	SE 27th Street and SE 41st Avenue	SE Hawthorne Road (SR 26)	SE 15th Street	Multi-Use Trail
207	SE 15th Street	E University Avenue (SR 26)	SE 15th Street	Multi-Use Path
208	SE 15th Street and the Extension to SE 16th Ave (new road)	SE 22nd Avenue	SE Williston Road (SR 331)	Multi-Use Path
209	Fred Bear Trail	SW Archer Road (SR 24)	SW Williston Road (SR 121)	Multi-Use Trail
210	Sweetwater Trail	Gainesville-Hawthorne Trail	Existing 6th Street Trail	Multi-Use Trail
211	Depot Trail	E University Avenue (SR 26)	SE 7th Street	Trail Upgrade
212	SW 5th Ave	Williston Road (SR 331)	SW 13th Street	One-Way Multimodal Pair

Project ID	Street	From	To	Type
213	Tiger Bay Tail	NE 31st Avenue	SE 8th Avenue	Multi-Use Trail
214	SW 136th Street	W Newberry Road (SR 26)	SW 6th Road	Sidewalk Priority
215	Archer Road (SR 24)	SW 122nd Street	US 41	Multi-Use Path

Table 4-11 Year 2050 Transit Needs Projects

Project ID	Street	From	To	Type
301	Newberry/ Jonesville Express (SR 26)	SW 143rd Street	Stadium Road	Express Transit
302	W University Avenue (SR 26)	Stadium Road	Eastside Activity Center	Express Transit
303	SW 75 Street	SW Archer Road	W Newberry Road	Shared Transit Line
304	SW 45 Street	SW Archer Road	South of SW 36th Road	Dedicated Transit Line
305	Santa Fe/ Tower Express	NW 39 Avenue	W Newberry Road	Express Transit
306	NE Waldo Road (SR 24)	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line
307	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line
308	Haile Plantation Express	SW 91st Terrace	SW 16th Avenue	Express Transit
309	Santa Fe/ Tower Express	Newberry Road	Archer Road	Express Transit
310	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line
311	Fort Clarke Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Dedicated Transit Line
312	Haile Plantation Express	SW 24th Avenue	SW Archer Road	Express Transit
313	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line
314	SE Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Dedicated Transit Line
315	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line

Project ID	Street	From	To	Type
316	NW 122 Street	W University Avenue	NW 17th Avenue	Dedicated Transit Line
317	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line
318	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line
319	SE 43 Street	SE Hawthorne Road	SE 11th Place	Dedicated Transit Line
320	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Bus Rapid Transit lanes
321	NW 122nd Park & Ride			Park and Ride
322	NW 98th Area Park & Ride			Park and Ride
323	Northwest express Transit Vehicles			Buses
324	Veterans Park, Park & Ride			Park and Ride
325	Tower / Archer Activity Center Park & Ride			Park and Ride
326	I-75 Park & Ride			Park and Ride
327	SW 62nd Area Park & Ride			Park and Ride
328	SW 91st Park & Ride			Park and Ride
329	Southwest Express Transit Vehicles			Buses
330	East Express Transit Vehicles			Buses

Table 4-12 Year 2050 Safety Needs Projects

Project ID	Street	From	To	Type	Project Description
401	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl.
402	SW 13th Street (US 441)	SW 16th Avenue	W University Avenue (SR 26)	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.
403	NW 13th Street (US 441)	NW 8th Avenue	NW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.

Project ID	Street	From	To	Type	Project Description
404	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.
405	SW 13th Street (US 441)	W University Avenue (SR 26)	NW 8th Avenue	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.

Figure 4-11 Year 2050 LRTP Roadway Needs Projects

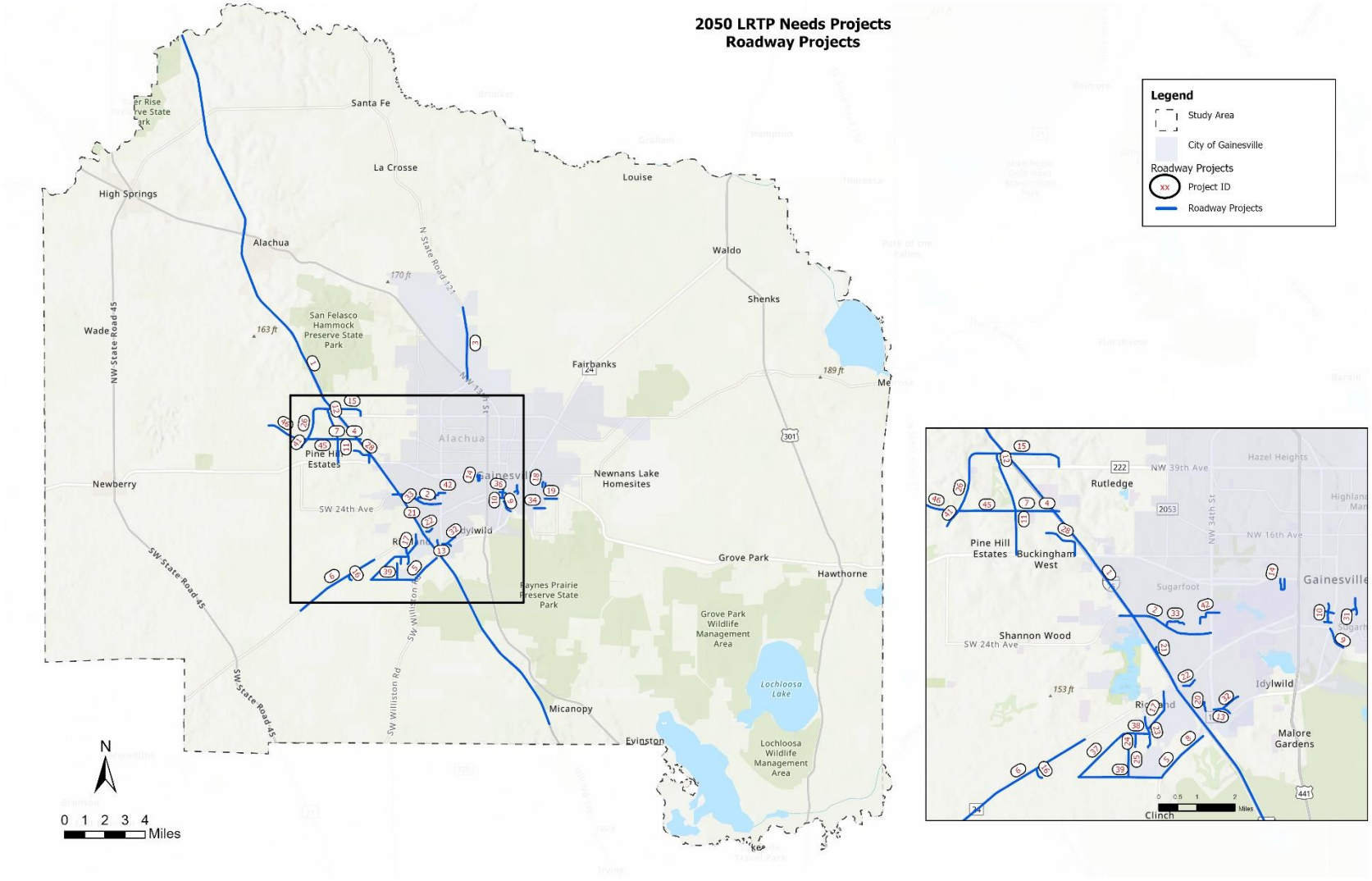


Figure 4-12 Year 2050 LRTP Multimodal Needs Projects

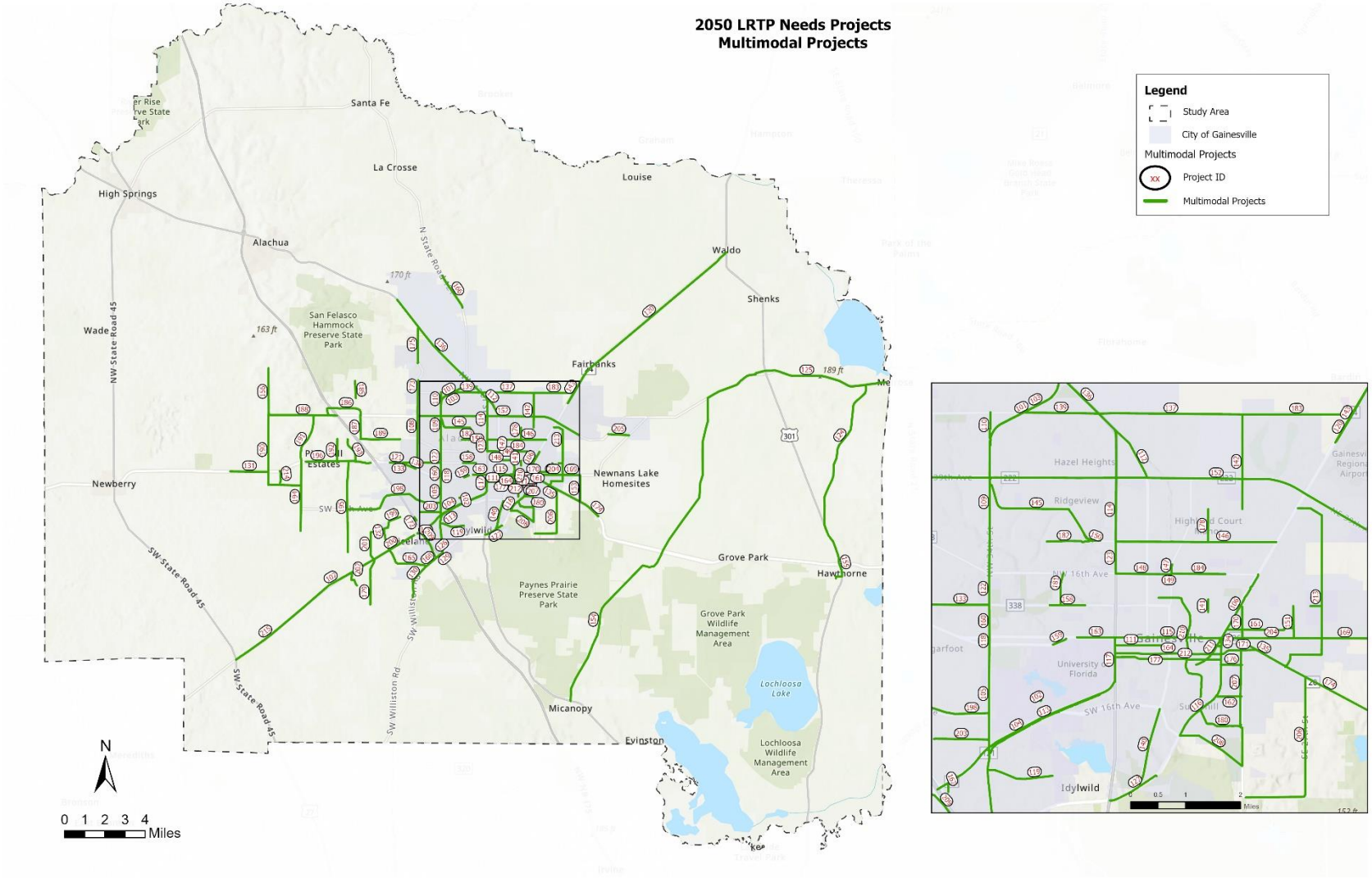


Figure 4-13 Year 2050 LRTP Transit Needs Projects

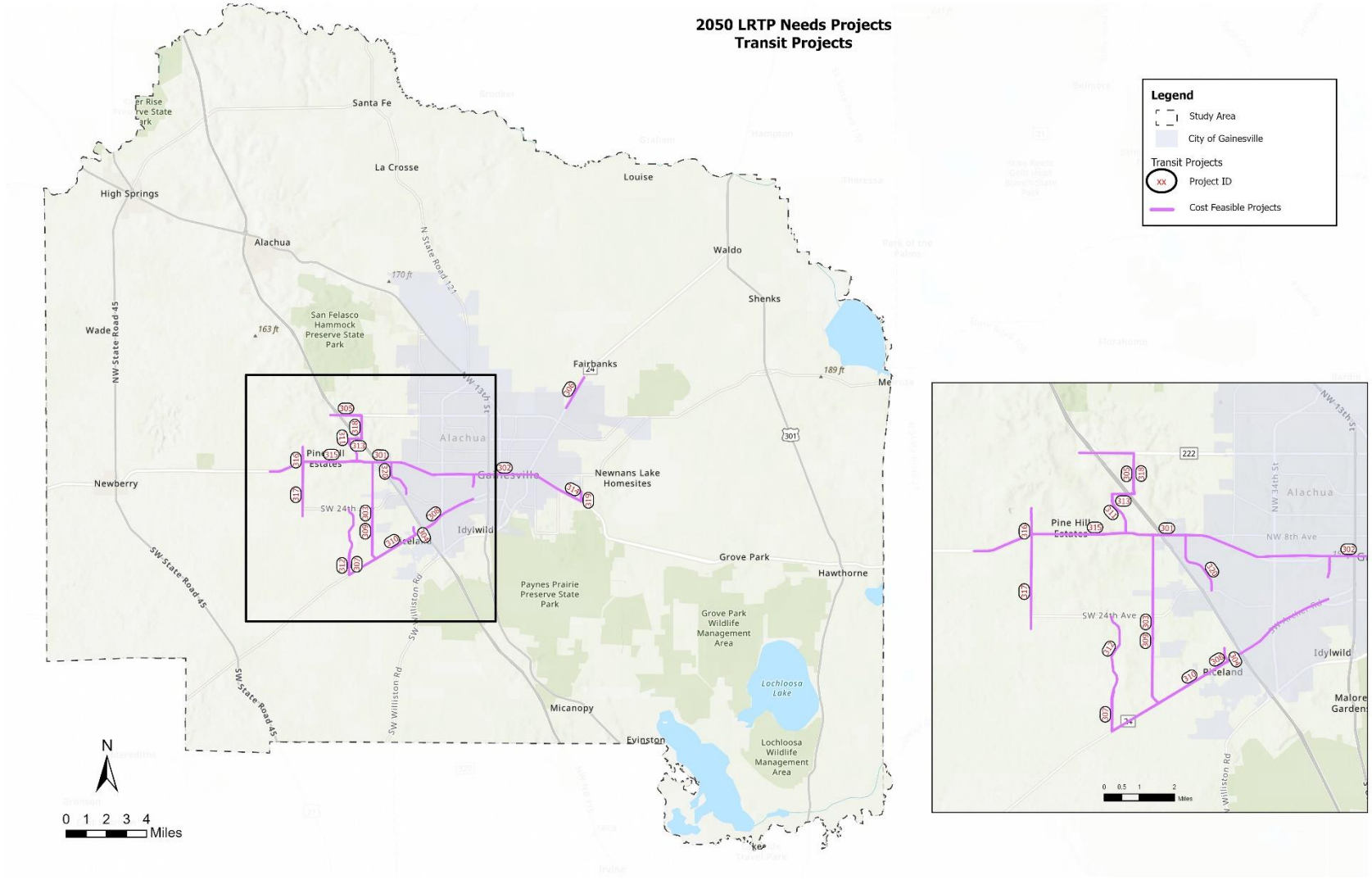
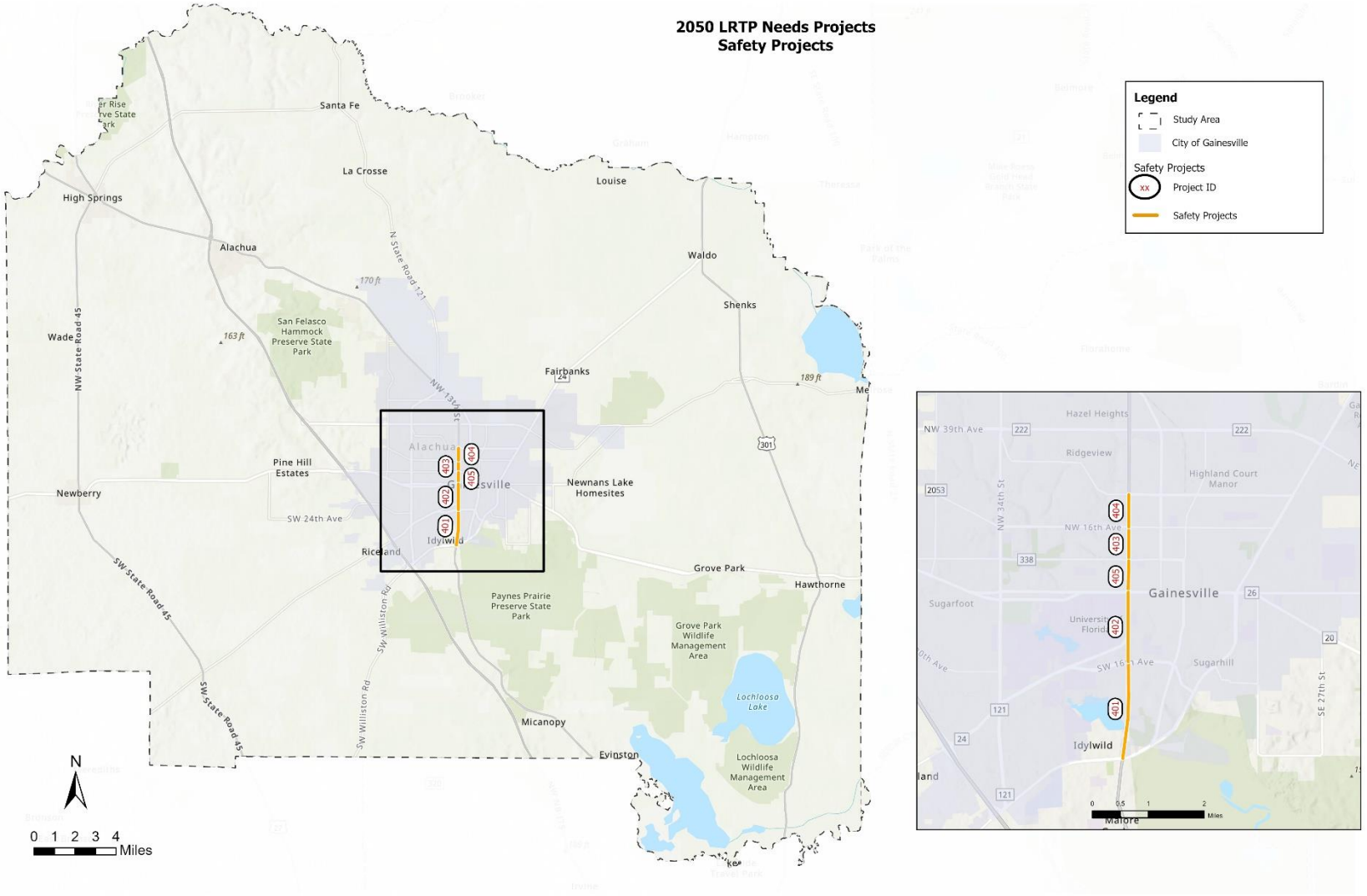


Figure 4-14 Year 2050 LRTP Safety Needs Projects



4.4 Environmental Mitigation

Environmental Considerations

Transportation projects can affect a variety of environmental resources, including wildlife habitats, wetlands, groundwater, and cultural sites. To minimize these effects, the Gainesville Metropolitan Transportation Planning Organization (MTPO) follows a mitigation hierarchy that emphasizes avoidance first, followed by minimization, and finally, mitigation or conservation measures where impacts cannot be completely avoided.

Environmental mitigation is defined as the process of addressing damage to the environment caused by transportation projects through enhancement, restoration, creation, or preservation activities. The standard approach to environmental mitigation is to first avoid impacts, then minimize them where possible, and finally address any unavoidable impacts through mitigation. Additionally, regional land use and natural features require careful planning to ensure an interconnected transportation network. The MTPO's approach to mitigation aligns with the Florida Department of Transportation's Project Development and Environment (PD&E) Manual, which implements the requirements of the National Environmental Policy Act (NEPA) and related legislation governing federally funded and regionally significant projects.

Mitigation efforts are conducted in partnership with FDOT, the Florida Department of Environmental Protection (DEP), and regional Water Management Districts (WMDs). These partnerships ensure that mitigation plans meet the requirements outlined in Section 373 of the Florida Statutes, which establish procedures for mitigation planning, permitting, mitigation banking, and addressing habitat impacts. Under these statutes, the focus of mitigation efforts is on land acquisition, restoration, or enhancement activities that provide measurable environmental benefits to the affected ecosystems.

The MTPO worked to ensure that transportation decisions reflect environmental stewardship and sustainable development. The MTPO prioritized the following measures during project selection and evaluation:

- Limiting impacts to natural resources such as wetlands, floodplains, parks, and conservation or preservation areas.
- Limiting impacts to historic and cultural resources.

Incorporating avoidance and minimization strategies in areas identified as environmentally sensitive, such as aquifer vulnerability zones, environmentally sensitive overlays, and designated habitat conservation areas.

Efficient Transportation Decision Making (ETDM) Process

The Efficient Transportation Decision Making (ETDM) process serves as a framework to integrate environmental considerations early in transportation planning and project development. In alignment with FDOT's environmental policy to "protect and preserve the quality of life, and the natural, physical, social, and cultural resources of the State, while expeditiously developing safe, cost-effective, and efficient transportation systems" (Environmental Policy No. 000-625-001-m), the ETDM process ensures that the LRTP's major and capacity-adding projects are evaluated for potential environmental effects from the outset.

The process promotes proactive coordination among federal, state, and local agencies, as well as tribal governments and community stakeholders, to identify potential environmental concerns and resource protection opportunities early in the planning phase. This early engagement helps minimize project delays and enhances the quality of transportation decisions.

During the ETDM screening process, resource agencies review specific projects and provide information related to conservation plans, protected areas, and mitigation priorities. The process also enables meaningful stakeholder consultation to assess project consistency with environmental and community goals.

ETDM utilizes the GIS-based Environmental Screening Tool (EST) to provide a visual and data-driven assessment of proposed projects. The EST compiles environmental, sociocultural, and land use data layers, allowing reviewers to evaluate potential impacts and identify avoidance or mitigation strategies efficiently. By integrating environmental review and interagency coordination at the planning stage, the ETDM process strengthens the linkage between transportation investment and sustainable resource management—ensuring that the LRTP advances both mobility and environmental stewardship objectives.

While the individual projects will undergo the detailed ETDM process in the later stages of planning/PD&E process, a desktop GIS analysis was performed in the LRTP to ensure minimizing the impacts to environmentally sensitive areas. Scoring projects that impact environmental sensitive areas negatively to impact the overall project scoring and ranking process was implemented.

5. Cost Feasible Plan

The Cost Feasible Plan (CFP) is a primary element of the Gainesville/Alachua County Metropolitan Transportation Planning Organization's (MTPO) 2050 Long-Range Transportation Plan (LRTP). It connects the region's transportation goals and identifies needs with the constraints of available funding.

The purpose of the CFP is to identify a realistic, fiscally constrained program of transportation projects of all modes that can be implemented within the 25-year planning horizon, based on reasonably anticipated revenues. It reflects the MTPO's commitment to advancing mobility, safety, accessibility, and sustainability across Alachua County and the Gainesville metropolitan area.

This document is developed in accordance with federal and state regulations, including 23 CFR 450.324 and Florida Statutes Chapter 339, which require MPOs to prepare a financially constrained plan as part of the LRTP update. CFP incorporates input from the public and the partner agencies- the Florida Department of Transportation (FDOT), Alachua County, City of Gainesville, and the University of Florida

Projects included in the CFP were prioritized based on performance measures, needs identified in the earlier stages of the LRTP, consistency with local and regional plans, and community input. Each project is assigned to a specific time band: 2026–2030, 2031–2035, 2036-2040, or 2041–2050. Roadway projects that cannot be funded within the projected revenues are documented separately as Illustrative Projects. The multimodal, transit, and safety projects were allocated with dedicated funds (boxed funds) to add flexibility for the MTPO to prioritize them with additional local coordination.

The CFP supports the implementation of the MTPO's goals by guiding strategic investment in roadway, transit, bicycle, pedestrian, and transportation system management and operations (TSM&O) improvements. It serves not only as a fiscally responsible roadmap but also as a transparent commitment to deliver a multimodal transportation system that meets the region's evolving needs.

5.1 Revenue Forecast Process

This section presents the forecasted revenue sources and assumptions used in the CFP.

The projection of transportation revenues between 2025 and 2050 is critical to the development of the 2050 Cost Feasible Plan, which is a fundamental federal requirement associated with the Long-Range Transportation Plan (LRTP) update. This section describes the process used to forecast state/federal distributed revenues and reports the revenue forecasts, including the state/federal revenue forecasts provided by the Florida Department of Transportation (FDOT).

All revenue estimates are presented in five-year time bands starting in fiscal year 2025 and are expressed in year of expenditure (YOE) dollars to reflect the yearly rates of inflation estimated and provided by FDOT. The FDOT inflation rates are between 3.0% and 3.2% for the first three years (2026-2028) and a constant

3.3% annually for the remainder of the planned period between 2029 and 2050. The first six years of the future revenue estimates are included for consistency but will not be utilized in the cost-feasible plan, as transportation funding for the period between 2025 and 2030 will have already been programmed through the FDOT Work Program and the MPO's Transportation Improvement Program.

This section provides State and federal revenue sources and includes a description of each source and its applicability to fund transportation improvements; an explanation of the forecasting process and assumptions; and a table summarizing the estimated future revenues.

State/Federal Revenue Sources

The federal and state revenue forecasts, excluding state-distributed fuel taxes, were prepared and provided by FDOT and are summarized in the 2050 Revenue Forecast handbook published in June 2023. The 2050 forecasts are significantly different than those developed for the 2045 LRTP cycle, in terms of how the funding programs are organized, their applicability to Transportation Management Area (TMA) and non-TMA MPOs, and the geographical distribution of revenues. One of the most significant changes in the 2050 forecasts is the way that the Other Roads funding program is summarized and used in the Cost Feasible Plan development. In the 2045 cycle, Other Roads was used primarily for state highway system (SHS) improvements, but with latitude for a portion of the funds to be used for local road improvements. In the 2050 revenue forecasts, Other Roads is broken down by SHS (non-SIS) and non-SIS/non-SHS, providing a more prescriptive level of funding for non-SHS improvements. Another significant difference in the 2050 state/federal forecasts is the separation of most federal funding program allocations between the FDOT district level and the MPO level, whereas in the past, only the MPO level allocations were provided.

Table 5-1 summarizes state/federal revenue estimates provided by FDOT. For the transit funding sources, in addition to the transit formula provided by the FDOT 2050 Revenue Forecast Handbook, the State Transit Corridor, State Block Grant, and FTA 5311 Rural Transit Funding provided by District 2 are also included. The FTA 5311 Rural Transit Funding and State Block Grant were projected to increase by 5% annually through 2050, while only the programmed funds through 2031 were included for the State Transit Corridor. Table 5-2 provides the revenue forecast results in the 2045 LRTP cycle for the funding sources applicable in the 2050 LRTP for comparison purposes.

Table 5-1 Gainesville MTPO 2050 State/Federal Revenue Estimates (in millions $, Year of Expenditure)

Revenue Source		2024-25	2026-30	2031-35	2036-40	2041-50	25-Year Total
Strategic Intermodal System (SIS)		$13.4	$68.6	$41.7	$26.7	$1,782.1	**$1,932.4**
MPO-Specific	Surface Transportation Block Grant Urban Attributable Funds (STBG/SU)	$2.9	$13.9	$13.60	$13.60	$27.20	**$71.10**
	Transportation Alternatives (TALU)	$0.5	$2.5	$2.50	$2.50	$5.00	**$12.90**

Revenue Source		2024-25	2026-30	2031-35	2036-40	2041-50	25-Year Total
	State Highway System (SHS) non-SIS	$1.1	$4.9	$8.60	$8.90	$18.20	**$41.60**
	Other Roads (non-SIS/non-SHS)	$0.0	$2.4	$5.40	$5.60	$11.40	**$24.90**
	Non-SIS Transit Formula	$3.7	$10.3	$11.10	$11.60	$23.60	**$60.30**
	STATE Transit Corridor	$0.6	$6.0	$1.50	$0.00	$0.00	**$9.30**
	STATE Block Grant	$2.1	$6.8	$14.20	$18.10	$52.50	**$97.80**
	FTA 5311 Rural Transit Funding	$0.0	$1.9	$3.20	$4.10	$11.90	**$21.50**
SUB-TOTAL MPO-Specific		**$10.8**	**$48.7**	**$60.00**	**$64.40**	**$149.80**	**$339.50**
TOTAL STATE/FEDERAL		**$24.3**	**$123.1**	**$101.7**	**$91.0**	**$1,931.8**	**$2,271.9**

Note:

- Column sums and row sums do not equal the totals due to rounding.
- Funding sources in the Gainesville MTPO area for Other Roads, non-SIS and SHS such as the County Incentive Grant Program (CIGP) is application based, therefore is not guaranteed.
- Developers funded, other funded source were not listed to this table, but these potential sources can be used to fund some of the illustrative projects that can not be funded by these listed sources.

Table 5-2 Gainesville MTPO 2045 State/Federal Revenue Estimates (in millions $, Year of Expenditure)

Revenue Source		2020	2021-25	2026-30	2031-35	2036-45	25-Year Total
MPO-Specific	Other Roads Construction and Right-of-way	$8.40	$61.90	$75.20	$81.10	$168.80	**$395.40**
	Transit Formula	$3.50	$17.20	$19.0	$13.30	$29.50	**$82.50**
TOTAL STATE/FEDERAL		**$11.90**	**$79.10**	**$94.20**	**$94.40**	**$198.30**	**$477.90**

5.2 Project Scoring and Prioritization

The development of the Cost Feasible Plan was significantly shaped by extensive input from both agencies and the public, ensuring the plan reflects community needs and regional priorities. As stated in Chapter 1.0 Agency Coordination & Public Engagement, the public and agencies' feedback was collected through online surveys, public workshops, committee and board meetings and other processes of coordination.

The city, county, FDOT, and UF played a vital role by providing their agency scores for proposed projects. This collaborative scoring process was particularly important for multimodal and transit projects, allowing for a comprehensive assessment of their regional impact and alignment with local plans. By incorporating these agency scores, the prioritization process gained a critical layer of expert and localized insight, leading

to a more robust and regionally relevant Cost Feasible Plan. The detailed scores for each project can be found in the Section Appendices.

Project Scoring

A detailed methodology was used to prioritize projects based on their ability to meet the plan's goals and objectives. The process involves a multi-step scoring system that evaluates each project based on a series of performance measures. The goals and their corresponding criteria are designed to ensure that the plan's priorities are aligned with the community's needs and values.

The evaluation process utilized a comprehensive, data-driven methodology to assess transportation system performance and to identify gaps and future demand. Multimodal needs were analyzed through the lens of anticipated population and employment growth, travel demand forecasts, safety evaluation, and multimodal facilities. The plan integrates the needs of all users—motorists, pedestrians, bicyclists, micromobility users, transit riders, and freight traffic.

The overall project scores are a combination of technical scores and agency scores. The technical scoring methodology is detailed in Table 5-3. In addition to the technical evaluation, agency scores were incorporated to further prioritize projects. City, County, and University of Florida (UF) representatives provided input on a scale ranging from -2 to 4, reflecting their strategic priorities and local insights for each project, particularly for multimodal and transit initiatives. This collaborative scoring approach ensures that regional and local agency perspectives are integrated into the final prioritization.

Table 5-3 Needs Evaluation Performance Measures

Goal	Objective	Criteria/Performance Measure
1. Support economic vitality	Improve mobility in high-growth areas	0-2050 E+C V/C is less than 1 in high-growth areas
		1-2050 E+C V/C is more than 1 in high-growth areas
	Improve mobility on heavy truck routes	0-2050 E+C V/C is less than 1 on freight roadways
		1-2050 E+C V/C is more than 1 on freight roadways
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes	0-not on High Injury Network (HIN)
		0.5-not on Alachua HIN but on GNV High Risk Network (HRN)
		1-on High Injury Network
	Reduce fatal & severe injury crashes involving vulnerable users	0-not on vulnerable user HIN network
		1-on vulnerable user HIN network
	Maintain mobility on evacuation routes	0-2050 E+C LOS D or better on evacuation route
		1-2050 E+C LOS E or F on evacuation route
	Improve safety for vulnerable road users	0-without high vulnerable road users demand
		1-with high vulnerable road users demand
3. Increase accessibility and of people and freight	Improve multimodal access to public transit	0-sidewalk/bike lane w/in ½ mile of transit
		1-no sidewalk/bike lane w/in ½ mile of transit**
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas	0-sidewalk/bike lane in TD area
		1-no sidewalk/bike lane in TD area**
	Improve directness of freight hub connection	0-with direct connection to freight hub
		1-without direct connection to freight hub
4. Protect the environment*	Limit impacts to natural resources like parks and preservation areas	-1-roadway capacity improvement in or near environmentally sensitive area
		0-not in or near environmentally sensitive area or operational improvement
	Limit impacts to historic and cultural resources	-1- capacity improvement in or near historic/cultural resources
		0-not in or near historic/cultural resources or operational improvement
5. Enhance integration and connectivity of transportation systems across different modes	Fill gaps in sidewalk network	0-existing sidewalk
		1-no existing sidewalk**
	Fill gaps in trail and bike lane network	0-separated/buffered bike lane or path
		0.5-existing shoulder or bike lane***

Goal	Objective	Criteria/Performance Measure
		1-no existing bike lane or shoulder**
	Improve transit service to major activity centers	0-high level of transit service on major facilities accessing the activity centers
		1-low level of transit service on major facilities accessing the activity centers
	Improve transit service in transportation disadvantaged areas	0-high level of transit service in transportation disadvantaged areas
		1-low level of transit service in**
	Improve roadway network connectivity around activity centers	0 – low circuity ratio
		1 – high circuity ratio
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies*	0-capacity improvement
		1-operational improvement
	Improve travel time reliability	0-on reliable roadways
		1-on unreliable roadways
7. Emphasize the preservation of the existing transportation system*	Address pavement in poor condition	0-on roads with good pavement condition
		1-on roads with poor pavement condition

- Objectives for project prioritization only.
- Roadways outside of the urban area boundary get half the points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.75 points.
- Roadways outside of the urban area boundary get 0.125 points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.25 points.

Additional Post-Processing of Project Scores:

After the initial scoring, additional adjustments were made to project scores to further refine prioritization based on specific project characteristics and impacts:

- A project received an additional point for its Safety score if it has lane reductions or safety improvements such as divided lanes, or if it connects to an evacuation route.
- If a multimodal project overlaps with the Gainesville High Injury Network (HIN) or the Countywide Pedestrian HIN or Bicycle HIN, its Safety score is increased by an additional point.
- All new road projects received a point for their Connectivity score.
- If a bicycle or pedestrian project connects to existing transit lines (and is categorized as a Complete Street, Bike Lane, or Sidewalk project type), an additional point was given to the Multimodal score.

The application of performance measures was completed in a disaggregate manner that grouped the objectives into four needs types to better specify what types of gaps, or needs, are present on the roadway network. The needs types include:

- Mobility
    - Evaluated with mobility objectives in goal 1.
    - Proposed projects related to improving mobility are prioritized with performance measures included in this type.
- Multimodal
    - Evaluated with objectives related to active transportation facilities, such as complete streets, bike lanes, sidewalks and transit services.
    - Proposed projects aiming to improve the connection of active transportation facilities are prioritized with performance measures included in this type.
- Safety
    - Evaluated with the safety objectives in goal 2.
    - Proposed projects aiming to improve safety are prioritized with performance measures included in this type.
- Connectivity
    - Evaluated with objectives related to roadway connectivity around activity centers and freight hubs.
    - Proposed projects related to adding new roadways or extending roadways are prioritized with performance measures included in this type.

Each proposed project was scored and prioritized based on its alignment with the objectives and the type of needs it addresses. Table 5-4 shows the needs type and the corresponding objectives.

Table 5-4 Needs Type

Needs Type	Objectives
Mobility (Goal 1)	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
Multimodal (Goals 3 and 5, includes objectives related to multimodal)	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity centers
	Improve transit service in transportation disadvantaged areas
Safety (Goal 2)	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes involving vulnerable users
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
Connectivity (Goals 3 and 5 connectivity and accessibility objectives)	Improve roadway network connectivity around activity centers
	Improve directness of freight hub connection

Cost Estimation Process

The cost estimates for roadway projects were developed in close coordination with FDOT D2. FDOT provided the following main criteria for estimating the costs based on their recent cost per mile estimates of construction projects:

- $10 million per mile for new two-lane roads projects
- $35 million per mile for widening 2-lane to 4-lane projects.
- Additional costs were added based on the following assumptions:
    - Project Development and Environmental 5% of construction cost
    - Design Cost 20% of construction cost
    - CEI cost 15% of construction cost
    - ROW 20% of construction cost

An exception is Project 28 (NW 15th Place to NW 76th Boulevard (New Road), from Fort Clarke Boulevard to W Newberry Road), which contains elements of a new dedicated transit lane for the new

road. For this project, the cost per mile was referenced from the FDOT Cost Per Mile report, totaling $15,511,454 for construction (calculated as U03 - New Construction Undivided Urban Arterial with 4' Bike Lanes: $11,091,016 + U10 - New Construction Extra Cost for Additional Lane on Urban Arterial: $4,420,437). Additionally, the cost estimate for Project 14 (Fletcher Drive/Buckman Drive, from W University Avenue (SR 26) to Stadium Road) was specifically suggested by the University of Florida (UF).

The cost estimates for transit, multimodal and safety projects were either calculated proportionally from the mobility plans or inferred from the same project type from the projects from the mobility plans. The details can be found in the cost estimate of Table 5-5, Table 5-7 and Table 5-8. All the cost estimates were inflated to 2050 dollars. Based on their horizon year of mobility plans, the number of years of inflation was determined: the city of Gainesville 2045 mobility plan project costs were inflated for 5 years, and the Alachua County 2040 mobility plan project costs were inflated for 10 years. An inflation rate of 3.3% was used in these estimates.

Project Prioritization

The project prioritization determination was conducted using the following steps to ensure fiscal constraint and a data-driven prioritization process:

1. **Project Scoring:** Total project scores were calculated by summing the technical scores and any scores provided by participating agencies. If multiple agencies provided scores for the same project, the maximum score among all agencies was used.
2. **Project Length:** The length of each project was identified.
3. **Score Weighting:** Project scores were weighted by their length to align the scoring units with the project cost units (Score × Length).
4. **Score Scaling:** The weighted scores were scaled by a factor of 10^7 to standardize the values and avoid using very small numbers in subsequent calculations.
5. **Score-to-Cost Ratio:** The scaled scores were then divided by the project cost estimates to develop a score-to-cost ratio. This ratio is analogous to a benefit-cost ratio, providing a key metric for determining a project's value relative to its cost.
6. **Prioritization:** Projects were then ranked in descending order based on their scale-to-cost ratios. This final ranking serves as the basis for the phasing strategy.

It should be noted that Multimodal Projects will be further prioritized via update to the Countywide Bicycle/Pedestrian Master Plan. In similar fashion, transit and safety projects prioritization will further be refined as the agencies understand additional grants and other local funds initiatives. The Multimodal, Transit and Safety projects were provided with initial rankings, but were assigned with dedicated funds (boxed funds) that will be used for future prioritization and implementation process.

5.3 Cost Feasible Projects

This section lists the specific projects that are included in the Cost Feasible Plan, organized by the 4 needs buckets. Detailed cost estimates for these projects are presented in tables within this section, while illustrative maps of the projects can be found in the Section Appendices. The cost estimates were developed using general cost per mile data from the Florida Department of Transportation, unless specific project costs were available. City of Gainesville and Alachua County Mobility Plan Cost Estimates were considered where available. The cost estimates were reviewed by both FDOT and local governments. The details are reported in Appendix F.

Phasing Strategy

The projects ranked highest based on the prioritization criteria were considered cost-feasible according to the funds available in each time period presented below:

- **Priority 1 (2026–2030):** This phase is designated for Existing and Committed (E+C) projects, which are the highest-prioritized projects identified for near-term implementation.
- **Priority 2 (2031–2035):** The next group of projects, which are considered the next tier of priorities.
- **Priority 3 (2036-2040):** Projects that represent a longer-range vision.
- **Priority 4 (2041–2050):** The longest-term priorities, dependent on future funding projections and evolving community needs.

This approach directly links project prioritization, as determined by the scale-to-cost ratio, to the projected funding availability within each time horizon, ensuring that the most beneficial projects are scheduled for implementation as funding becomes available.

Roadway Projects

This section lists the cost-feasible roadway projects by cost feasible timeframe (priority). Projects on the State Highway System (SHS) were first considered for funding using SHS funds. Other roadway projects were then considered for funding using non-SHS funds based on their ranking by the score-to-cost ratio. Any remaining projects were then considered for funding through STBG (Surface Transportation Block Grant) funds, ensuring optimal utilization of available resources. Table 5-5 presents the Roadway Cost Feasible Projects. The LRTP Needs Plan identified a total of 24 Roadway projects, and out of those 7 projects were determined to be Cost Feasible, including the I-75 SIS project. In addition, 20 new road construction projects within the city limits were not ranked in this process and were designated for local/developer funding. A total of $75,640,000 was allocated to the 6 non-SIS feasible projects. In addition, the SIS funds of $1,932,400,000 were allocated to the I-75 project. The total cost of Cost-Feasible Roadway Projects was estimated as $2,008,040,000.

Table 5-5 Roadway Cost Feasible Projects

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Feasible Time Frame	Cost Estimate	Funds	Rank
13	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads	0.40	2041-2050	$ 7,900,000	Non-SHS	1
32	SW 47th Avenue Extension (Phase 2 New Road)	SW 47th Avenue Extension (Phase 1 New Road)	SW 40th Place (Existing Western Terminus)	New Roads	0.46	2041-2050	$ 7,360,000	Non-SHS	2
21	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads	0.17	2041-2050	$ 2,720,000	Non-SHS	3
41	NW 122nd Street	NW 23rd Avenue	NW 17th Avenue	New Roads	0.44	2031-2035	$ 7,040,000	STBG	4
45	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Roads	1.30	2036-2040	$ 20,800,000	STBG	5
9	SE 16th Avenue (SR 226)	S Main Street (SR 329)	SE Williston Road (SR 331)	Widen Two (2) Lane to Four (4) Lane	0.55	2041-2050	$ 30,800,000	SHS	6
1	I-75*	Marion County Line	Santa Fe River	Widening	34.25	2041-2050	$ 1,932,400,000	SIS	*

- The I-75 project is not ranked as it's an SIS project.

Transit Projects

This section details the cost feasible transit projects (Table 5-6). All transit funds were considered boxed funds, which are exclusively dedicated to transit initiatives. The total transit funding available is $151.8 million, sourced from the Non-SIS Transit Formula, STATE Transit Corridor, STATE Block Grant, and FTA 5311 Rural Transit Funding. These dedicated funds will be strategically allocated to support both transit operating and capital projects across all phases of the planning horizon, ensuring sustained and prioritized investment in the transit system. It should be noted that project ranking process for the projects involving boxed funds was implemented from the technical standpoint of view that requires additional agency coordination by the MTPO when developing the implementable list of priority projects.

Table 5-6 Transit Cost Feasible Projects

Project ID	Street	From	To	Project Type	Cost Estimate	Funds	Rank
301	Newberry/ Jonesville Express (SR 26)	SW 143rd Street	Stadium Road	Express Transit	$ 11,226,667	Boxed Funds	1
315	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line	$ 9,013,214	Boxed Funds	2
302	W University Avenue (SR 26)	Stadium Road	Eastside Activity Center	Express Transit	$ 11,226,667	Boxed Funds	3
308	Haile Plantation Express	SW 91st Terrace	SW 16th Avenue (SR 24A)	Express Transit	$ 11,226,667	Boxed Funds	4
303	SW 75 Street	SW Archer Road (SR 24)	W Newberry Road (SR 26)	Shared Transit Line	$ 8,003,276	Boxed Funds	5
305	Santa Fe/ Tower Express	NW 39 Avenue (SR 222)	W Newberry Road (SR 26)	Express Transit	$ 11,226,667	Boxed Funds	6
310	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line	$ 6,364,510	Boxed Funds	7
317	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line	$ 2,826,016	Boxed Funds	8
313	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line	$ 1,048,048	Boxed Funds	9
316	NW 122 Street	W University Avenue (SR 26)	NW 17th Avenue	Dedicated Transit Line	$ 1,614,866	Boxed Funds	10
318	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line	$ 1,905,542	Boxed Funds	11

Project ID	Street	From	To	Project Type	Cost Estimate	Funds	Rank
309	Santa Fe/ Tower Express	Newberry Road (SR 26)	Archer Road (SR 24)	Express Transit	$ 11,226,667	Boxed Funds	12
304	SW 45 Street	SW Archer Road (SR 24)	South of SW 36th Road	Dedicated Transit Line	$ 666,940	Boxed Funds	13
306	NE Waldo Road (SR 24)	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line	$ 2,915,479	Boxed Funds	14
319	SE 43 Street	SE Hawthorne Road (SR 20)	SE 11th Place	Dedicated Transit Line	$ 781,272	Boxed Funds	15
307	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line	$ 1,614,866	Boxed Funds	16
320	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Bus Rapid Transit lanes	$ 8,974,545	Boxed Funds	17
312	Haile Plantation Express	SW 24th Avenue	SW Archer Road (SR 24)	Express Transit	$ 11,226,667	Boxed Funds	18
311	Fort Clarke Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Dedicated Transit Line	$ 952,771	Boxed Funds	19
314	SE Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Dedicated Transit Line	$ 5,965,433	Boxed Funds	20
321	NW 122nd Park & Ride	-	-	Park and Ride	$ 172,947	Boxed Funds	21
322	NW 98th Area Park & Ride	-	-	Park and Ride	$ 172,947	Boxed Funds	22
323	Northwest express Transit Vehicles	-	-	Buses	$ 4,150,730	Boxed Funds	23
324	Veterans Park, Park & Ride	-	-	Park and Ride	$ 345,894	Boxed Funds	24
325	Tower / Archer Activity Center Park & Ride	-	-	Park and Ride	$ 864,735	Boxed Funds	25
326	I-75 Park & Ride	-	-	Park and Ride	$ 34,589	Boxed Funds	26
327	SW 62nd Area Park & Ride	-	-	Park and Ride	$ 172,947	Boxed Funds	27
328	SW 91st Park & Ride	-	-	Park and Ride	$ 172,947	Boxed Funds	28
329	Southwest Express Transit Vehicles	-	-	Buses	$ 8,301,460	Boxed Funds	29

Project ID	Street	From	To	Project Type	Cost Estimate	Funds	Rank
330	East Express Transit Vehicles	-	-	Buses	$ 4,150,730	Boxed Funds	30

Multimodal Projects

This section outlines cost-feasible multimodal projects, encompassing bicycle and pedestrian initiatives. The Multimodal projects were provided with initial rankings, but were assigned with dedicated funds (boxed funds) that will be used for future prioritization and implementation process. These projects are supported by boxed funds totaling $33.29 million. This allocation is derived from a combination of Transportation Alternatives (TA) funds ($10 million), along with funds remaining after funding the roadway projects, specifically: $4.9 million from SHS funds, $5.4 million from non-SHS funds, and $12.99 million from STBG funds. The full list of Multimodal Projects is shown in Table 5-7. It should be noted that project ranking process for the projects involving boxed funds was implemented from the technical standpoint of view that requires additional agency coordination by the MTPO when developing the implementable list of priority projects.

Table 5-7 Multimodal Cost Feasible Projects (Boxed Funds)

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
Complete Street Projects								
163	W University Avenue (SR 26)	NW 13th Street (US 441)	NW 20th Street	Complete Street	0.6	$ 4,127,990	Boxed Funds	1
119	SW 35th Place	SW 23rd Street	SW 34th Street (SR 121)	Complete Street	1.05	$ 6,175,341	Boxed Funds	2
115	West University Avenue (SR 26)	Waldo Road (SR 24)	NW 13th Street (US 441)	Complete Street	1.68	$ 11,558,373	Boxed Funds	3
204	E University Avenue (SR 26)	Waldo Road (SR 24)	SE 31st Street	Complete Street	1.59	$ 10,939,175	Boxed Funds	4
104	Archer Road (SR 24)	SW 13th Street (US 441)	Interstate 75	Complete Street	3.34	$ 22,979,147	Boxed Funds	5
Other Multimodal Projects								
161	NE 3rd Avenue	NE 25th Street	NE Waldo Road (SR 24)	Bike Boulevard	1.09	$ 65,282	Boxed Funds	1
171	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered Bike Lane	0.59	$ 40,823	Boxed Funds	2
151	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered Bike Lane	0.5	$ 34,596	Boxed Funds	3

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
170	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered Bike Lane	0.49	$ 33,904	Boxed Funds	4
178	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard	0.52	$ 30,583	Boxed Funds	5
176	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane	0.34	$ 23,525	Boxed Funds	6
182	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Terrace	Multi-Use Trail	0.76	$ 470,502	Boxed Funds	7
206	SE 27th Street and SE 41st Avenue	SE Hawthorne Road (SR 26)	SE 15th Street	Multi-Use Trail	3.1	$ 2,876,082	Boxed Funds	8
125	SR 26	NE County Road 234	Quail Street	Multi-Use Path	8.17	$ 5,473,904	Boxed Funds	9
131	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path	1.65	$ 1,402,350	Boxed Funds	10
147	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority	0.15	$ 88,219	Boxed Funds	11
129	Williston Road/SR 121	SW 41st Road	SW 34th Street (SR 121)	Multi-Use Path	0.36	$ 305,967	Boxed Funds	12
156	NW 143rd Street	NW 39th Avenue (SR 222)	Millhopper Road	Multi-Use Path	2.02	$ 1,716,816	Boxed Funds	13
155	US 301	Hawthorne Trail	SE County Road 219A	Multi-Use Path	2.74	$ 2,542,085	Boxed Funds	14
120	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path	9.47	$ 6,842,594	Boxed Funds	15
174	Hawthorne Road/SR 20	SE 24th Street	Lake Shore Drive	Multi-Use Path	2.5	$ 2,124,772	Boxed Funds	16
198	SW 20th Avenue and SW 24th Avenue	SW 34th Street (SR 121)	SW 91st Street	Multi-Use Path	4.5	$ 3,251,497	Boxed Funds	17
203	New Road between SW 24th Ave and Windmeadows Blvd	SW 34th Street (SR 121)	Clark Butler Boulevard	Multi-Use Path	0.87	$ 628,623	Boxed Funds	18
124	CR 219A	US 301	NE State Road 26	Multi-Use Path	6.5	$ 6,030,494	Boxed Funds	19

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
208	SE 15th Street and the Extension to SE 16th Ave (new road)	SE 22nd Avenue	SE Williston Road (SR 331)	Multi-Use Path	1.8	$ 1,300,599	Boxed Funds	20
189	Extension of 23rd Avenue	NW 83rd Street	NW 55th Terrace	Multi-Use Path	1.72	$ 1,242,794	Boxed Funds	21
154	CR 234	US 441	NE State Road 26	Multi-Use Path	15.18	$ 12,901,618	Boxed Funds	22
130	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path	1.52	$ 1,291,862	Boxed Funds	23
179	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path	1.08	$ 917,902	Boxed Funds	24
106	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade	1.15	$ 1,911,415	Boxed Funds	25
110	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail	0.54	$ 635,178	Boxed Funds	26
164	SW 4th Ave	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair	1.67	$ 1,578,715	Boxed Funds	27
212	SW 5th Ave	Williston Road (SR 331)	SW 13th Street	One-Way Multimodal Pair	1.67	$ 1,646,980	Boxed Funds	28
145	Glen Springs Braid Trail	NW 16th Terrace	NW 34th Street (SR 121)	Multi-Use Trail	2.36	$ 3,528,766	Boxed Funds	29
200	SW Archer Road (SR 24)	SW 75th Street	SW 45th Street	Multi-Use Path	2.01	$ 1,452,335	Boxed Funds	30
201	SW 75th Street	SW 41st Place	SW 57th Road	Multi-Use Path	2.15	$ 1,553,493	Boxed Funds	31
187	NW 83rd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	Multi-Use Path	1.02	$ 737,006	Boxed Funds	32
186	New road (half loop between NW 42nd Ave and Millhopper Rd)	NW 39th Avenue (SR 222) @ NW 83rd Street	NW 39th Avenue (SR 222) @ NW 98th Street	Multi-Use Path	1.99	$ 1,437,884	Boxed Funds	33
134	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail	0.21	$ 390,032	Boxed Funds	34
209	Fred Bear Trail	SW Archer Road (SR 24)	SW Williston Road (SR 121)	Multi-Use Trail	1.44	$ 2,693,075	Boxed Funds	35
113	Kermit Sigmon (Old Archer) Trail	SW 13th Street	SW 34th Street (SR 121)	Trail Upgrade	2.33	$ 4,862,691	Boxed Funds	36

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
190	NW 143rd Street and SW 8th Avenue	SW 122nd Street @SW 8th Avenue	NW 39th Avenue	Multi-Use Path	4.42	$ 3,193,692	Boxed Funds	37
188	NW 39th Avenue (SR 222)	NW 143rd Street	I-75	Multi-Use Path	2.95	$ 2,131,537	Boxed Funds	38
213	Tiger Bay Tail	NE 31st Avenue	SE 8th Avenue	Multi-Use Trail	3.52	$ 6,286,898	Boxed Funds	39
111	SW 2nd Avenue	S Main Street (SR 329)	SW 13th Street (US 441)	Protected Bike Lane	0.86	$ 1,011,580	Boxed Funds	40
157	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail	1.52	$ 3,320,671	Boxed Funds	41
112	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail	0.93	$ 1,727,283	Boxed Funds	42
210	Sweetwater Trail	Gainesville-Hawthorne Trail	Existing 6th Street Trail	Multi-Use Trail	2.16	$ 4,858,658	Boxed Funds	43
194	SW 122nd Street	W Newberry Road (SR 26)	Diamond Sports Park	Multi-Use Path	2.93	$ 2,117,086	Boxed Funds	44
192	NW 89th Street	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path	1.01	$ 729,780	Boxed Funds	45
205	NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Multi-Use Path	0.9	$ 650,299	Boxed Funds	46
118	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail	0.13	$ 241,449	Boxed Funds	47
132	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail	0.94	$ 1,783,002	Boxed Funds	48
139	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail	1.2	$ 2,228,752	Boxed Funds	49
107	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane	3.88	$ 5,526,211	Boxed Funds	50
191	Extension of NW 122nd Street	W Newberry Road (SR 26)	NW 39th Avenue (SR 222)	Multi-Use Path	2.14	$ 1,546,267	Boxed Funds	51
199	SW 41st Place and Extension	SW 71st Terrace	Lake Kanapaha	Multi-Use Path	1.6	$ 1,156,088	Boxed Funds	52
202	SW 88th Street & SW 73rd Avenue & SW 85th Dr	SW 77th Avenue	SW Archer Road (SR 24)	Multi-Use Path	0.7	$ 505,788	Boxed Funds	53

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
211	Depot Trail	E University Avenue (SR 26)	SE 7th Street	Trail Upgrade	0.6	$ 2,323,104	Boxed Funds	54
143	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail	1.09	$ 2,024,451	Boxed Funds	55
136	MLK Memorial Highway (US 441)	NW 6th Street (SR 121)	Deerhaven Trail	Multi-Use Trail	5.74	$ 10,679,439	Boxed Funds	56
162	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail	0.4	$ 761,490	Boxed Funds	57
137	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail	2.28	$ 4,234,630	Boxed Funds	58
207	SE 15th Street	E University Avenue (SR 26)	SE 15th Street	Multi-Use Path	1.39	$ 1,004,351	Boxed Funds	59
196	W Newberry Road (SR 26)	NW 120th Street	NW 75th Street	Multi-Use Path	2.85	$ 2,059,281	Boxed Funds	60
193	Fort Clarke Boulevard	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path	1.05	$ 758,683	Boxed Funds	61
181	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Multi-Use Trail	0.51	$ 947,220	Boxed Funds	62
158	NW 8th Avenue	NW 18th Terrace	NW 23rd Street	Multi-Use Trail	0.56	$ 1,040,085	Boxed Funds	63
142	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail	1.49	$ 2,748,795	Boxed Funds	64
169	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail	0.75	$ 1,392,970	Boxed Funds	65
165	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail	1.95	$ 3,621,723	Boxed Funds	66
117	SW 13th Street (US 441)	Archer Road (SR 24)	W University Avenue (SR 26)	Multi-Use Trail	0.7	$ 2,176,693	Boxed Funds	67
166	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail	1.61	$ 2,990,243	Boxed Funds	68
185	New road (between NW 88th Street and NW 84th Ter)	Millhopper Road	New Road Project 191	Multi-Use Path	0.74	$ 534,691	Boxed Funds	69
195	NW 91st Street	W Newberry Road (SR 26)	SW 46th Boulevard	Multi-Use Path	3.9	$ 2,817,964	Boxed Funds	70

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
167	SW 40th Boulevard	Archer Road (SR 121)	Existing trail	Multi-Use Trail	0.14	$ 557,189	Boxed Funds	71
184	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road	0.86	$ 8,266,640	Boxed Funds	72
102	New roundabout at intersection of Hull Road and Mowry Road	-	-	New roundabout with bike lanes and sidewalks	0.06	$ 730,802	Boxed Funds	73
101	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided	2.17	$ 19,531,720	Boxed Funds	74
109	SW 34th Street (SR 121)	NW 16th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'	2.79	$ 852,197	Boxed Funds	75
108	NW 43rd Street	Newberry Road (SR 26)	NW 53rd Avenue	Widen Sidewalk to 8'	3.28	$ 1,929,059	Boxed Funds	76
105	SW 34th Street (SR 121)	Williston Road (SR 331)	SW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'	3.22	$ 1,893,771	Boxed Funds	77
114	NW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 6th Street (SR 20)	Widen Sidewalk to 8'	1.77	$ 1,035,105	Boxed Funds	78
121	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'	0.55	$ 323,470	Boxed Funds	79
103	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Highway (US 441)	Widen Sidewalk to 8'	0.88	$ 517,552	Boxed Funds	80
140	S Main Street (SR 329)	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'	1.26	$ 741,041	Boxed Funds	81
133	NW 8th Avenue	NW 34th Street (SR 121)	Newberry Road (SR 26)	Widen Sidewalk to 8'	1.67	$ 988,054	Boxed Funds	82
138	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'	0.61	$ 358,758	Boxed Funds	83
122	NW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'	0.51	$ 299,945	Boxed Funds	84

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
123	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'	0.5	$ 294,064	Boxed Funds	85
152	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 43rd Street	Widen Sidewalk to 8'	7.16	$ 4,205,113	Boxed Funds	86
135	Hawthorne Road (SR 20)	SE 24th Street	E University Avenue (SR 26)	Multi-Use Path	0.92	$ 541,077	Boxed Funds	87
127	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	SW 13th Street (US 441)	Widen Sidewalk to 8'	0.85	$ 499,909	Boxed Funds	88
141	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority	0.2	$ 117,626	Boxed Funds	89
150	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority	0.17	$ 99,982	Boxed Funds	90
146	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	NW 13th Street (US 441)	Widen Sidewalk to 8'	2.55	$ 1,970,228	Boxed Funds	91
159	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'	0.23	$ 147,032	Boxed Funds	92
172	SW 40th Boulevard	SW 30th Avenue	Archer Road (SR 24)	Sidewalk Priority	0.16	$ 94,100	Boxed Funds	93
160	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'	0.5	$ 294,064	Boxed Funds	94
177	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority	0.09	$ 52,931	Boxed Funds	95
148	NW 16th Avenue	6th Street Trail	NW 13th Street (US 441)	Widen Sidewalk to 8'	0.8	$ 470,502	Boxed Funds	96
180	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'	0.82	$ 482,265	Boxed Funds	97
175	NW 43rd Street	NW 73rd Avenue	ML King Memorial Highway(US 441)	Multi-Use Trail	1.56	$ 2,897,378	Boxed Funds	98
149	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail	0.08	$ 148,583	Boxed Funds	99
173	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail	0.52	$ 965,793	Boxed Funds	100
153	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail	1.14	$ 2,117,315	Boxed Funds	101

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Funds	Rank
116	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail	1.65	$ 2,758,081	Boxed Funds	102
168	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'	0.59	$ 1,547,486	Boxed Funds	103
183	NE 53rd Avenue	Waldo Road (SR 24)	NE 15th Street	Multi-Use Trail	1.71	$ 3,175,972	Boxed Funds	104
214	SW 136th Street	W Newberry Road (SR 26)	SW 6th Road	Sidewalk Priority	0.53	$ 366,648	Boxed Funds	105
215	Archer Road (SR 24)	SW 122nd Street	US 41	Multi-Use Path	3.49	$ 2,966,182	Boxed Funds	106

Safety Projects

This section presents the Safety Projects. These projects utilize a total of $12.5 million of boxed funds, drawing from STBG funds. The safety projects list is shown in Table 5-8.It should be noted that project ranking process for the projects involving boxed funds was implemented from the technical standpoint of view that requires additional agency coordination by the MTPO when developing the implementable list of priority projects.

Table 5-8 Safety Cost Feasible Projects

Project ID	Street	From	To	Project Type	Project Description	Project Length (Miles)	Cost Estimate	Funds	Rank
401	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Avenue (SR 226)	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl.	1.50	$2,646,575	Boxed Funds	1
402	SW 13th Street (US 441)	SW 16th Avenue (SR 226)	W University Avenue (SR 26)	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	1.08	$1,905,534	Boxed Funds	2
403	NW 13th Street (US 441)	NW 8th Avenue	NW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.52	$ 917,479	Boxed Funds	3
404	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including: Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.50	$ 882,192	Boxed Funds	4

Project ID	Street	From	To	Project Type	Project Description	Project Length (Miles)	Cost Estimate	Funds	Rank
405	SW 13th Street (US 441)	W University Avenue (SR 26)	NW 8th Avenue	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	0.48	$ 829,260	Boxed Funds	5

5.4 Illustrative Projects

The Roadway Projects that are not included in the CFP due to funding limitations but may be implemented with the availability of additional funds are reported as illustrative projects in Table 5-9.

Table 5-9 Illustrative Projects

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Potential Funds
14	Fletcher Drive/Buckman Drive	W University Avenue (SR 26)	Stadium Road	Conversion of Fletcher Dr and Buckman Dr to one way with cycle track	0.55	$ 5,488,630	UF Funded
42	New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street	Bledsoe Drive	Hull Road	New Roads	0.65	$ 10,400,000	UF Funded
46	NW 23rd Avenue Extension	NW 122nd Street	CR 241 (NW 143rd Street)	New Roads	1.50	$ 24,000,000	-
26	NW 122nd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	New Roads	1.06	$ 16,960,000	-
12	New Street	NW 39th Ave (SR 222)	NW 42nd Avenue (new road)	New Roads	0.31	$ 4,960,000	-
17	SW 44th Street	SW Archer Road (SR 24)	SW 49th Street (new road)	New Roads	1.00	$ 16,000,000	-

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Potential Funds
16	New Road	SW Archer Road (SR 24)	SW 88th Street	New Roads	0.27	$ 4,320,000	-
15	NW 42nd Avenue (new road)	NW 39th Avenue (SR 222)	NW 86th Terrace	New Roads	2.47	$ 39,520,000	-
28	NW 15th Place to NW 76th Boulevard (New Road)	Fort Clarke Boulevard	W Newberry Road	New Roads with dedicated transit line	1.02	$ 25,314,694	-
11	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section	2.06	$115,360,000	-
4	NW 23rd Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4	0.55	$ 30,800,000	-
7	NW 23rd Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4	0.44	$ 24,640,000	-
3	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to Four (4) Lane	3.08	$ 172,480,000	-
8	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane	0.59	$ 33,040,000	-
5	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane	0.76	$ 42,560,000	-
2	SW 20th Avenue (I-75 Overpass)	SW 61st Street	SW 34th Street	Widen Two (2) Lane to Four (4) Lane	2.20	$ 123,200,000	-
6	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Widen to 4 Lane	3.86	$ 216,160,000	-
22	SW 37th Street (new road)	SW 39th Boulevard	SW 40th Boulevard	New Roads	0.33	$ 6,039,059	City/Developer Funded

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Potential Funds
10	SW 3rd Street	SW Depot Avenue	SW 13th Road Extension (New Street)	New Two (2) Lane Complete Street	0.43	$ 8,144,613	City/Developer Funded
35	SW 13th Rd Extension (New Road)	South Main Street (SR 329)	SW 6th Street	New Two (2) Lane Complete Street	0.17	$ 3,219,963	City/Developer Funded
18	SE 20th Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.23	$ 4,209,041	City/Developer Funded
36	SW 10th Avenue Extension (New Road)	South Main Street (SR 329)	SW 6th Street	New Two (2) Lane Complete Street	0.29	$ 5,492,879	City/Developer Funded
33	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 20th Avenue	New Roads	0.51	$ 9,333,091	City/Developer Funded
29	SE 10th Avenue Extension (New Road)	SE 7th Street Extension (New Road)	SE 4th Street	New Roads	0.15	$ 2,745,027	City/Developer Funded
31	SE 7th Street Extension (New Road)	SE Depot Avenue	SE 11th Place	New Roads	0.38	$ 6,954,067	City/Developer Funded
30	SE 21Street Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.17	$ 3,111,030	City/Developer Funded
19	SE 15th Avenue Extension (New Road)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads	0.53	$ 9,699,094	City/Developer Funded
23	SW 49th Street (new road)	SW 51st Drive	SW 62nd Boulevard	New Roads	0.73	$ 13,359,130	City/Developer Funded
24	SW 55th Terrace Extension (new road)	SW 57th Avenue	SW 62nd Ave	New Roads	0.31	$ 5,673,055	City/Developer Funded
25	SW 63rd Boulevard Extension (new road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads	0.70	$ 12,810,124	City/Developer Funded
34	SE 22nd Avenue Extension (New Road)	SE 21st Street Extension (New Road)	SE 15th Street	New Roads	0.48	$ 8,784,085	City/Developer Funded

Project ID	Street	From	To	Project Type	Project Length (Miles)	Cost Estimate	Potential Funds
20	SW 35th Terrace Extension (New Road)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads	0.21	$ 3,843,037	City/Developer Funded
39	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads	1.90	$ 34,770,337	City/Developer Funded
38	SW 57th Avenue (New Road)	SW 49th Street (New Road)	SW 63rd Boulevard	New Roads	0.63	$ 11,529,112	City/Developer Funded
37	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads	1.38	$ 26,019,525	City/Developer Funded

6. Appendices

Appendix A: Public Participation Survey Questions, Survey Advertisement and Survey Results

Appendix B: Meeting Public Notices

Appendix C: Workshop Comments from the Public

Appendix D: Socio-Economic Data Format

Appendix E: Cost Feasible Map and List

Appendix F: Checklist

Appendix G: Review Checklist

Appendix A: Public Participation Survey Questions, Survey Advertisement and Survey Results

Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 Long Range Transportation Plan (LRTP) Survey.

Gainesville/Alachua County MTPO 2050 LRTP

The Gainesville/ Alachua County MTPO is conducting 2050 LRTP, a federally mandated plan to guide the Gainesville MTPO's future transportation investments and policies over a 25-year horizon. As part of this study, the Gainesville/Alachua County MTPO seeks public input on transportation investment choices.

* 1. The MTPO has the following goals for the 2050 LRTP update. Based on your experience and preferences, please rank the goals in the order of importance (highest to lowest, rank 1 is the highest priority and rank 7 is the lowest priority).

- **Support economic vitality** by improving travel time of people and freight in high-growth areas.
- **Improve safety and security** of motorized and non-motorized users.
- **Improve accessibility** to public transit and other destinations like hospitals, schools. (Accessibility means how easy it is for people to travel from one place to another using different types of transportation, such as cars, buses, trains, biking, or walking.)
- **Protect environment** by preserving parks, natural resources, and historic/cultural sites.
- **Enhance connectivity** of transportation systems across different modes of transportation such as walking, biking, public transit, park and ride facilities and cars.
- **Use technology and improve reliability** in day-to-day operations of automobiles and public transit.
- **Emphasize preserving the existing transportation system** by improving pavement, bridge, and sidewalk conditions.

Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) 2050 Long Range Transportation Plan (LRTP) Survey.

Gainesville/Alachua County MTPO 2050 LRTP

Based on your experience and preferences, how do you rate each of the LRTP Goals on a scale of 1-10 (where 1 - low and 10 - high).

2. **Support economic vitality** by improving travel time of people and freight in high-growth areas.

3. **Improve safety and security** of motorized and non-motorized users.

4. **Improve accessibility** to public transit and other destinations like hospitals, schools. (Accessibility means how easy it is for people to travel from one place to another using different types of transportation, such as cars, buses, trains, biking, or walking.)

5. **Protect environment** by preserving parks, natural resources, and historic/cultural sites.

6. **Enhance connectivity** of transportation systems across different modes of transportation such as walking, biking, public transit, park and ride facilities and cars.

7. **Use technology and improve reliability** in day-to-day operations of automobiles and public transit.

1 2 3 4 5 6 7 8 9 10

8. **Emphasize preserving the existing transportation system** by improving pavement, bridge, and sidewalk conditions.

1 2 3 4 5 6 7 8 9 10

9. Which age group do you belong to?

- ◯ Under 18
- ◯ 18-24
- ◯ 25-34
- ◯ 35-44
- ◯ 45-54
- ◯ 55-64
- ◯ 65+

10. What is your approximate average household income?

- ◯ $0-$24,999
- ◯ $25,000-$49,999
- ◯ $50,000-$74,999
- ◯ $75,000-$99,999
- ◯ $100,000+
- ◯ Prefer not to answer

11. What language(s) do you speak at home? (Check all that apply)

- [ ] English
- [ ] Spanish
- [ ] Creole
- [ ] Other (please specify)

12. What is your race or ethnicity?

- ◯ Asian
- ◯ Black or African American
- ◯ Hispanic or Latino
- ◯ Middle Eastern or North African
- ◯ Multiracial or Multiethnic
- ◯ Native American or Alaska Native
- ◯ Native Hawaiian or other Pacific Islander
- ◯ White
- ◯ Another race or ethnicity, please describe below

Self-describe below:

13. What is the nearest intersection/city to where you live?

14. What is the nearest intersection/city to where you work?

15. Which of the following best describes your current occupation? (Check all that apply)

- [ ] Employed
- [ ] Unemployed
- [ ] Retired
- [ ] Student
- [ ] Other (please specify)

16. What is your residence status in Alachua County?

- ◯ Full time resident
- ◯ Part time resident
- ◯ Visitor

17. On a typical day, which of the following forms of transportation does your household use? (Check all that apply).

- [ ] Automobile
- [ ] Electric Vehicle
- [ ] Bus
- [ ] Cab
- [ ] Uber/Lyft
- [ ] Bike
- [ ] Walk
- [ ] E-scooter
- [ ] Other (please specify)

18. On a typical working day, how long is your commute?

- ◯ Less than 1 mile
- ◯ Less than 2 miles
- ◯ Less than 5 miles
- ◯ Less than 10 miles
- ◯ Less than 20 miles
- ◯ Less than 30 miles
- ◯ more than 30 miles

19. How many household vehicles do you have?

- ◯ 0
- ◯ 1
- ◯ 2
- ◯ 3 or more

20. How many people currently live in your household?

- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4 or more

21. Are you a parent or caretaker of children?

- ◯ Yes
- ◯ No

22. What is/are your child's/children's mode(s) of transportation? (Check all that apply)

- [ ] School bus
- [ ] Bike
- [ ] Walk
- [ ] Public Transit
- [ ] Household vehicle
- [ ] Other (please specify)

23. Would you like to be added to the project mailing list? If yes, provide your email address.

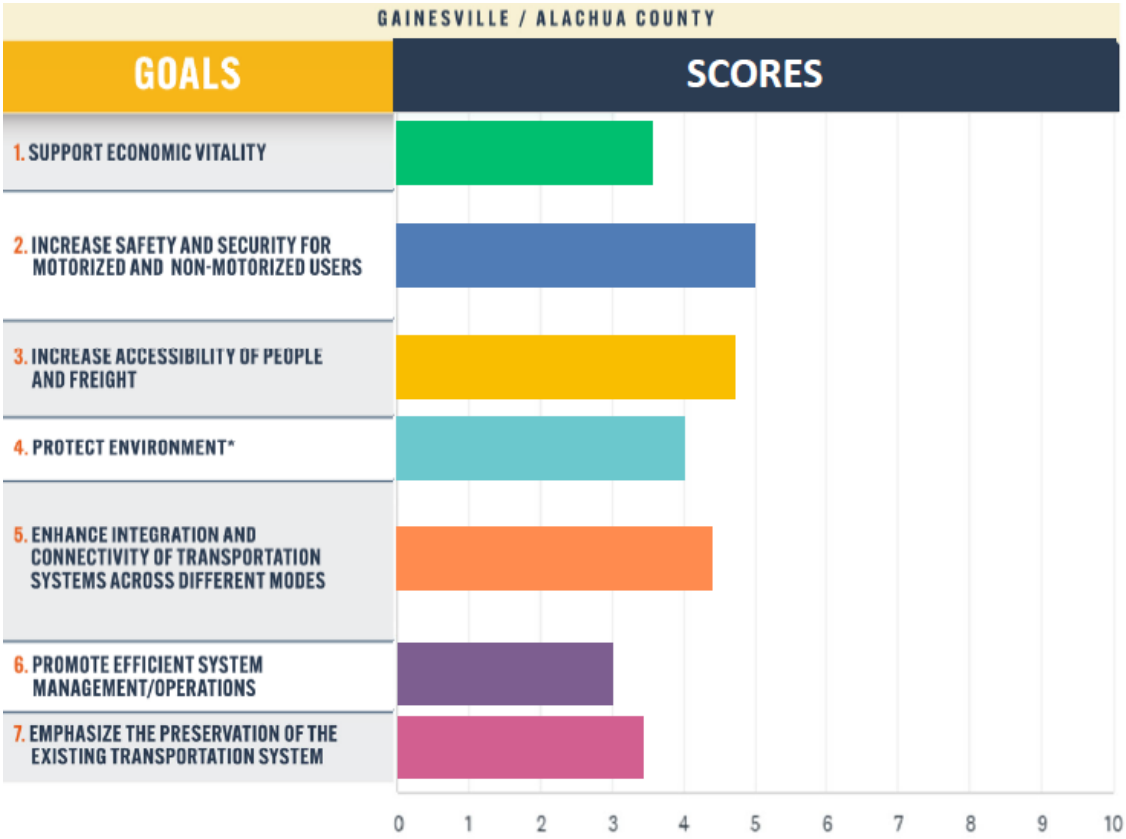
24. Any other information you would like to share for the LRTP development?

Help Shape the Future of our Transportation System!

Your input is crucial in planning the future of our transportation system. We invite you to take our survey and share your thoughts on how we can improve transportation in our community. Go to the link below to participate. Thank you for your valuable feedback!

https://bit.ly/MTPO_LRTP_Survey

Survey Results



Appendix B: Meeting Public Notices

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

WHAT IS LRTP?

A Long-Range Transportation Plan (LRTP) is a federally required document that outlines the region's transportation vision, goals, and investment priorities for a 25-year horizon. The 2050 LRTP will serve as a roadmap for transportation investments, focusing on enhancing mobility safety and maintaining infrastructure for different modes of transportation, such as bikes, pedestrians, transit, and automobiles. It sets priorities for transportation infrastructure projects to support future growth and community transportation needs of all users of Alachua County.

PUBLIC WORKSHOP

Join us to share your insights about transportation in the region

EVENT DETAILS

5 PM - 7 PM
Monday,
March 24,
2025

WORKSHOP ADDRESS

7340 SW 41st Place,
Gainesville, FL 32608
(Freedom Community Center at Veterans Memorial Park)

Share your thoughts on the future of transportation in the region! Contribute your ideas by taking the survey using the QR code or the link below:

https://www.surveymonkey.com/r/J8CLRF2_

POINT OF CONTACT

Anyone wishing to contact the **MTPO** with comments or questions regarding the 2050 LRTP, Please contact:

Alison Moss, AICP
Transportation Planning Manager
Growth Management
10 SW 2nd Avenue · Gainesville · FL · 32601
Office: **352.491.4574**

If you have a disability and need an accommodation in order to participate in a County program, service or public meeting, please contact the Alachua County Equal Opportunity Office at (352) 374-5275 at least 2 business days prior to the event. TDD/TTY users, please call 711 (Florida Relay Service).

Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

JOIN US

for the Gainesville/Alachua County Metropolitan Organization Long Range Transportation

Needs Plan Public Workshop!

Be a part of the planning process! Review the region's transportation vision, goals, and needs. Meet the LRTP team, ask questions, and provide your valuable feedback. Your input is crucial for shaping the future of transportation in our community. Don't miss this opportunity to make a difference!

Participate here and take our survey: **https://bit.ly/MTPO_LRTP_Survey**

Date:
Tuesday,
May 6, 2025

Time:
4:30 PM-
6:30 PM

Location:
Thomas Center
302 NE 6th Ave,
Gainesville, FL 32601

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

WHAT IS LRTP?

A Long-Range Transportation Plan (LRTP) is a federally required document that outlines the region's transportation vision, goals, and investment priorities for a 25-year horizon. The 2050 LRTP will serve as a roadmap for transportation investments, focusing on enhancing mobility safety and maintaining infrastructure for different modes of transportation, such as walking, cycling, public transit, and automobiles. It sets priorities for transportation infrastructure projects to support future growth and community transportation needs of all users of Alachua County.

PUBLIC WORKSHOP

Join us to share your insights about transportation in the region

EVENT DETAILS

4:30 - 6:30 PM
Tuesday
July 15, 2025

WORKSHOP ADDRESS

302 NE 6th Ave,
Gainesville, FL 42601
(Thomas Center)

Share your thoughts on the future of transportation in the region! Contribute your ideas by taking the survey using the QR code or the link below:

https://www.surveymonkey.com/r/J8CLRF2

POINT OF CONTACT

Anyone wishing to contact the **MTPO** with comments or questions regarding the 2050 LRTP, Please contact:

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Transportation Planning Manager
Growth Management
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Office: **352.491.4574**

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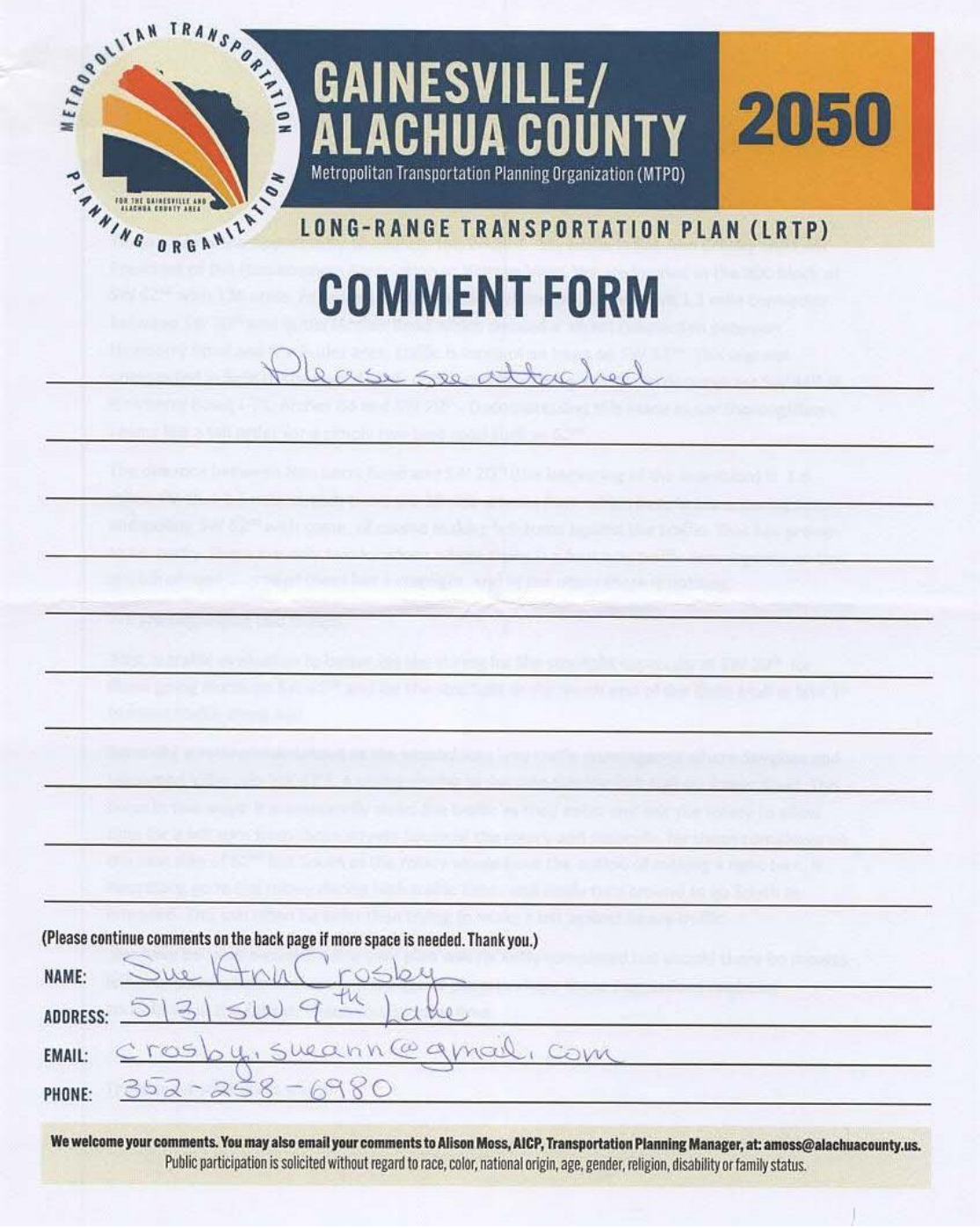
Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

Appendix C: Comments Collected from the Workshops and Sign In Sheets



METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Please see attached

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Sue Ann Crosby
ADDRESS: 5131 SW 9th Lane
EMAIL: crosby.sueann@gmail.com
PHONE: 352-258-6980

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status.

Thank you for the opportunity to address this council. My name is Sue Ann Crosby and I am President of the Homeowners Association at Vintage View. We are located in the 800 block of SW 62nd with 126 units. Following the completion of the very convenient 1.1 mile connector between SW 20th and Butler/Archer Road which created a direct connection between Newberry Road and the Butler area, traffic is more of an issue on SW 62nd. This was not unexpected in light of the stated goals of this construction project - to decompress SW 34th St, Newberry Road, I-75, Archer Rd and SW 20th . Decompressing this many major thoroughfares seems like a tall order for a simply two lane road such as 62nd.

The distance between Newberry Road and SW 20th (the beginning of the extension) is 1.6 miles. On that 1.6 mile stretch there are 18 side streets from which people are entering onto and exiting SW 62nd with some, of course making left turns against the traffic. That has proven to be tricky. There are only two locations where there is a four-way traffic convergence on this stretch of road .....one of them has a stoplight and at the other there is nothing.

We are suggesting two things:

First, a traffic evaluation to better set the timing for the stoplight especially at SW 20th for those going North on SW 62nd and for the stoplight at the South end of the Oaks Mall at NW 1st to move traffic along and

Secondly, a rotary/roundabout at the second four way traffic convergence where Spyglass and Lakewood Villas join SW 62nd. A rotary similar to the one outside Oak Hall on Tower Road. This helps in two ways: it momentarily slows the traffic as they enter and exit the rotary to allow time for a left turn from those streets South of the rotary and secondly, for those complexes on the east side of 62nd but South of the rotary would have the option of making a right turn, if necessary, go to the rotary during high traffic times and easily turn around to go South as intended. This can often be safer than trying to make a left against heavy traffic.

We have become aware the five year plan was recently completed but should there be monies left over somewhere or there is a change of plans perhaps these suggestions might be considered in the future. Thank you for your time.

There are 4 solar cross walks.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

- Slow down major corridors as they pass through small towns - or re-route i.e. 301 thru Hawthorne is a major danger to residents

* Continue mixed use path up 6th to SR20

* Continue Main Street path + separated bike lane down South

- Expand transit options and frequency

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

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GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

- Please consider climate refugees/inland migration in your projections
- Connect destinations like schools + grocery to neighborhoods with pedestrian network
- Don't allow sprawl, new developments need to connect to the network
- Safer Crossings for trails
- Wider pathways around UF campus
- Lack of sidewalk @ 13th + Museum Rd is Unacceptable

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

To reduce the 2050 predicted traffic, will the improvements to the RTS & pedestrian & biking networks impact on reducing traffic be considered?

There are a lot of ~~shared~~ shared use paths proposed. I am a fan of this proposition but would also like to see more protected bike lanes along roads. I wonder if this is in response to Fdot's lack of using protected bike lanes in their design.

~~Can~~ Sid

I would like to see more ped. & bike & transit network connectivity in the northwest of Gainesville.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Marley Conoha

ADDRESS: 754 NW 20th Street

EMAIL: marleyconoha@ufl.edu

PHONE: 904-806-9686

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Work on Planning bus infrastructure with Pedestrian & bike accessibility/facilities. some stops don't have sidewalk and or crosswalk. Also using technology to support bus route operations may help with reliability. For example traffic lights monitored to turn green for approaching Buses. including right-only lanes on 34th St. could also improve traffic issues, particularly for routes 20, 21, & 28

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Mateo Nader

ADDRESS: 3527 SW 20th ave #1421

EMAIL: mdnader715@gmail.com

PHONE: 954-812-7850

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Disappointed at the lack of bike/ped improvements on University, particularly east of 13th. These feel like incredibly important bike/ped corridors due to proximity to UF + Downtown, as well as the increasing housing density. I understand there are conflicts w/dot, but I still think we could do better

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Casey Werner
ADDRESS: 3720 SW 17th St, Gainesville, FL 32607
EMAIL: c.werner@ufl.edu
PHONE: 812-212-9770

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Need continuous bicycle infrastructure along University and 13th (or along nearby parallel street).

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Jacob McKinney

ADDRESS: 920 SW 6th St

EMAIL:

PHONE: 407 242 0504

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

To: SOMEONE WITH FDOT

Regarding: PEDESTRIAN SAFETY ISSUE JUST OUTSIDE CURRENT LRT PROJECT ON NEWBERRY Rd FROM ~~WEST~~ 35th TO 43rd ON WEST ~~NEWBERRY Rd.~~

PROBLEM: THE SW CORNER ON NEWBERRY Rd WHERE 43rd INTERSECTS NEWBERRY THE SIDEWALK IS CURRENTLY CONSTRUCTED IN SUCH A WAY AS TO RETAIN WATER. WATER JUST BUILDS FROM RAIN AND ACCUMULATES ON THE SIDEWALK. THIS NEEDS TO BE FIXED AS THE WATER IS 4 INCHES DEEP FOR SEVERAL WEEKS AFTER IT RAINS

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: GEORGE DONDANVILLE
ADDRESS: 430 NW 48th BLVD, GAINESVILLE 32607 (MILL POND)
EMAIL: GEORGE.DONDANVILLE@COMCAST.NET
PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status.

GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

There are many raised intersections not represented on "Existing bike/ped Facilities" map
- 5th Ave + 12th Street
- Many on SR26 near UF campus adjacent to new development - off
- 3rd Ave Bike Blvd

Please update map with these facilities

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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COMMENT FORM

FOR SAFETY

CONSIDER ~~[illegible]~~ LOWERING SPEED LIMITS ON NW 98TH BLVD. FROM 39TH WEST TO 50TH WEST – CURRENTLY POSTED AT 45 M/P/H (WHICH MEANS CARS ACTUALLY GOING 50 M/P/H).

– I WOULD SUGGEST 35 M/P/H

– THIS IS A TRUE URBAN AREA NOT A SUBURBAN AREA.

COMMENT BY GEORGE DONDANVILLE
430 NW 48TH BLVD. GAINESVILLE 32607
george.dondanville@comcast.net

GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Rather than improving mobility on heavy truck routes, should improve SAFETY. Many rural areas see truck traffic cut through town and cut off residents, speeding and running lights. Need more traffic calming through towns like Hawthorne so that pedestrians are not in danger or stranded on one side of the road, unable to cross near local businesses. If trucks can't be slowed, ban them + Alternate Routes!

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

- RTS Stop exhibit shows a SW stop not on any route - is this an error?
- Lane Diet on South Main?
- More Roundabouts!
  - North end of 6th where you have to cut across traffic traveling south coming into town from Alachua
  - NW 34th St and Newberry Rd
- Have climate/economic refugees been included in the population projections?

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

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GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Mobility (Economic Vitality) Score:
Why does Waldo Road have a High needs Score Between 222 + 338? Does not make sense. Or 23rd ~~Ave~~ Ave @ Waldo Road?
What is this metric?
I75 May be skewing results.
What need is served by this metric?
Unclear results (What is this indicating?)

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

We need a bridge where the Depot RT crosses Williston Road.

When installing the ped. push buttons @ controlled intersections need to be properly installed and need to be placed in a position that is easily accessible to pedestrians.

Make the ~~board about~~ traffic circle need to be larger.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Laura Triulzi
ADDRESS: 1406 NE 7th St
EMAIL: lauri.triulzi@gmail.com
PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050
Metropolitan Transportation Planning Organization (MTPO)
LONG-RANGE TRANSPORTATION PLAN (LRTP)

COMMENT FORM

Our community needs improved transit with better headways. The BRT scenario should be a priority. It will allow/encourage more people to use transit and lower the number of single occupancy vehicles.
Better bicycle network & connectivity.
We don't need road widening, but we could have more public buildings with EV chargers.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Kathleen W. Pagan
ADDRESS: GNV 32609
EMAIL: apollo1860.kp@gmail.com
PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

For any proposed bike lanes on major roads, protected or even separated lanes should be heavily prioritized. The cost of this extra enhancement vs the safety increase would be interesting to look at. Speaking as a biker, protected bike lanes incentivize more road-riding. Also has there been any analysis on if additional bike lanes reduce overall traffic in those areas? Thanks you

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Noah Long

ADDRESS: 227 NW 13th Ave Gainesville, FL

EMAIL: ~~noahlong@ufl.edu~~ ~~noahlong000@ufl.~~ noahlong000@gmail.com

PHONE: 239-822-0653

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

I'd like to see a focus on increasing biking paths and bike safety around gainesville. Focusing on developing the transit system in the next 25 years is also important to me as a way to reduce traffic and increase mobility, especially with such a large student population.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Anthony Liao

ADDRESS: 3527 SW 20th Ave, Gainesville, FL

EMAIL: anthonyliao@ufl.edu

PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

I think there needs to be a great pronty in non-vehicle commuting, which in turn could have significant impacts on congestion. I think the prioritization of safety & connectivity is evident, but mobility and multi-modial included road infrastructure, which takes away from the objectives in pedestrian & biker safety.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Luna Navia

ADDRESS: 227 NW 13th Ave, Gainesville FL 32601

EMAIL: Lucianavia10@gmail.com

PHONE: 561-444-6476

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

Thank you for the presentation and education related to the LRTP process.

Very happy to see plans to improve bike and pedestrian infrastructure and safety.

Please prioritize encouraging less car use and more bike and pedestrian, and bus. The more money for these projects and planning the better.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Dari Smith

ADDRESS: 700 SW 16th Place Gainesville, FL 32601

EMAIL: DARISMITH5@gmail.com.

PHONE: 352 872 3577

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

Prioritize multimodal & transit.
Limit new road projects -
developers can pay more.
Be sure to get input from
Alachua County School Transportation.

Presentation didn't mention
scooters and e. bikes specifically.
Some work on how to safely plan
for various types of alt. may be good.

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Kathleen

ADDRESS:

EMAIL:

PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

- Increase transit budget, especially to support paratransit capacity.

- Safety projects seem overly concentrated on 16th, is this the most dangerous corridor in the county?

- Widening is not the only solution to congestion, transit, SUP (improve safety + comfort [shade] for cyclists.)

- Please consider using a microphone at future meetings

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

- I work with Gainesville Chapter of Climate Reality Project. We have a goal of Zero Carbon Transportation
- What elements of your plan will work towards lowering carbon emissions related to transportation?
Do you have a metric measuring carbon emissions? (ex-per capita)
How does your planning take into account the City + County Climate Action Plans? How do you try to integrate your planning with other planning efforts going on in the area?

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: BOB TANCIG

ADDRESS: 1616 NE 18 PL

EMAIL: btancig@GMAIL.COM

PHONE: 352-214-1778

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

In 2016 Gainesville, FL and Portland, OR had two of the best public transportation systems in the country. In 2019 Portland had the 10th best.

Were are we nationally now

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: Sherry Scoville

ADDRESS:

EMAIL:

PHONE:

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status.

GAINESVILLE/ ALACHUA COUNTY 2050

Metropolitan Transportation Planning Organization (MTPO)

LRTP COST FEASIBLE PLAN WORKSHOP

COMMENT FORM

- Multi-modal + safety projects should still be the priority
- we do not need road widening, we need road maintenance + complete streets
- Improve transit instead of widening highways
- Increase connectivity + grid of the network

(Please continue comments on the back page if more space is needed. Thank you.)

NAME: _____

ADDRESS: _____

EMAIL: _____

PHONE: _____

We welcome your comments. You may also email your comments to Alison Moss, AICP, Transportation Planning Manager, at: amoss@alachuacounty.us.
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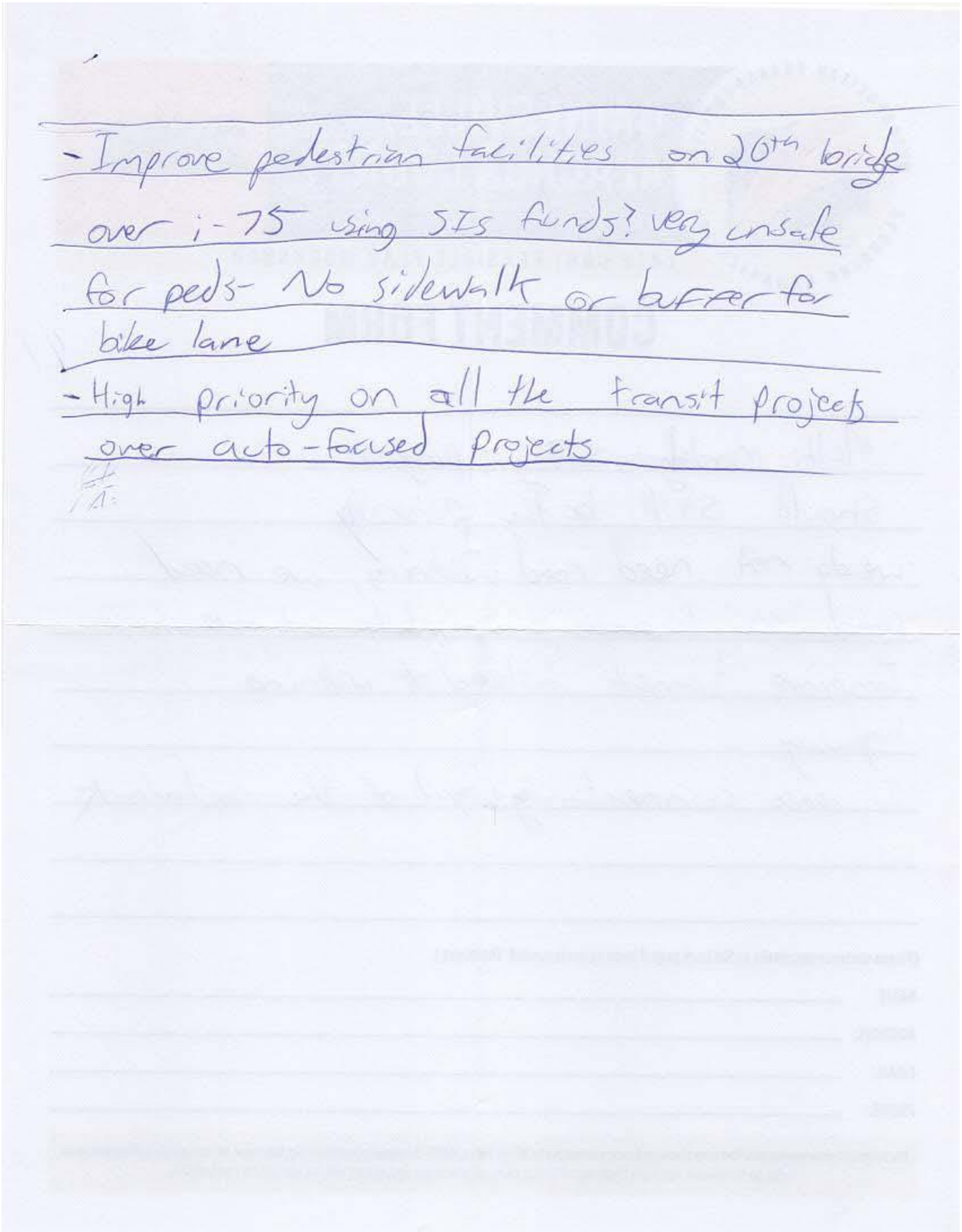

- Improve pedestrian facilities on 20th bridge over i-75 using SIS funds? very unsafe for peds- No sidewalk or buffer for bike lane
- High priority on all the transit projects over auto-focused projects

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
PUBLIC WORKSHOP | MARCH 24, 2025

STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
Achaia Brown	FDOT District 2	achaia.brown@dot.state.fl.us	AB
Alison Moss	Alachua County	amoss@alachuacounty.us	AM
Deborah Leistner	City of Gainesville	leistnerdl@cityofgainesville.org	DL
Linda Dixon	University of Florida	ldixon@ufl.edu	
Franco Saraceno	Kittelson & Associates, Inc.	fsaraceno@kittelson.com	
Leyi Zhang	Kittelson & Associates, Inc.	lzhang@kittelson.com	LZ
Brad Thoburn	HDR Inc.	brad.thoburn@hdrinc.com	
Nizamul Mojumber	Corradino	nmojumber@corradino.com	
Srin Varanasi	Corradino	svaranasi@corradino.com	SV
Aditya Katragadda	Corradino	akatragadda@corradino.com	AK
Ashlee Cornett	The Valerin Group, Inc.	ashlee@valerin-group.com	
Astra Champion	The Valerin Group, Inc.	astra@valerin-group.com	AC

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GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
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STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
Snarisle Kennedy	HDR	Snarisle.Kennedy@HDRINC.com	SK
Jessica Klutts	Alachua County GM	JKlutts@alachuacounty.us	JK
Jin Fang	Kittelson	Jfang@kittelson.com	JF
Gracia Fernandez	Alachuacounty	gfernandez@alachuacounty.us	GF

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GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
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PLEASE SIGN IN

Name Sue Ann Crosby	Address			
Email crosby.sueann@gmail	Phone		Representing	
Name Casey Werner	Address			
Email c.werner@ufl.edu	Phone		Representing	
Name Elinor Rienzo	Address			
Email elinorrienzo@ufl.edu	Phone		Representing	
Name Sophy Moti	Address			
Email sophymoti@gmail.com	Phone		Representing	
Name Karen Harrell	Address			
Email Karen.Harrell@QCAUSA.com	Phone		Representing	
Name Kristen Young	Address			
Email krinyung@gmail.com	Phone		Representing GCAT	
Name	Address			
Email	Phone		Representing	

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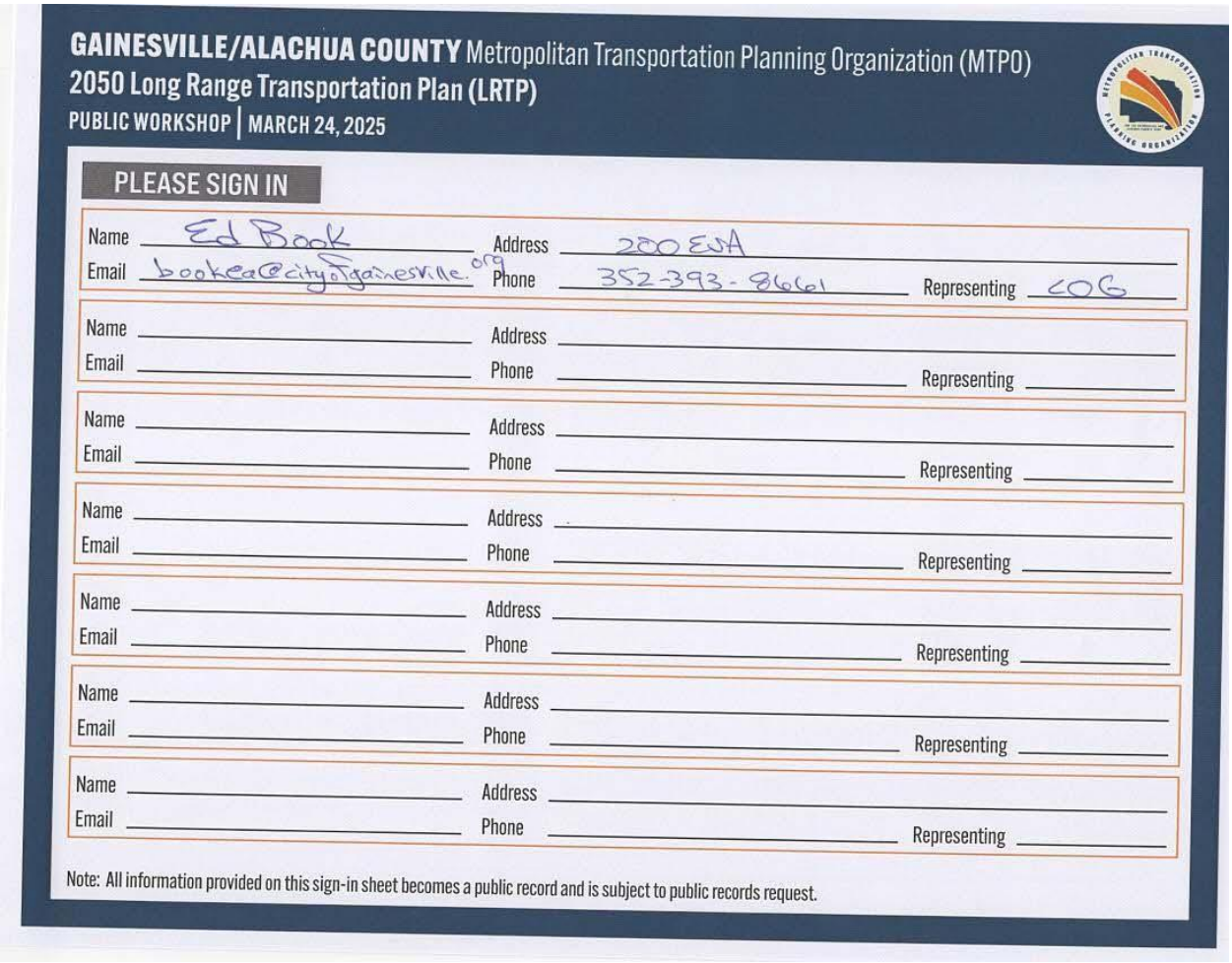

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
PUBLIC WORKSHOP | MARCH 24, 2025

PLEASE SIGN IN

Name Ed Book Address 200 E 1st
Email bookea@cityofgainesville.org Phone 352-393-8666 Representing COG

Name _____ Address _____
Email _____ Phone _____ Representing _____

Name _____ Address _____
Email _____ Phone _____ Representing _____

Name _____ Address _____
Email _____ Phone _____ Representing _____

Name _____ Address _____
Email _____ Phone _____ Representing _____

Name _____ Address _____
Email _____ Phone _____ Representing _____

Name _____ Address _____
Email _____ Phone _____ Representing _____

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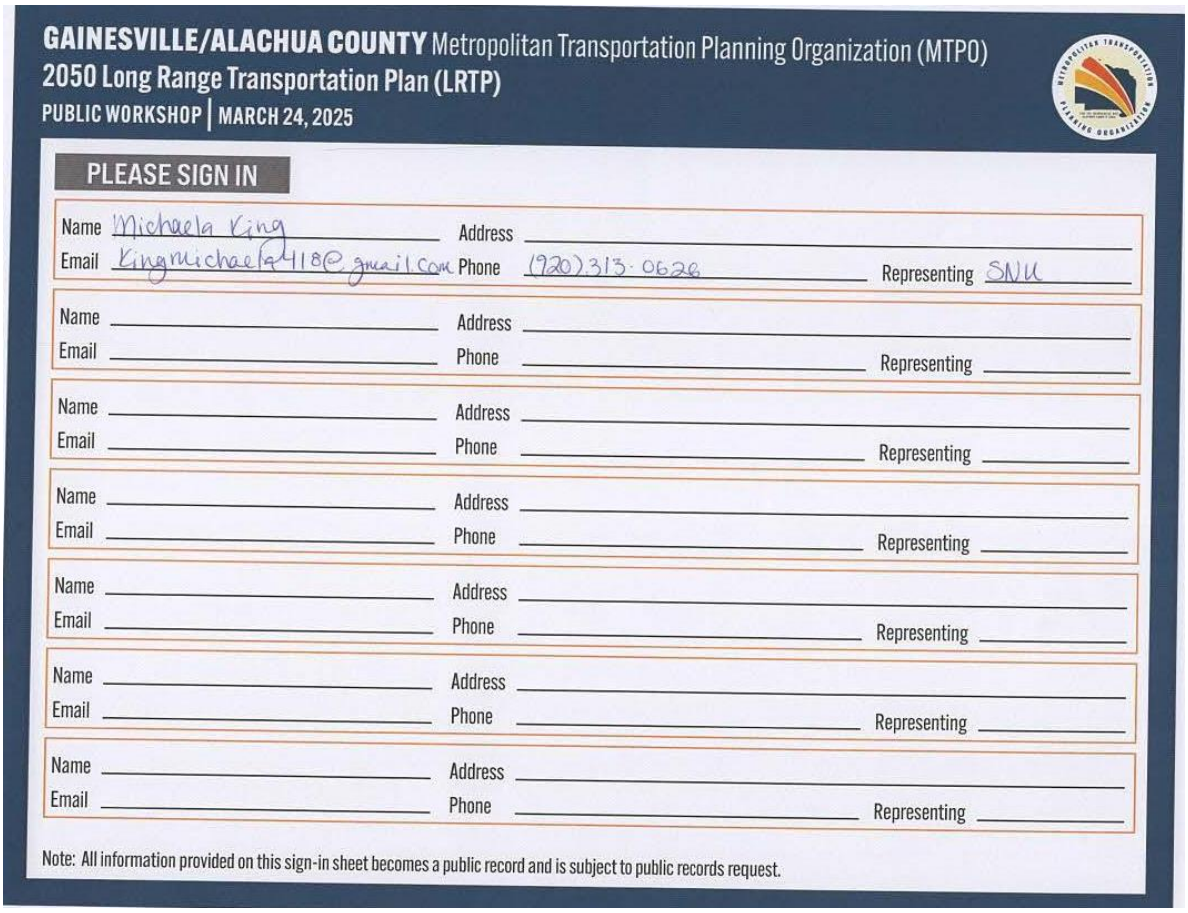

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
PUBLIC WORKSHOP | MARCH 24, 2025

PLEASE SIGN IN

Name Michaela King Address
Email KingMichaela418@gmail.com Phone (920) 313-0628 Representing SNU

Name Address
Email Phone Representing

Name Address
Email Phone Representing

Name Address
Email Phone Representing

Name Address
Email Phone Representing

Name Address
Email Phone Representing

Name Address
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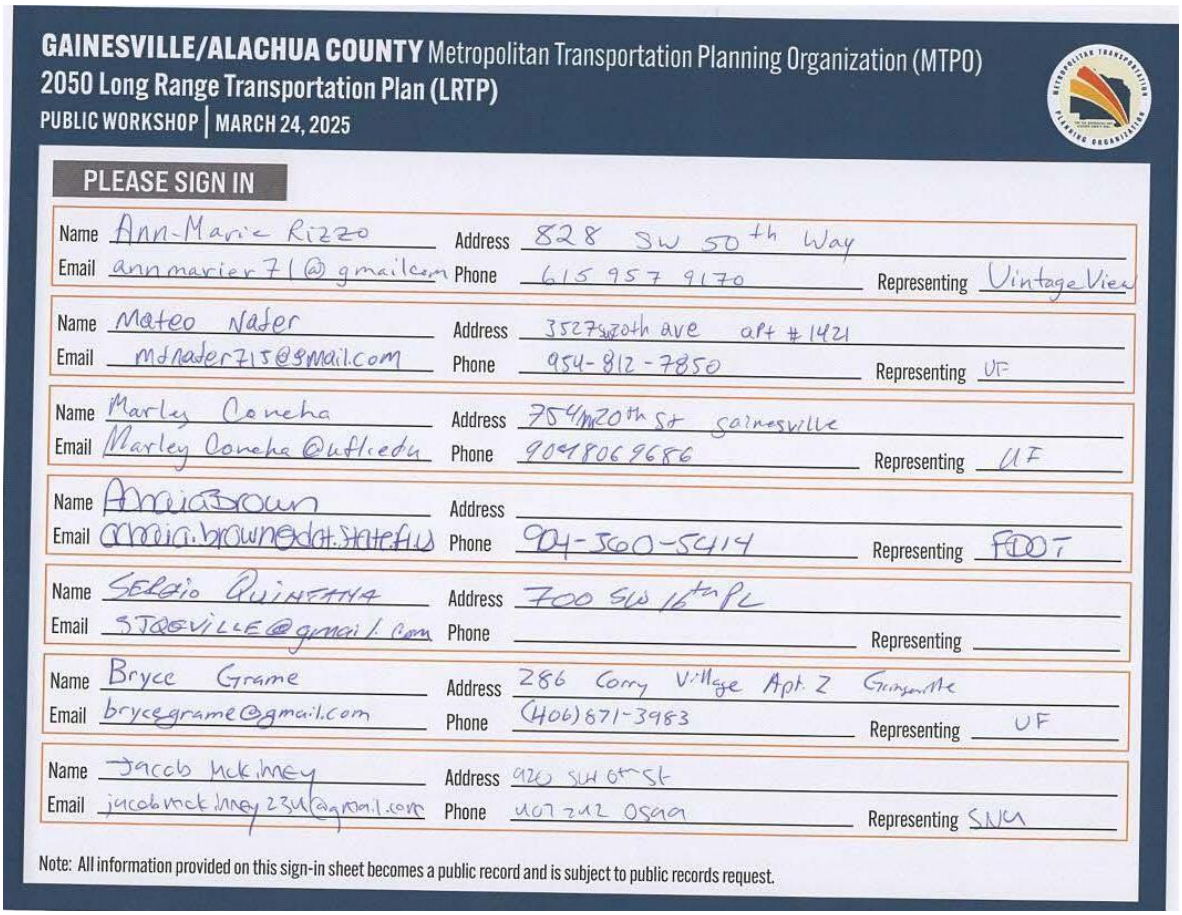

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
2050 Long Range Transportation Plan (LRTP)
PUBLIC WORKSHOP | MARCH 24, 2025

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Name	Ann-Marie Rizzo	Address	828 SW 50th Way		
Email	annmarier71@gmail.com	Phone	615 957 9170	Representing	Vintage View
Name	Mateo Nader	Address	3527 SW 20th ave apt # 1421		
Email	mdnader715@gmail.com	Phone	954-812-7850	Representing	UF
Name	Marley Concha	Address	754 NW 20th St gainesville		
Email	Marley.Concha@ufl.edu	Phone	9041806686	Representing	UF
Name	Arreia Brown	Address			
Email	arreia.brown@dot.state.fl.us	Phone	904-360-5414	Representing	FDOT
Name	Sergio Quintana	Address	700 SW 16th Pl		
Email	SJQGVILLE@gmail.com	Phone		Representing	
Name	Bryce Grame	Address	286 Corry Village Apt. 2 Gainesville		
Email	brycegrame@gmail.com	Phone	(406)871-3983	Representing	UF
Name	Jacob Mckinney	Address	926 SW 6th St		
Email	jacobmckinney23u@gmail.com	Phone	407 242 0509	Representing	SNM

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GAINESVILLE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

Metropolitan Transportation Planning Organization (MTPO)

PUBLIC WORKSHOP | MAY 6, 2025

STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
Achaia Brown	FDOT District 2	achaia.brown@dot.state.fl.us	
Alison Moss	Alachua County	amoss@alachuacounty.us	AM
Deborah Leistner	City of Gainesville	leistnerdl@cityofgainesville.org	
Linda Dixon	University of Florida	ldixon@ufl.edu	
Franco Saraceno	Kittelson & Associates, Inc.	fsaraceno@kittelson.com	
Leyi Zhang	Kittelson & Associates, Inc.	lzhang@kittelson.com	
Brad Thoburn	HDR, Inc.	brad.thoburn@hdrinc.com	
Nizamul Mojumber	The Corradino Group	nmojumber@corradino.com	
Srin Varanasi	The Corradino Group	svaranasi@corradino.com	SV
Aditya Katragadda	The Corradino Group	akatragadda@corradino.com	AK
Dakota Muskat	The Valerin Group, Inc.	dakota@valerin-group.com	
Chris Drummond	The Valerin Group, Inc.	chris@valerin-group.com	

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Metropolitan Transportation Planning Organization (MTPO)
PUBLIC WORKSHOP | MAY 6, 2025

STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
STUART CULLEN	ACPW	sicullen@alachuacounty.us	
Siyu Zhang	Corradino	szhang@corradino.com	
SETH WOOD	CITY TRANSPORTATION	WOODSM@GAINESVILLE.FL.GOV	
JESUS GOMEZ	TRANSPORTATION	gomezjm@CITYOFGAINESVILLE.ORG	

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GAINESVILLE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
Metropolitan Transportation Planning Organization (MTPO)
PUBLIC WORKSHOP | MAY 6, 2025

PLEASE SIGN IN

Name	Jessica Klutz	Address			
Email	JKlutz@alachuacounty.us	Phone		Representing	Alachua County
Name	Faizwa Ahmed	Address			
Email	f.ahmed@ufl.edu	Phone		Representing	
Name	Shavish Kinney	Address			
Email	Shavish.Kinney@dot.ga.gov	Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	

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GAINESVILLE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
Metropolitan Transportation Planning Organization (MTPO)
PUBLIC WORKSHOP | MAY 6, 2025

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Name Paige DeBold	Address		
Email paige.debold@dot.state.fl.us	Phone		Representing FDOT
Name Abiral Aashish	Address		
Email a.aashish@ufl.edu	Phone		Representing
Name George Dantzler	Address	430 NW 48th Blvd, Gainesville 32607	
Email george.dantzler@dot.wst	Phone		Representing BPAB
Name Lauri Tritzi	Address		
Email lauri.tritzi@gmail.com	Phone		Representing
Name Bryce Grame	Address		
Email brycegrame@ufl.edu	Phone		Representing
Name Kathleen W. Pagan	Address	GNV 32609	
Email apollo1660.kp@gmail.	Phone		Representing
Name Sanidhya Dadia	Address		
Email dadia.sa@ufl.edu	Phone		Representing

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GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
Achaia Brown	FDOT District 2	achaia.brown@dot.state.fl.us	
Alison Moss	Alachua County	amoss@alachuacounty.us	Am
Deborah Leistner	City of Gainesville	leistnerdl@cityofgainesville.org	DL
Linda Dixon	University of Florida	ldixon@ufl.edu	
Franco Saraceno	Kittelson & Associates, Inc.	fsaraceno@kittelson.com	
Leyi Zhang	Kittelson & Associates, Inc.	lzhang@kittelson.com	
Brad Thoburn	HDR Inc.	brad.thoburn@hdrinc.com	
Nizamul Mojumber	Corradino	nmojumber@corradino.com	NHM
Srin Varanasi	Corradino	svaranasi@corradino.com	
Aditya Katragadda	Corradino	akatragadda@corradino.com	
Ashlee Cornett	The Valerin Group, Inc.	ashlee@valerin-group.com	@
Astra Champion	The Valerin Group, Inc.	astra@valerin-group.com	

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GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

STAFF SIGN IN SHEET

NAME	AGENCY	EMAIL	INITIALS
Suzy Zhang	Corradino	szhang@corradino.com	ZSY
Faizur Howlet	Corradino		FH
Jessica Kluttz	Alachua County		

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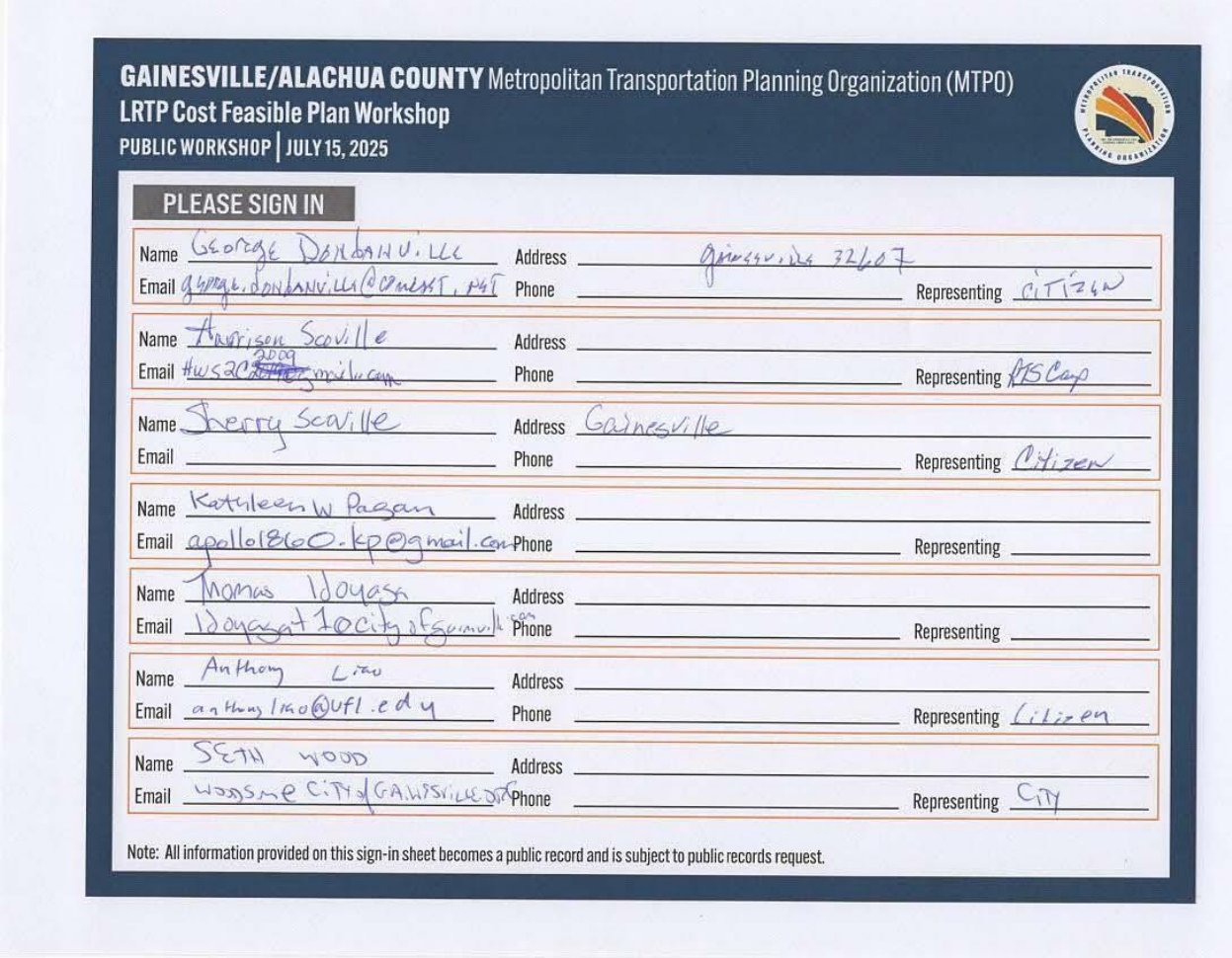

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

PLEASE SIGN IN

Name George Dondanville	Address Gainesville, FL 32607		
Email george.dondanville@ufl.edu	Phone	Representing CITIZEN	
Name Harrison Scoville	Address		
Email hws2009@yahoo.com	Phone	Representing HS Corp	
Name Sherry Scoville	Address Gainesville		
Email	Phone	Representing Citizen	
Name Kathleen W Pagan	Address		
Email apollo1860-kp@gmail.com	Phone	Representing	
Name Thomas Idoyaga	Address		
Email Idoyaga@cityofgainesville.org	Phone	Representing	
Name Anthony Lino	Address		
Email anthony.lino@ufl.edu	Phone	Representing Citizen	
Name SETH WOOD	Address		
Email woodse@cityofgainesville.org	Phone	Representing City	

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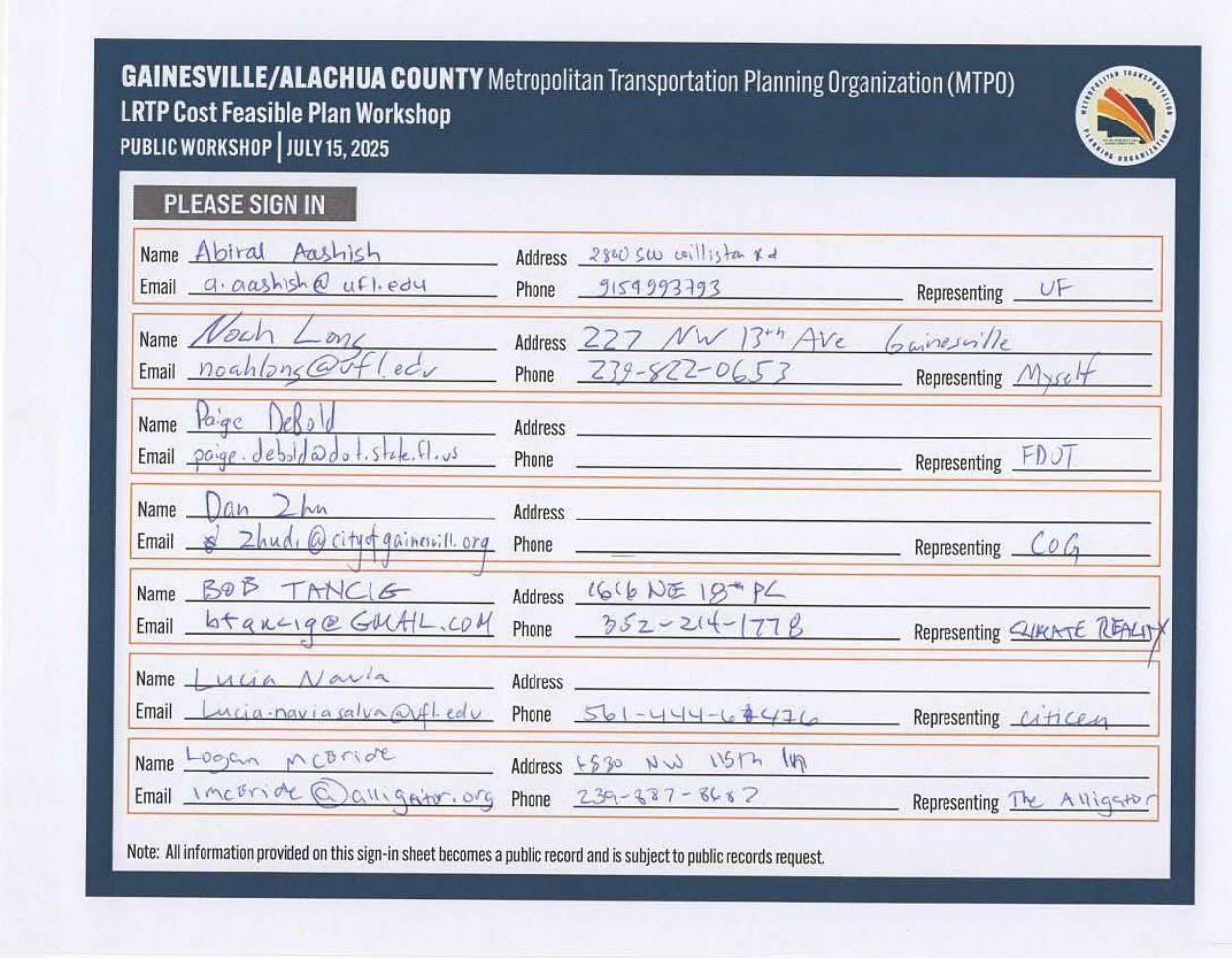

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

PLEASE SIGN IN

Name	Abiral Aashish	Address	2860 SW Williston Rd		
Email	a.aashish@ufl.edu	Phone	9159993793	Representing	UF
Name	Noah Long	Address	227 NW 13th Ave Gainesville		
Email	noahlong@ufl.edu	Phone	239-822-0653	Representing	Myself
Name	Paige Debold	Address			
Email	paige.debold@dot.state.fl.us	Phone		Representing	FDOT
Name	Dan Zhu	Address			
Email	zhudi@cityofgainesville.org	Phone		Representing	COG
Name	BOB TANCIG	Address	1616 NE 18th PL		
Email	btancig@GMAIL.COM	Phone	352-214-1778	Representing	CLIMATE REALITY
Name	Lucia Navia	Address			
Email	Lucia.naviasalva@ufl.edu	Phone	561-444-6[illegible]4716	Representing	citizen
Name	Logan McBride	Address	5530 NW 115th Ln		
Email	lmcbride@alligator.org	Phone	239-887-8687	Representing	The Alligator

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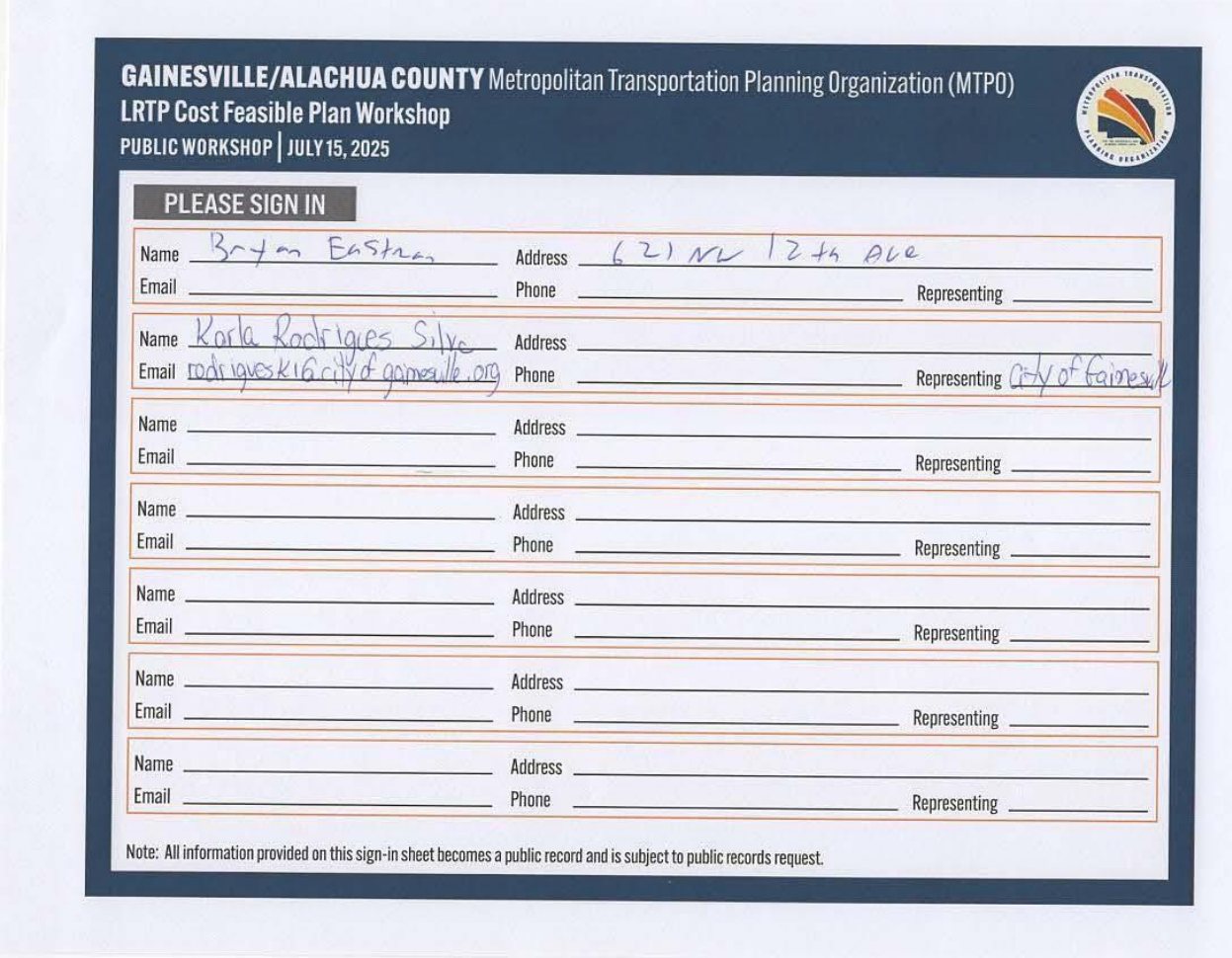

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

PLEASE SIGN IN

Name	Bryan Eastman	Address	621 NW 12th Ave		
Email		Phone		Representing	
Name	Karla Rodrigues Silva	Address			
Email	rodriguesk16@cityofgainesville.org	Phone		Representing	City of Gainesville
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	

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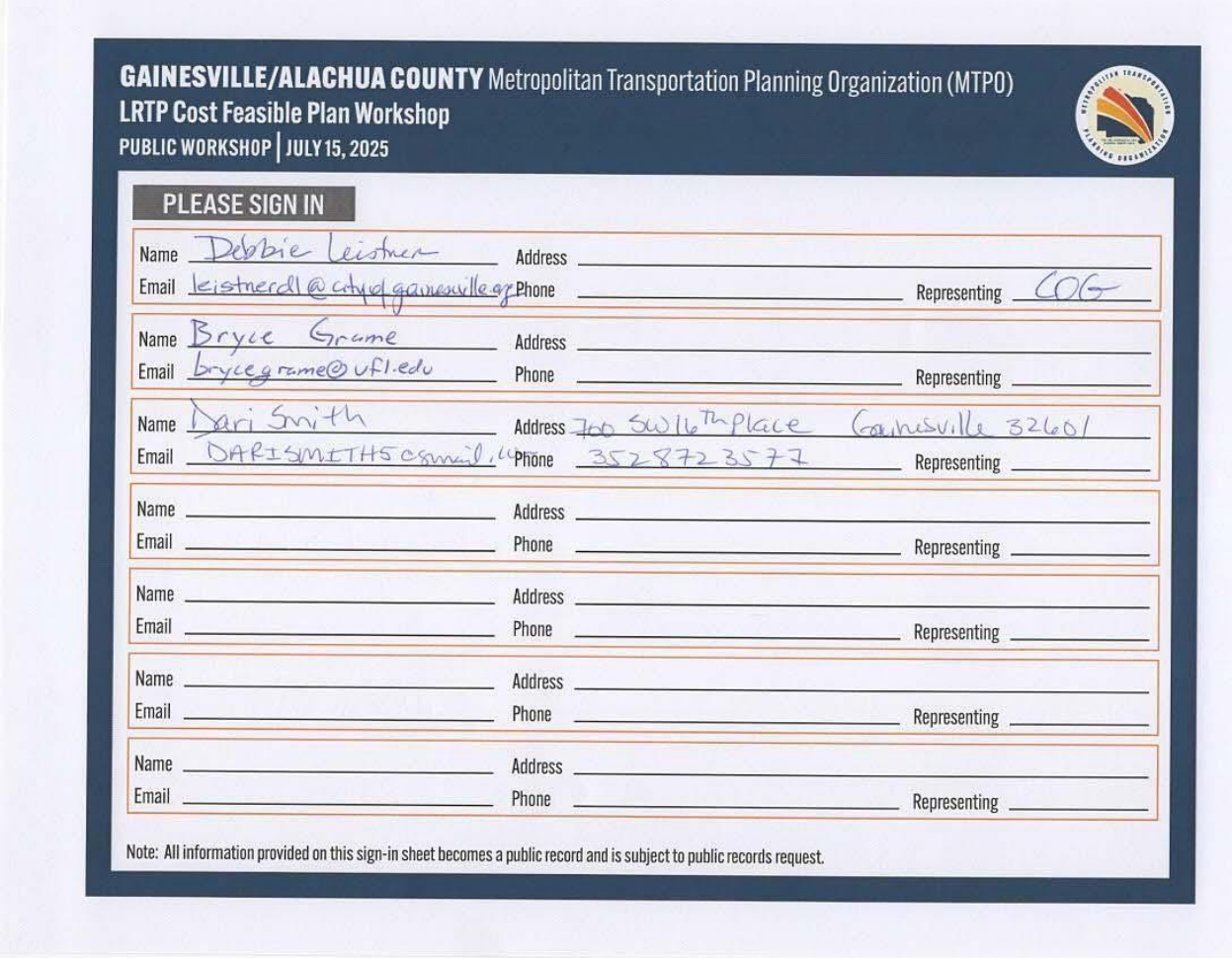

GAINESVILLE/ALACHUA COUNTY Metropolitan Transportation Planning Organization (MTPO)
LRTP Cost Feasible Plan Workshop
PUBLIC WORKSHOP | JULY 15, 2025

PLEASE SIGN IN

Name	Debbie Leistner	Address			
Email	leistnerdl@cityofgainesville.org	Phone		Representing	COG
Name	Bryce Grame	Address			
Email	brycegrame@ufl.edu	Phone		Representing	
Name	Dari Smith	Address	700 SW 16th Place Gainesville 32601		
Email	DARISMITH5@gmail.com	Phone	3528723577	Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	
Name		Address			
Email		Phone		Representing	

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Appendix D: Socioeconomic Data Format

The zonal data is part of the Visum model database (HNET{Year}.ver) and is accessed via the Zones List from within Visum

Attribute List for Population and Household Data

Number (No) – Traffic Analysis Zone number in the 2015 Gainesville Urbanized Area Transportation Study model.

IMPT_N – Traffic Analysis Zone number in the 2015 Gainesville Urbanized Area Transportation Study model.

SFDU – Number of single-family dwellings units

SPOP – Population in single-family dwellings units

MFDU – Number of multi-family dwellings units

MFPOP – Population in multi-family dwellings units

TOTPOP – Total population for year 2020 (this attribute is not used by model scripts, instead population in single-family dwelling units and population in multi-family dwelling units are used for base year and future year scenarios)

HMDU – Total hotel–motel units

HMPOP – Total population in occupied hotel-motel units

Attribute List for Employment Data

OIEMP – Other industrial employment

MFGEMP – Manufacturing industrial employment

COMEMP – Commercial employment

SERVEMP – Service employment (includes University of Florida employment)

TOTEMP – Total employment (includes University of Florida employment)

SCHENR – School enrollment by school location (this excludes any University of Florida or Santa Fe College enrollment)

Attribute List for University of Florida Data

UF_EMP – Number of University of Florida place-of-work employees by traffic analysis zone (this variable also is used to reallocate service employment on University of Florida Campus)

UF_DORM_ST – Number of on-campus University of Florida student residents

UF_PARKING – University of Florida commuting parking spaces, excluding on-campus student long-term

UF_ST_PARK – University of Florida commuting student parking spaces

CLASSROOMS – Number of University of Florida classrooms (model scripts do not use this variable)

CLASSSQFT – Square feet of University of Florida classrooms (model scripts do not use this variable)

SEATS – Number of University of Florida classroom seats

UF-OC-ST – Number of University of Florida off-campus students, estimated from student address records provided by University of Florida

SUB_AREA – Name of city or incorporated area or Alachua County if a zone is within the unincorporated area

UFZONES – Identifier that indicates that a zone is on University of Florida Campus when the value is one

Attribute List for Transit PEV (Pedestrian Environment Variable) Data

SIDEWALK – Sidewalk availability (values vary from 0 to 3)

CROSSING – Ease of street crossing (values vary from 0 to 3)

NONMTR_CNN – Non-motorized connections (values vary from 0 to 3)

SETBACK – Building setbacks (values vary from 0 to 3)

SUM – Sum of four variable values above: SIDEWALK, CROSSING, NONMTR_CNN and SETBACK (SUM needs to be updated manually when any of four variables has been modified)

COMPOSIT – composite pedestrian environment variable value (model scripts do not use this)

SELECTZONE – Identifier that indicates that a zone is selected for select zone analysis when the value is one (the model will load selected trips that end at the selected zones, and it will be reported in the attribute SELZONE_MOTOR in the final highway assignment output network, COMBINEDLOADED.NET)

HOTEL – Identifier used in the previous model (model scripts do not use this variable)

Attribute List for Parking Data

SHORTPARK – Short-term (three hour) parking cost (cents)

LONGPARK – Long-term (eight hour) parking cost (cents)

STUDENTPAR – Student (eight hour) parking cost (cents) at University of Florida

Attribute List for Population and Household Variable Data (same as 2015)

SF_SEA – Percent single-family dwelling unit not occupied by permanent residents

SF_0V – Percent households having no vehicles in single-family dwelling unit occupied by permanent residents

SF_1V – Percent households having one vehicle in single-family dwelling unit occupied by permanent residents

SF_2V – Percent households having two vehicles in single-family dwelling unit occupied by permanent residents

SF_3V – Percent households having three or more vehicles in single-family dwelling unit occupied by permanent residents

SF_VAC – Percent single-family dwelling unit vacant

MF_SEA – Percent multi-family dwelling unit not occupied by permanent residents

MF_0V – Percent households having no vehicles in multi-family dwelling unit occupied by permanent residents

MF_1V – Percent households having one vehicle in multi-family dwelling unit occupied by permanent residents

MF_2V – Percent households having two vehicles in multi-family dwelling unit occupied by permanent residents

MF_3V – Percent households having three or more vehicles in multi-family dwelling unit occupied by permanent residents

MF_VAC – Percent multi-family dwelling unit vacant

HM_POC – Percent hotel-motel units occupied

Table: Dun & Bradstreet employment data for University of Florida

TAZ	Dun & Bradstreet Company Name	Factored Employment
4	University of Florida	13
10	University of Florida	112
29	University of Florida	36
34	University of Florida	2
34	University of Florida Development Corporation	10
41	Shands Teaching Hospital and Clinics, Inc.	36
41	University of Florida	120
72	Shands Teaching Hospital and Clinics, Inc.	6
74	University of Florida	101
83	U F Public Utility Research Center	12
83	University of Florida	9,427
83	University of Florida Board of Trustees	23

TAZ	Dun & Bradstreet Company Name	Factored Employment
83	University of Florida Research Foundation Inc	12
83	University of Miami	229
85	M.E. Rinker Sr. School of Construction Management	3
85	UF School of Art + Art History	3
85	University of Florida	399
86	University of Florida	8
87	University of Florida	108
93	University of Florida	9
94	University of Florida	10
97	Academic Advising Center	6
97	The University Athletic Association Inc	299
97	UF CPET or Center for Precollegiate Education and Training	2
97	UF Transportation & Parking Services	5
97	University of Fla Foundation, Inc.	538
97	University of Florida	518
97	University of Florida Alumni Assoc Key West Gator Club	3
97	University of Florida Alumni Association	2
97	University of Florida Alumni Association, Inc.	43
101	At UF Health Science Center	4
101	Biomedical Sciences	1
101	Cardiac Cath Lab-Gainesville	7
101	Chlamydia Basic Research Society	2
101	Shands Healthcare Network	17
101	Shands Teaching Hospital and Clinics, Inc.	1,546
101	UF Department of Urology	12
101	UF Occupational Therapy	5
101	UF Radiology At Shands Medical	32
101	UF Shands Evs	73
101	Univ FL Coll of Nsg Fac. Prac. Assoc	9
101	University of Florida	5,372
101	University of Florida College of Medicine Electron Microscopy Core Facility	7
104	University of Florida	9
107	University of Florida	8
108	Shands UF Laser Ctr	7
112	Academic Advisement	6
112	Governments Documents Dept	4
112	O Connell Society Inc	1
112	Seafood Science & Technology Society of The Americas	1
112	University of Florida	1,541
122	C S C Computer Science Engineering	12

TAZ	Dun & Bradstreet Company Name	Factored Employment
122	National Institute of Food and Agriculture	478
122	School of Natural Resources & Environment	3
122	UF Electrical Computer Engineering	6
122	UF Engineering Research Center	35
122	University of Florida	1,188
125	University of Florida	36
126	University of Florida	89
129	University of Florida	12
130	University of Florida Leadership and Education Foundation Inc	11
140	University of Florida	192
146	University of Florida	3
146	University of Florida Levin College of Law	2
146	University of Florida	372
147	University of Florida	12
149	Environmental Horticulture Dept	4
149	University of Florida	109
163	University of Florida	8
166	UF Counseling and Wellness Center	4
166	University of Florida	3,767
178	University of Florida	28
182	University of Florida	4
197	University of Florida	6
200	University of Florida	120
201	University of Florida	88
213	University of Florida	9
224	University of Florida	8
225	University of Florida	4
229	University of Florida	15
237	Florida Clinical Practice Association	19
237	Shands Teaching Hospital and Clinics, Inc.	6
237	UF Otolaryngology	2
237	University of Florida Family Physicians	13
244	University of Florida	60
254	University of Florida	4
255	University of Florida	6
257	University of Florida	38
266	University of Florida	4
276	University of Florida	5
293	University of Florida	51
433	University of Florida	388
434	Shands Dialysis Center	36

TAZ	Dun & Bradstreet Company Name	Factored Employment
435	University of Florida	89
436	UF Health Shands Cancer Hospital	4
436	University of Florida	149
437	University of Florida	15
441	University of Florida	19
442	UF Health	6
442	University of Florida	97
442	University of Florida Orthopedics and Sports Medicine Institute	2
445	Mapr Created By Florida Sea Grant	3
445	University of Florida	43
446	Analytical Toxicology Core Laboratory	8
446	Shands Teaching Hospital and Clinics, Inc.	30
446	U F Rheumatology	7
446	UF Pediatric Specialists	28
446	University of Florida	6
446	University of Florida Board of Trustees	10
446	University of Florida Family Physicians	16
449	UF Teaching Center	10
450	University of Florida	7
451	UF College of Veterinary Medicine	9
452	Shands Teaching Hospital and Clinics, Inc.	340
452	University of Florida	108
453	UF Entomology	15
453	University of Florida	784
454	University of Florida	265
466	University of Florida	8
470	University of Florida	8
504	University of Florida	89
533	University of Florida	59
534	Shands Medical Group-Magnolia	4
534	University of Florida	4
537	University of Florida	11
538	University of Florida	6
542	University of Florida	6
548	University of Florida	88
574	University of Florida	36
576	Shands Teaching Hospital and Clinics, Inc.	120
576	University of Florida	47
597	United States Dept of Geological Survey	67
597	University of Florida	91
633	Agricultural Research Service	359

TAZ	Dun & Bradstreet Company Name	Factored Employment
633	University of Florida	5
634	Curtis M Phillips Center-Perform	2
634	UF Performing Arts	4
634	University of Florida	633
646	University of Florida	237
649	Univ. of Florida	2
650	University of Florida	93
651	UF Tourism, Rec, Sport Management	2
651	University of Florida	886
653	University of Florida	87
659	University of Florida	2
Grand Total		**33,042**

Table: 2019 Employment by traffic analysis zone provided by University of Florida

TAZ	Employee Count
19	19
28	7
41	601
47	13
48	52
72	10
74	693
83	3,300
85	216
86	75
90	323
97	1,507
101	6,828
104	89
108	1
109	1
112	1,577
114	5
122	1,300
125	40
126	12
130	103
140	644

TAZ	Employee Count
146	404
149	1,999
160	72
166	616
171	14
178	394
197	3
213	12
224	10
234	28
237	10
252	5
280	19
295	33
433	1,466
434	64
435	201
436	30
437	154
440	1
441	75
442	216
444	3
445	244
446	1,073
447	53
449	300
450	104
452	823
453	898
454	247
466	160
468	1
534	5
572	98
574	29
576	29
579	3

TAZ	Employee Count
593	1
597	351
623	105
633	135
634	505
646	465
647	285
650	614
651	2,645
Grand Total	**32,418**

Table: UF Housing Projections (Regular)

Project	Existing Beds Fall 2020	Existing Beds Fall 2024	Existing Beds Fall 2025	Planned Beds 2025-2035	Change in Beds	Year Complete	TAZ
Honors Residential College	0	1,449	1,449	1,449	-	2023	85
Demolish UVS and Maguire (Grad/Fam)	536	0	0	0	(536)	2025	440
Demolish Graham, Simpson, Trusler	622	643	0	0	(622)	2025	126
New UF Housing Phase 1	0	0	0	1,100	1,100	2028	126
Demolish Rawlings	352	363	363	0	(363)	2028	85
New UF Housing Phase 2	0	0	0	1,100	1,100	2029	126
Beaty East Renovation	379	385	385	403	18	2029	454
Demolish Tolbert, North, Riker, Weaver, East	996	969	935	0	(935)	2029	126
Beaty West Renovation	412	418	418	372	(46)	2030	454
New UF Housing Phase 3 (Rawlings Site)	0	0	0	700	700	2031	85
New UF Housing Phase 4	0	0	0	1,600	1,600	2032	126
Mallory Renovation	176	163	163	152	(11)	2034	85
Yulee/Reid Renovation	350	323	323	311	(12)	2035	85
Fletcher	157	160	160	160	-	N/A	97
Sledd	182	186	186	186	-	N/A	97
Murphree	376	393	393	393	-	N/A	97
Thomas	179	186	186	186	-	N/A	97
Buckman	137	143	143	143	-	N/A	97
Broward	680	671	671	671	-	N/A	85
Jennings	515	498	498	498	-	N/A	454
Lakeside	548	552	552	552	-	N/A	441
Keys	432	432	432	432	-	N/A	126

Project	Existing Beds Fall 2020	Existing Beds Fall 2024	Existing Beds Fall 2025	Planned Beds 2025-2035	Change in Beds	Year Complete	TAZ
Springs (suites)	180	489	489	489	-	N/A	146
Hume	608	627	627	627	-	N/A	449
Cypress	255	264	264	264	-	N/A	85
Corry Village (Grad/Fam)	336	336	336	336	-	N/A	146
Diamond Village (Grad/Fam)	312	288	288	288	-	N/A	454
Tanglewood (Grad/Fam)	305	305	305	305	-	N/A	460
Continuum (Grad/Fam) (off-campus)	612	612	612	612	-	N/A	23
Infinity (off-campus)	320	320	320	320	-	N/A	41
Total GFH and UG on-campus (excl. Tanglewood)	9,025	9,938	9,261	12,412			
Total UG on-campus	**8,072**	**9,314**	**8,637**	**11,788**			

Table: UF Housing Projections (Greek)

Sorority/Fraternity	Beds 2020	Beds 2024	Beds 2035	TAZ	TAZ 2035 Totals
Alpha Chi Omega Sorority Addition	50	50	50	79	
Delta Gamma/ Gamma Theta Sorority House Replacement	71	71	71	79	
Delta Phi Epsilon Sorority House Renovation/Addition	50	50	50	79	
Alpha Delta Pi Sorority	66	66	66	79	
Alpha Epsilion Phi	50	50	50	79	
Chi Omega	75	75	75	79	
Alpha Omicron Pi (AOP)	57	57	57	79	
Phi Mu Sorority	60	60	60	79	
Sigma Kappa (SK)	58	58	58	79	
Zeta Tau Alpha (ZTA)	50	50	50	79	
Delta Delta Delta	50	50	50	79	

Sorority/Fraternity	Beds 2020	Beds 2024	Beds 2035	TAZ	TAZ 2035 Totals
Kappa Delta (KD)	50	50	50	79	
Alpha Epsilon House (Frat Row)	50	50	50	79	737
Sigma Alpha Epsilon Fraternity	50	50	50	126	
Chi Phi Fraternity	50	50	50	126	100
Sigma Chi Fraternity	50	50	54	141	
Delta Chi Fraternity	50	50	50	141	
Kappa Alpha Fraternity	50	50	50	141	
Sigma Nu Fraternity	60	60	60	141	
Sigma Phi Epsilon Fraternity	50	50	50	141	
Tau Epsilon Phi Fraternity	50	50	50	141	
Theta Chi Fraternity	50	50	50	141	
Beta Theta Pi Fraternity	50	50	50	141	
Alpha Epsilon Pi Fraternity	50	50	50	141	
Pi Lambda Phi Fraternity	50	50	50	141	
Lambda Chi Alpha Fraternity	50	50	50	141	
Phi Gamma Delta Fraternity	50	50	50	141	
Pi Kappa Phi Fraternity	50	50	50	141	664
Pi Beta Phi Sorority (west Frat Drive)	60	60	60	146	
Sigma Nu Fraternity	60	60	60	146	
1 undeveloped lot			50	146	170
Gamma Rho		50	50	449	
2 undeveloped lots			100	449	150
Total	**1617**	**1667**	**1821**		

Table: UF 2020 Parking Availability and 2050 Projections

Project	TAZ	Estimated Change	2020 Parking	Date	2050 Parking
Garage 14	449	2,021	707	Jan-20	2,728
DSIT / Malochowsky Hall	122	-321	451	Jan-20	130
Florida Ballpark	648	464	30	Apr-20	494
Public Safety	454	-56	500	Mar-21	894
Football Training Facility	125	50	1690	Dec-21	1,656
Inner Road	646	-66	128	Jul-22	62
Flavet Recreation	126	-225	518	2024/25	0
Disability Resource Center	97	-52	418	2025/26	266
New Lot at SUS (off campus)	86	30	21	2025	51
Florida Surgery Center Addition	442	76	1012	2025	1,088
Housing - Graham Lot	126	-218	518	2026	0
Dental Science	101	-50	54	2026/27	4
Housing Phase 1 - East Lot	126	-20	518	2027	0
Cypress Hall Bike Path	85	-57	738	2028	681
SW 34 St Parking Lot Expansion	440	100	707	2028	807
Housing Phase 2 - East Lot	126	-75	518	2030	0
Bldg on McCarty Lot	445	-143	207	2030	64
Realign Gale Lemerand Dr	125	-84	1,690	2030	1,656
Parking Garage 15 - HSC	650	500	1,042	2030	1,542
Parking Garage 16 - Beaty	454	500	500	2040	894

Project	TAZ	Estimated Change	2020 Parking	Date	2050 Parking
Bldg on Frazier Rogers Lot	453	-162	329	2040	167
Bldg on Newell Dr. Lot HSC	454	-50	500	2040	894
Bldg on Murphree Lot	97	-100	418	2050	266
Garage 17 - Can-Gen	446	550	387	2050	937
Garage 18 - Norman Hall	74	330	646	2050	976
Replace Garage 1	455	400	1364	2050	1,764

Appendix E: Committed Cost Feasible Projects (2025-26 to 2029-30)

This section contains supplementary materials that provide additional details and the supporting documentation for the Cost Feasible Plan from 2025/26 – 2029/30. The revenue forecast of these cost feasible projects also includes local funds and funds from other sources beyond what's forecasted in the LRTP. The list of projects is included in the following table.

Table: Committed Cost Feasible Projects List 2025/26 – 2029/30

#	Facility	From	To	Improvement	FDOT Finance Number	SIS/ Non-SIS	Funding 2025/26 - 2029/30
1	Gainesville Regional Airport			Design & Rehab GA Access Road PFL0010658	4400381	SIS	$345,000.00
2	Gainesville Regional Airport			Design & Construct Twy E Connector PFL0013968	4329582	SIS	$1,850,000.00
3	Gainesville Regional Airport			Internal Service Rd Expansion Expansion	4438011	SIS	$290,000.00
4	Gainesville Regional Airport			Parking Lot PFL0014882	4365945	SIS	$1,300,000.00
5	Gainesville Regional Airport			Design & Construct Bulk Hangar PFL0010364	4349212	SIS	$2,000,000.00
6	Gainesville Regional Airport			Design & Const T-Hangars & Taxilanes PFL0014358	4293032	SIS	$3,000,000.00
7	Gainesville Regional Airport			Airport Fuel Facility PFL0008725	4288301	SIS	$1,000,000.00
8	Gainesville Regional Airport			Airfield Drainage Improvements PFL008733	4288321	SIS	$4,000,000.00
9	Gainesville Regional Airport			Design & Construct New GA Terminal PFL0013433	4290362	SIS	$4,074,000.00
10	Gainesville Regional Airport			Purchase Equip for Maint & Wildlife Mgmt PFL11297	4400491	SIS	$350,000.00
11	Gainesville Regional Airport			Maintenance Facility Ph 1	4438031	SIS	$1,350,000.00
12	Gainesville Regional Airport			North Commercial Apron Expansion PF0014605	4365944	SIS	$6,509,000.00
13	Gainesville Regional Airport			Gates, Access Control, & Fiber Upgrades PFL14647	4285112	SIS	$800,000.00
14	Gainesville Regional Airport			Land Acq to Facilitiate Obstacle Removal PFL0012818	4365942	SIS	$4,000,001.00
15	Gainesville Regional Airport			Design & Construct Txwy C PFL0012567	4387392	SIS	$3,915,500.00
16	US 441(N/MLK Mem Hwy)	NW 125 Street	West of NW 129 Terrace	Sidewalk - 0.303 Mi	2076486	Non-SIS	$717,631.00
17	NW 141 Street and NW 166 Place			Sidewalk - 0.294 Mi	4273262	Non-SIS	$436,803.00
18	NE 27th Ave	SR222(NE39th Blvd)	SR26(NE 55th Blvd)	Sidewalk	4273264	Non-SIS	$2,206,546.00

#	Facility	From	To	Improvement	FDOT Finance Number	SIS/ Non-SIS	Funding 2025/26 - 2029/30
19	SW 170 Street	SW 134th	US41	Bike Path/Trail	4322403	Non-SIS	$15,000.00
20	SR24(US441)SW13th/MLK Jr Hwy	Museum Road	Inner Road	Bike Path/Trail - 0.172 Mi	4322404	Non-SIS	$4,019,470.00
21	SR45(US41)	SW 15th Avenue	South of SR 26	Sidewalk - 0.47 Mi	4391761	Non-SIS	$549,102.00
22	SR26(Newberry Road)	NW 43rd St.	SW 38th St	Bike Lane/Sidewalk - 0.615 Mi	441046-2	Non-SIS	$5,442,721.00
23	NW 45th Dr	Black Forest Way	C.W. Norton Elem School.	Pedestrian Safety Improvement - 0.26 Mi	4455731	Non-SIS	$365,820.00
24	Multiple Locations			Sidewalk	4472332	Non-SIS	$590,000.00
25	CR120(NW31st Ave/NW23rd Blvd	SR121(NW34th St)	SR25(US441)SW13th	Bike Path/Trail - 2.496 Mi	4544841	Non-SIS	$1,763,368.00
26	Unified Planning Work Program			Transportation Planning	4393185, 4393186, 4393187	Non-SIS	$4,184,203.00
27	SR 26 Corridor	Gilchrist Countyline	CR26A E of Newberry	Add Lanes & Reconstruct - 4.031 Mi	2078502	SIS	$66,088,403.00
28	SR26(W University Ave)	SR 26A(SW 2nd Avenue)	SR25(US441)SW 13th St	Lighting - 0.776 Mi	2076583	SIS	$5,169,454.00
29	NW 43 Street	North of NW 16 Blvd and	NW 23rd Avenue	Median Modification - 0.14 Mi	2112092	Non-SIS	$1,387,652.00
30	CR231	NW 156th Ave		Intersection Improvement	4474761	Non-SIS	$632,417.00
31	SR24(US441)SW13th/MLK Jr Hw	SR24(SW Archer Rd)		Intersection Improvement - 0.323 Mi	4358913	Non-SIS	$4,569,504.00
32	Countywide			D-2 Alachua County Traffic Signal Maintenance Agreement	4559861	Non-SIS	$4,238,570.00
33	SR24(Archer Rd)	SR 121(SW 34 St)		Traffic Signal Update - 0.428 Mi	4498441	Non-SIS	$1,751,340.00
34	SR120(NW 23 Ave)	SR25(US441)(NW 13 St)		Traffic Signal Update - 0.285 Mi	4358891	Non-SIS	$2,258,067.00
35	SR200(US301)	SE 57th Ave		Traffic Signals - 0.2 Mi	2077944	NHS and SIS	$108,828.00
36	SR331	SE 4th Ave, SE 2nd Ave, SR26,	16th Ave, SR120	Traffic Signal Update - 1.998 Mi	4358901	NHS and SIS	$5,206,329.00
37	I-75(SR93) NB Rest Area			I-75(SR93) NB Alachua County - 0.411 Mi	2149522	NHS and SIS	$8,372,634.00

#	Facility	From	To	Improvement	FDOT Finance Number	SIS/ Non-SIS	Funding 2025/26 - 2029/30
38	SR25(US441)SE 13th/MLK Jr.Hwy	North of NW23rd	NW6th St	Landscaping - 1.656 Mi	2076584	Non-SIS	$1,041,822.00
39	SR25(US441)Santa Fe Blvd	SR20(US27)	N of NW 242nd St	Landscaping - 1.17 Mi	2076585	Non-SIS	$860,630.00
40	SR26(W Newberry Rd)	NW 98th St	W of NW 75th St	Landscaping - 1.026 Mi	4398082	SIS	$1,172,000.00
41	SR24(Archer Road)	Southwest 16th Avenue	Southwest 13th Street	Landscaping - 0.26 Mi	4436381	Non-SIS	$1,700,760.00
42	SR222(39th Ave)	W of I-75	SR121(NW 34th St)	Landscaping - 4.964 Mi	4470322	SIS	$2,388,409.00
43	Countywide			Lighting Agreements	4144031	Non-SIS	$2,831,763.00
44	Countywide			Routine Maintenance	2143014	Non-SIS	$20,000,000.00
45	Countywide			Alachua County Ditch Cleaning	2143015	Non-SIS	$500,000.00
46	I-75(SR93) Countywide			I-75(SR93) Alachua County Asset Maintenance (Contractor)	4404914	Non-SIS	$17,507,304.00
47	Countywide			Alachua County Routine Maintenance - Interstate	2149384	SIS	$499,150.00
48	Countywide			Concrete Repairs in Alachua County	4389052	Non-SIS	$115,610.00
49	Countywide			Herbicide in Alachua County	4389053	Non-SIS	$45,680.00
50	Countywide			FC-5 Maintenance Contract in Alachua County	4556404	SIS	$4,860,625.00
51	SR20 East On-ramp in Hawthorne RR Crossing #625010J			SR20 East On-ramp in Hawthorne RR Crossing #625010J - 0.146 Mi	4437011	SIS	$450,000.00
52	SR24(Kennard St) in Waldo	NE 148th Ave	NE 144th Ave	Resurfacing - 0.345 Mi	4472031	Non-SIS	$6,392,197.00
53	SR24A/SR226(SW16th Ave)	SR24(Archer Rd)	SR331(SE Williston Rd)	Resurfacing - 2.201 Mi	2075554	Non-SIS	$5,129,753.00
54	SR45(US27)	SR24(Archer Rd)	South of SR26(Newberry Rd)	Resurfacing - 9.261 Mi	2077988	Non-SIS	$9,444,148.00
55	SR45(US27)	North of SR26(W Newberry Rd)	SR25(US441)	Resurfacing - 12.662 Mi	2077793	NHS and SIS	$12,320,377.00
56	SR26(University Ave)	SR20	SR222(NE 39th Blvd)	Resurfacing - 6.045 Mi	2075804	Non-SIS	$11,833,021.00
57	SR26A(SW 2nd Ave)	SR26(University Ave)	SR26(University Ave)	Resurfacing - 1.691 Mi	2077902	Non-SIS	$3,955,021.00

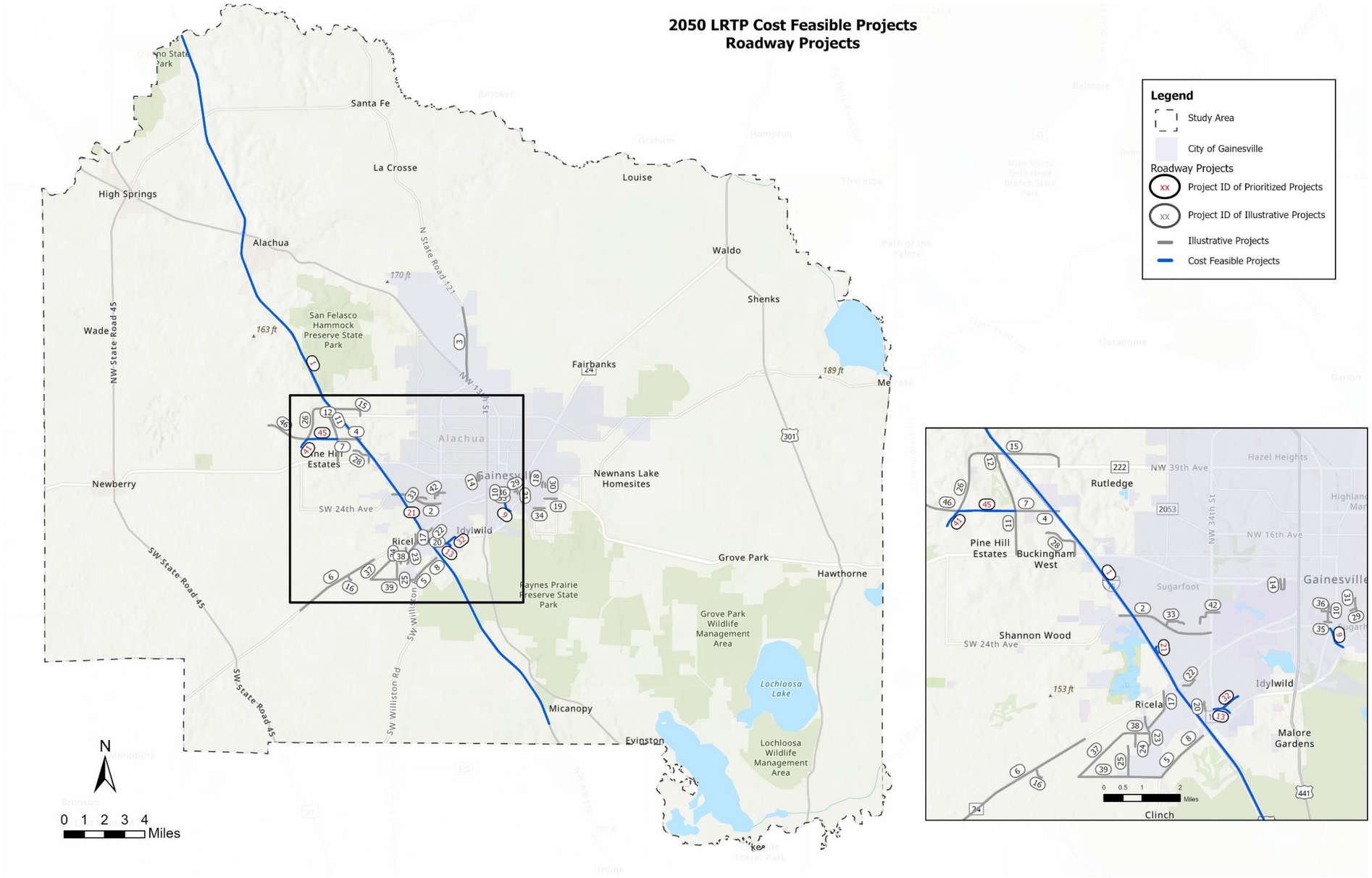
#	Facility	From	To	Improvement	FDOT Finance Number	SIS/ Non-SIS	Funding 2025/26 - 2029/30
58	SR200(US301)	N. of SR26	SR24(NE Waldo Rd.)	Resurfacing - 5.873 Mi	2077565	SIS	$21,012,804.00
59	SR20(US441)N MLK Mem Hwy	CR2054	: NW 167th Blvd	Resurfacing - 2.88 Mi	2076487	Non-SIS	$8,094,962.00
60	SR20(E University Ave)	SR24(NE Waldo Rd)	SR26(E University Ave)	Resurfacing - 0.256 Mi	2073553	SIS	$1,467,548.00
61	SR26(W University Ave)	Gale Lemerand Dr	SR24(NE Waldo Rd)	Resurfacing - 2.292 Mi	4355582	Non-SIS	$8,405,578.00
62	SR121(34th Street)	SW 38th St	NW 16th Blvd	Resurfacing - 4.396 Mi	2077126	Non-SIS	$13,512,014.00
63	SR26(W University Ave)	SW 38th St	Gale Lemerand Dr	Resurfacing - 2.034 Mi	2078175	Non-SIS	$2,665,336.00
64	Alachua County			Targeted Open Grade Friction Course Program Contingency	4559731	Non-SIS	$40,552,998.00
65	Gainesville Metropolitan Area			Gainesville RTS Sec 5307 Formula Grant Misc Capital Purchases	4040261	Non-SIS	$24,919,130.00
66	Gainesville Metropolitan Area			Alachua Co RTS Transit Improvement Section 5339	4415201	Non-SIS	$3,169,695.00
67	Gainesville Metropolitan Area			Gainesville RTS Section 5307 Formula Grant Operating Assistance	2155462	Non-SIS	$23,000,000.00
68	Gainesville Metropolitan Area			Gainesville RTS State Block Grant Operating Fund	4117571	Non-SIS	$22,034,184.00
69	Gainesville Metropolitan Area			Alachua County Fed Sec 5311 Rural Transit Funding	4272501	Non-SIS	$4,697,144.00
70	Gainesville Metropolitan Area			Compass Transit Service Gainesville RTS	4474453		$5,988,376.00

Appendix F: Cost Feasible Maps and List of Projects with Cost Estimates (2030 – 2050)

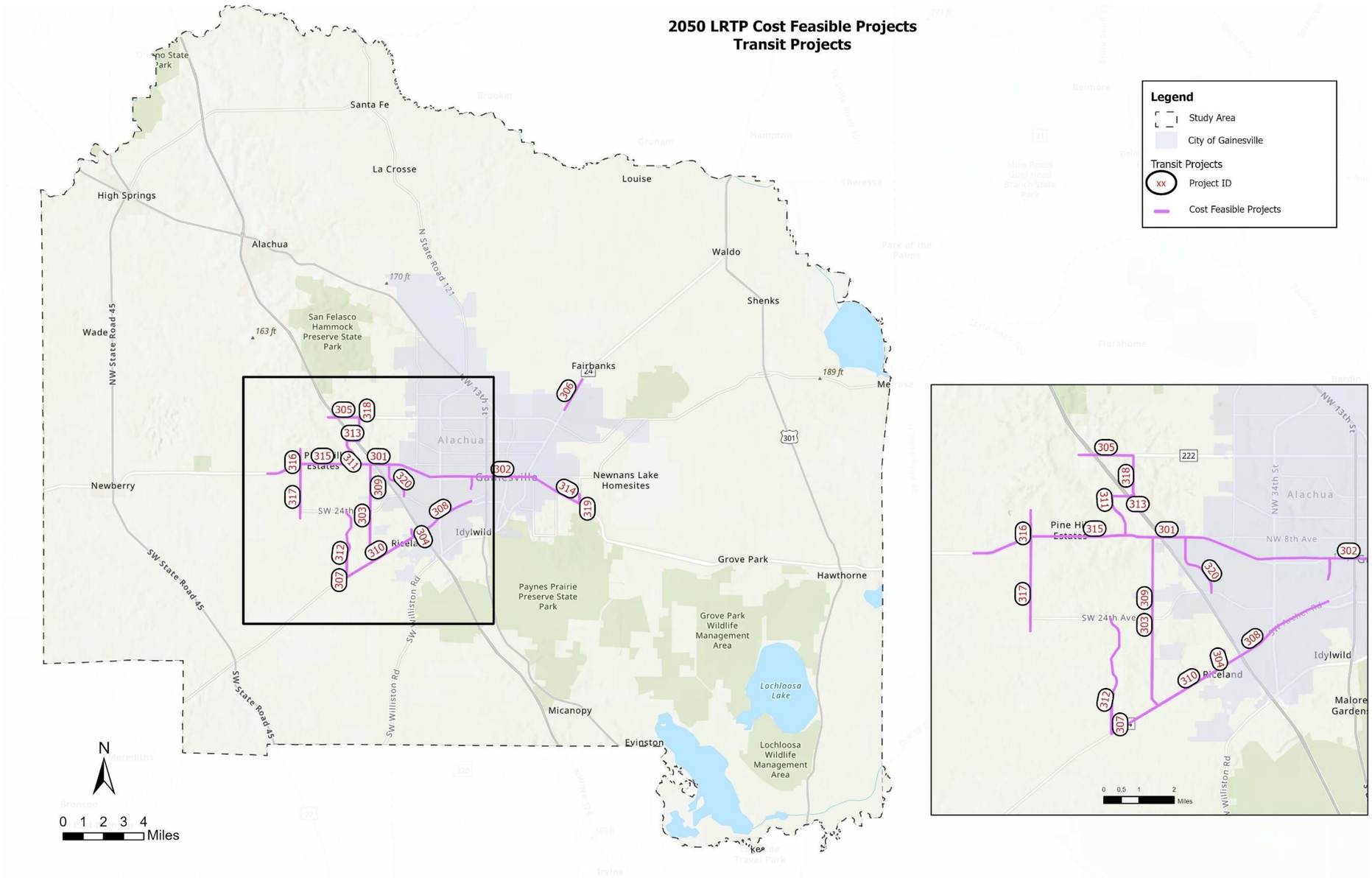
This section contains supplementary materials that provide additional details and the supporting documentation for the Cost Feasible Plan. These include maps and project tables with technical analyses. Specifically, this section features four key maps, each corresponding to a major project category outlined in Section 5.3 Cost Feasible Projects aligning with the tables found in Section 5.1 to 5.4. This section also includes the Needs Projects lists with detailed breakdowns of project scores, score-to-cost ratios, and the total cost estimates. The following color-coding is used in these figures to indicate the primary revenue source:

SHS Revenue
Non SHS
STBG
SIS
Boxed Funds
City/Developer Funded
Illustrative Projects

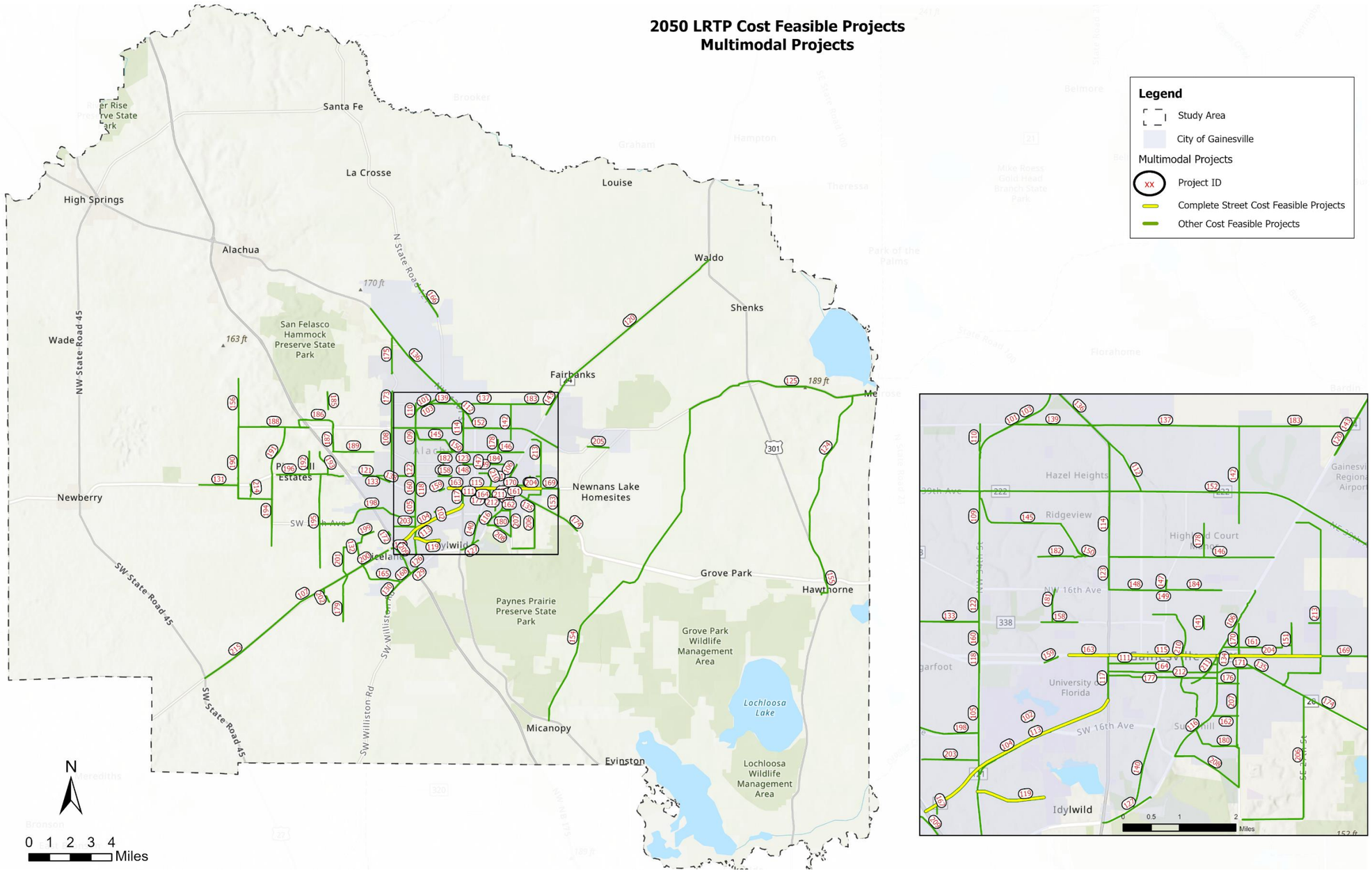
Roadway Cost Feasible Projects Map



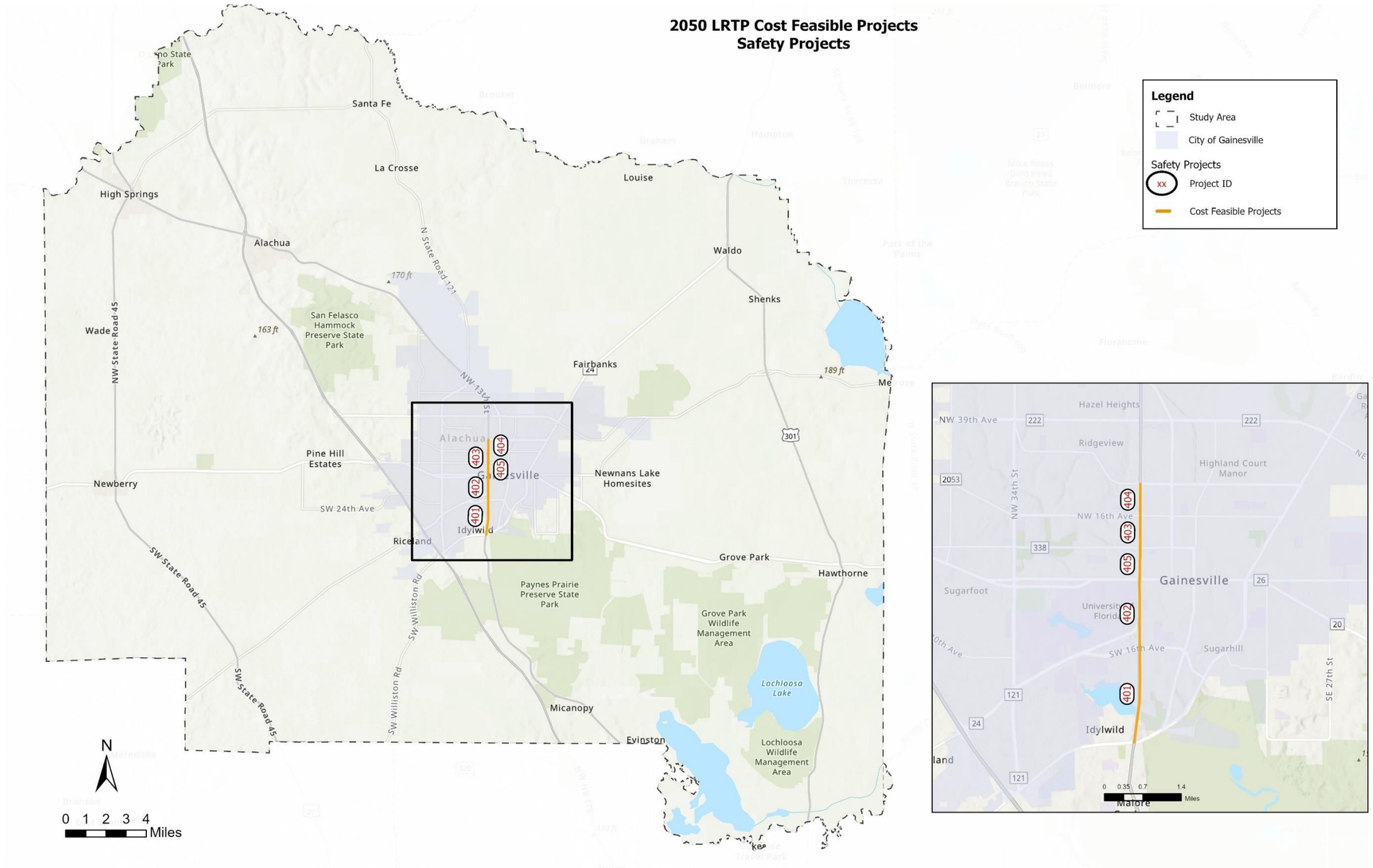
Transit Cost Feasible Projects Map



Multimodal Cost Feasible Projects Map



Safety Cost Feasible Projects Map



Roadway Projects List

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Score to Cost Ratio* 10^8	Cost per Mile (construction)	Construction Cost	Project Development and Environmental 5%	Design Cost 20%	CEI cost 15%	ROW 20%	Total Estimate Cost	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
13*	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads	0.40	9	3.60	56.25	$ 10,000,000	$ 4,000,000	$ 200,000	$ 800,000	$ 600,000	$ 800,000	$ 7,900,000	1	1	1	2	0	4		
32	SW 47th Avenue Extension (Phase 2 New Road)	SW 47th Avenue Extension (Phase 1 New Road)	SW 40th Place (Existing Western Terminus)	New Roads	0.46	6	2.76	37.50	$ 10,000,000	$ 4,600,000	$ 230,000	$ 920,000	$ 690,000	$ 920,000	$ 7,360,000	1	0	1	1	0	3		
21	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads	0.17	6	1.02	37.50	$ 10,000,000	$ 1,700,000	$ 85,000	$ 340,000	$ 255,000	$ 340,000	$ 2,720,000	1	0	0	1	0	4		
41	NW 122nd Street	NW 23rd Avenue	NW 17th Avenue	New Roads	0.44	5	2.20	31.25	$10,000,000	$ 4,400,000	$ 220,000	$ 880,000	$ 660,000	$ 880,000	$ 7,040,000	1	0	0	1	0		3	
45	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Roads	1.30	5	6.50	31.25	$10,000,000	$ 13,000,000	$ 650,000	$ 2,600,000	$ 1,950,000	$ 2,600,000	$ 20,800,000	0	1	0	1	-1		4	
46	NW 23rd Avenue Extension	NW 122nd Street	CR 241 (NW 143rd Street)	New Roads	1.50	4	6.00	25.00	$ 10,000,000	$ 15,000,000	$ 750,000	$ 3,000,000	$ 2,250,000	$ 3,000,000	$ 24,000,000	0	1	0	1	-1		3	
26	NW 122nd Street	NW 39th Avenue	NW 23rd Avenue	New Roads	1.06	4	4.24	25.00	$ 10,000,000	$ 10,600,000	$ 530,000	$ 2,120,000	$ 1,590,000	$ 2,120,000	$ 16,960,000	1	1	0	1	0		1	
12	New Street	NW 39th Ave	NW 42nd Avenue (new road)	New Roads	0.31	3	0.93	18.75	$ 10,000,000	$ 3,100,000	$ 155,000	$ 620,000	$ 465,000	$ 620,000	$ 4,960,000	1	1	0	1	0		0	
17	SW 44th Street	SW Archer Road	SW 49th Street (new road)	New Roads	1.00	3	3.00	18.75	$ 10,000,000	$ 10,000,000	$ 500,000	$ 2,000,000	$ 1,500,000	$ 2,000,000	$ 16,000,000	0	1	1	1	-1	1	1	
16	New Road	SW Archer Road	SW 88th Street	New Roads	0.27	3	0.81	18.75	$ 10,000,000	$ 2,700,000	$ 135,000	$ 540,000	$ 405,000	$ 540,000	$ 4,320,000	0	1	1	1	-1		1	
15	NW 42nd Avenue (new road)	NW 39th Avenue	NW 86th Terrace	New Roads	2.47	3	7.41	18.75	$ 10,000,000	$ 24,700,000	$1,235,000	$ 4,940,000	$ 3,705,000	$ 4,940,000	$ 39,520,000	1	0	0	1	0		1	
28	NW 15th Place to NW 76th Boulevard (New Road)	Fort Clarke Boulevard	W Newberry Road	New Roads with dedicated transit line	1.02	3	3.06	12.09	$15,511,454	$15,821,684	$ 791,084	$ 3,164,337	$ 2,373,253	$ 3,164,337	$ 25,314,694	0	1	1	1	-1		1	
9	SE 16th Avenue (SR 226)	S Main Street (SR 329)	SE Williston Road (SR 331)	Widen Two (2) Lane to Four (4) Lane	0.55	5	2.75	8.93	$35,000,000	$19,250,000	$ 962,500	$ 3,850,000	$ 2,887,500	$ 3,850,000	$ 30,800,000	1	1	1	0	0	2		
11	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section	2.06	4.5	9.27	8.04	$ 35,000,000	$ 72,100,000	$3,605,000	$ 14,420,000	$10,815,000	$14,420,000	$ 115,360,000	1	1	1.5	0	0		1	
4	NW 23rd Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4	0.55	4	2.20	7.14	$ 35,000,000	$ 19,250,000	$ 962,500	$ 3,850,000	$ 2,887,500	$ 3,850,000	$ 30,800,000	1	0	1	0	0		2	
7	NW 23rd Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4	0.44	4	1.76	7.14	$ 35,000,000	$ 15,400,000	$ 770,000	$ 3,080,000	$ 2,310,000	$ 3,080,000	$ 24,640,000	1	0	1	0	0		2	
3	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to	3.08	4	12.32	7.14	$ 35,000,000	$ 107,800,000	$5,390,000	$ 21,560,000	$ 16,170,000	$ 21,560,000	$ 172,480,000	1	1	1	0	0	1		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Score to Cost Ratio* 10^8	Cost per Mile (construction)	Construction Cost	Project Development and Environmental 5%	Design Cost 20%	CEI cost 15%	ROW 20%	Total Estimate Cost	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
				Four (4) Lane																			
8	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane	0.59	4	2.36	7.14	$ 35,000,000	$ 20,650,000	$1,032,500	$ 4,130,000	$ 3,097,500	$ 4,130,000	$ 33,040,000	1	1	0	0	0	2	1	
5	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane	0.76	3	2.28	5.36	$ 35,000,000	$ 26,600,000	$1,330,000	$ 5,320,000	$ 3,990,000	$ 5,320,000	$ 42,560,000	1	1	0	0	0	1	1	
2	SW 20th Avenue (I-75 Overpass)	SW 61st Street	SW 34th Street	Widen Two (2) Lane to Four (4) Lane	2.20	3	6.60	5.36	$ 35,000,000	$ 77,000,000	$3,850,000	$ 15,400,000	$ 11,550,000	$ 15,400,000	$ 123,200,000	1	1	1	0	0		0	
6	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Widen to 4 Lane	3.86	3	11.58	5.36	$ 35,000,000	$135,100,000	$6,755,000	$ 27,020,000	$ 20,265,000	$ 27,020,000	$ 216,160,000	1	1	1	0	0		0	
1	I-75	Marion County Line	Santa Fe River	Widening	34.25	2	68.50	-	-						$1,932,400,000	2	2	0	0	0	-2	-2	
	Illustrative Projects																						
14**	Fletcher Drive/Buckman Drive	W University Avenue (SR 26)	Stadium Road	Conversion of Fletcher Dr to one way southbound and Buckman Dr to one way northbound with cycle track	0.55	6	3.30	60.12	-	-	-	-	-	-	$ 5,488,630	0	1	1	1	0	2	3	3
42	New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street	Bledsoe Drive	Hull Road	New Roads	0.65	5	3.25	31.25	$ 10,000,000	$6,500,000	$325,000	$ 1,300,000	$ 975,000	$ 1,300,000	$ 10,400,000	0	1	1	1	0			2
22	SW 37th Street (new road)	SW 39th Boulevard	SW 40th Boulevard	New Roads	0.33		1.65	27.32	$ 10,000,000	$3,300,000	$165,000	$ 660,000	$495,000	$ 825,000	$ 5,445,000								
10	SW 3rd Street	SW Depot Avenue	SW 13th Road Extension (New Street)	New Two (2) Lane Complete Street	0.43	5	1.29	15.84	$ 10,000,000	$4,300,000	$215,000	$ 860,000	$645,000	$ 1,075,000	$ 7,095,000	1	0	1	1	0	2		
35	SW 13th Rd Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street	0.17	3	0.51	15.84	$ 10,000,000	$1,700,000	$85,000	$ 340,000	$255,000	$ 425,000	$ 2,805,000	1	0	1	1	0	0		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Score to Cost Ratio* 10^8	Cost per Mile (construction)	Construction Cost	Project Development and Environmental 5%	Design Cost 20%	CEI cost 15%	ROW 20%	Total Estimate Cost	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
18	SE 20th Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.23	3	0.23	5.46	$ 10,000,000	$2,300,000	$115,000	$ 460,000	$345,000	$ 575,000	$ 3,795,000	1	0	1	1	0	0		
36	SW 10th Avenue Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street	0.29	1	0.58	10.56	$ 10,000,000	$2,900,000	$145,000	$ 580,000	$435,000	$725,000	$ 4,785,000	0	1	1	1	0	-2		
33	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 20th Avenue	New Roads	0.51	2	3.06	32.79	$ 10,000,000	$5,100,000	$255,000	$ 1,020,000	$765,000	$ 1,275,000	$ 8,415,000	1	0	0	1	0	0		
29	SE 10th Avenue Extension (New Road)	SE 7th Street Extension (New Road)	SE 4th Street	New Roads	0.15	6	0.15	5.46	$ 10,000,000	$1,500,000	$75,000	$ 300,000	$225,000	$ 375,000	$ 2,475,000	0	0	1	1	0	4		
31	SE 7th Street Extension (New Road)	SE Depot Avenue	SE 11th Place	New Roads	0.38	1	0.38	5.46	$ 10,000,000	$3,800,000	$190,000	$ 760,000	$570,000	$ 950,000	$ 6,270,000	1	0	1	1	0	-2		
30	SE 21Street Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.17	1	0.17	5.46	$ 10,000,000	$1,700,000	$85,000	$ 340,000	$255,000	$ 425,000	$ 2,805,000	1	0	1	1	0	-2		
19	SE 15th Avenue Extension (New Road)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads	0.53	1	0.00	0.00	$ 10,000,000	$5,300,000	$265,000	$ 1,060,000	$795,000	$ 1,325,000	$ 8,745,000	0	1	1	1	0	-2		
23	SW 49th Street (new road)	SW 51st Drive	SW 62nd Boulevard	New Roads	0.73	0	0.00	0.00	$ 10,000,000	$7,300,000	$365,000	$ 1,460,000	$1,095,000	$ 1,825,000	$ 12,045,000	0	0	1	1	0	-2		
24	SW 55th Terrace Extension (new road)	SW 57th Avenue	SW 62nd Ave	New Roads	0.31	0	0.00	0.00	$ 10,000,000	$3,100,000	$155,000	$ 620,000	$465,000	$ 775,000	$ 5,115,000	0	0	0	1	-1	0		
25	SW 63rd Boulevard Extension (new road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads	0.70	0	0.00	0.00	$ 10,000,000	$7,000,000	$350,000	$ 1,400,000	$1,050,000	$ 1,750,000	$ 11,550,000	0	0	0	1	-1	0		
34	SE 22nd Avenue Extension (New Road)	SE 21st Street Extension (New Road)	SE 15th Street	New Roads	0.48	0	-0.48	0.00	$ 10,000,000	$4,800,000	$240,000	$ 960,000	$720,000	$ 1,200,000	$ 7,920,000	0	0	0	1	-1	0		
20	SW 35th Terrace Extension (New Road)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads	0.21	-1	-0.21	0.00	$ 10,000,000	$2,100,000	$105,000	$ 420,000	$315,000	$ 525,000	$ 3,465,000	0	0	1	1	-1	-2		
39	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads	1.90	-1	-1.90	0.00	$ 10,000,000	$19,000,000	$950,000	$ 3,800,000	$2,850,000	$ 4,750,000	$ 31,350,000	1	0	0	1	-1	-2		
38	SW 57th Avenue (New Road)	SW 49th Street (New Road)	SW 63rd Boulevard	New Roads	0.63	-1	-1.26	0.00	$ 10,000,000	$6,300,000	$315,000	$ 1,260,000	$945,000	$ 1,575,000	$ 10,395,000	0	1	0	1	-1	-2		
37	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads	1.38	-2	-2.76	0.00	$ 10,000,000	$13,800,000	$1,380,000	$ 2,760,000	$2,070,000	$ 3,450,000	$ 23,460,000	0	0	0	1	-1	-2		

*cost Suggested by City

**cost suggested by UF

Multimodal Projects (Boxed Funds)

Project ID	Street	From	To	Type	Total Score	Length (Miles)	Score* Length	Score to Cost Ratio *10^8	Cost Estimate	Mobility Score	Total Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score	Notes
Complete Street Projects																		
163	W University Avenue (SR 26)	NW 13th Street (US 441)	NW 20th Street	Complete Street	11	0.6	6.6	160	$ 4,127,990	1	3	4	0	0	3	0	0	b
119	SW 35th Place	SW 23rd Street	SW 34th Street (SR 121)	Complete Street	9	1.05	9.5	153	$ 6,175,341	1	3	3	0	0	2	0	0	c
115	West University Avenue (SR 26)	Waldo Road (SR 24)	NW 13th Street (US 441)	Complete Street	10	1.68	16.8	145	$11,558,373	1	3	3	0	0	3	3	0	a
104	Archer Road (SR 24)	SW 13th Street (US 441)	Interstate 75	Complete Street	9	3.34	30.1	131	$22,979,147	1	4	2	0	0	2	0	0	a
204	E University Avenue (SR 26)	Waldo Road (SR 24)	SE 31st Street	Complete Street	3.5	1.59	-	-	$10,939,175	0	0	2.5	1	0	0	0	0	c
Other Multimodal Projects																		
161	NE 3rd Avenue	NE 25th Street	NE Waldo Road (SR 24)	Bike Boulevard	5.25	1.09	5.7	8,766	$ 65,282	0	1	4.25	0	0	0	0	0	a
171	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered Bike Lane	4.5	0.59	2.7	6,504	$ 40,823	0	1	2.5	0	0	1	0	0	a
151	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered Bike Lane	4	0.5	2.0	5,781	$ 34,596	0	1	1.5	0	0	1	1.5	0	a
170	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered Bike Lane	4	0.49	2.0	5,781	$ 33,904	0	1	2	0	0	1	0	0	a
178	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard	2.5	0.52	1.3	4,251	$ 30,583	0	1	1.5	0	0	0	0	0	a
176	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane	2	0.34	0.7	2,891	$ 23,525	0	0	2	0	0	0	0	0	a
182	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Terrace	Multi-Use Trail	9	0.76	6.8	1,454	$ 470,502	1	4	2	0	0	2	0	0	a
206	SE 27th Street and SE 41st Avenue	SE Hawthorne Road (SR 26)	SE 15th Street	Multi-Use Trail	11.5	3.1	35.7	1,240	$ 2,876,082	0	4	2.5	1	0	0	4	0	a
125	SR 26	NE County Road 234	Quail Street	Multi-Use Path	7.5	8.17	61.3	1,119	$ 5,473,904	0	4	1.5	0	0	0	2	0	c
131	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path	9.5	1.65	15.7	1,118	$ 1,402,350	2	4	0.5	0	0	0	3	0	a
147	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority	6	0.15	0.9	1,020	$ 88,219	1	2	2	0	0	1	0	0	c
129	Williston Road/SR 121	SW 41st Road	SW 34th Street (SR 121)	Multi-Use Path	8	0.36	2.9	941	$ 305,967	2	4	1	0	0	1	0	0	a
156	NW 143rd Street	NW 39th Avenue (SR 222)	Millhopper Road	Multi-Use Path	8	2.02	16.2	941	$ 1,716,816	0	4	2	0	0	0	2	0	a
155	US 301	Hawthorne Trail	SE County Road 219A	Multi-Use Path	8.5	2.74	23.3	916	$ 2,542,085	0	4	2.5	0	0	0	2	0	a
120	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path	6.5	9.47	61.6	900	$ 6,842,594	0	4	2.5	0	0	0	0	0	c
174	Hawthorne Road/SR 20	SE 24th Street	Lake Shore Drive	Multi-Use Path	7.5	2.5	18.8	882	$ 2,124,772	0	4	1.5	0	0	0	2	0	a
198	SW 20th Avenue and SW 24th Avenue	SW 34th Street (SR 121)	SW 91st Street	Multi-Use Path	6	4.5	27.0	830	$ 3,251,497	1	0	4	1	0	0	0	0	c

Project ID	Street	From	To	Type	Total Score	Length (Miles)	Score* Length	Score to Cost Ratio *10^8	Cost Estimate	Mobility Score	Total Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score	Notes
203	New Road between SW 24th Ave and Windmeadows Blvd	SW 34th Street (SR 121)	Clark Butler Boulevard	Multi-Use Path	6	0.87	5.2	830	$ 628,623	1	0	2	1	0	0	2	0	c
124	CR 219A	US 301	NE State Road 26	Multi-Use Path	7.5	6.5	48.8	808	$ 6,030,494	0	4	2.5	0	0	0	1	0	a
208	SE 15th Street and the Extension to SE 16th Ave (new road)	SE 22nd Avenue	SE Williston Road (SR 331)	Multi-Use Path	5.5	1.8	9.9	761	$ 1,300,599	0	0	2.5	1	-1	0	3	0	c
189	Extension of 23rd Avenue	NW 83rd Street	NW 55th Terrace	Multi-Use Path	5.5	1.72	9.5	761	$ 1,242,794	2	0	2.5	1	0	0	0	0	c
154	CR 234	US 441	NE State Road 26	Multi-Use Path	6	15.18	91.1	706	$12,901,618	0	4	1.5	0	0	0	0.5	0	a
130	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path	6	1.52	9.1	706	$ 1,291,862	0	4	1	0	0	0	1	0	a
179	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path	6	1.08	6.5	706	$ 917,902	0	4	1.5	0	0	0	0.5	0	a
106	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade	11	1.15	12.7	662	$ 1,911,415	2	4	2	0	0	3	0	0	a
110	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail	7.75	0.54	4.2	659	$ 635,178	0	4	1.75	0	0	2	0	0	a
164	SW 4th Ave	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair	6	1.67	10.0	635	$ 1,578,715	1	1	3	0	0	1	0	0	a
212	SW 5th Ave	Williston Road (SR 331)	SW 13th Street	One-Way Multimodal Pair	6	1.67	10.0	608	$ 1,646,980	1	1	3	0	0	1	0	0	a
145	Glen Springs Braid Trail	NW 16th Terrace	NW 34th Street (SR 121)	Multi-Use Trail	9	2.36	21.2	602	$ 3,528,766	1	4	2	0	0	2	0	0	a
200	SW Archer Road (SR 24)	SW 75th Street	SW 45th Street	Multi-Use Path	4	2.01	8.0	554	$ 1,452,335	1	0	2	1	0	0	0	0	c
201	SW 75th Street	SW 41st Place	SW 57th Road	Multi-Use Path	4	2.15	8.6	554	$ 1,553,493	0	0	3	1	0	0	0	0	c
187	NW 83rd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	Multi-Use Path	4	1.02	4.1	554	$ 737,006	1	0	2	1	0	0	0	0	c
186	New road (half loop between NW 42nd Ave and Millhopper Rd)	NW 39th Avenue (SR 222) @ NW 83rd Street	NW 39th Avenue (SR 222) @ NW 98th Street	Multi-Use Path	4	1.99	8.0	554	$ 1,437,884	1	0	2	1	0	0	0	0	c
134	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail	10	0.21	2.1	538	$ 390,032	1	4	2	0	0	1	3	0	c
209	Fred Bear Trail	SW Archer Road (SR 24)	SW Williston Road (SR 121)	Multi-Use Trail	10	1.44	14.4	535	$ 2,693,075	1	4	2	1	0	2	1	0	a
113	Kermit Sigmon (Old Archer) Trail	SW 13th Street	SW 34th Street (SR 121)	Trail Upgrade	11	2.33	25.6	527	$ 4,862,691	1	3	3	0	0	4	0	0	a
190	NW 143rd Street and SW 8th Avenue	SW 122nd Street @SW 8th Avenue	NW 39th Avenue	Multi-Use Path	3.75	4.42	16.6	519	$ 3,193,692	1	0	1.75	1	0	0	0	0	c
188	NW 39th Avenue (SR 222)	NW 143rd Street	I-75	Multi-Use Path	3.75	2.95	11.1	519	$ 2,131,537	1	0	1.75	1	0	0	0	0	c
213	Tiger Bay Tail	NE 31st Avenue	SE 8th Avenue	Multi-Use Trail	9.25	3.52	32.6	518	$ 6,286,898	0	4	2.25	1	0	2	0	0	a
111	SW 2nd Avenue	S Main Street (SR 329)	SW 13th Street (US 441)	Protected Bike Lane	6	0.86	5.2	510	$ 1,011,580	1	1	3	0	0	1	0	0	a
157	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail	11	1.52	16.7	504	$ 3,320,671	1	4	4	0	0	0	2	0	a
112	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail	9.25	0.93	8.6	498	$ 1,727,283	1	4	2.25	0	0	2	0	0	a

Project ID	Street	From	To	Type	Total Score	Length (Miles)	Score* Length	Score to Cost Ratio *10^8	Cost Estimate	Mobility Score	Total Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score	Notes
210	Sweetwater Trail	Gainesville-Hawthorne Trail	Existing 6th Street Trail	Multi-Use Trail	11	2.16	23.8	489	$ 4,858,658	1	4	2	1	0	3	0	0	a
194	SW 122nd Street	W Newberry Road (SR 26)	Diamond Sports Park	Multi-Use Path	3.5	2.93	10.3	484	$ 2,117,086	0	0	2.5	1	0	0	0	0	c
192	NW 89th Street	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path	3.5	1.01	3.5	484	$ 729,780	0	0	2.5	1	0	0	0	0	c
205	NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Multi-Use Path	3.5	0.9	3.2	484	$ 650,299	0	0	2.5	1	0	0	0	0	c
118	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail	8.5	0.13	1.1	458	$ 241,449	1	4	2	0	0	1	1.5	0	a
132	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail	8.5	0.94	8.0	448	$ 1,783,002	0	4	2	0	0	0	2.5	0	a
139	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail	8.25	1.2	9.9	444	$ 2,228,752	0	4	2.25	0	0	2	0	0	a
107	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane	6	3.88	23.3	421	$ 5,526,211	0	2	2	0	0	0	2	0	a
191	Extension of NW 122nd Street	W Newberry Road (SR 26)	NW 39th Avenue (SR 222)	Multi-Use Path	3	2.14	6.4	415	$ 1,546,267	1	0	1	1	0	0	0	0	c
199	SW 41st Place and Extension	SW 71st Terrace	Lake Kanapaha	Multi-Use Path	3	1.6	4.8	415	$ 1,156,088	0	0	2	1	0	0	0	0	c
202	SW 88th Street & SW 73rd Avenue & SW 85th Dr	SW 77th Avenue	SW Archer Road (SR 24)	Multi-Use Path	3	0.7	2.1	415	$ 505,788	0	0	2	1	0	0	0	0	c
211	Depot Trail	E University Avenue (SR 26)	SE 7th Street	Trail Upgrade	16	0.6	9.6	413	$ 2,323,104	2	4	3	3	0	4	1	0	a
143	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail	7.5	1.09	8.2	404	$ 2,024,451	0	4	2.5	0	0	1	0	0	a
136	MLK Memorial Highway (US 441)	NW 6th Street (SR 121)	Deerhaven Trail	Multi-Use Trail	7.5	5.74	43.1	403	$10,679,439	1	4	2.5	0	0	0	0	0	a
162	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail	7.5	0.4	3.0	394	$ 761,490	0	4	2	0	0	0	1.5	0	a
137	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail	7.25	2.28	16.5	390	$ 4,234,630	0	4	2.25	0	0	1	0	0	a
207	SE 15th Street	E University Avenue (SR 26)	SE 15th Street	Multi-Use Path	2.75	1.39	3.8	381	$ 1,004,351	0	0	1.75	1	0	0	0	0	c
196	W Newberry Road (SR 26)	NW 120th Street	NW 75th Street	Multi-Use Path	2.75	2.85	7.8	381	$ 2,059,281	1	0	1.75	1	-1	0	0	0	c
193	Fort Clarke Boulevard	W Newberry Road (SR 26)	NW 23rd Avenue	Multi-Use Path	2.75	1.05	2.9	381	$ 758,683	0	0	1.75	1	0	0	0	0	c
181	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Multi-Use Trail	7	0.51	3.6	377	$ 947,220	0	4	2	0	0	1	0	0	a
158	NW 8th Avenue	NW 18th Terrace	NW 23rd Street	Multi-Use Trail	7	0.56	3.9	377	$ 1,040,085	0	4	2	0	0	1	0	0	a
142	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail	6.5	1.49	9.7	352	$ 2,748,795	0	4	1.5	0	0	1	0	0	a
169	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail	6	0.75	4.5	323	$ 1,392,970	0	4	1	0	0	1	0	0	a
165	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail	6	1.95	11.7	323	$ 3,621,723	0	4	2	0	0	0	0	0	a

Project ID	Street	From	To	Type	Total Score	Length (Miles)	Score* Length	Score to Cost Ratio *10^8	Cost Estimate	Mobility Score	Total Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score	Notes
117	SW 13th Street (US 441)	Archer Road (SR 24)	W University Avenue (SR 26)	Multi-Use Trail	10	0.7	7.0	322	$ 2,176,693	1	4	2	0	0	3	0	0	a
166	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail	5.5	1.61	8.9	296	$ 2,990,243	0	4	1.5	0	0	0	0	0	a
185	New road (between NW 88th Street and NW 84th Ter)	Millhopper Road	New Road Project 191	Multi-Use Path	2	0.74	1.5	277	$ 534,691	0	0	1	1	0	0	0	0	c
195	NW 91st Street	W Newberry Road (SR 26)	SW 46th Boulevard	Multi-Use Path	1.75	3.9	6.8	242	$ 2,817,964	0	0	1.75	1	-1	0	0	0	c
167	SW 40th Boulevard	Archer Road (SR 121)	Existing trail	Multi-Use Trail	9	0.14	1.3	226	$ 557,189	0	4	3	0	0	2	0	0	a
184	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road	6	0.86	5.2	62	$ 8,266,640	1	2	2	0	0	1	0	0	a
102	New roundabout at intersection of Hull Road and Mowry Road	-	-	New roundabout with bike lanes and sidewalks	5	0.06	0.3	41	$ 730,802	1	0	0	1	0	0	0	3	c
101	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided	3	2.17	6.5	33	$19,531,720	1	2	0	0	0	0	0	0	a
109	SW 34th Street (SR 121)	NW 16th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'	0	2.79	-	-	$ 852,197	0	4	2.5	0	0	-2	0	0	a
108	NW 43rd Street	Newberry Road (SR 26)	NW 53rd Avenue	Widen Sidewalk to 8'	0	3.28	-	-	$ 1,929,059	1	4	3	0	0	-2	0	0	a
105	SW 34th Street (SR 121)	Williston Road (SR 331)	SW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'	0	3.22	-	-	$ 1,893,771	1	4	3	0	0	-2	0	0	a
114	NW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 6th Street (SR 20)	Widen Sidewalk to 8'	0	1.77	-	-	$ 1,035,105	1	4	2.25	0	0	-2	0	0	a
121	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'	0	0.55	-	-	$ 323,470	1	3	3	0	0	-2	0	0	c
103	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Highway (US 441)	Widen Sidewalk to 8'	0	0.88	-	-	$ 517,552	1	4	2	0	0	-2	0	0	a
140	S Main Street (SR 329)	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'	0	1.26	-	-	$ 741,041	0	2	2	0	0	-2	3	0	a
133	NW 8th Avenue	NW 34th Street (SR 121)	Newberry Road (SR 26)	Widen Sidewalk to 8'	0	1.67	-	-	$ 988,054	1	3	3	0	0	-2	0	0	a
138	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'	0	0.61	-	-	$ 358,758	1	2	3	0	0	-2	0	0	c
122	NW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'	0	0.51	-	-	$ 299,945	1	3	2	0	0	-2	0	0	a
123	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'	0	0.5	-	-	$ 294,064	1	3	2	0	0	-2	0	0	a
152	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 43rd Street	Widen Sidewalk to 8'	0	7.16	-	-	$ 4,205,113	2	3	2.5	0	0	-2	0	0	a
135	Hawthorne Road (SR 20)	SE 24th Street	E University Avenue (SR 26)	Multi-Use Path	0	0.92	-	-	$ 541,077	0	2	3	0	0	-2	0	0	c
127	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	SW 13th Street (US 441)	Widen Sidewalk to 8'	0	0.85	-	-	$ 499,909	1	3	1	0	0	-2	0	0	a

Project ID	Street	From	To	Type	Total Score	Length (Miles)	Score* Length	Score to Cost Ratio *10^8	Cost Estimate	Mobility Score	Total Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score	Notes
141	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority	0	0.2	-	-	$ 117,626	1	2	2	0	0	-1	0	0	c
150	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority	0	0.17	-	-	$ 99,982	1	2	2	0	0	-1	0	0	c
146	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	NW 13th Street (US 441)	Widen Sidewalk to 8'	0	2.55	-	-	$ 1,970,228	2	3	2	0	0	-2	0	0	a
159	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'	0	0.23	-	-	$ 147,032	1	3	3	0	-1	-2	0	0	a
172	SW 40th Boulevard	SW 30th Avenue	Archer Road (SR 24)	Sidewalk Priority	0	0.16	-	-	$ 94,100	0	1	3	0	0	-1	0	0	c
160	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'	0	0.5	-	-	$ 294,064	1	3	2	0	-1	-2	0	0	a
177	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority	0	0.09	-	-	$ 52,931	1	1	2	0	0	-1	0	0	c
148	NW 16th Avenue	6th Street Trail	NW 13th Street (US 441)	Widen Sidewalk to 8'	0	0.8	-	-	$ 470,502	0	2	2	0	0	-2	0	0	a
180	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'	0	0.82	-	-	$ 482,265	0	2	2.5	0	-1	-2	0	0	a
175	NW 43rd Street	NW 73rd Avenue	ML King Memorial Highway(US 441)	Multi-Use Trail	0	1.56	-	-	$ 2,897,378	1	2	2.5	0	0	-1	0	0	a
149	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail	0	0.08	-	-	$ 148,583	1	2	2	0	0	-1	0	0	a
173	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail	0	0.52	-	-	$ 965,793	0	2	2.5	0	0	-1	0	0	a
153	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail	0	1.14	-	-	$ 2,117,315	0	2	2.5	0	0	-1	0	0	a
116	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail	0	1.65	-	-	$ 2,758,081	1	2	2	0	0	-2	0	0	a
168	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'	0	0.59	-	-	$ 1,547,486	1	3	1	0	-1	-2	0	0	a
183	NE 53rd Avenue	Waldo Road (SR 24)	NE 15th Street	Multi-Use Trail	0	1.71	-	-	$ 3,175,972	0	2	1.5	0	0	-2	0	0	a
214	SW 136th Street	W Newberry Road (SR 26)	SW 6th Road	Sidewalk Priority	0	0.53	-	-	$ 366,648	0	0	0	0	0	0	0	0	c
215	Archer Road (SR 24)	SW 122nd Street	US 41	Multi-Use Path	0	3.49	-	-	$ 2,966,182	0	0	0	0	0	0	0	0	c

*If agency provided negative score the total score is zero.

a= Cost estimate calculated from the mobility plans

b= Cost estimated from City's suggestion

c= Cost inferred from the similar project type from the city of Gainesville mobility plan projects #40, #45, #735, #765, #805, #810, #1275, #1

Transit Projects (Boxed Funds)

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Score to Cost Ratio* 10^8	Inflated Cost for 2050	Mobility Score	Safety Score	Multimodal Score	Environment Score	City Agency Score	County Agency Score
301	Newberry/ Jonesville Express (SR 26)	SW 143rd Street	Stadium Road	Express Transit	9.52	11	104.72	932.78	$ 11,226,667	2	3	3	0	3	3
315	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line	4.73	9.5	44.935	498.55	$ 9,013,214	2	2	3	0	2.5	2.5
302	W University Avenue (SR 26)	Stadium Road	Eastside Activity Center	Express Transit	5.34	10	53.4	475.65	$ 11,226,667	1	2	4	0	2.5	3
308	Haile Plantation Express	SW 91st Terrace	SW 16th Avenue	Express Transit	6.31	8	50.48	449.64	$ 11,226,667	1	3	2	0	2	1.5
303	SW 75 Street	SW Archer Road	W Newberry Road	Shared Transit Line	4.2	8.5	35.7	446.07	$ 8,003,276	1	2	3	0	2	2.5
305	Santa Fe/ Tower Express	NW 39 Avenue	W Newberry Road	Express Transit	3.94	10	39.4	350.95	$ 11,226,667	2	2	3.5	0	2.5	2
310	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line	3.34	6.5	21.71	341.11	$ 6,364,510	0	3	2	0	1.5	1.5
317	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line	1.83	5.25	9.6075	339.97	$ 2,826,016	0	1	2.5	0	1.25	1.75
313	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line	0.55	6	3.3	314.87	$ 1,048,048	1	0	3.5	0	1.5	1
316	NW 122 Street	W University Avenue	NW 17th Avenue	Dedicated Transit Line	1.15	4.25	4.8875	302.66	$ 1,614,866	0	0	2.5	0	1	1.75
318	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line	1	5.75	5.75	301.75	$ 1,905,542	1	1	1.75	0	1.25	2
309	Santa Fe/ Tower Express	Newberry Road	Archer Road	Express Transit	4.14	8	33.12	295.01	$ 11,226,667	1	2	3	0	2	2
304	SW 45 Street	SW Archer Road	South of SW 36th Road	Dedicated Transit Line	0.35	5	1.75	262.39	$ 666,940	0	0	3	0	1	2
306	NE Waldo Road (SR 24)	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line	1.53	5	7.65	262.39	$ 2,915,479	0	1	2.5	0	1.5	1.5
319	SE 43 Street	SE Hawthorne Road	SE 11th Place	Dedicated Transit Line	0.41	4	1.64	209.91	$ 781,272	0	1	2.5	-1	1.25	1.5
307	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line	0.99	3	2.97	183.92	$ 1,614,866	0	0	2.5	-1	1	1.5
320	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Bus Rapid Transit lanes	1.7	7.5	12.75	142.07	$ 8,974,545	1	2	2	0	2	2.5
312	Haile Plantation Express	SW 24th Avenue	SW Archer Road	Express Transit	3.03	3.25	9.8475	87.72	$ 11,226,667	0	1	1.75	-1	1	1.5
311	Fort Clarke Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Dedicated Transit Line	0.61	1.25	0.7625	80.03	$ 952,771	0	0	1.75	-1	0.5	0.5
314	SE Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Dedicated Transit Line	1.13	3	3.39	56.83	$ 5,965,433	0	0	1.5	0	0.5	1.5
321	NW 122nd Park & Ride			Park and Ride					$ 172,947						
322	NW 98th Area Park & Ride			Park and Ride					$ 172,947						
323	Northwest express Transit Vehicles			Buses					$ 4,150,730						
324	Veterans Park, Park & Ride			Park and Ride					$ 345,894						
325	Tower / Archer Activity Center Park & Ride			Park and Ride					$ 864,735						
326	I-75 Park & Ride			Park and Ride					$ 34,589						
327	SW 62nd Area Park & Ride			Park and Ride					$ 172,947						
328	SW 91st Park & Ride			Park and Ride					$ 172,947						
329	Southwest Express Transit Vehicles			Buses					$ 8,301,460						
330	East Express Transit Vehicles			Buses					$ 4,150,730						

Cost Estimates calculated form the Alachua County Mobility Plan.

Safety Needs Projects

Project ID	Street	From	To	Type	Project Description	Length (Miles)	Total Score	Score* Length	Score to Cost Ratio* 10^8	Inflated Cost for 2050	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score
401	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl.	1.5	8	12	453.42	$ 2,646,575	1	3	3	0	0	1
402	SW 13th Street (US 441)	SW 16th Avenue	W University Avenue (SR 26)	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	1.08	9	9.72	510.09	$ 1,905,534	1	3	2	0	0	3
403	NW 13th Street (US 441)	NW 8th Avenue	NW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.52	6	3.12	340.06	$ 917,479	1	2	2	0	0	1
404	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.5	6	3	340.06	$ 882,192	1	2	2	0	0	1
405	SW 13th Street (US 441)	W University Avenue (SR 26)	NW 8th Avenue	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	0.48	8	3.84	463.06	$ 829,260	1	2	2	0	0	3

Cost Estimates calculated from the City of Gainesville Mobility Plan.

FDOT Cost Per Mile Model for Cost Estimation

Model	Cost Per Mile	Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$9,116,872.25	Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$10,231,945.36	Report
New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	$11,091,016.64	Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$17,017,368.36	Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out: U06	$23,894,351.64	Report
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	$12,822,124.28	Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$18,549,372.01	Report
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	$25,793,473.60	Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$4,420,437.82	Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	$1,419,871.49	Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	Report
Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	Report
Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	$448,024.86	Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$9,540,676.51	Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$11,479,370.51	Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	$9,847,437.67	Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$9,302,864.82	Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	$15,978,893.72	Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	$11,415,171.18	Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	$17,127,313.20	Report

Appendix G: Review Checklist

LONG RANGE TRANSPORTATION PLAN (LRTP)
REVIEW CHECKLIST

MPO: *LRTP Submittal Date:*

Review #: *Date of Review:* *Reviewed By:*

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

23 CFR Part 450 – Planning Assistance and Standards

A-1 (23 CFR 450.324(a))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: 1, 118
  The Gainesville Metropolitan Transportation Planning Organization (MTPO) has developed the 2050 Long-Range Transportation Plan (LRTP), a federally required document that outlines Alachua County's transportation vision, goals, and investment priorities for the next 25 years.

A-2 (23 CFR 450.324(a))

- Does the LRTP address the planning factors described in 23 CFR 450.306(b)23? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: 31, 118 - 128
  The Gainesville/Alachua County 2050 LRTP addresses all metropolitan planning factors by incorporating a performance-based, multimodal, and fiscally constrained planning process consistent with the 2018 FHWA LRTP Expectations Letter. The plan integrates public and agency input, detailed socioeconomic and network analysis, federally required performance measures (PM1, PM2, PM3, TAM, and transit safety). A revenue-based Cost Feasible Plan allocates fiscal resources to important projects which were developed with planning level cost estimates.

- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?
  Yes | If yes, page number: 123,147
  This LRTP has considered scoring for major corridors that serve as critical evacuation routes. The LRTP identifies capacity and operational improvements along these corridors to ensure they remain dependable during emergency evacuations and extreme weather events. By maintaining these facilities in a state of good repair and coordinating with FDOT's statewide resiliency and asset management efforts, the plan supports safe, efficient evacuation and reduces vulnerability to storm-related disruptions. Apart from that, efficient system management and operations and the mobility of projects was also considered to mitigate traffic congestion and to improve overall reliability of the transportation system. Lastly agency/public feedback to address safety and reliability of transportation system was considered.

- Travel and Tourism: Does the LRTP enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: 122,123
  The 2050 LRTP enhances travel and tourism by improving the reliability of major regional corridors, strengthening multimodal access, and supporting infrastructure that serves key visitor destinations. The plan advances proactive investments in roadway safety, bicycle and pedestrian connectivity, and congestion management, while also enhancing Regional Transit System (RTS) service coverage and accessibility to important locations such as Gainesville Regional Airport, the University of Florida, and Downtown.

A-3 (23 CFR 450.324(b))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: 122 - 123
   The 2050 LRTP includes coordinated long-range and short-range strategies that advance an integrated multimodal system, consistent with FHWA's Technical Topics guidance. The plan supports roadway, transit, bicycle, and pedestrian improvements, including $33.29 million in multimodal box funds for accessible pedestrian and bicycle projects and $12.5 million reserved for safety enhancements. In addition, LRTP goal 6 covers the efficient system management and operations focusing on cost effective, technological and implementable projects and solutions.

A-4 (23 CFR 450.324(c))

2. Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: 1, 5
   MPO had previously adopted the 2045 LRTP in August 2020 while the 2050 LRTP was adopted on August 19, 2025.

A-5 (23 CFR 450.324(d))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See 2012 FHWA LRTP Expectations Letter for guidance.
   Not Applicable | If yes, page number:
   The area covered in the LRTP is an attainment area.

A-6 (23 CFR 450.324(e))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: 7 - 31
   The 2050 LRTP was developed using the latest available estimates and assumptions for population, land use, travel demand, employment, congestion, and economic activity, consistent with the guidance in the Proactive Improvements section of the 2018 FHWA LRTP Expectations Letter. The plan incorporates current socioeconomic forecasts, validated network conditions, and updated travel patterns to ensure that project needs and priorities reflect anticipated growth and regional development trends.

A-7 (23 CFR 450.324(f)(1))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan I for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: 46, 79
   The Gainesville/Alachua County Travel Demand Model was updated to estimate travel demand for the 2050 future year scenario. In line with this forecast and the first goal of this LRTP, which was to support economic vitality, the scoring process considered the volume over capacity ratio for 2050. Refer to section 3 and 4 for additional information.

A-8 (23 CFR 450.324(f)(2))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

   Yes | If yes, page number: 82, 83, 85 - 87, 101

   2050 LRTP has included a comprehensive list of existing plus committed projects that are funded to be constructed by 2029. Roadway, multimodal, and transit enhancements that are financed through the Five-Year Work Program and Capital Improvement Programs were included. The proposed projects outlined in the Needs and Cost Feasible Plans serve both regional and local purposes and also include improvements to SIS and NHS systems.

A-9 (23 CFR 450.324(f)(3))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

   Yes | If yes, page number: 31 - 45, 86 - 87, 100

   The LRTP includes a description of the performance measures and performance targets (Section 2.6) and which are incorporated in the goals and objectives that were used in scoring needs projects.

A-10 (23 CFR 450.324(f)(4)(i))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

   Yes | If yes, page number: 31 - 45

   Section 2.6 includes the system performance report which assesses transportation system conditions and progress toward performance targets.

A-11 (23 CFR 450.306(d)(4))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including:
    - (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326;
    - (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148;
    - (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49;
    - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
    - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable;
    - (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
    - (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
    - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

    Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: 86 - 88

    The following goals were established for 2050 LRTP: Support Economic Vitality, increase safety and security for motorized and non-motorized users, Increase accessibility and of people and freight, Protect environment, Enhance integration and connectivity of transportation systems across different modes, Promote efficient system management/operations, Emphasize the preservation of the existing transportation system.

A-12 (23 CFR 450.324(f)(5))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: 86 - 88

    Promoting efficient system management/operation goal has includes the objective of increasing the use of technology and/or operational strategies to improve capacity and reduce congestion. This was reflected in the project scoring process, where projects with the potential for operational improvements were given additional priority.

A-13 (23 CFR 450.324(f)(6))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Not Applicable | If yes, page number

    The TMA is in an attainment area and the requirement doesn't directly apply.

A-14 (23 CFR 450.324(f)(7))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

    Yes | If yes, page number: 118 - 121

    There are several multimodal, roadway, transit and safety projects that will provide capacity increase based on regional priorities and needs. Also, the projects on evacuation routes were given additional score during prioritization.

A-15 (23 CFR 450.324(f)(8))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49?

    Yes | If yes, page number: 100, 129 - 131

    Table 4-8 demonstrates how transit can improve congestion, reduction in VMT (energy consumption and pollution) along with other alternate options. The LRTP includes transportation and transit enhancement activities by advancing multimodal projects, transit improvements, and infrastructure that supports transportation alternatives. While intercity bus service is privately operated, the plan maintains and improves key corridors and intermodal connections that enable effective intercity bus travel, helping reduce congestion, pollution, and energy use. Several transit enhancements were proposed in Table 5-6.

A-16 (23 CFR 450.324(f)(9))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number:127, 224 - 234

    The cost estimates were developed using general cost per mile data from the Florida Department of Transportation, unless specific project costs were available. The general per-mile costs were reviewed by both FDOT and local governments. The details are reported in Appendix F.

A-17 (23 CFR 450.324(f)(10))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: 116

The LRTP includes a discussion of potential environmental mitigation activities and areas suitable for implementation. It outlines strategies such as avoidance, minimization, and mitigation through enhancement, restoration, creation, or preservation of affected resources like wetlands, habitats, and cultural sites. the plan identifies opportunities for mitigation banking, land acquisition, and habitat restoration consistent with Section 373, F.S. The ETDM process further supports these efforts by using the Environmental Screening Tool (EST) to identify environmentally sensitive areas and evaluate potential mitigation opportunities early in the planning process.

A-18 (23 CFR 450.324(f)(11))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 118 - 120, 127 - 144
    The financial plans are discussed in the cost feasible plan section.

A-19 (23 CFR 450.324(f)(11)(i))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?
    Yes | If yes, page number: 118
    Using revenue projections from FDOT, the Cost Feasible Plan was developed to align with expected funding for each planning period, ensuring no budget band was exceeded. Refer to Section 5 and Appendix F for further guidance.

A-20 (23 CFR 450.324(f)(11)(ii))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 118
    Revenue estimates were developed in coordination with local stakeholders and reviewed by FDOT, local transit agencies, and governments.

A-21 (23 CFR 450.324(f)(11)(iii))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?
    Yes | If yes, page number: 120
    Section 5.1 of the 2050 LRTP includes recommendations for additional financing strategies and potential new funding sources. These strategies were not incorporated into the financial forecasts and are presented solely as recommendations.

A-22 (23 CFR 450.324(f)(11)(iv))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?
    Yes | If yes, page number: 118 - 119
    The 2050 LRTP uses revenue and cost estimates expressed in year-of-expenditure (YOE) dollars, following the inflation assumptions and financial principles provided by FDOT's official Revenue Forecast. The plan applies the State's YOE factors and funding program guidance and was developed cooperatively with FDOT and the Gainesville Regional Transit System, ensuring that all revenues and project costs reflect reasonable, coordinated financial assumptions for the full planning horizon.

A-23 (23 CFR 450.324(f)(11)(vi))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?
    Not Applicable | If yes, page number: xx
    The 2050 LRTP does not include financial strategies for Transportation Control Measures because Alachua County is in an air-quality attainment area and has no TCMs identified in a State Implementation Plan (SIP). Since no SIP-mandated TCMs apply to the region, no specific funding strategies are required or included.

A-24 (23 CFR 450.324(f)(12))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)?
    Yes | If yes, page number: 113, 132 - 141
    The 2050 LRTP includes pedestrian walkway and bicycle transportation facilities. The plan identifies multimodal needs, incorporates updated bicycle and pedestrian data (including PEV attributes), reserves multimodal boxed funds for bike/ped projects, and includes dedicated multimodal and safety projects in the Cost Feasible Plan that expand and improve pedestrian and bicycle infrastructure throughout the region.

A-25 (23 CFR 450.324(h))

23. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 86 - 88, 140 - 141
    Yes. The 2050 LRTP integrates the priorities, goals, countermeasures, and strategies from the Highway Safety Improvement Program (HSIP), the Florida Strategic Highway Safety Plan (SHSP), and the Gainesville Regional Transit System's Public Transportation Agency Safety Plan. The LRTP adopts FDOT's safety performance targets, aligns with the SHSP's Target Zero framework, and incorporates safety-focused project scoring criteria and investments consistent with these statewide and agency safety plans.

A-26 (23 CFR 450.324(g)(1))

24. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?
    Yes | If yes, page number: 10 - 31
    Yes. The 2050 LRTP identifies both current and projected transportation demand for persons and goods through its updated socioeconomic forecasts, 2020 model validation, trip generation and distribution modeling, freight considerations, and the 2050 travel demand model results. The plan documents how population, employment, land use, and network conditions shape present and future travel patterns and directly uses these projections to evaluate needs and develop the Cost Feasible Plan.

A-27 (23 CFR 450.324(j))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)?
    Yes | If yes, page number: 3 - 6
    The MPO provided all required stakeholder groups with a reasonable opportunity to comment on the 2050 LRTP consistent with its adopted Public Participation Plan. The LRTP development process included an online public survey, three public workshops, multiple committee meetings (TAC, CAC, B/PAB), and direct coordination with agencies such as FDOT, the City of Gainesville, Alachua County, and the University of Florida. These activities offered opportunities for public transportation users, freight interests, private transportation providers, bicycle and pedestrian users, individuals with disabilities, and other interested parties to review materials and provide input throughout the plan's development.

A-28 (23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv))

26. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 3 - 6
    The MPO made the 2050 LRTP readily available for public review. The plan materials, survey, workshop information, and draft Cost Feasible Plan were posted online in electronically accessible formats and shared through the MPO's website, email distribution lists, and public meeting notices, ensuring broad and convenient access for the public and interested agencies.

A-29 (23 CFR 450.316(a)(1)(j))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 3 - 6
    The MPO provided adequate public notice and ample opportunity for public review and comment at all key decision points during development of the 2050 LRTP.

A-30 (23 CFR 450.316(a)(1)(vii))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 3 - 6
    The MPO sought out and considered the needs of traditionally underserved communities, including low-income and minority households, throughout development of the 2050 LRTP. The public survey, workshops, and comment opportunities explicitly captured concerns related to equity, displacement, transit access, bicycle and pedestrian safety, and neighborhood connectivity. These themes were reflected in public feedback at Workshops 1 and 2, where participants emphasized equitable mobility, improved transit options, safer walking and biking facilities, and support for diverse communities. This input directly informed the Needs Assessment, project scoring, and prioritization, consistent with the Stakeholder and Coordination Input and Proactive Improvements guidance in the 2018 FHWA LRTP Expectations Letter.

A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 3 - 6, 145 - 200
    The MPO demonstrated explicit consideration of and response to public input during development of the 2050 LRTP. Public comments from the online survey, workshops, and committee meetings were incorporated directly into the Needs Assessment and the development of goals and priorities, and projects were scored using criteria that reflected both public and stakeholder input, including agency scoring from the City, County, FDOT, and UF. The final LRTP includes summaries of written and oral comments in Appendix A, and C.

A-32 (23 CFR 450.316(a)(1)(viii))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Not Applicable | If yes, page number: xx
    The final plan did not significantly differ from what was presented to the TPO Board, Committees, and public hearings prior to adoption.

A-33 (23 CFR 450.316(b))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: 5
    The MPO consulted extensively with agencies and officials responsible for planning activities related to land use, transit, safety, and infrastructure throughout development of the 2050 LRTP. Coordination occurred through the LRTP working group which included the City of Gainesville, Alachua County, FDOT District 2, and the University of Florida, all of whom provided data, technical feedback, and project scoring input that informed the Needs Assessment and project prioritization.

A-34 (23 CFR 450.316(c))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?
    Not Applicable | If yes, page number: xx
    The planning area does not include any tribal lands.

A-35 (23 CFR 450.316(d))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?
    Not Applicable | If yes, page number: xx
    This requirement does not apply to this plan.

A-36 (23 CFR 450.316(e))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?
    Not Applicable | If yes, page number: xx
    This requirement does not apply because the Gainesville Metropolitan Transportation Planning Organization (MTPO) is the only MPO serving the U.S. Census–designated urbanized area. Since no other MPO shares the planning area boundary, no written multi-MPO coordination agreement is needed.

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?
    Yes | If yes, page number: 11 - 35
    The MPO considered projects and strategies that support consistency between transportation improvements and state and local housing patterns as part of the 2050 LRTP. The plan's socioeconomic forecasts, parcel-based population and housing allocation, and TAZ-level projections directly link transportation needs to existing and future residential development patterns. Refer to section 2.2 and section 2.4 for additional info.

Section B – State Requirements

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1 (s.339.175(1), (5), and (7), FS)

36. Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?

    Yes | If yes, page number: 85 - 87

    The plan's goals and objectives emphasize preserving existing infrastructure through maintenance, safety, and operational efficiency; enhancing economic competitiveness by improving access to major employment and activity centers and supporting freight mobility; and expanding travel choices through objectives focused on multimodal connectivity, transit service improvements, and safer bicycle and pedestrian networks. These goals guide the Needs Assessment, project scoring, and the Cost Feasible Plan, demonstrating clear alignment with the state's statutory principle.

B-2 (s.339.175(1) and (7)(a), FS)

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?

    Yes | If yes, page number: 85 - 87, 128

    The 2050 LRTP places clear emphasis on facilities that serve important national, state, and regional functions, including SIS and TRIP facilities. The plan highlights the critical role of the SIS in statewide mobility, incorporates SIS and freight priorities into its needs assessment, and includes major SIS improvements such as the I-75 widening in its Cost Feasible Plan. These facilities are prioritized because they carry significant passenger and freight volumes and are essential to regional mobility and economic competitiveness.

B-3 (s.339.175(5) and (7), FS)

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?

    Yes | If yes, page number: 14 – 19, 30, 85 - 87

    The 2050 LRTP is consistent, to the maximum extent feasible, with the future land use elements and the goals, objectives, and policies of the adopted comprehensive plans for local governments within the MTPO area. The plan's socioeconomic forecasts, TAZ-level allocations, development patterns, and transportation needs assessment are all based on the University of Florida's Bureau of Economic and Business Research (BEBR) projections and the Gainesville Regional Utilities (GRU) Small-Area Population Projection Methods and Results memorandum which incorporate the county's planning efforts, growth patterns, parcel-level land-use data, and long-term goals.

B-4 (s.339.175(1) and (7) FS)

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?

    Yes | If yes, page number: 16 - 19, 132 - 141

    The MPO considered strategies that integrate transportation and land use planning to support sustainable development and reduce greenhouse gas emissions in the 2050 LRTP. The plan is built on locally adopted land use patterns and socioeconomic forecasts, and its goals emphasize expanding multimodal travel choices, improving transit access, and enhancing bicycle and pedestrian connectivity—all of which support compact development and reduce reliance on single-occupant vehicle travel. These strategies help lower vehicle miles traveled and contribute to reduced emissions while reinforcing land use–transportation coordination.

B-5 (s.339.175(7)(a), FS)

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

    Yes | If yes, page number: 85

    According to a document from 2025, the LRTP explicitly incorporates the goals and objectives of the Florida Transportation Plan (FTP) during plan development. The LRTP references the FTP as the state's overarching long-range policy framework and aligns its own goals with FTP priorities such as efficient and reliable mobility for people and freight. The LRTP states that its goals, objectives, and performance measures were developed to be consistent with those contained in statewide plans, including the FTP, ensuring that regional investment decisions support Florida's long-term transportation vision.

B-6 (s.339.175(7)(c), FS)

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

    Yes | If yes, page number: 35 - 43, 85

    The LRTP addresses both elements by evaluating the capital investments and operational measures needed to preserve and operate the existing transportation system while improving its efficiency. The plan incorporates FDOT's pavement and bridge condition targets and demonstrates strong existing asset conditions, reflecting a continued commitment to resurfacing, rehabilitation, and maintenance of major roadways and public transportation facilities. It also prioritizes operational improvements and technology-based strategies under its goal of promoting efficient system management and operations, ensuring that the region makes the most effective use of existing infrastructure to relieve congestion and enhance mobility for people and goods.

B-7 (s.339.175(7)(d), FS)

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

    Yes | If yes, page number: 113, 132 - 139

    The 2050 LRTP identifies proposed transportation enhancement activities appropriate to the region, including multimodal investments such as pedestrian and bicycle facilities, sidewalk and trail improvements, and safety-focused streetscape upgrades. The plan also incorporates measures related to corridor aesthetics and access management. The LRTP performance measures include avoidance of environmental impacts, and historic sites while improving accessibility and connectivity to all nature preserves and parks.

B-8 (s.339.175(13) FS)

1. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

    Yes | If yes, page number: 1, 5

    The LRTP was approved on a hand-counted vote of the majority of the MTPO board members present on August 19, 2025.

Section C – Proactive Recommendations

C-1 (23 CFR 450.306(b)(9))

2. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?
   Yes | If yes, page number: 85 - 87
   The plan emphasizes the preservation of the existing transportation system by addressing pavements in poor conditions in the objective section of goal 7. Pavement rehabilitation will promote better drainage across corridors and help mitigate the hazardous effects associated with stormwater on surface transportation. Projects on evacuation routes also received additional importance, thus promoting resilience and reliability of the transportation system in the objective section of goal 2: Increase safety and security for motorized and non-motorized users.

C-2

3. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?
   Yes | If yes, page number 96-100, 116-117
   While the LRTP does not conduct a formal climate vulnerability assessment, it does proactively identify climate-friendly strategies through its 2050 Needs Plan Scenario Analysis. The scenarios evaluate different investment approaches—including highway, multimodal-focused, and transit-oriented strategies—to understand how shifting travel behavior away from single-occupant vehicles can reduce future congestion and emissions. The scenario comparison demonstrates how greater investment in transit, bicycle, and pedestrian facilities can lower vehicle miles traveled and support more sustainable, climate-resilient travel patterns (Table 4-8). By analyzing and comparing the performance of these alternatives, the LRTP incorporates forward-looking strategies that help reduce emissions and strengthen long-term system resilience, even though explicit climate adaptation policies were not developed.

C-3

4. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?
   Yes | If yes, page number: 86, 128
   The LRTP considers strategies that promote inter-regional connectivity by prioritizing improvements on major regional and statewide corridors—such as I-75 and key U.S. and state highways—that carry significant inter-county travel demand and support freight movement. The plan's needs assessment, roadway improvements, and transit and multimodal strategies all reinforce connections between Alachua County and surrounding regions, ensuring that both current and future mobility needs are met.

C-4

5. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?
   Yes | If yes, page number: 30
   The MPO considers both the short- and long-term effects of population growth and shifts in developing the 2050 LRTP. The plan is built on updated socioeconomic forecasts, parcel-based and TAZ-level population and employment allocations, and local comprehensive plan growth assumptions, all of which directly inform the travel demand model. These forecasts shape the Needs Assessment, identify future congestion and mobility pressures, and guide the selection of roadway, transit, bicycle, and pedestrian improvements to ensure the network can accommodate changing population patterns over time.

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

CORRADINO

4055 NW 97th Avenue, Suite 200
Doral, FL 33178
305.594.0735 • www.corradino.com