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

Year 2045 Long-Range Transportation Plan Update

Technical Report 2: Data Collection, Mapping and Data Development

Prepared by:
THE CORRADINO GROUP

Metropolitan Transportation Planning Organization

For the Gainesville Urbanized Area

YEAR 2045 LONG RANGE TRANSPORTATION PLAN UPDATE

Technical Report 2

Data Collection, Mapping and Data Development

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INTRODUCTION

This Technical Report 2 documents the data development process of the Gainesville Urbanized Area Year 2045 Long-Range Transportation Plan Update. As part of this effort, the Gainesville travel demand model has been updated to the 2015 conditions. The data collection and data development processes include developing model networks and input data necessary to validate and calibrate the Gainesville/Alachua model. The files include socioeconomic data, traffic counts and transit ridership. In addition, this report documents the map development effort, including refinement of the zonal data. Due to the need to approach Bicycle and Pedestrian planning from a Complete Network standpoint, data were collected on current bicycle and pedestrian facilities in the Gainesville Metropolitan Area.

Technical Report 2 has the following sub sections: data collection, data development, mapping, designation of screenlines, traffic count data, highway and transit networks, transit service data, and data projections.

TASK 2.1 DATA COLLECTION

This task involved coordinating with various agencies within Alachua County to gather the 2015 datasets for the model update. These datasets were reviewed and compared with the existing model, and the model files were updated. The following datasets were updated: traffic count, highway network, transit network, transit service data, and bicycle pedestrian network. In addition, this report describes the data content, data source, and how it was or will be utilized. These datasets will be in Task 3 (Data Review and Verification) and Task 4 (Model Update and Validation).

2.1.1 Screenline and Cutline Development

Screenlines, cutlines, and cordons are imaginary lines that are useful to compare the model flows to observed counts for critical links. Screenlines are often associated with physical barriers, like rivers and railroads, although jurisdictional boundaries, such as county lines that extend through the study area, may also be used as screenlines. Screenlines capture cross-regional travel flows. Cutlines extend across a corridor containing multiple transportation facilities. Cutlines may be employed to examine specific locations and corridors. The cordon line encompasses the study area.

Screenlines, cutlines, and the cordon line were evaluated for their applicability to the Year 2045 Long -Range Transportation Plan Update and revised, as needed. They will be further evaluated during model validation of Task 4.

2.1.2 Traffic Count Data

Annual average daily traffic counts for 2015 were obtained from the Florida Department of Transportation and the City of Gainesville. All traffic counts are being reviewed for use in the 2015 Base Year validation. A map of traffic count station locations for use in model validation as shown in Figure 2. The graphic also identifies the links in the base year highway network where traffic count data exist.

2.1.3 Highway Network

The 2015 base year highway network includes major road facilities in Alachua County like I-75, US 301, State Road 26, and State Road 20. It also includes a few minor road facilities. The Roadway Characteristics Inventory was utilized as the primary data source for the highway network. 2015 Google aerial images were also used to update non-state facilities. The 2015 Base Year Network incorporates the changes since the last plan update, to reflect the current number of lanes and roadway functional classification. Maps of the 2015 highway network are included under Task 2.2.2. A full description of the model networks and updates will be provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation).

2.1.4 Transit Network

The transit network for the 2015 Base Year has been developed based on information provided by the City of Gainesville Regional Transit System in General Transit Feed Specification format. The General Transit Feed Specification files provide information on routes, stop locations, and service characteristics of the system. A graphic of the 2015 transit network is included under Task 2.2.3. A full description of the transit network and updates will be provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation). The coverage areas of the transit routes will be compared in subsequent tasks to provide additional review of bicycle and pedestrian facility needs and connections.

2.1.5 Transit Service Data

Transit service data for Year 2015 was provided by the City of Gainesville Regional Transit System for Citywide and University of Florida campus routes. Ridership data by month for each route is presented in Appendix 1. In addition to the ridership data, information on service characteristics (fare, frequency, span of service, etc.) has been obtained in General Transit Feed Specification format. Table 1 shows the Monthly Passenger Productivity Report (April 2015).

Figure 1: Screenlines

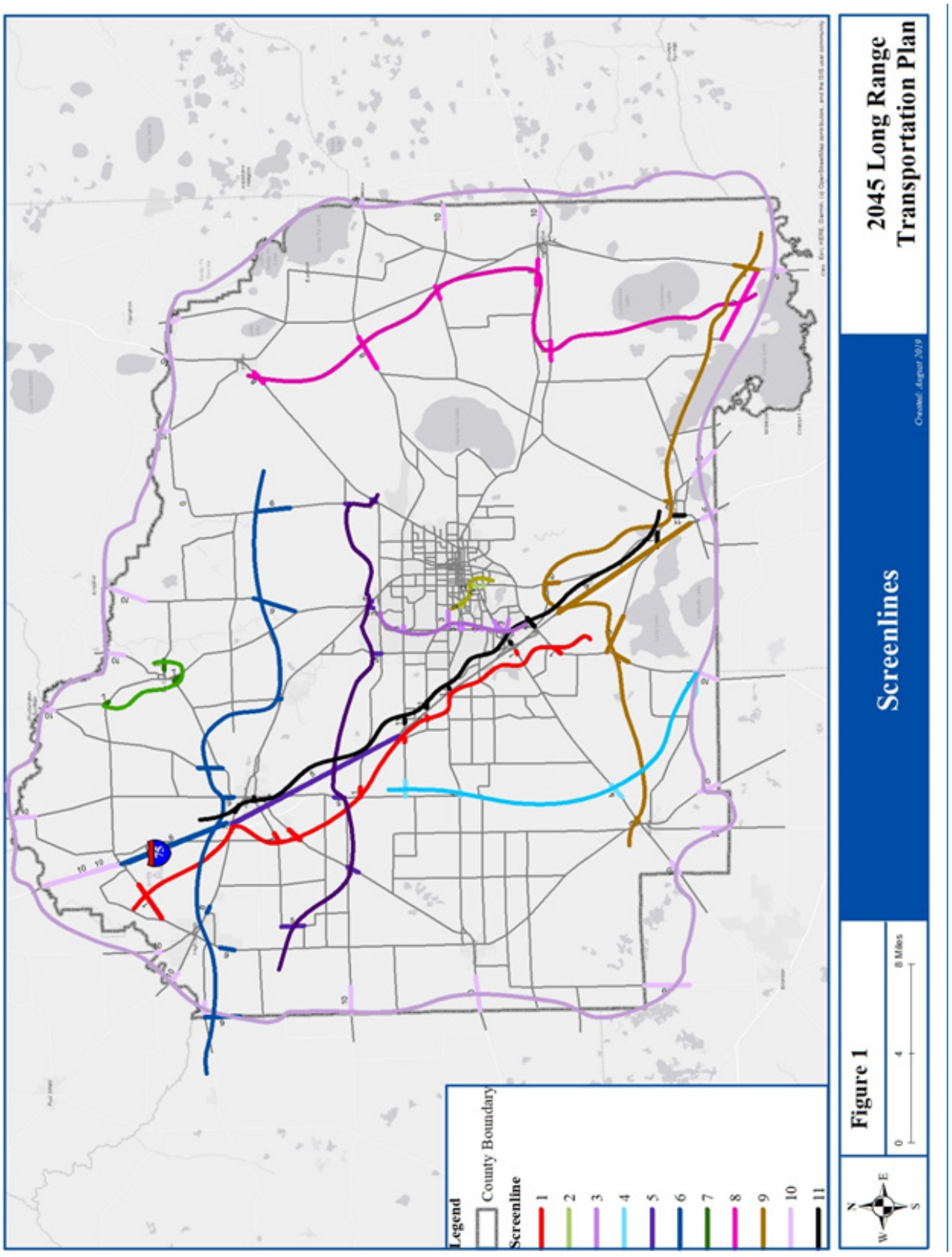


Figure 2: 2015 Traffic Count Stations

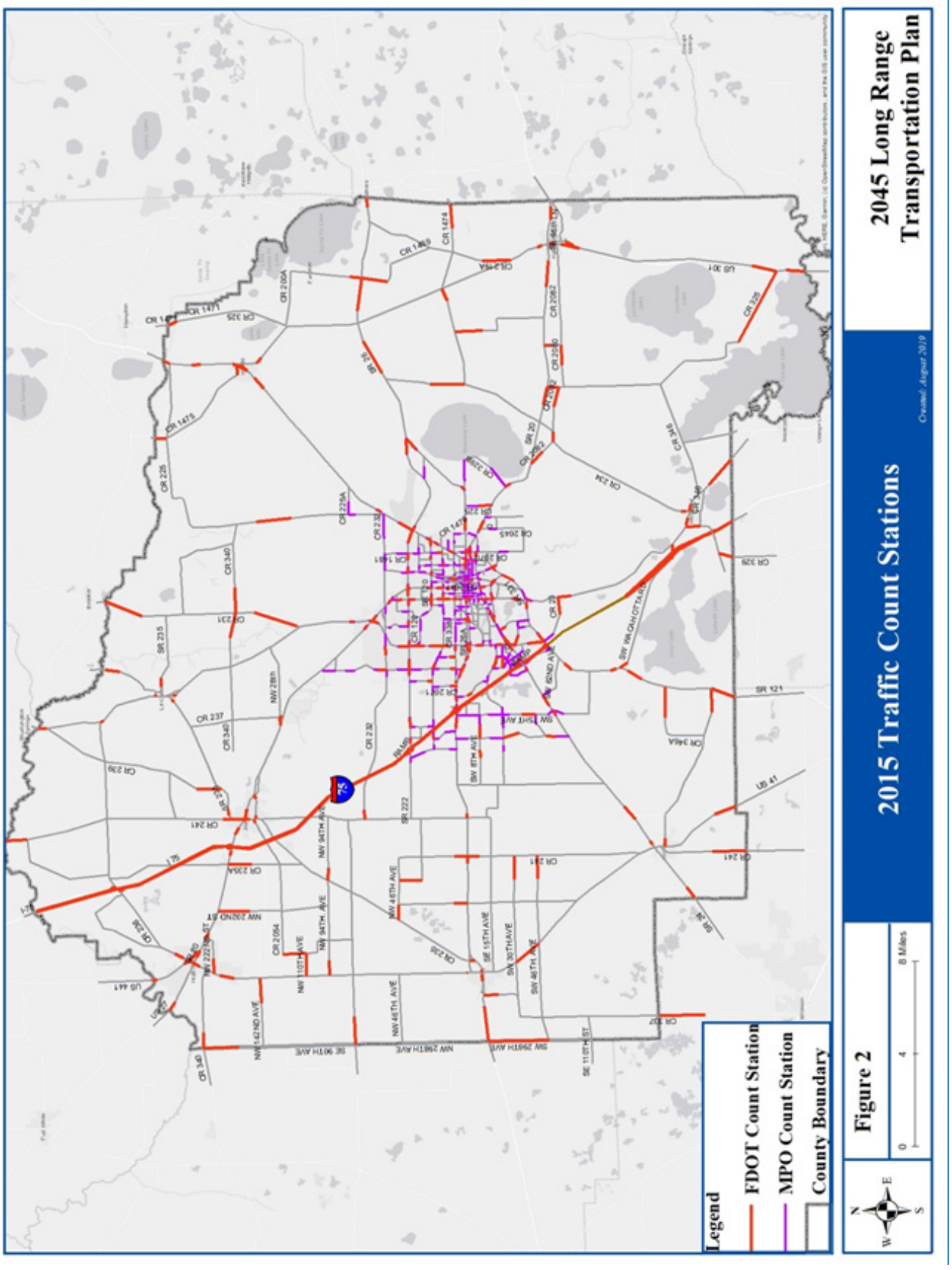


Table 1 – April 2015 Monthly Passenger Productivity Report

Route	City	Passengers	Hours	Pass. /Hr	FY 2015 Pass.	FY 2015 Hours	FY 2015 Pass./Hr
1	Downtown Station to Butler Plaza	55,278	1383	40.0	398,806	9,269	43.0
2A	Downtown Station to NE Walmart Supercenter	7,654	361	21.2	55,358	2,418	22.9
2B	Downtown Station to N Main Street Post Office	1,938	172	11.2	15,681	1,137	13.8
5	Downtown Station to Oaks Mall	41,512	1335	31.1	289,629	8,966	32.3
6	Downtown Station to Plaza Verde	8,148	334	24.4	59,070	2,222	26.6
7	Downtown Station to Eastwood Meadows	6,612	306	21.6	48,264	2,018	23.9
8	Shands to North Walmart Supercenter	27,196	1117	24.4	187,788	7,448	25.2
9	Reitz Union to Hunters Run	63,112	1660	38.0	443,658	10,513	42.2
10	Downtown Station to Santa Fe	11,757	587	20.0	85,603	3,639	23.5
11	Downtown Station to Eastwood Meadows	13,618	634	21.5	98,698	4,270	23.1
12	Reitz Union to Butler Plaza	69,327	1782	38.9	496,072	11,347	43.7
13	Beaty Towers to CareerSource	32,470	904	35.9	233,688	5,627	41.5
15	Downtown Station to NW 13th Street (at NW 23rd Avenue)	23,940	719	33.3	173,580	4,826	36.0
16	Beaty Towers to Sugar Hill	13,843	520	26.6	95,422	3,339	28.6
17	Beaty Towers to Downtown Station	14,960	482	31.1	99,499	3,063	32.5
20	Reitz Union to Oaks Mall	95,705	2243	42.7	677,223	14,253	47.5
21	Reitz Union To Cabana Beach	40,295	1279	31.5	285,410	7,647	37.3
23	Oaks Mall to Santa Fe	13,972	548	25.5	97,104	3,307	29.4
24A	Downtown Station to Airport	7,947	314	25.3	56,134	2,071	27.1
24B	Downtown Station to Job Corps	2,438	172	14.2	17,496	1,135	15.4
25	UF Commuter Lot to Airport	7,125	331	21.6	51,138	2,262	22.6
27	Downtown Station to NE Walmart Supercenter	1,758	174	10.1	10,404	997	10.4
28	The Hub to Forest Park	13,997	618	22.7	97,371	3,538	27.5
34	The Hub to Lexington Crossing	24,817	959	25.9	179,778	6,095	29.5
35	Reitz Union to SW 35th Place	56,599	1593	35.5	396,810	9,997	39.7
36	Reitz Union to SW 34th Street Post Office	9,482	337	28.1	62,056	2,083	29.8
36T	Reitz Union to SW 23rd Terrace at SW 35th Place	1,123	50	22.3	9,280	302	30.7
38	The Hub to Gainesville Place	54,503	996	54.7	372,713	5,945	62.7
38T	The Hub to Old Archer Road	1,098	53	20.6	8,869	302	29.4
39	Santa Fe to Airport	2,149	176	12.2	13,226	1,010	13.1
41	Beaty Towers to North Walmart Supercenter	6,008	361	16.7	40,392	2,063	19.6
43	Shand to Santa Fe	19,881	917	21.7	134,419	5,970	22.5

46	Reitz Union to Downtown Station	13,220	396	33.4	87,506	2,317	37.8
62	Oaks Mall to Lexington Crossing	1,563	175	8.9	12,368	1,001	12.4
75	Oaks Mall to Butler Plaza	20,358	787	25.9	160,499	5,225	30.7
76	Santa Fe to Haile Square Market	4,269	219	19.5	29,190	1,259	23.2
77	Santa Fe to Cabana Beach Apts	2,102	81	26.0	13,805	464	29.7
City totals		**791,774**	**25073**	**31.6**	**5,594,007**	**159,347**	**35.1**
Route	**Campus**	**Passengers**	**Hours**	**Pass. /Hr**	**FY 2015 Pass.**	**FY 2015 Hours**	**FY 2015 Pass./Hr**
117	Park-N-Ride 2 (SW 34th Street)	20,746	697	29.8	134,175	4,105	32.7
118	Park-N-Ride 1 (Cultural Plaza)	39,422	916	43.1	269,716	5,408	49.9
119	Family Housing	5,356	227	23.6	43,725	1,368	32.0
120	West Circulator (Fraternity Row)	25,267	478	52.9	175,496	2,790	62.9
121	Commuter Lot	7,482	461	16.2	46,528	2,752	16.9
122	UF North/South Circulator	4,110	222	18.5	30,095	1,323	22.8
125	Lakeside	24,920	635	39.2	187,336	3,894	48.1
126	UF East/West Circulator	13,303	750	17.7	91,980	4,359	21.1
127	East Circulator (Sorority Row)	18,156	484	37.5	142,515	2,831	50.3
128	Reitz Union to Lake Wauburg	281	32	8.9	613	95	6.4
Campus totals		**159,043**	**4,901**	**32.5**	**1,122,179**	**28,925**	**38.8**
Route	**Later Gator Service**	**Passengers**	**Hours**	**Pass. /Hr**	**FY 2015 Pass.**	**FY 2015 Hours**	**FY 2015 Pass./Hr**
300	Later Gator A (Fraternity Row to and from Downtown Station)	7,294	324	22.5	44,654	1,724	25.9
301	Later Gator B (SW Gainesville to and from Downtown Station)	3,838	232	16.5	23,053	1,358	17.0
302	Later Gator C (Oaks Mall to and from Downtown Station)	7,211	250	28.8	41,782	1,444	28.9
303	Later Gator D (CareerSource to and from Downtown Station)	370	48	7.8	2,921	291	10.0
305	Later Gator F (Butler Plaza to and from Downtown Station)	643	54	12.0	4,649	322	14.4
Later Gator Totals		**19,356**	**907**	**21.3**	**117,059**	**5,139**	**22.8**
Route	**Other Services**	**Passengers**	**Hours**	**Pass. /Hr**	**FY 2015 Pass.**	**FY 2015 Hours**	**FY 2015 Pass./Hr**
98-99	Special Services	63	8	7.6	63	8	7.6
198-203	Gator Aider*	-	-	-	18,409	1,408	13.1
205	Basketball Game Service	-	-	-	-	-	-
206	Volleyball Game Service	-	-	-	-	-	-
207	Baseball/Gymnastics Service	-	-	-	-	-	-
Other Services Totals		**63**	**8**	**8.0**	**18,472**	**1,417**	**13.0**
System-wide Totals		**970,236**	**30,890**	**31.4**	**6,851,717**	**194,827**	**35.2**

Source: Regional Transit System, City of Gainesville Pass./Hr = Passengers Per Hour; FY = Fiscal Year

TASK 2.2 MAPPING

2.2.1 Traffic Analysis Zone Map

Traffic Analysis Zones used for the previous Long-Range Transportation Plan Update (base year 2010) were evaluated for use in the Year 2045 Update. Based on new developments since 2010 and review of aerial imagery, changes were warranted to the traffic analysis zone structure. Figures 3 and 4 depict the 2015 Traffic Analysis Zone structure. Appendix 2 documents 2010 to 2015 Traffic Analysis Zone Equivalency Table.

2.2.2 Highway System Network Map

Figures 5 through 13 show various characteristics of the highway network for the 2015 year. The number of lanes shown in Figures 5 and 6 is based on the 2015 Roadway Characteristics Inventory. The posted speed and traffic signals are newly added attributes to the 2015 model network. Figures 7, 8, and 9 show the posted speed and traffic signals coded in the model network. In addition, Figures 10,11,12 and 13 present the area types and facility types coded in the model network. Based on the review and the model validation results, no changes were made to the area type and facility type coding in the 2010 model.

2.2.3 Transit System Network Map

Figure 14 displays the base year transit routes which have been coded in the 2015 base year model along with the service characteristics of the routes. They will be used as a base of transit network development and evaluations in the Year 2045 Long-Range Transportation Plan.

2.2.4 Bicycle Facilities Network Map

To determine the allocation of stops by mode, a Bicycle Facilities Network Map was developed for the 2015 Base Year (Figure 15). Year 2015, and planned improvements (Figure 16), were provided by the City of Gainesville and Alachua County in geographic information systems shapefile format, which is being used in the model update and validation process. A full description of the bicycle-pedestrian network and updates will be provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation). Figures 15 and 16 present the bicycle facilities network provided by the City of Gainesville. Additional data collected on the bicycle facilities network is enclosed under *additional information* in this report.

2.2.5 Sidewalk Network Map

For purposes of documenting mode split, and identifying gaps in access to transit, a Sidewalk Network Map was developed for the 2015 Base Year (Figures 17 and 18). Additional data collected on the pedestrian facilities network is covered under additional information in this report.

2.2.6 Freight Corridor Map

A Freight Corridor Map was developed for the 2015 Base Year. Figure 19 presents the freight corridors using Strategic Intermodal System facilities from Florida Department of Transportation. The long-haul truck travel patterns from the Florida Statewide Model will be used to further evaluate the freight corridors in the region.

Figure 3: 2015 Traffic Analysis Zone Structure

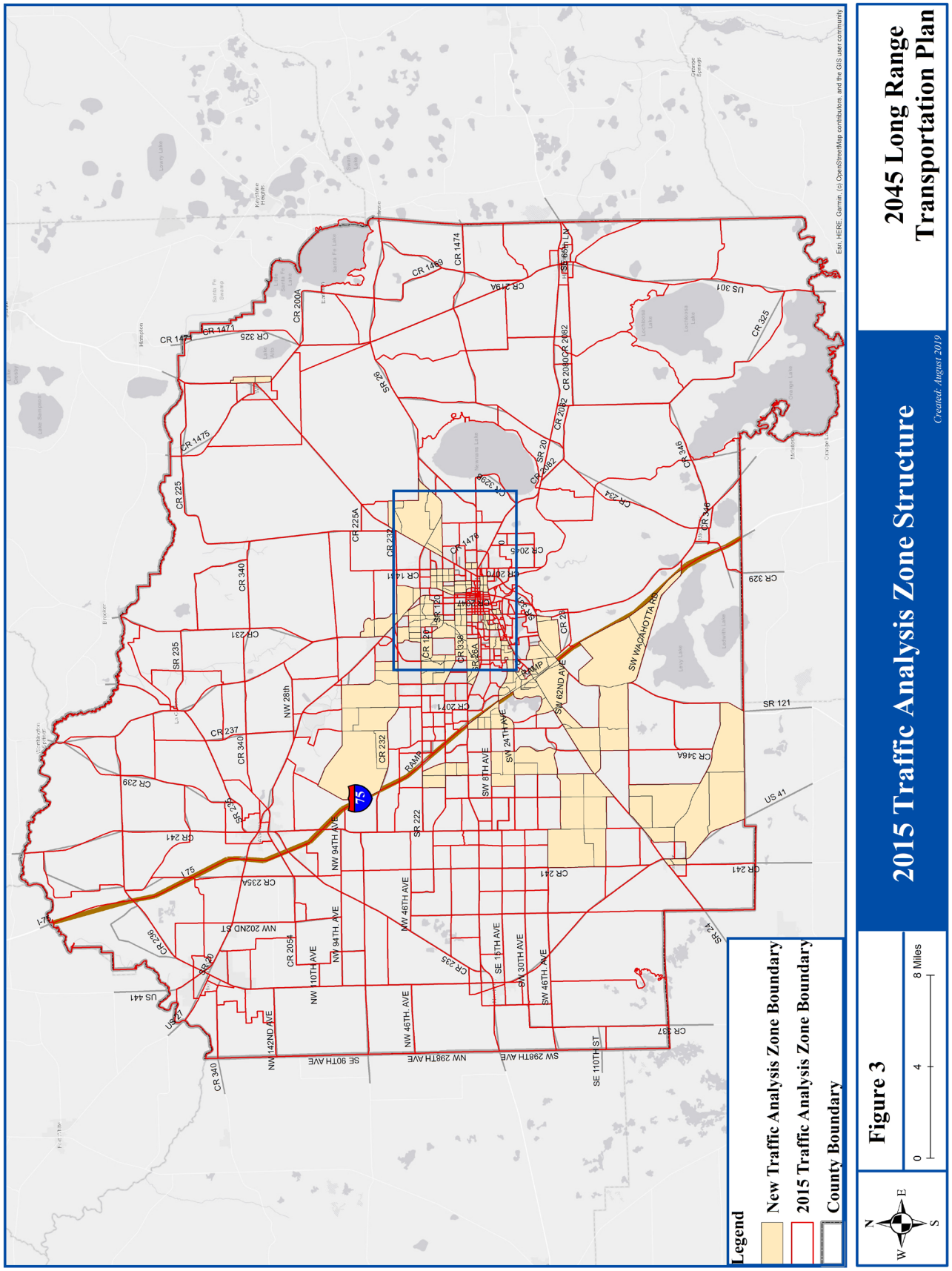


Figure 4: 2015 Traffic Analysis Zone Structure (Inset)

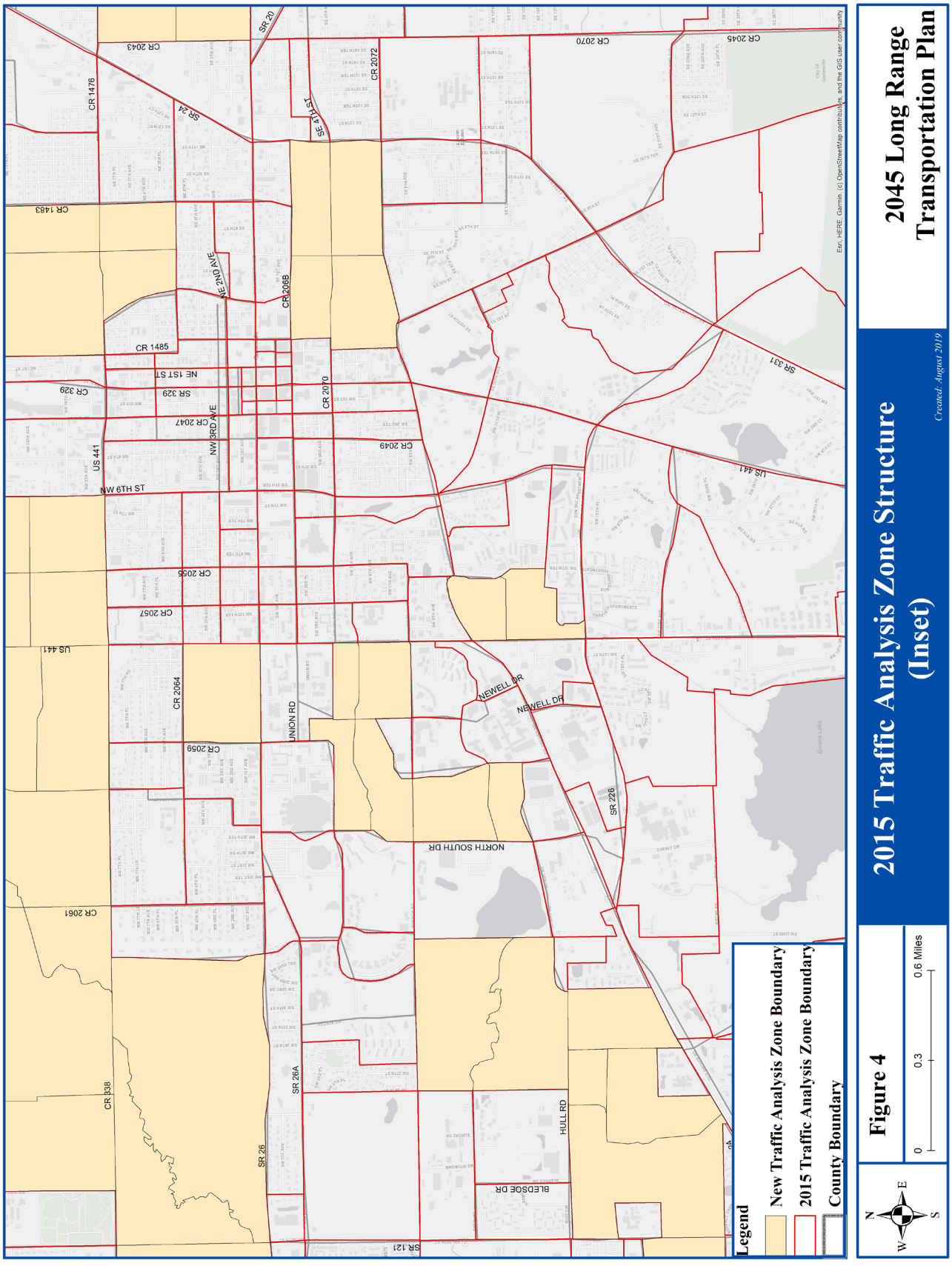


Figure 5: 2015 Highway Network - Number of Lanes

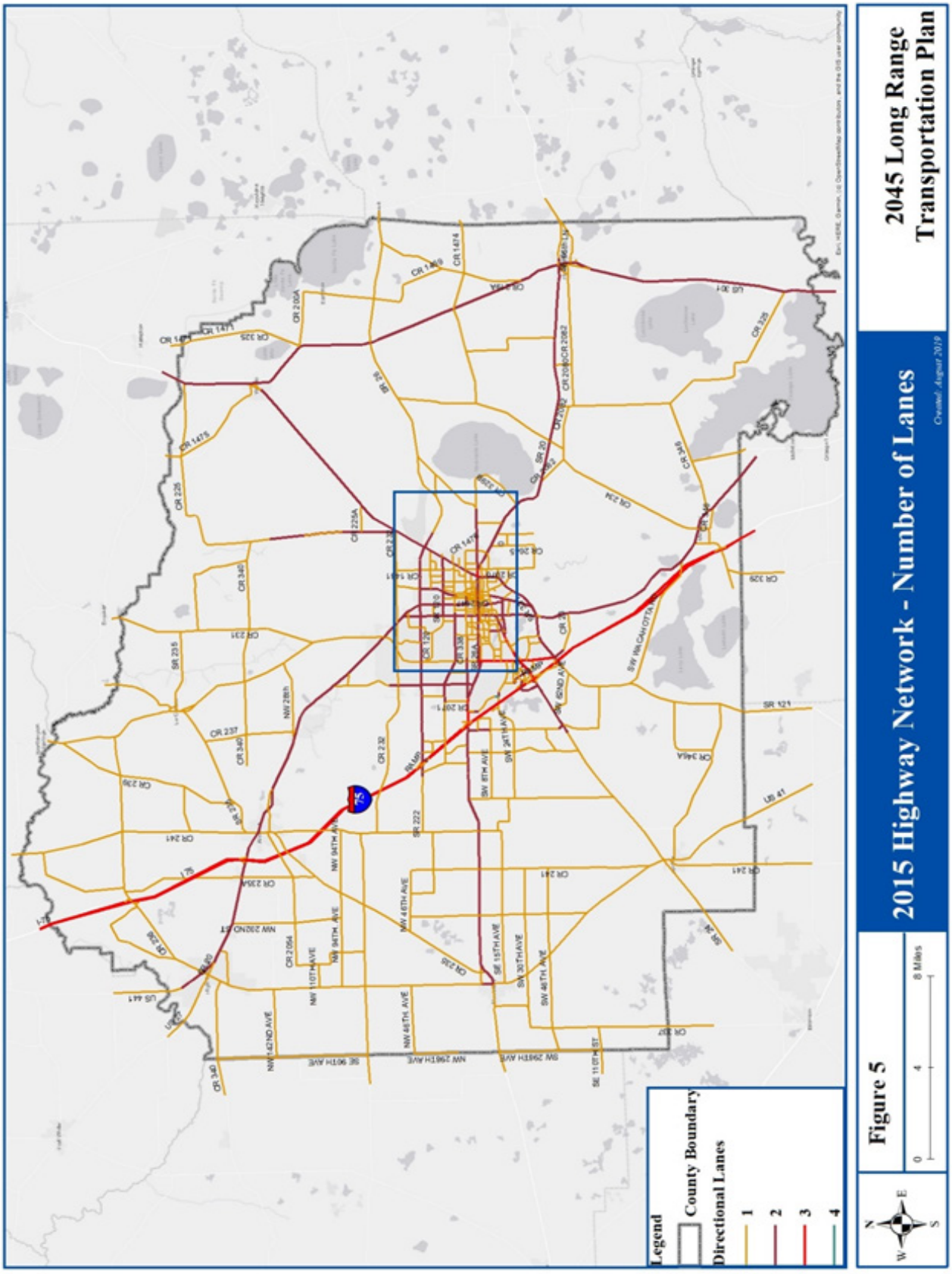


Figure 6: 2015 Highway Network - Number of Lanes (Inset)

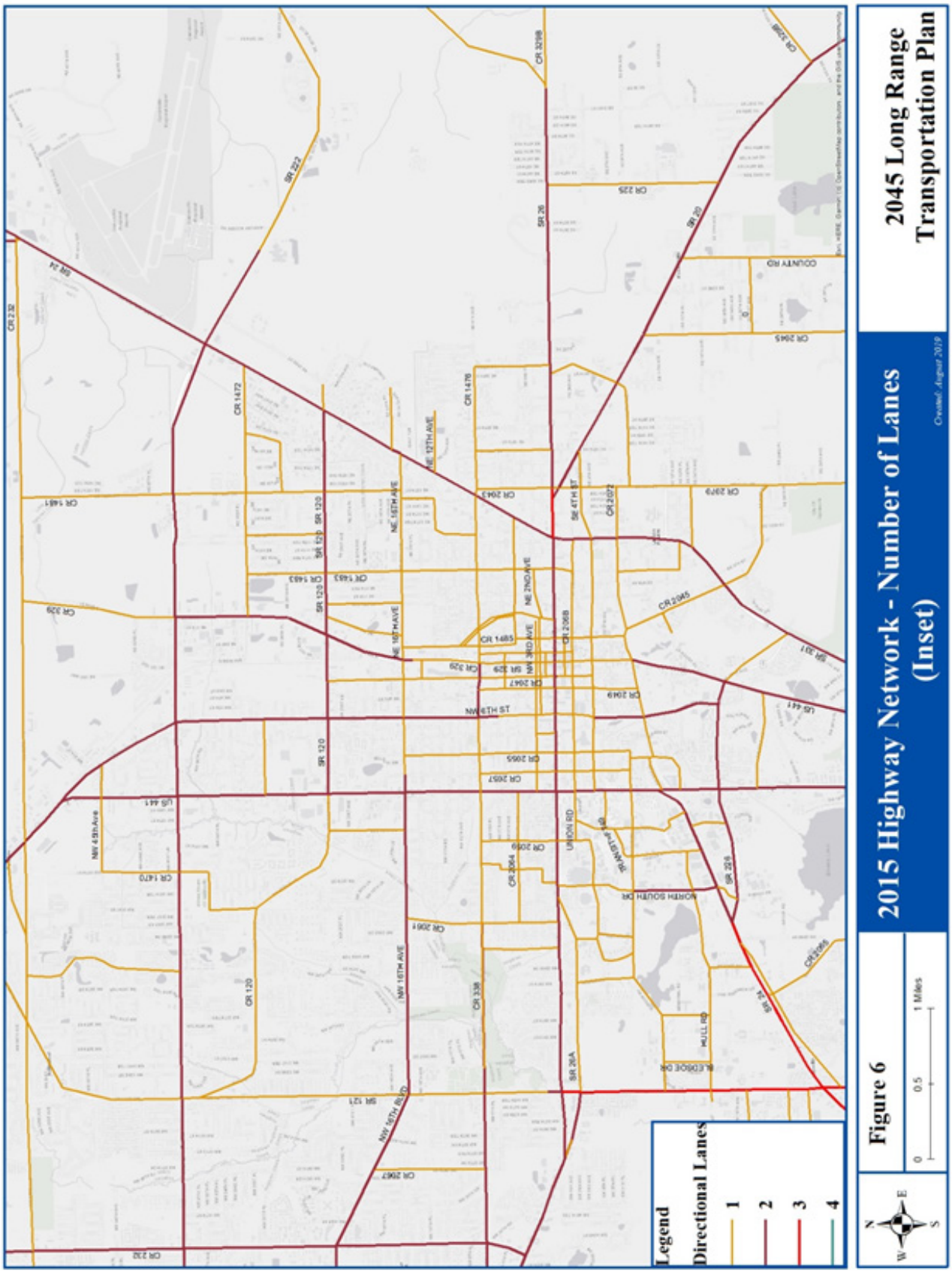


Figure 7: 2015 Highway Network - Posted Speed

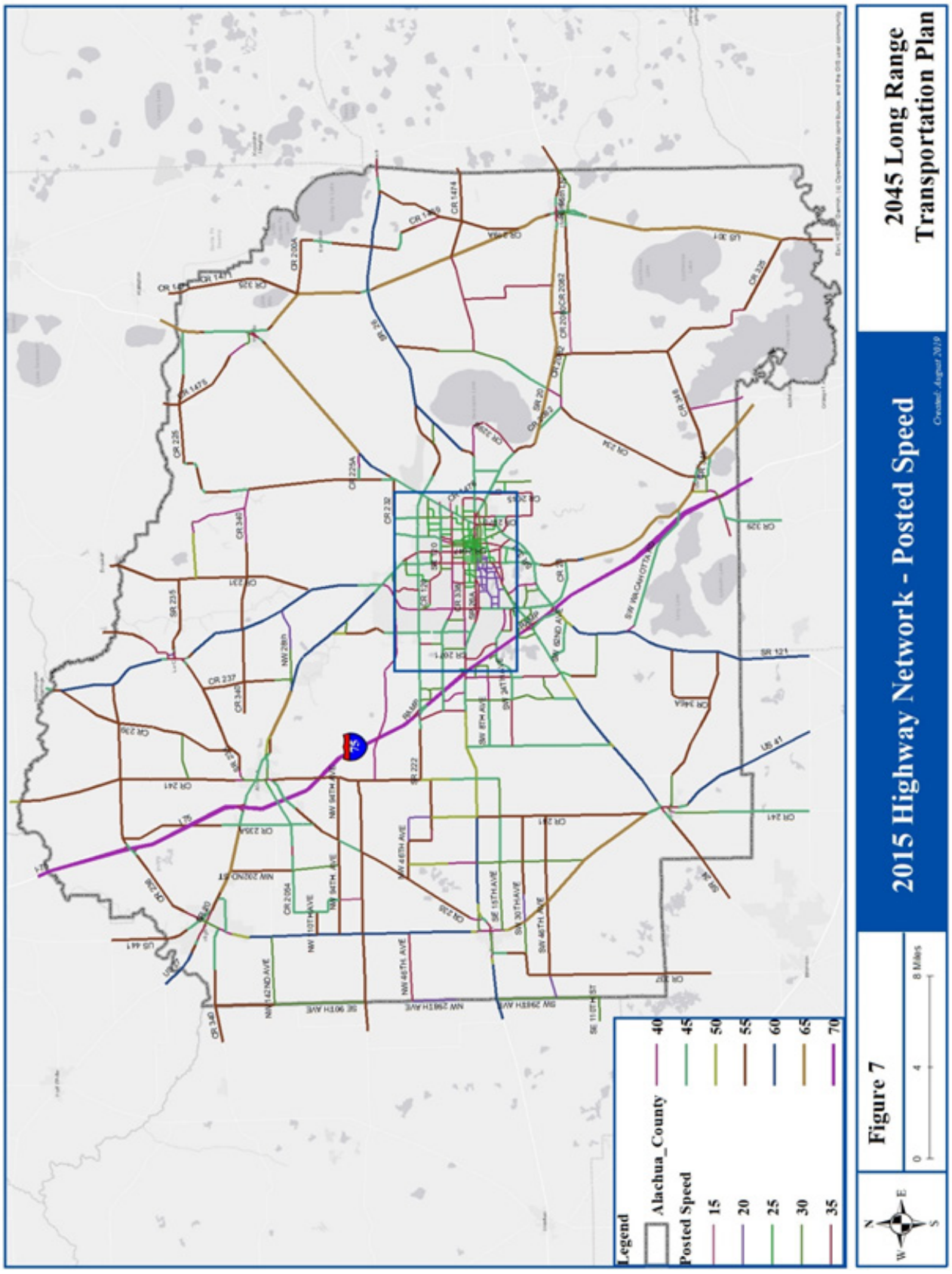


Figure 8: 2015 Highway Network - Posted Speed (Inset)

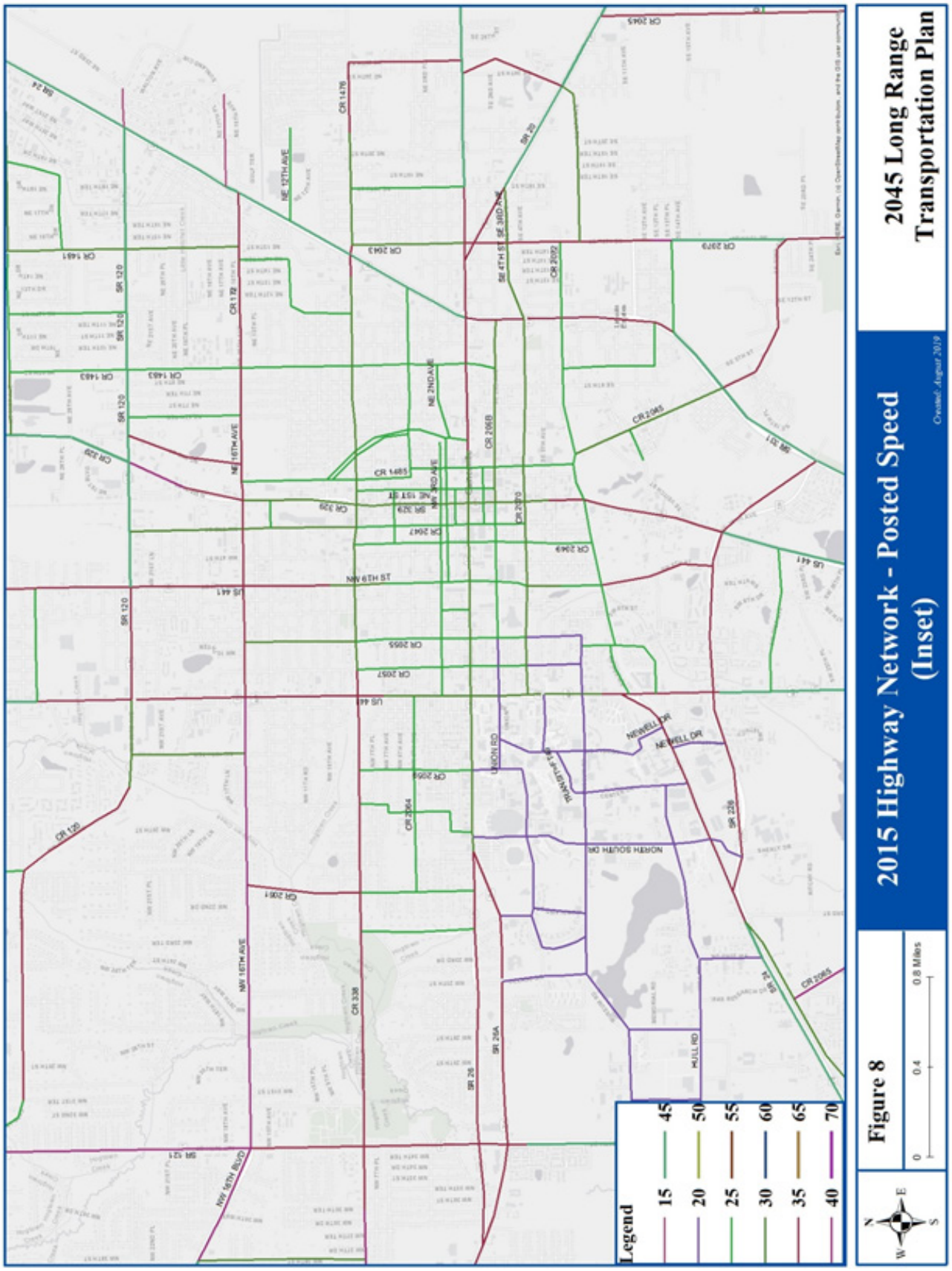


Figure 9: 2015 Highway Network - Traffic Signals

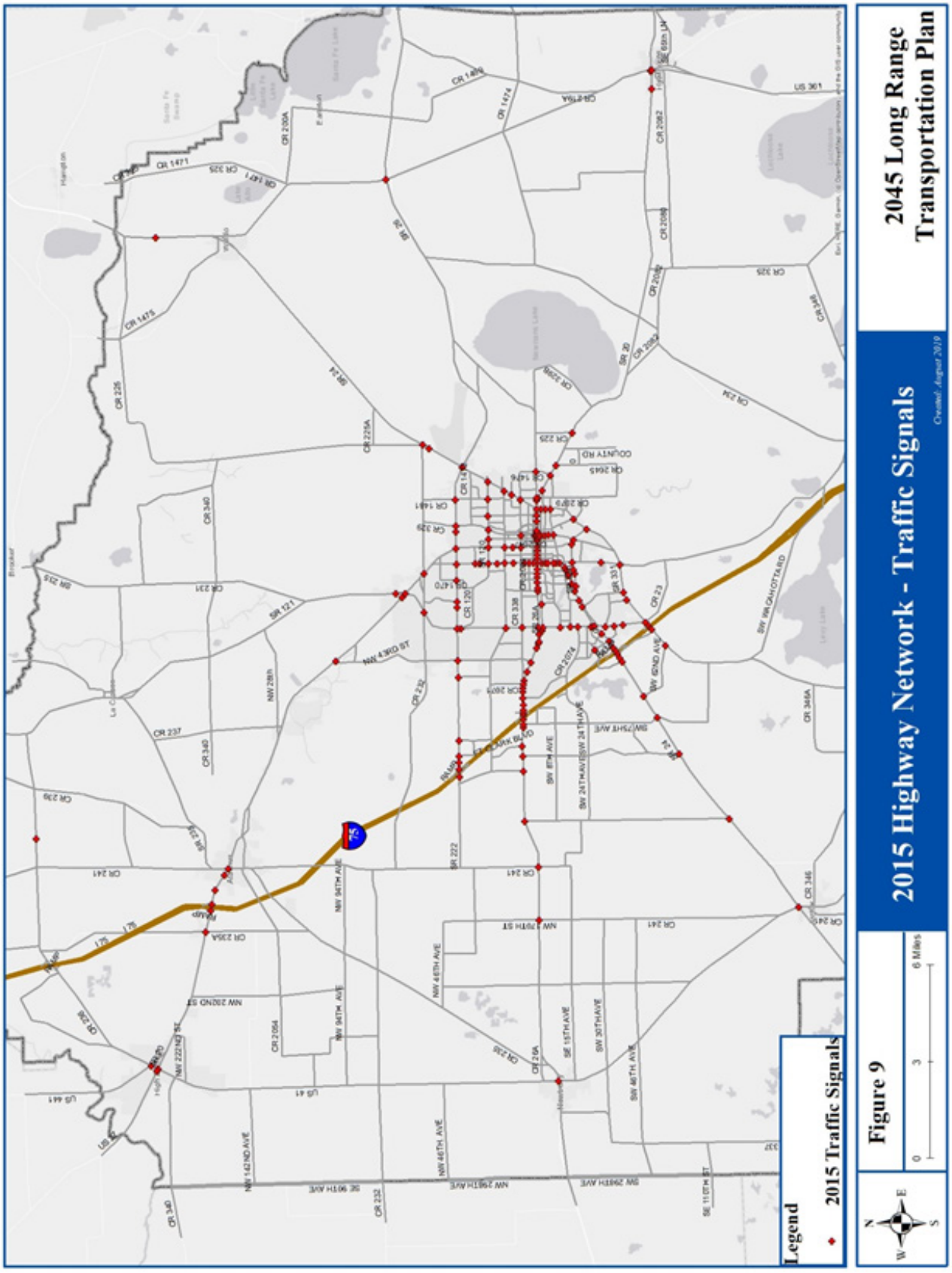


Figure 10: 2015 Highway Network - Facility Type

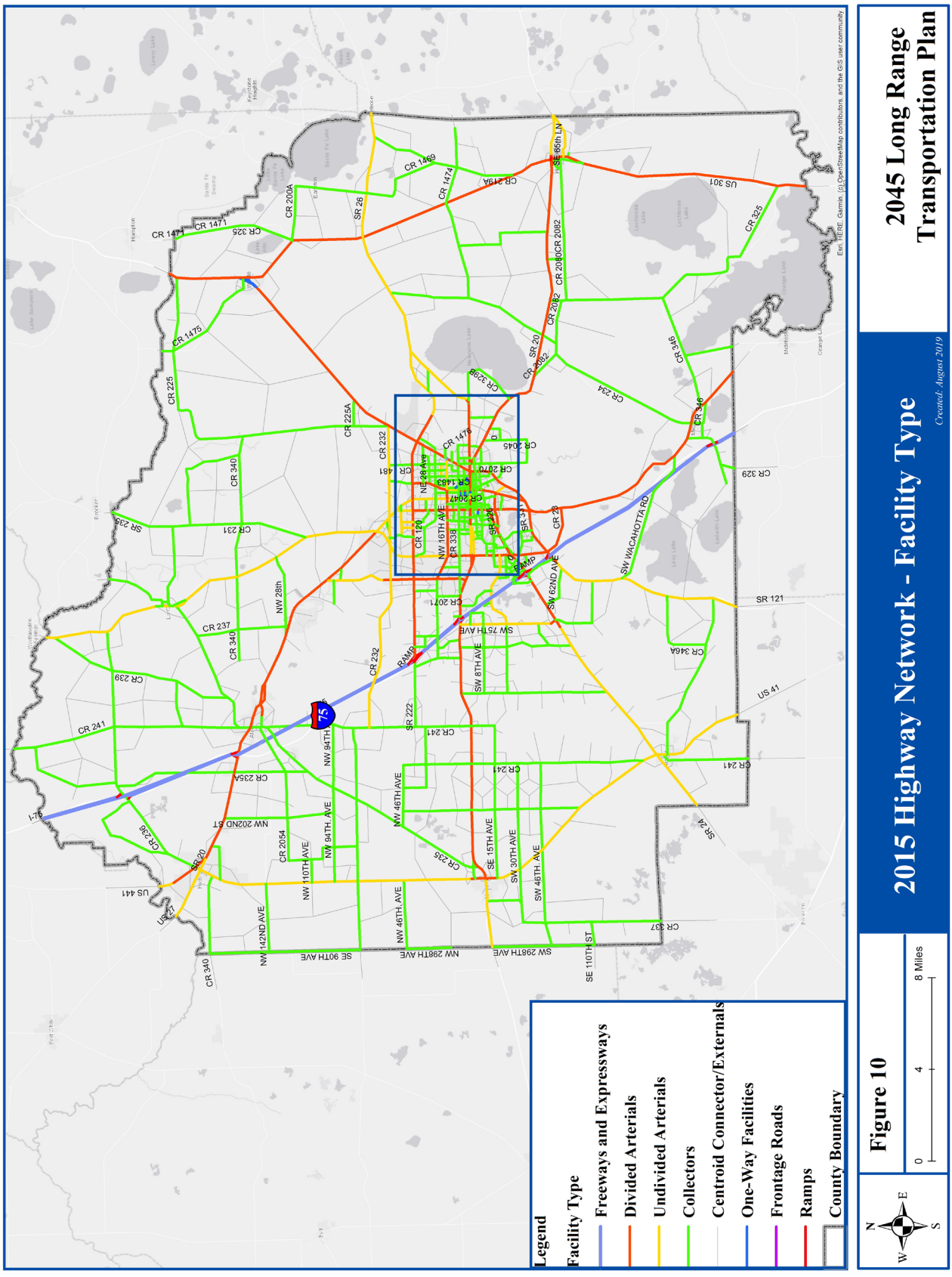


Figure 11: 2015 Highway Network - Facility Type (Inset)

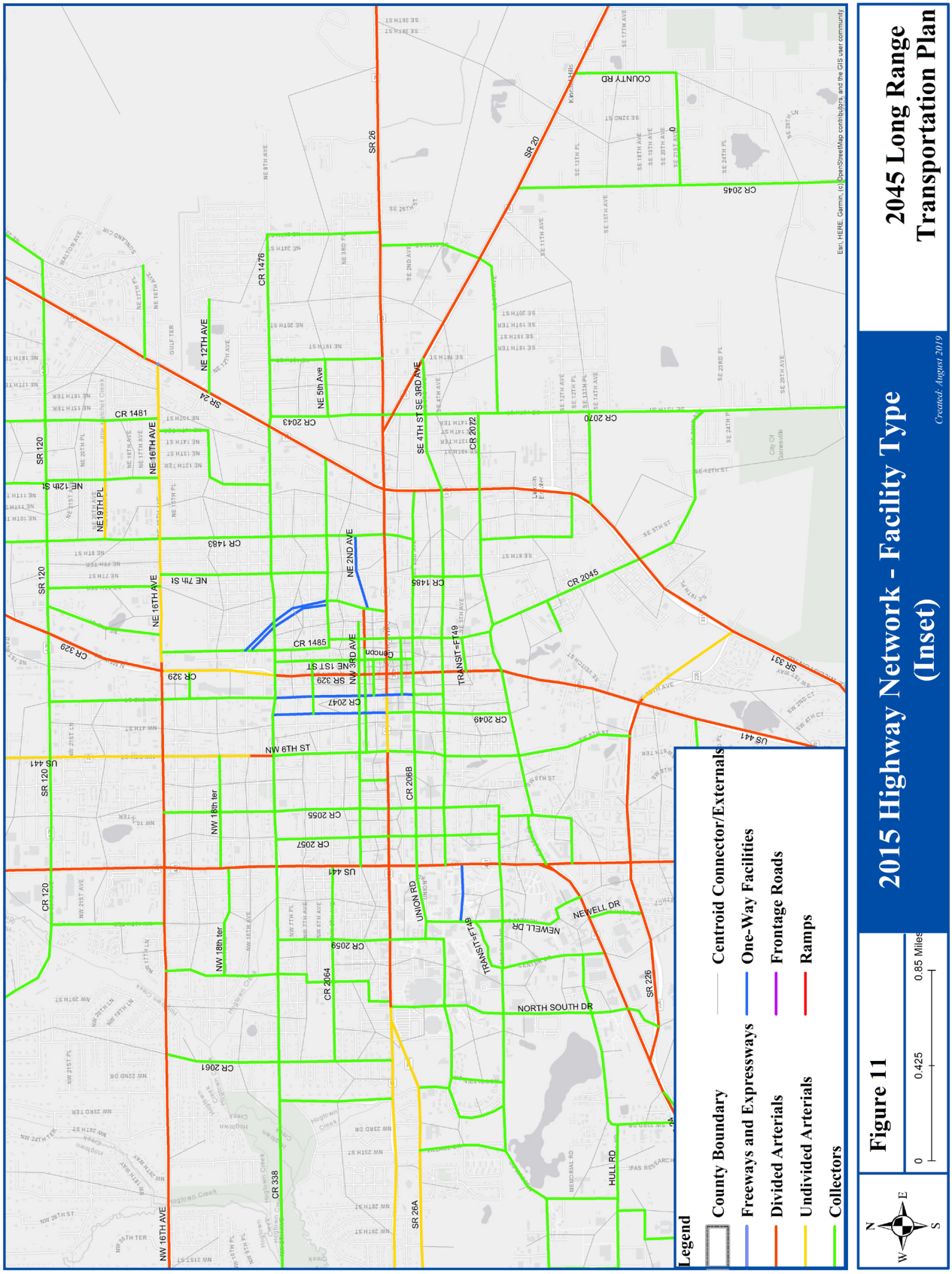


Figure 12: 2015 Highway Network - Area Type

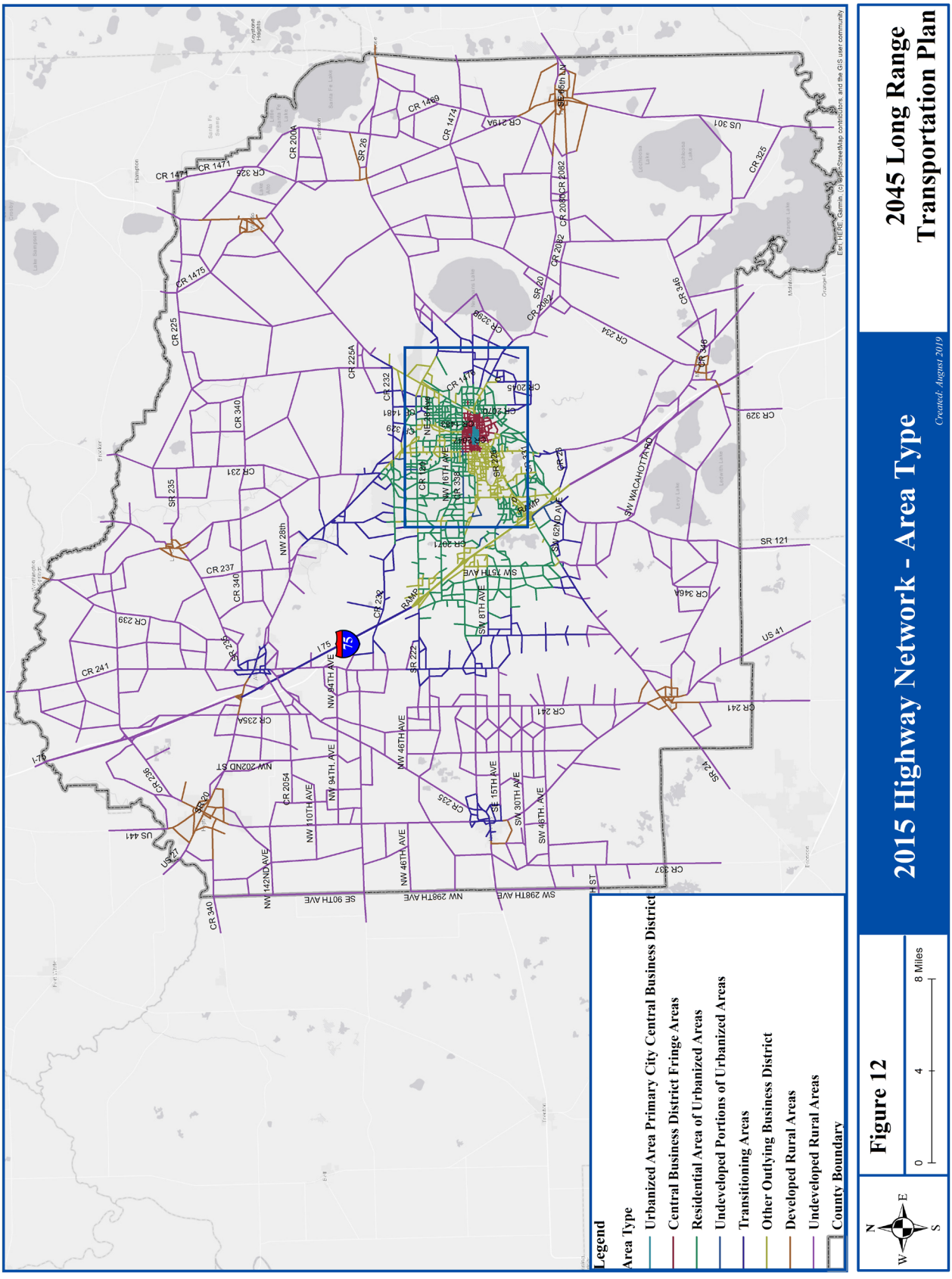


Figure 13: 2015 Highway Network - Area Type (Inset)

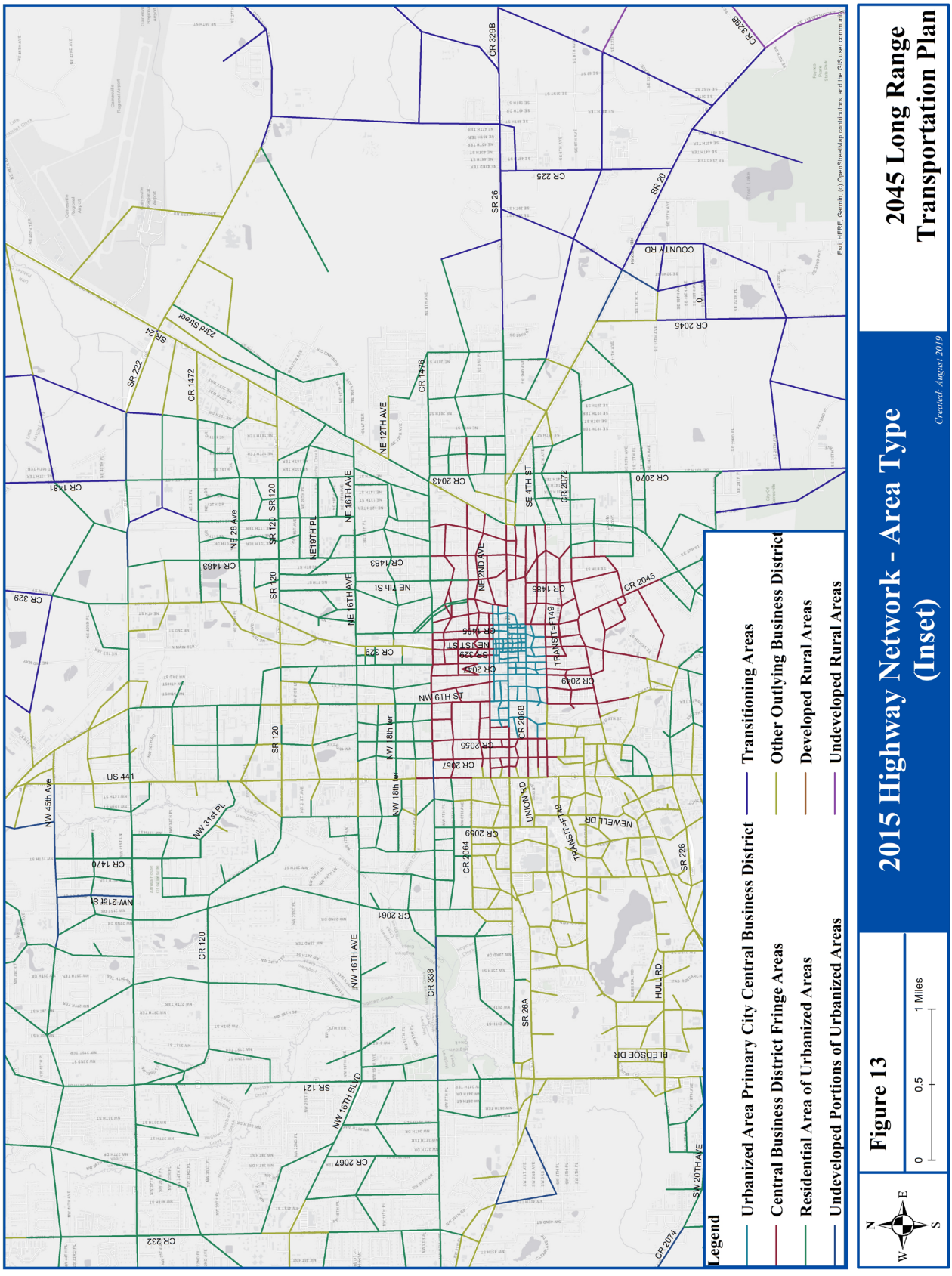


Figure 14: 2015 Transit Network

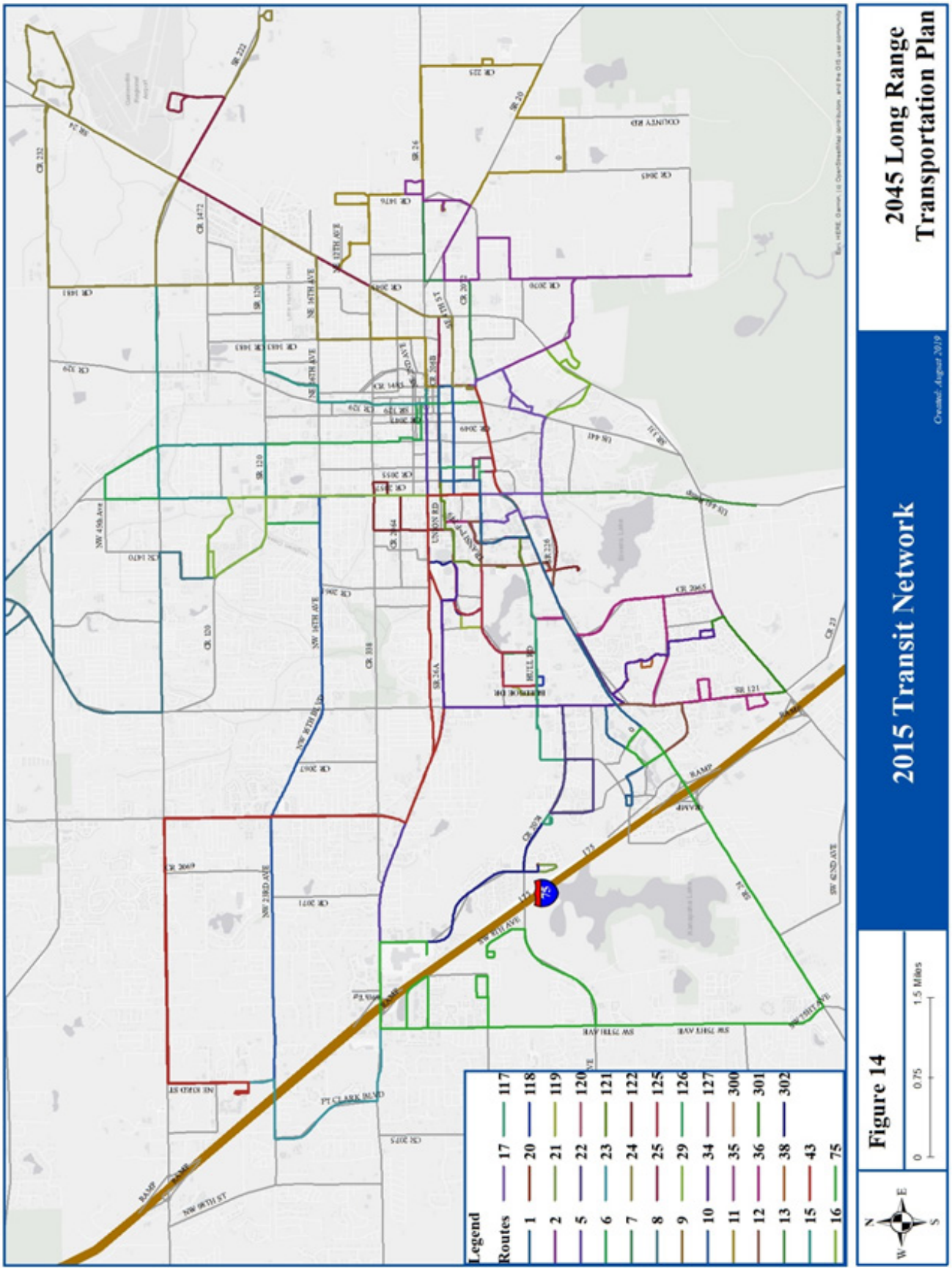


Figure 15: Existing Bycicle Network

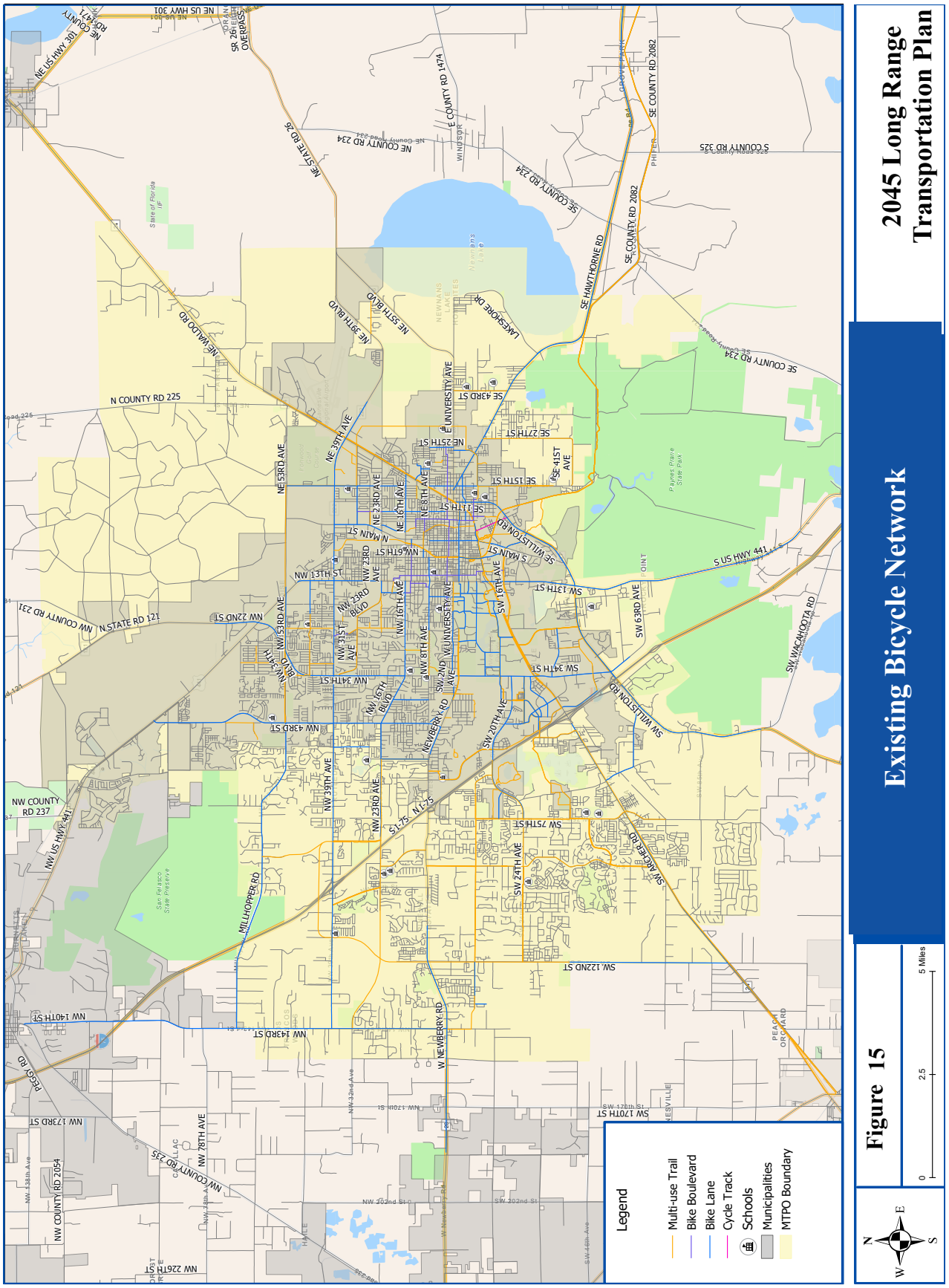


Figure 16: Planned Bicycle Improvements

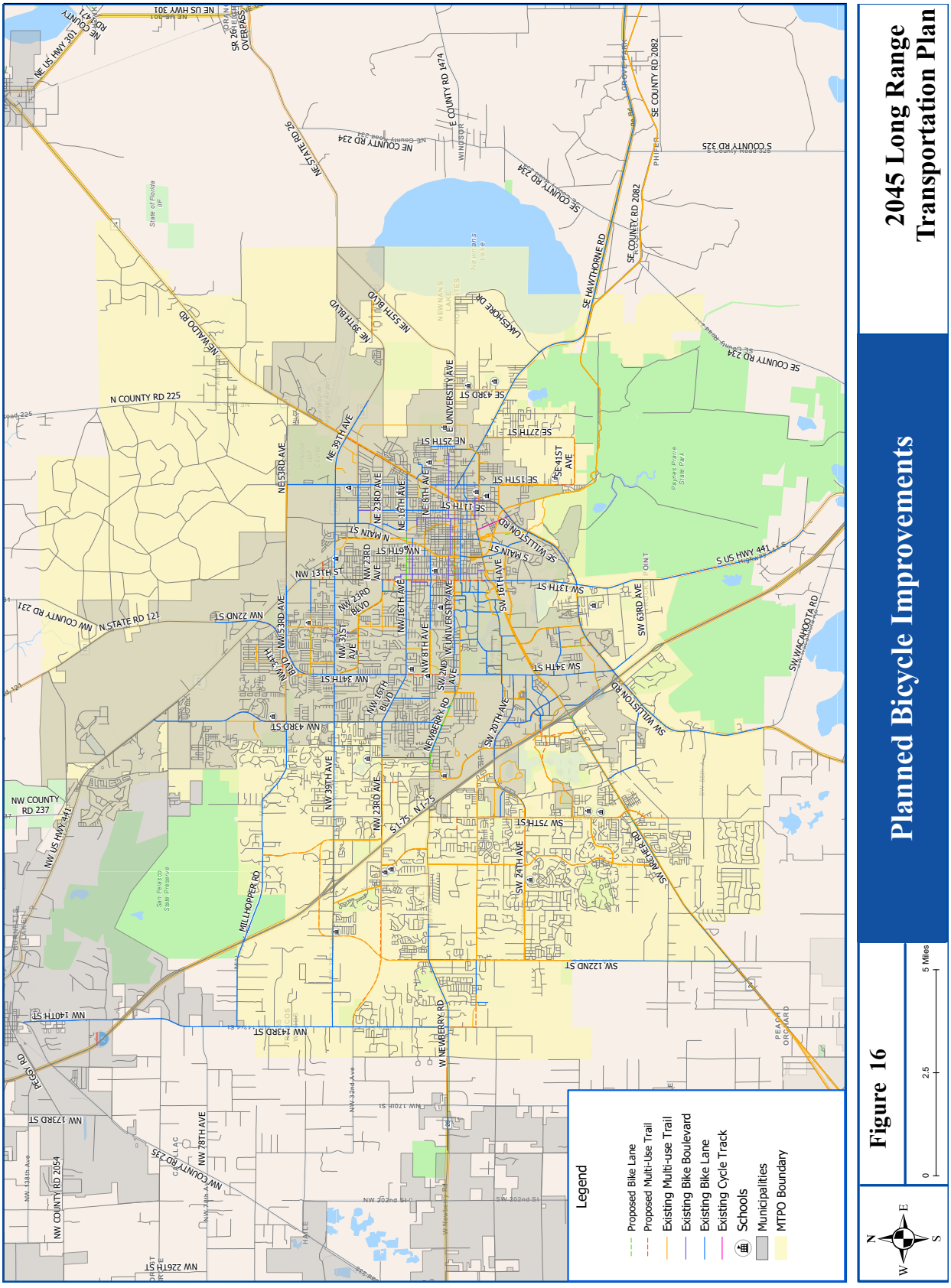


Figure 17: Existing Sidewalk Infrastructure

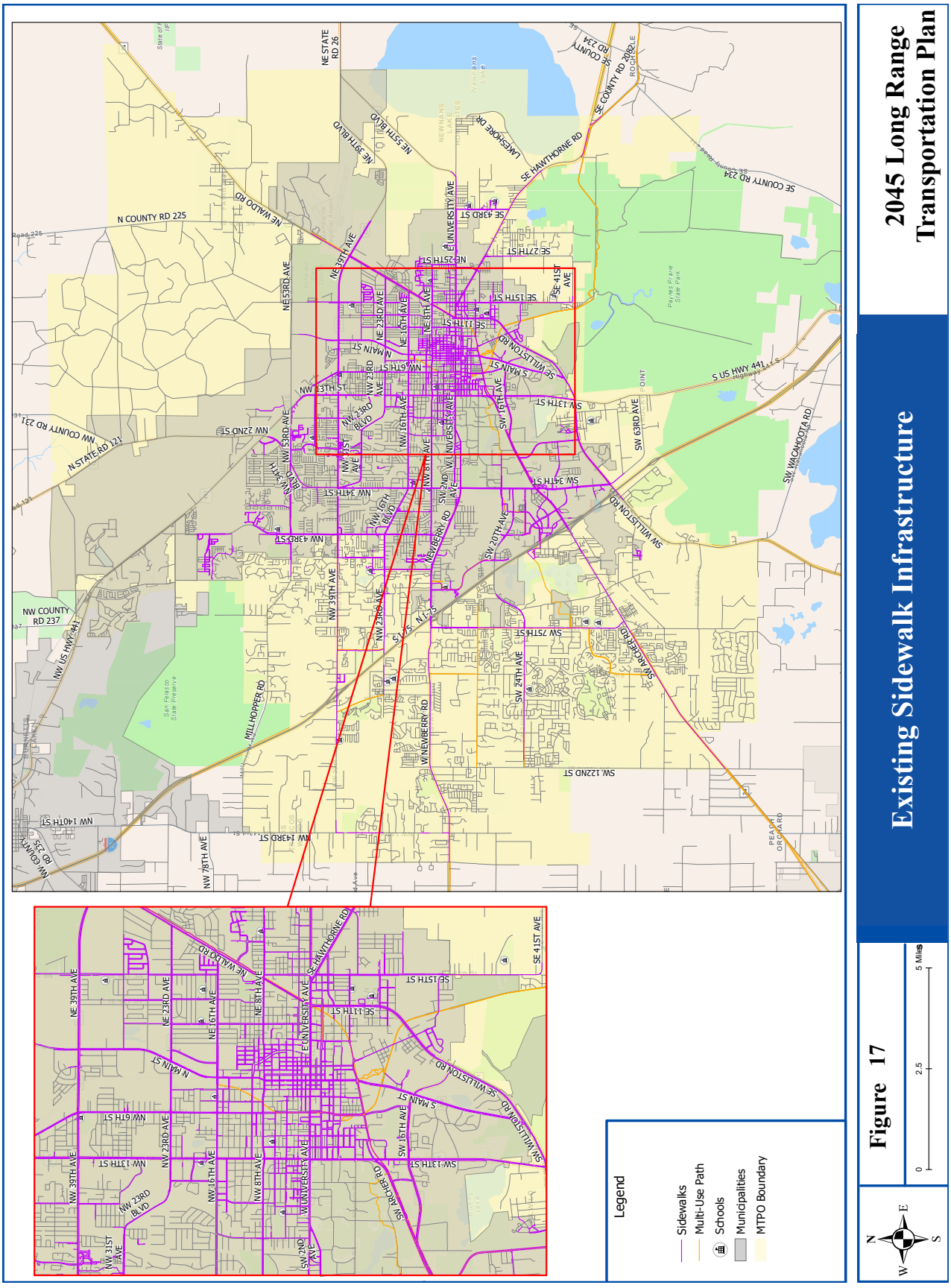


Figure 18: Planned Sidewalk Improvements

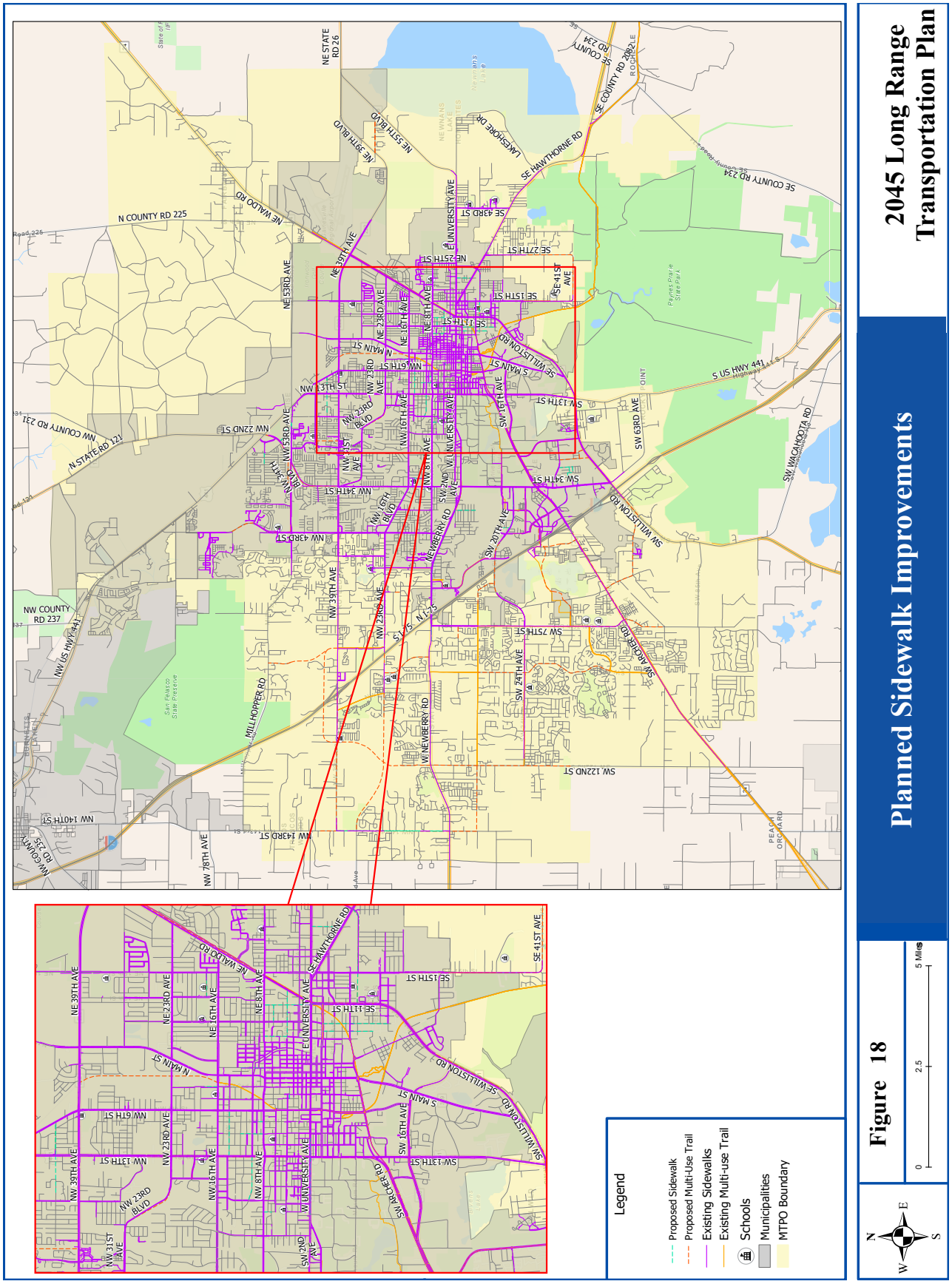
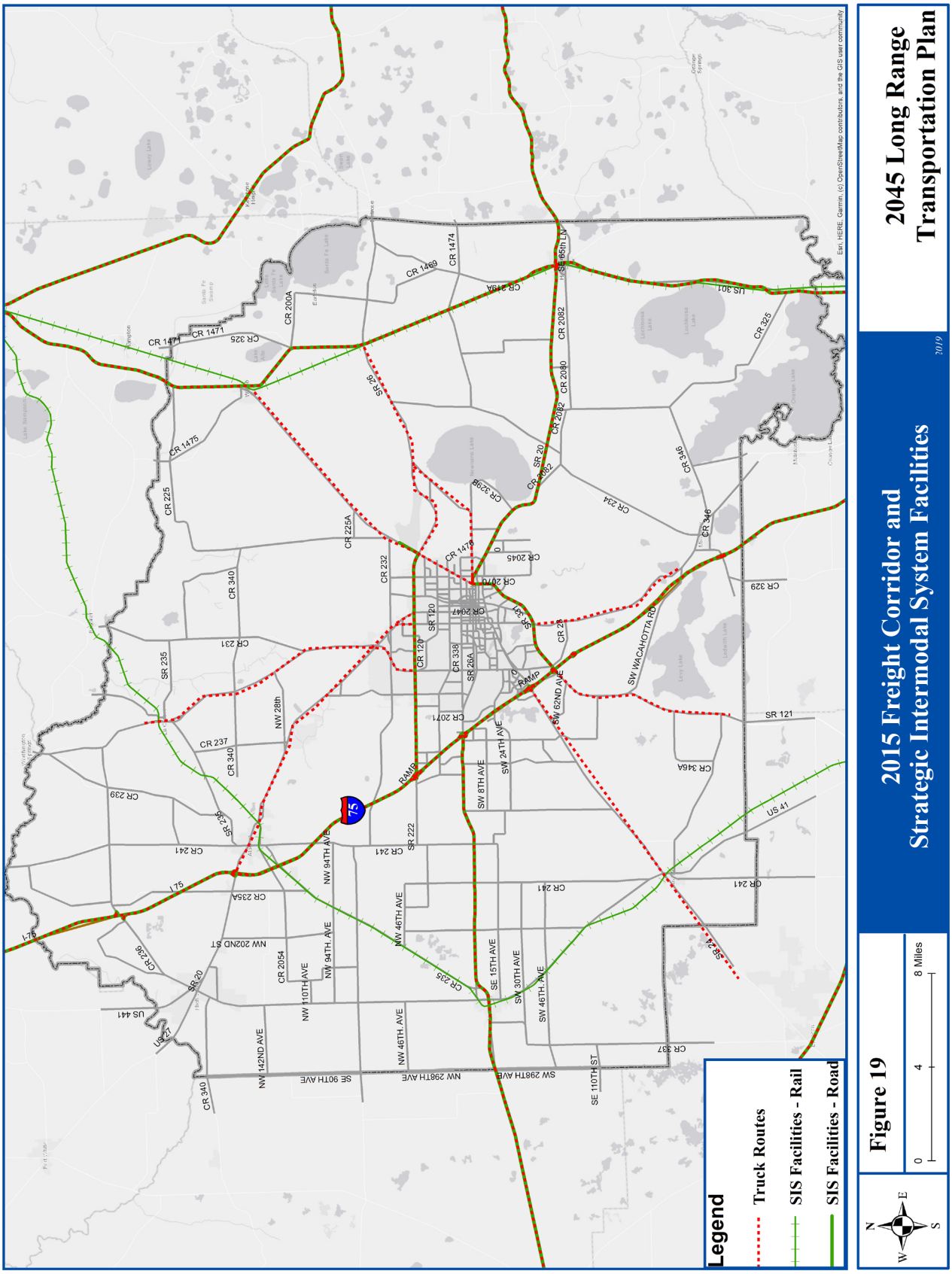


Figure 19: 2015 Freight Corridor and Strategic Intermodal System Facilities



TASK 2.3 DATA DEVELOPMENT

The 2015 population and employment dataset were developed using the American Community Survey, Bureau of Economic and Business Research, and University of Florida's staff latest estimates. In addition, the reasonableness of control totals of these datasets were compared to various sources, like Florida Department of Revenue parcel data, 2015 Employment Data at census block-group 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 File (ZData1)

2.3.1 Population and Household Data

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area developed 2010 population and housing data for each traffic analysis zone. Note that the 2010 data were developed using the 2010 U.S. Decennial Census.

The County control totals for 2015 population and housing were obtained from American Community Survey, Bureau of Economic and Business Research, and Florida Department of Revenue. The base year 2015 Zonal data 1 data were developed by identifying the new parcels between 2010 and 2015. The growth in households was allocated based on the new parcels. The Traffic Analysis Zone-specific average household size was used to estimate the 2015 Traffic Analysis Zone population. Figure 20 shows the population distribution by Traffic Analysis Zone. Table 2 specifies the socioeconomic data attributes used in the model.

The base year 2015 data include the following:

1. 2015 population and housing data for each Traffic Analysis Zone:
   a. Population and number of single-family and multi-family units;
   b. Auto availability;
   c. Percent of vacant single-family and multi-family units; and
   d. Population and number of single-family and multi-family units occupied by non-permanent residents.
2. Number of hotel/motel units and associated occupancy rate.
3. Vacancy rate for single-family and multi-family units. The previous base year 2010 rates were used.

Table 2 - Socioeconomic Data Variables

Variable	Description
SFDU	Single Family Dwelling Units
SPOP	Sing. Family Population
MFDU	Multi Family Dwelling Units
MFPOP	Multi Family Population
TOTPOP	Total Population
HM_DU	Hotel/Motel Units
HM_POP	Hotel/Motel Population
OIEMP	Other Industrial Employment
MFGEMP	Manufacturing Employment
COMEMP	Commercial Employment
SERVEMP	Service Employment
TOTEMP	Total Employment
SCHENR	School Enrollment
UF_EMP	University Employment
UF_DORM_ST	University Dorm Students
UP_PARKING	University Parking
SEATS	University Classroom Seats
UF_OC_ST	University Off-Campus Students
SHORTPARK	Short term parking
LONGPARK	Long term parking
SF_SEA	Single Family Seasonal
SF_0V	Single Family 0- vehicles Percent
SF_1V	Single Family 1- vehicles Percent
SF_2V	Single Family 2- vehicles Percent
SF_3V	Single Family 3+- vehicles Percent
SF_VAC	Single Family Permanent Vacant
MF_SEA	Multi Family Seasonal
MF_0V	Multi Family 0- vehicles Percent
MF_1V	Multi Family 1- vehicles Percent
MF_2V	Multi Family 2- vehicles Percent
MF_3V	Multi Family 3+- vehicles Percent
MF_VAC	Multi Family Permanent Vacant
HM_POC	Hotel/Motel Percent Occupied

2.3.2 Employment and School Enrollment Data

2015 employment data were provided by Florida Department of Transportation Central Office which used the 2014 InfoUSA commercial database. A comparison of the 2015 InfoUSA estimate to the 2010 employment data shows no significant growth in employment in the region. To further evaluate employment growth, the 2015 employment control totals were compared to other data sources, such as Bureau of Economic Analysis and Bureau of Labor Statistics. The latter sources indicate there is reasonable growth in employment (approximately 12 percent). Table 3 presents the population and employment control total comparison. It appears the drop in the unemployment rate between 2010 and 2015 contributes to the higher growth in employment than the population.

The 2015 employment data is classified into service, commercial and industrial.

The base year 2015 Zonal data 2 dataset includes the following:

1. Parking cost data for City of Gainesville and University of Florida campus traffic analysis zones where short-term paid parking and long-term paid parking are available.
2. Base Year (2015) public school enrollment from the School Board of Alachua County and comparable data for private schools within the study area.

Socioeconomic Data Summary

Table 3 shows a comparison of the 2010 and 2015 socioeconomic datasets. Population and employment in the study area have increased by 2.7 percent and 12.39 percent, respectively. Note that the 2015 employment control total was adjusted to include proprietary\self-employment.

Table 3 - Comparison of Socioeconomic Datasets

Socioeconomic Data	2010	2015	Growth
Population Estimate	247,336	254,218	2.78%
Population in Housing Units	233,416	238,052	1.99%
Population Estimate in Group Quarter	13,920	16,166	16.14%
Housing Units	112,766	114,986	1.97%
Employment	137,594	154,640	12.39%

2.3.3 Special Generators

Special generators are introduced in the sequential four-step modeling procedure to represent certain types of facilities whose trip generation characteristics are not fully captured by the trip generation model. These facilities usually include airports, major shopping centers/ regional shopping malls, military installations, universities, and hospitals.

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 developed for the previous Year 2040 Plan Update (2010 Base Year) are listed in Table 4. The special generators will be further thoroughly evaluated during Task 4 (Model Update and Validation).

Table 4 - Gainesville/Alachua Model: Special Generators

TAZ	Person Trips	HBW	HBSH	HBSR	HBO	NHB	Description
536	27,000	2	2	2	92	2	Santa Fe College
440	655	20	38	38	0	4	University of Florida
441	576	20	38	38	0	4	University of Florida
449	662	20	38	38	0	4	University of Florida
453	1,816	20	38	38	0	4	University of Florida
460	362	20	38	38	0	4	University of Florida
433	408	20	38	38	0	4	University of Florida

Source: 2010 Gainesville Model

2.3.4 Internal-External and External-External Trip Data

Figure 20 shows the location of external stations in the model. Traffic Analysis Zone numbers between 600 and 700 were allocated to the external stations in the 2015 Traffic Analysis Zone structure. The corresponding 2015 highway network was renumbered accordingly.

Table 5 shows Internal-External and External-External trips estimated for 2015 using the year 2010 percent split and 2015 traffic counts. It was noted that some external station counts have decreased when compared to the 2010 counts. Additional reasonableness checks were performed using 2015 and 2018 Annual Average Daily Traffic counts. Upon noticing no decreasing trend between 2015 and 2018, the 2015 traffic counts of these external stations were capped to the 2010 traffic counts.

Figure 20: 2015 External Stations

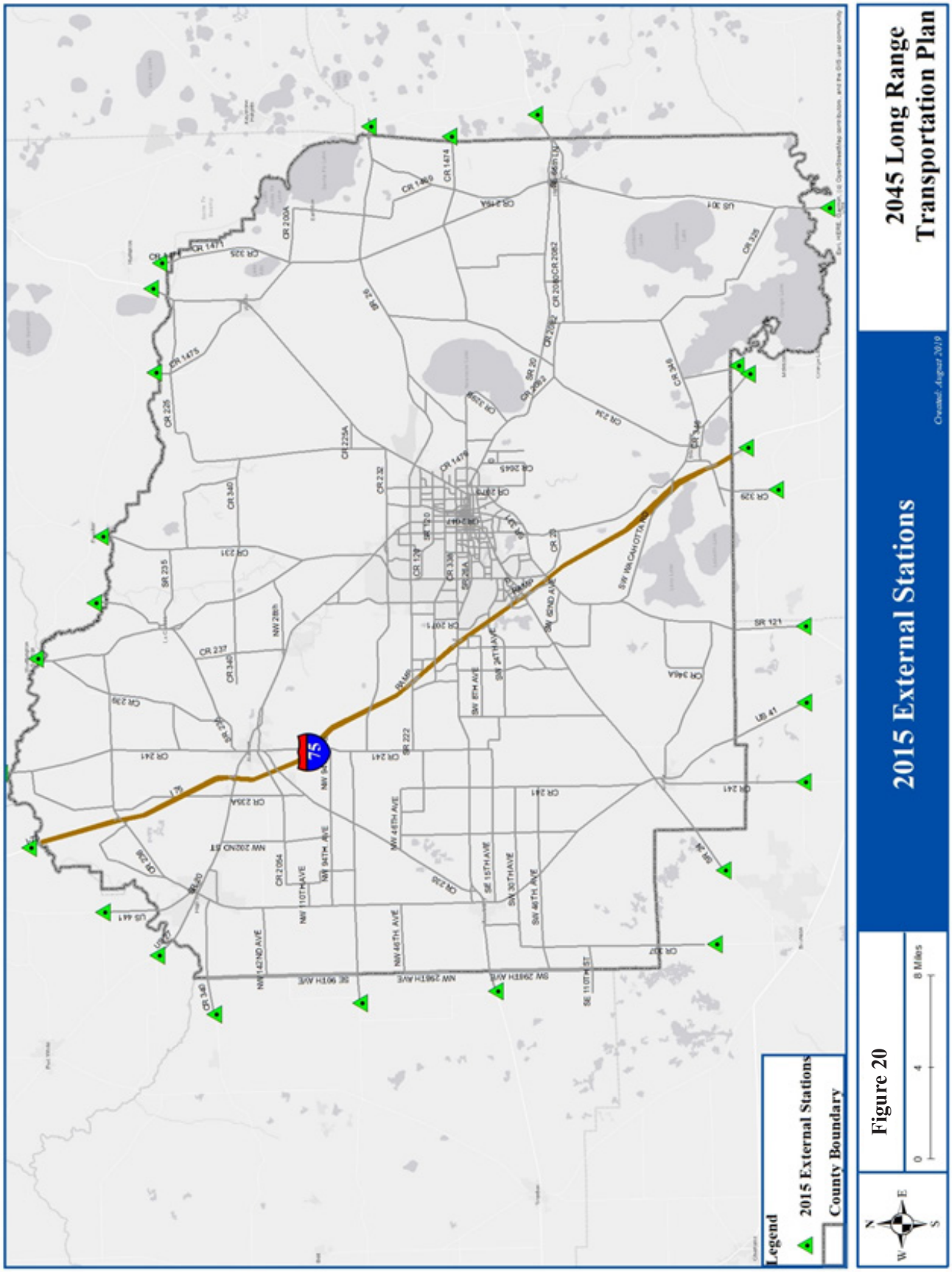


Table 5 - Internal-External and External-External Trip Data

Cosite	Road Way	IE %	EE %	2010				2015			
				External TAZ	Total External Trips	Total IE Trips	Total EE Trips	External TAZ	Total External Trips	Total IE Trips	Total EE Trips
290257	I-75 (North) at Columbia County Line	0.24	0.76	600	47368	11,290	36,078	700	49479	11875	37604
390014	CR 241 (North) at Union County Line	0.68	0.32	601	1029	699	330	701	2041	1388	653
390026	SR 121 (North) at Union County Line	0.69	0.31	602	5446	3,740	1,706	702	5510	3802	1708
289115	CR 237 (North) at Bradford County Line	0.86	0.14	603	103	89	14	703	154	132	22
260022	SR 235 (North) at Bradford County Line	0.91	0.09	604	2783	2,519	264	704	3061	2786	275
289116	CR 1475 (North) at Bradford County Line	0.7	0.3	605	669	469	200	705	669	468	201
280018	US 301 (North) at Bradford County Line	0.39	0.61	606	23077	9,081	13,996	706	24373	9505	14868
269133	CR 325 (North) at Bradford County Line	0.69	0.31	607	1132	776	356	707	1132	781	351
760110	SR 26 (East) at Putnam County Line	0.5	0.5	608	6392	3,178	3,214	708	6429	3215	3215
269153	CR 1474 (East) at Putnam County Line	0.64	0.36	609	412	264	148	709	412	264	148
260159	SR 20 (East) at Putnam County Line	0.5	0.5	610	8830	4,386	4,444	710	8830	4415	4415
360189	US 301 (North) at Marion County Line	0.11	0.89	611	11251	1,261	9,990	711	12755	1403	11352
	CR 225 (South) at Marion County Line	0.84	0.16	612	344	288	56	712	351	295	56
360483	US 441 (South) at Marion County Line	0.89	0.11	613	7938	7,090	848	713	8163	7265	898
269904	I-75 (South) at Marion County Line	0.35	0.65	614	48947	17,123	31,824	714	63429	22200	41229
269132	CR 234 (South) at Marion County Line	0.65	0.35	615	1336	870	466	715	1372	892	480
340226	SR 121 (South) at Levy County Line	0.76	0.24	616	6906	5,230	1,676	716	6906	5249	1657
260260	SR 45 (South) at Levy County Line	0.71	0.29	617	4520	3,190	1,330	717	4520	3209	1311
349106	CR 241 (South) at Levy County Line	0.77	0.23	618	973	745	228	718	1078	830	248
260263	SR 24 (Southwest) at Levy County Line	0.71	0.29	619	7296	5,190	2,106	719	7448	5288	2160
349144	CR 337 (South) at Levy County Line	0.72	0.28	620	1233	885	348	720	1233	888	345
260004	SR 26 (West) at Gilchrist County Line	0.76	0.24	621	9999	7,639	2,360	721	10780	8193	2587
319109	CR 232 (West) at Gilchrist County Line	0.72	0.28	622	2052	1,474	578	722	2058	1482	576
269139	NW 182 (West) at Gilchrist County Line	0.71	0.29	623	3742	2,672	1,070	723	5096	3618	1478
260248	US 27 (Northwest) at Gilchrist County	0.72	0.28	624	8350	5,988	2,362	724	9114	6562	2552
260241	US 441 (Northwest) at Columbia County Line	0.7	0.3	625	6062	4,262	1,800	725	6327	4429	1898

Note: CR = County Road, SR = State Road, IE = Internal-External, EE = External-External

TASK 2.4 DESIGNATION OF SCREENLINES

As discussed earlier in Task 2.1.1, screenlines, cutlines, and cordon lines are used in model validation by comparing the model flows to the observed traffic counts for critical links. Screenlines, cutlines, and the cordon line from the previous Long-Range Transportation Plan Update were evaluated for their applicability to the Year 2045 Update and were revised. This will be further evaluated during model validation as part of Task 4. The screenlines, cutlines, and the cordon line were previously shown in Figure 1.

TASK 2.5 TRAFFIC COUNT DATA

As discussed under Task 2.1, Data Collection, annual average daily traffic counts for 2015 were obtained mainly from the Florida Department of Transportation, and the City of Gainesville. All traffic counts are being reviewed for use in the 2015 Base Year validation. In general, if there are multiple counts available for a given facility, reasonableness checks were conducted. As a result, the most appropriate count was selected. A map of traffic count station locations used for the model validation is included in Figure 2 under Task 2.1.2 presented earlier.

TASK 2.6 HIGHWAY AND TRANSIT NETWORKS

2.6.1 Highway Network

The 2015 highway network in shown in Figures 21 and 22. The 2015 network updated were coded on top of 2010 network. This includes major roads in Alachua County like I-75, US 301, State Road 26, and State Road 20, and a few minor roads. The network attributes were primarily updated using the FDOT Roadway Characteristics Inventory, Google's Aerial maps and Street View.

The 2015 Base Year Network incorporates the changes since the last plan update, to reflect the current number of lanes and roadway functional classification. A full description of the model networks and updates is provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation).

Figure 21: 2015 Highway Network

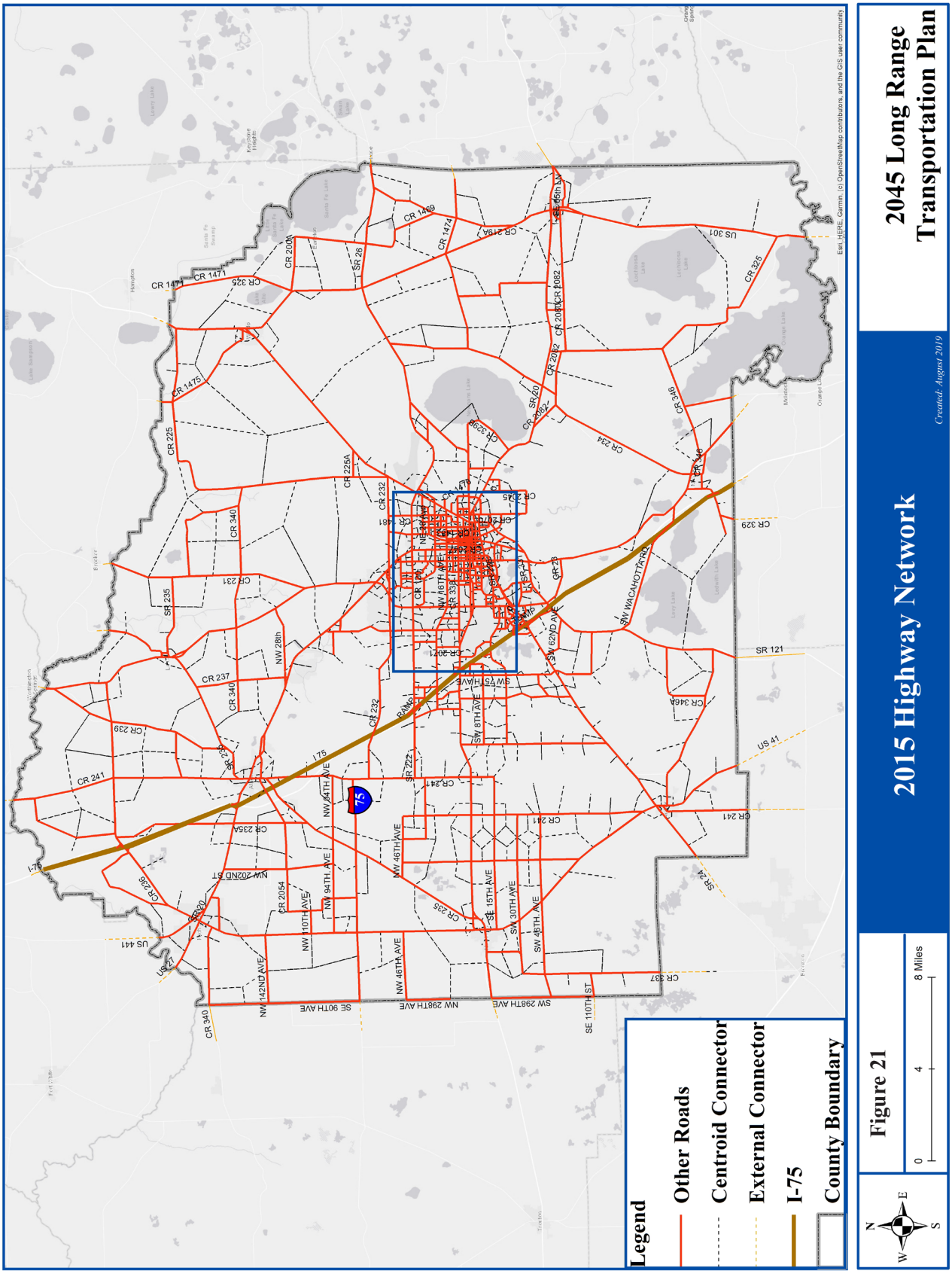
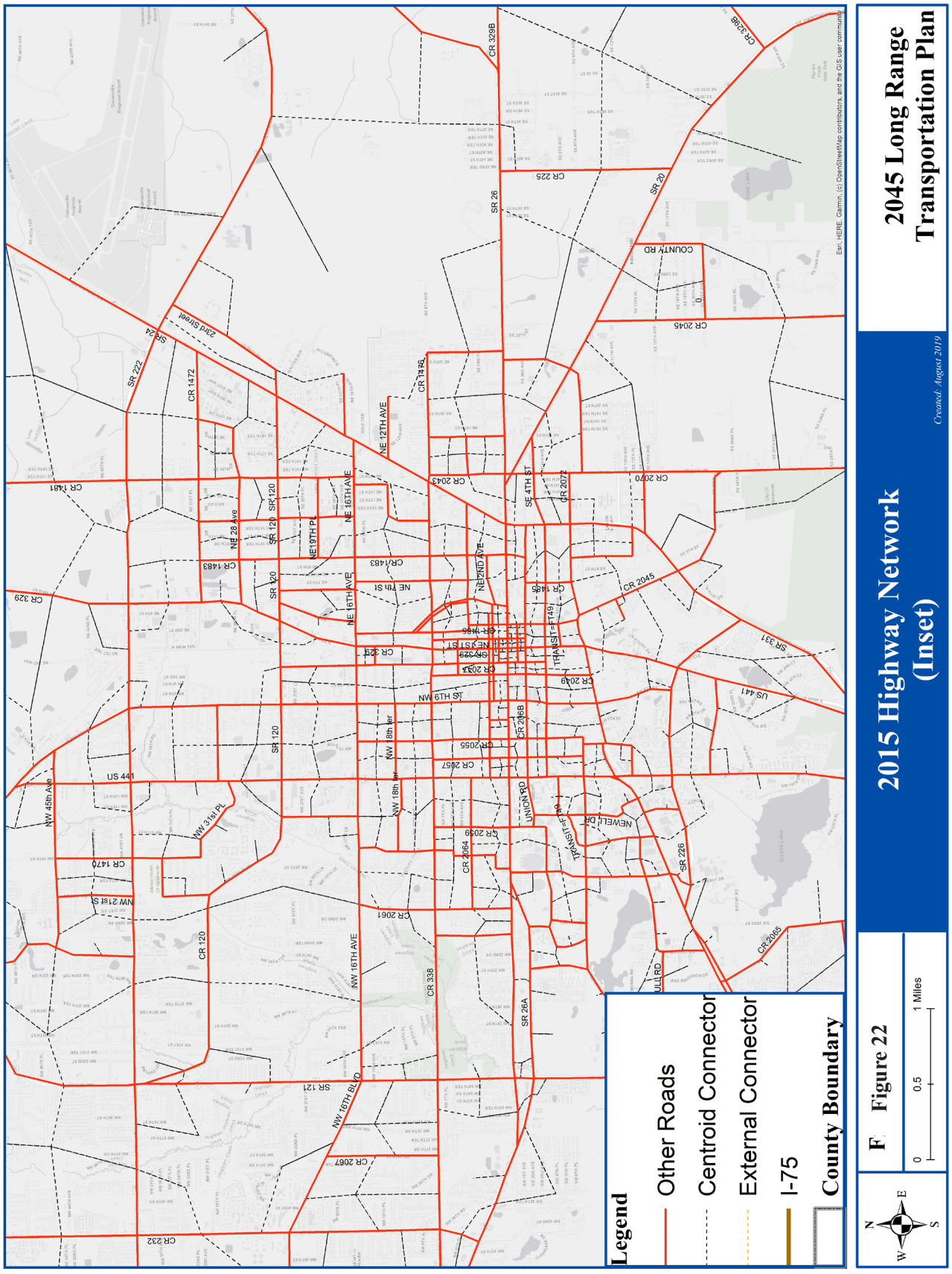


Figure 22: 2015 Highway Network (Inset)



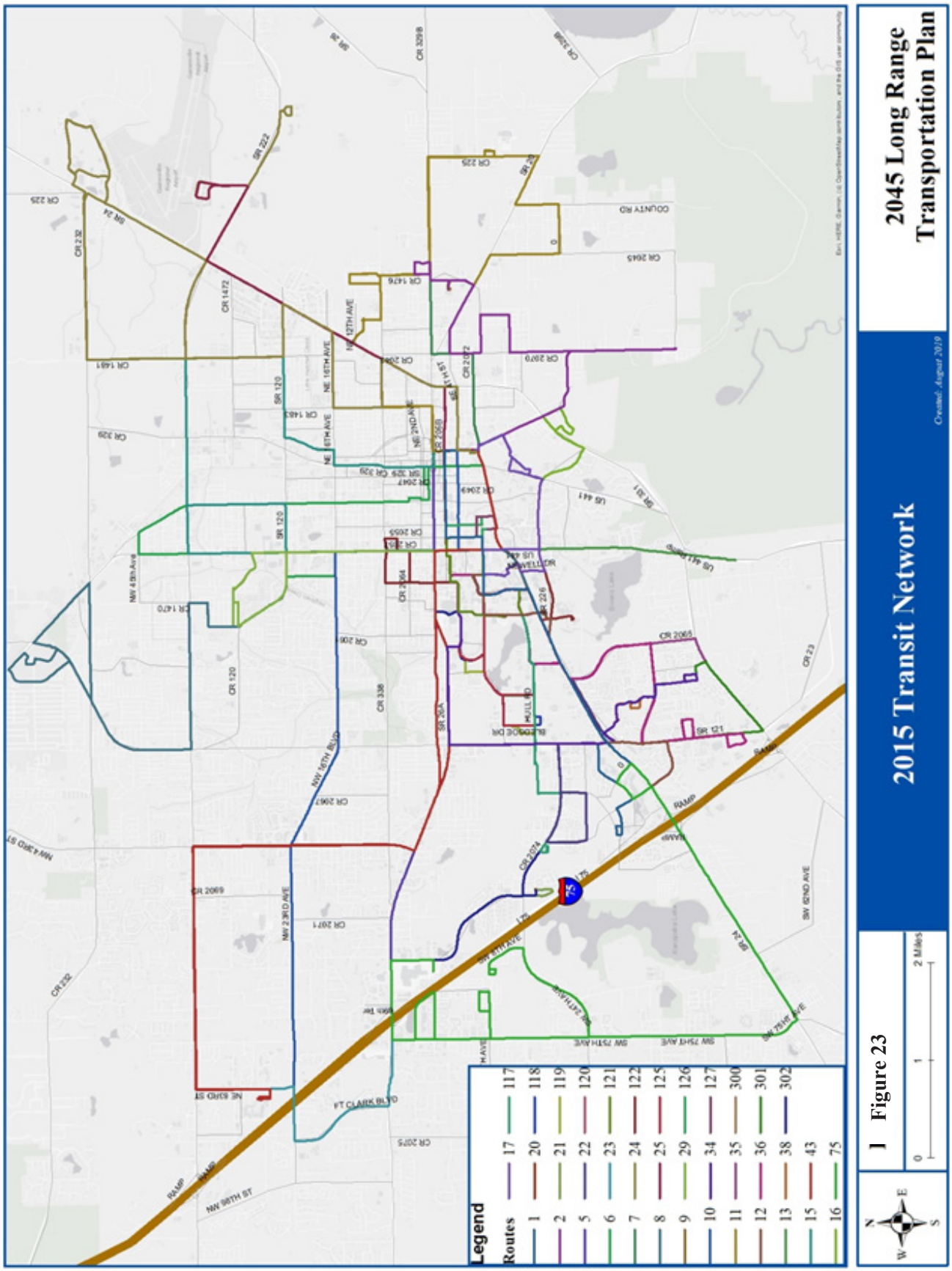
2.6.2 Transit Network

The transit network of the model has been updated to 2015 based on information provided by the City of Gainesville Regional Transit System staff. Table 6 contains a listing of all the transit routes that are coded into the transit system and Figure 23 shows the geographic context of the routes. A full description of the transit network and updates is provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation).

Table 6 - Transit Routes

Route	Route Name
1	Downtown Station - Butler Plaza
2	Downtown Station - Health Department
5	Downtown Station - Oaks Mall
6	Downtown Station - Plaza Verde
7	Downtown Station - Eastwood Meadows
8	Shands Hospital - Gainesville Recreational Center
9	Reitz Union - Hunters Run
10	Downtown Station - Santa Fe College
11	Downtown Station - Eastwood Meadows
12	Reitz Union - Butler Plaza
13	Shands Hospital/University Police Department - Florida Works
15	Downtown Station - NW 13 Street/NW 23 Avenue
16	Shands Hospital/University Police Department - Sugar Hill
17	Downtown Station - Shands Hospital/UPD
20	Reitz Union - Oaks Mall
21	Reitz Union - Cabana Beach
23	Oaks Mall - Santa Fe College
24	Downtown Station - Job Corps
25	Commuter Lot - Gainesville Regional Airport
34	The Hub - Lexington Crossing
35	Reitz Union - SW 35 Place
36	Reitz Union - Williston Plaza
36	The Hub - Williston Plaza
38	The Hub - Gainesville Place
43	Downtown Station - Santa Fe College
75	Oaks Mall - Butler Plaza
117	Park-N-Ride 2 (34th Street) - Reitz Union
118	Park-N-Ride 1 (Cultural Plaza) - The Hub
119	Family Housing - The Hub
120	West Circulator (Frat Row - The Hub)
121	Commuter Lot - The Hub
122	UF North/South Circulator
125	Lakeside
127	East Circulator (Turlington Hall - Sorority Row)

Figure 23: 2015 Transit Network



TASK 2.7 TRANSIT SERVICE DATA

As discussed under Task 2.1.4, 2015 transit service data were obtained from the Regional Transit System, City of Gainesville. It has a service area of approximately 76 square miles.

In 2015, the City of Gainesville Regional Transit System operates a provided fleet of 142 vehicles, including 35 on demand-response routes. Fixed-route bus service on 48 routes in Gainesville, and some parts of Alachua County, including 15 campus-specific and late-night routes for the University of Florida. The City of Gainesville Regional Transit System has 44 vehicles with automatic passenger count equipment, 114 vehicles with automatic vehicle location device, and 93 with "talking bus" capabilities. The average age of the fleet was 9.6 years in 2015.

The majority of the general fixed-route service was provided between 6 am and 11 pm on weekdays. Limited weekend service was also available, but with longer headways. The Campus Routes were generally operated between 6 am and 7:30 pm. Three Later Gator Routes provided late-night services.

Headways vary depending on time-of-day and day-of-week for each route. The regular, one-way fare in 2015 was $1.50. Half-fares were available to youth (under 17 years) and to seniors and persons with disabilities. Children shorter than the farebox ride the City of Gainesville Regional Transit System for free. Students attending University of Florida and Santa Fe College pay for unlimited rides with their student Identification Card as part of student fees that are incorporated into their tuition. Services operate seven days per week with weekday spans of approximately 20 hours, or less, and headways ranging from 10–65 minutes.

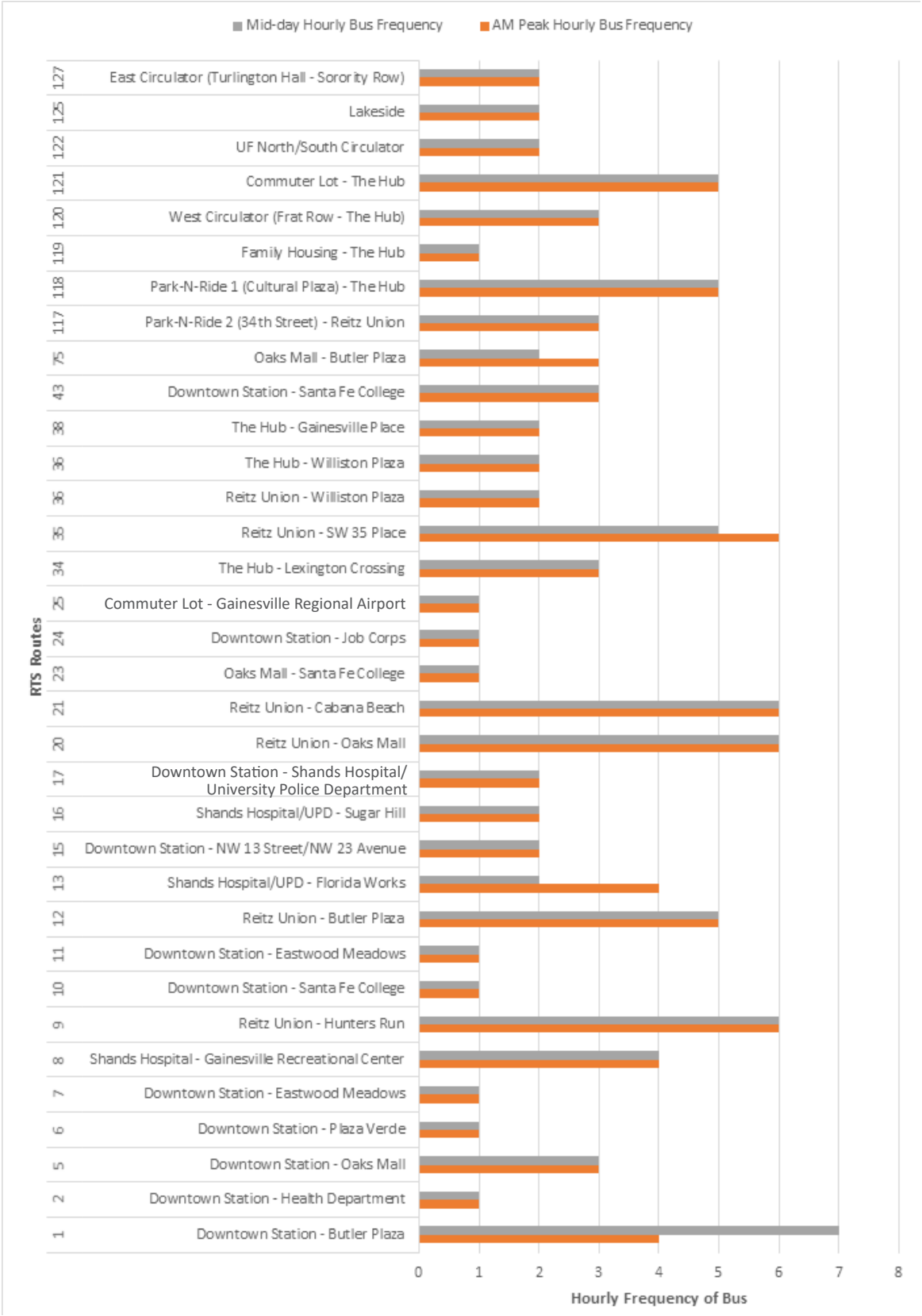
The system-wide 2015 monthly ridership varied between 460,386 and 1,287,060. During the 2015 fiscal year, the busiest months were September, October, January and February. In addition, May and June were relatively slower months.

Table 7 shows the top five transit boarding stops within the service area. A full description of the transit service data will be provided in Technical Report 3 (Data Review and Verification) and Technical Report 4 (Model Update and Validation).

Table 7 - Top Five Stops by Boardings

Stop name	STOP_ID	Average Daily Total	Average Daily Boarding's	Average Daily Alighting's
RAWLINGS HALL	472	7035	3056	3979
ROSA PARKS DOWNTOWN STATION	1	5217	2639	2578
THE HUB	925	5163	1853	3310
REITZ STUDENT UNION	473	4811	3684	1127
OAKS MALL	173	3137	1558	1580
REITZ STUDENT UNION	1134	2032	221	1812
BEATY TOWERS	13	1942	687	1255
SANTA FE COLLEGE	520	1581	800	780
UNIVERSITY POLICE DEPARTMENT	696	1367	799	569
GREENHOUSE - AGRONOMY BUILDING	43	1256	378	878

The chart below shows the hourly service frequency for the AM peak hour and during Mid-day which are derived from shapefile data provided by the City of Gainesville Regional Transit System.



TASK 2.8 DATA PROJECTIONS

The population projection based on the 2045 Bureau of Economic and Business Research Medium estimate is 309,800. After the 2015 data are reviewed and approved, 2045 population Zonal data 1 and employment Zonal data 2 datasets 2045 will be developed.

As described in Task 2.3.3, special generator trips were updated to 2015 conditions. They will be projected to 2045. In addition, Internal/External and External/External trips were estimated for the base year 2015 using 2010 percent split and 2015 traffic counts. Those trips will be projected to 2045 as part of the model development.

Gainesville Metropolitan Urbanized Area Long-Range Transportation Plan
Bicycle Pedestrian Network Supplemental
Existing Conditions/Data Collection, Mapping and Data Development

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A. Current Plans and Planned Improvements

The City, County and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area use a variety of coordinated plans, policies and programs to inform and direct the bicycle and pedestrian infrastructure for the region. The adopted the Countywide Bicycle Master Plan in 2001 and in 2004 and 2008. The Metropolitan Transportation Planning Organization regularly collects data on bicycle usage trends, multimodal level-of-service and crash data. In addition, the City of Gainesville has an active Bicycle/Pedestrian Program to facilitate alternative transportation with infrastructure enhancements, safety and outreach based on the Countywide Bicycle Master Plan. Similarly, Alachua County is guided by the County's Mobility Plan within the County Comprehensive Plan, which links enhanced transportation mobility, reduced vehicle miles traveled and reduced green-house gas emissions with transit-supportive land use changes. It emphasizes mobility choice and includes a connected bicycle and pedestrian network with new on-road bicycle lanes and off-road multi-use paths. These facilities will connect existing and future residential development to Activity Centers. Each these plans are described below.

Alachua Countywide Bicycle Master Plan

The Metropolitan Transportation Planning Organization's 2001 Bicycle Master Plan prepared by Sprinkle Consulting, created a countywide bicycle network to serve the community's transportation and recreational needs. The plan primarily identified specific improvements to expand the on-road and off-road bicycle network. Policies included requiring bicycle facilities with all new construction and roadway reconstruction and retrofitting existing roadways. The plan also established target bicycle quality-of-service standards for roadways. However, the plan did not bundle project roadway segments for construction purposes, so an addendum to the plan (Transporting Ecologies, University of Florida, 2004) was written to offer a more comprehensive approach to implementing the bicycle network. The focus of the addendum was to evaluate different systems of trails and bicycle infrastructure. It covered a system of links to residential origins and commercial and employment destinations. Other elements of the addendum supported the Safe Routes to School Program to reduce travel distances for cyclists and pedestrians. A final element of the plan described rural and recreational bicycle loops to provide connectivity to the natural areas, parks and adjacent communities.

Archer Braid emerged as the top priority based on public input, latent demand ratings, cost benefit analysis and the opportunity to extend existing funded initiatives. In 2008, the University of Florida Transporting Ecologies prepared the Archer Braid report for the Metropolitan Transportation Planning Organization. The Archer Braid report specifies how the highest priority braid should be designed and implemented.

Alachua County Mobility Plan in the Comprehensive Plan

The bicycle and pedestrian networks are important parts of the County's overall mobility. The Alachua County Mobility Plan was designed to create more choice and promote a transportation system that supports existing and future land use.

In the Transportation Mobility Element of the Comprehensive Plan, the County establishes Urban Cluster Transportation Mobility Districts to funnel infrastructure improvements and development in compact and dense parts of the County (Objective 1.1 Urban Cluster Transportation Mobility Districts). Policy 1.1.2 specifies that biking and walking short distances between residential, retail, office and other uses are important components of the County's multi-modal transportation system within these Transportation Mobility Districts. This is reiterated in policy 1.1.3 which identifies bicycle lanes, sidewalks and multi-use paths as the interconnected mobility network within the urban areas and encourages multi-modal cross connectivity and building bicycle and pedestrian infrastructure to support compact development demands.

Objective 1.6 provides more detail on how to create a system of safe, pleasant, convenient and continuous bicycle and pedestrian infrastructure. The subsequent policies emphasize preserving the natural landscape to maintain an attractive environment, achieving a Platinum Level Bicycle Friendly Community, requiring new developments to be reviewed for bicycle and pedestrian facilities; designing roadways with equitable and comfortable bicycle and pedestrian facilities; separating travel lanes from sidewalks and multi-use paths with a vegetation buffer; creating an eight foot wide standard for multi-use paths on new roadways; and, retrofitting existing roadways with minimum five foot multi-use paths, creating a system of greenways and scenic corridors as a linked network of open space. Similarly, Objective 6.3 of the Conservation Element directs the County to develop a linked open space network.

Gainesville Comprehensive Plan

The Future Land Use Map of the Gainesville Comprehensive Plan focuses the most-intense commercial and residential uses in the downtown core along Main Street and around the University of Florida. The remaining areas are predominantly planned for low-density residential and conservation lands with some commercial development along the I-75 and 43rd Street Corridors. This will be further discussed in the Needs Assessment portion of this report.

The Transportation Mobility Element of the Gainesville Comprehensive Plan is a guide for future multi-modal transportation decisions within the city limits. The plan emphasizes the City's commitment to building new bicycle and pedestrian facilities on existing roadways, on new roadways and developments and to expand the multi-use trail system. It also goes beyond the basic requirement of building more bicycle and pedestrian facilities by stressing design safety measures that encourage more people to use the facilities and increase walking and biking for recreation and alternative travel.

The Transportation Element provides very specific and measurable policies to promote more bicycle trails, routes and sidewalks. Policies 1.1.1 and 1.1.3 commit to building one linear mile of sidewalk on existing streets and one linear mile of bicycle lanes and/or trails annually in addition to requiring bicycle and pedestrian facilities for all new construction. Both Goals 4 and 5 provide detail as to how bicycle and pedestrian facilities can be improved and increased to create a continuous network of multi-modal facilities. Objective 4.1, and subsequent policies, describe specific mechanisms for increasing the City's total number of bicycle trips. Policy 4.1.1 emphasizes connections to every major destination in the City and Policy 4.1.6 lists the main criteria for prioritizing bicycle facilities as access to parks and

public facilities, high-density residential and commercial areas, arterial and collector streets, continuous bicycle routes, proximity to transit stops, areas with poor bicycle safety, and proximity to the central urban core. Objective 5.1 and Policies 5.1.1 thru 5.1.6 focus on expanding the trail network along out-of-service rail corridors and spurs, utility easements, extending the Archer Braid, connecting to existing trails and plan for future off-road trails.

The plan also lists several street extensions that would help create a more interconnected street grid in Policies 10.1.7 and 10.1.10. These include extending SW 40th Boulevard to connect to SW 47th Avenue, extending SW 47th Avenue to Williston Road extending SW 40th Place to SW 47th Avenue and adding these to the Metropolitan Transportation Planning Organization List of Priority Projects.

Specific policy language is included below.

TRANSPORTATION MOBILITY ELEMENT

Policy 1.1.1 Pedestrian Level of Service:

1. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
2. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.
3. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.3 Bicycle and Trail Level of Service:

1. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
2. New streets shall be designed and constructed to include bicycle facilities.

GOAL 4: A SAFE, CONVENIENT, EFFICIENT, CONTINUOUS, AND PROVIDE AESTHETICALLY PLEASING TRANSPORTATION ENVIRONMENT THAT IS CONDUCIVE TO BICYCLING.

Objective 4.1: Strive to increase the number of bicycle trips within city limits.

Policy 4.1.1: The City shall strive to provide an interconnected bicycle system with a route to every major destination in the City.

Policy 4.1.2: The City, in cooperation with the County and Florida Department of Transportation, shall strive to ensure that the installation of a turn lane will retain or include a continuous bike lane on the curb lane through the intersection, consistent with Florida Department of Transportation design standards for road facilities.

Policy 4.1.5: The City shall identify all arterials and collector segments that are not currently designed for in-street bicycle transportation and determine the most appropriate design to accommodate such transportation, where appropriate. The City's Bicycle/Pedestrian Advisory Board shall be consulted to prioritize such modifications.

Policy 4.1.6: The following criteria shall be used in prioritizing bicycle facility improvements: (1) proximity to major public parks or cultural facilities, public schools, high-density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a relatively high volume of bicycle traffic; (2) arterial and collector streets; (3) promotion of bicycle route continuity; (4) lack of alternative parallel routes; (5) streets serving important transit stops such as Park and Ride ; (6) areas exhibiting a high incidence of car crashes with bicycles; and (7) proximity to the Traditional City.

Policy 4.1.7: New construction, reconstruction, and resurfacing of arterials and collectors shall be designed using "Complete Streets" and "Context Sensitive Street Design" principles.

Policy 4.1.12: The City shall support implementation of the Alachua Countywide Bicycle Master Plan adopted by the Metropolitan Planning Organization in 2001 to the extent that it does not conflict with policies in this Comprehensive Plan.

GOAL 5: DEVELOP AN INTERCONNECTED TRAILS NETWORK THROUGHOUT THE URBAN AREA.

Objective 5.1: Develop and expand a trail network that provides multi-modal transportation opportunities for bicyclists and pedestrians.

Policy 5.1.1: The City shall fill gaps in the Trail Network, as identified as Future Off-Road Trails on the map labeled Off-Street Paved Trail Network in the Transportation Mobility Map Series.

Policy 5.1.2: The City shall extend the Trail Network by cooperating with Alachua County's efforts to expand the Network—both for corridor acquisition and trail construction—particularly for extensions of the Archer Braid Trail within city limits.

Policy 5.1.3: The City shall require new development and redevelopment to provide pedestrian and bicycle access to nearby trails, where feasible, or to enable a future retrofit connection.

Policy 5.1.4: The City shall evaluate public lands for pedestrian and bicycle trail connections that link various land use destinations. Utility and stormwater management rights-of-way and easements will also be evaluated for such connections.

Policy 5.1.5: The City shall strive to make conversions of rail corridors to rail-trails permanent and not subject to revision, unless a "rails-with-trails" program is established.

Policy 5.1.6: The City shall encourage adaptive re-use of rarely used or out-of-service rail spurs into bicycle, transit, and pedestrian facilities.

Policy 10.1.7: Zone C Criteria

1. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
    1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
    2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
    3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
    4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.

Policy 10.1.10: The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization to add these items to the Metropolitan Transportation Planning Organization list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

1. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.

Other Plans

The Metropolitan Transportation Planning Organization publishes several plans to include:

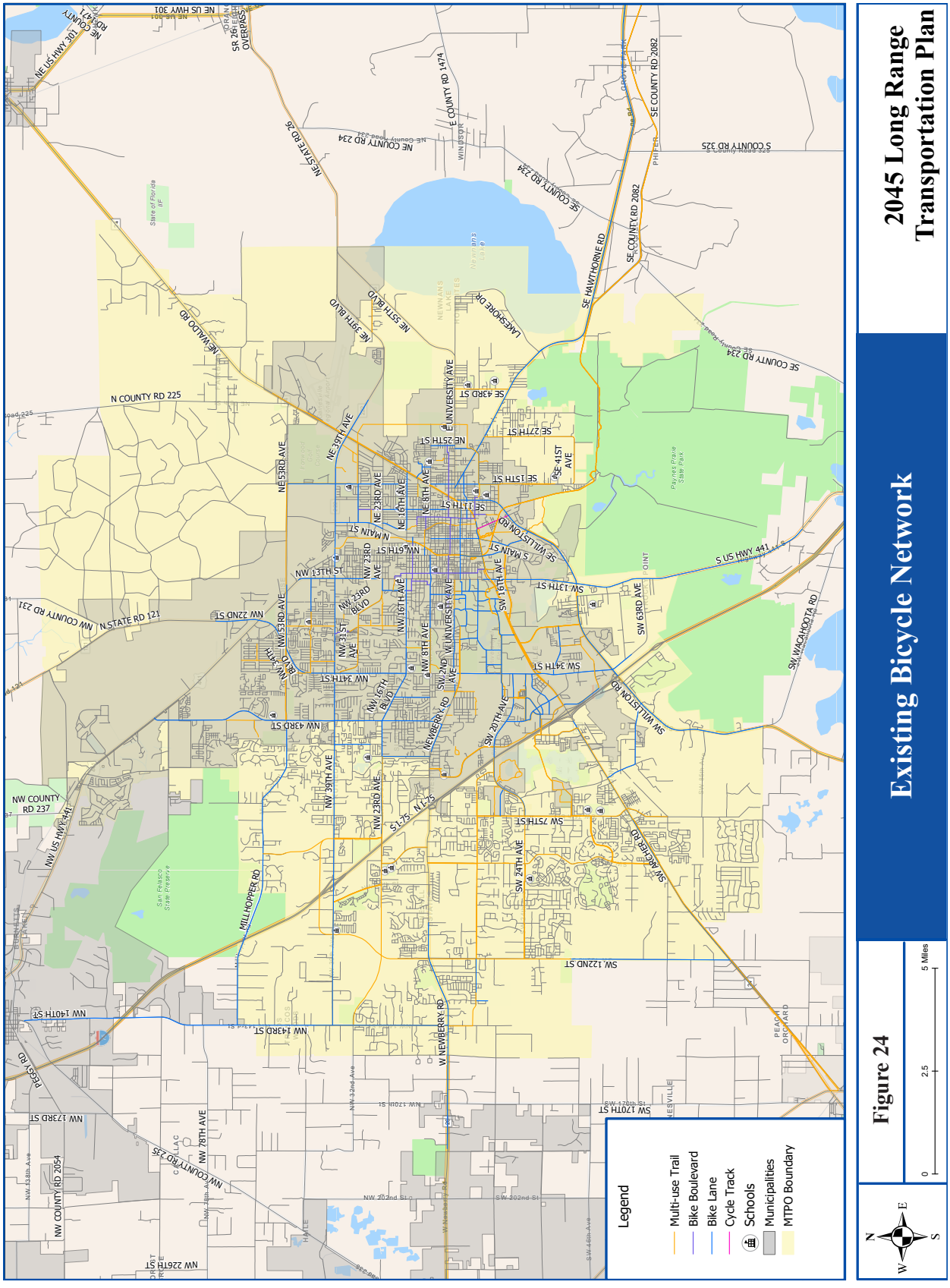
- 2014 Bicycle Usage Trends Report, which provides bicycle counts at key intersections
- 2014 Mobility Plan Gainesville Metropolitan Area Congestion Management Process, which provides the level of service methodology
- Mobility Plan Status Report 2016 Average Annual Daily Traffic, which includes a multi-modal level of service summary report
- Multimodal Level of Service Report Year 2019 Average Annual Daily Traffic Gainesville Metropolitan Area Congestion Management Process, which provides the 2017 level of service for bicycle and pedestrian facilities
- Pedestrian Safety Assessment in Proximity to Transit Stops and Facilities January 1, 2007 to September 30, 2015 Crash Data, which provides a needs assessment for pedestrian crashes at transit stops and provides valuable data on first and last mile safety performance
- State Road 26/University Avenue Multimodal Emphasis Corridor Study Phase 2 Report June 1, 2015, which provides additional research and refinement of bicycle/pedestrian projects for State Road 26/University Avenue
- Urban Design Policy Manual, as revised 2009, design requirements and policies

B.1 Existing Bicycle Grid Network

For the purposes of this plan, the bicycle network is being evaluated in terms of its overall connectivity as a grid throughout the Gainesville Metropolitan Area. The grid is a network of both on-road bicycle routes and off-road multi-use paths and trails which link major attractions, employment centers, recreational facilities and schools to residential neighborhoods. The grid has a utilitarian purpose, to serve as an alternative transportation network for cyclists commuting to school and work. But it also serves recreational users to access parks and trails and scenic biking opportunities. Facilities for both commuters and recreational users are included in the evaluation below. Data sources include City of Gainesville, Alachua County and Florida Department of Transportation.

The existing bicycle network includes both bicycle lanes and multi-use paths. The Florida Department of Transportation defines bicycle lanes as a stripe-separated portion of the roadway alongside automobile traffic. These dedicated lanes are designated by pavement markings and/or signs for the preferential use of bicyclists and are a minimum four feet wide. Multi-use paths are paved facilities which are wider than bicycle lanes and can be on-road or off-road and made of asphalt and/or concrete. They serve both bicycles and pedestrians. Some of the paths in Gainesville are converted railroad corridors.

Figure 24: Existing Bicycle Network



Gainesville Metropolitan Area Connectivity

The existing bicycle network has limited connectivity, but is comprehensive in terms of its length and extent throughout the Gainesville Metropolitan Area. All of the bicycle lanes terminate in Gainesville's core and extend to High Springs, Newberry, Archer, Alachua, La Crosse, Waldo, Earleton, Hawthorne and Micanopy. Some of these routes are off-road multi-use trails like the 16-mile Gainesville-Hawthorne State Trail which connects Hawthorne to Gainesville, and the Waldo Road Greenway - Depot Avenue Rail-Trail - Kermit Sigmon Bike Trail which connects Waldo Road to the University of Florida campus.

Gainesville Connectivity

Within the core of Gainesville, there is a bicycle grid with good connections from the south to the University of Florida. However, there is only one connection from the east and fragmented connectivity to the University of Florida from the west and north. There are also few connections to the traditional downtown area. Therefore, not every neighborhood has good access to bicycle facilities.

Connectivity to Parks

Larger parks and nature preserves are better served by bicycle paths. Paynes Prairie Preserve State Park and San Felasco Hammock Preserve State Park are accessible by bicycle. The regional parks have good bicycle access including Split Rock Conservation Area, Bivens Arm Nature Park, Gum Root Park. Local parks, neighborhood parks and pocket parks have mixed access.

Connectivity to Schools

Most schools within the boundaries of the Gainesville Metropolitan Area are accessible by bicycle and are either located adjacent to an existing bicycle route or are nestled in a smaller residential neighborhood which is adjacent to an existing bicycle path. However, there are some schools with poor bicycle access, particularly in the subdivisions to the south of the University of Florida, including Chiles Elementary and Prairie View Elementary. Additionally, schools which are not on a direct bicycle route, but within residential neighborhoods, may not have safe biking conditions within the residential neighborhoods. In addition, high schools, which serve a larger geographic area, are not easily accessible by bicycle, especially for those schools serving smaller communities.

Connectivity to Transit

Bicycle lanes and sidewalks become critical when building a complete transit system. In Gainesville, every bicycle lane connects to a transit stop. Bus stops are located along the bicycle lane and bicycle infrastructure.

B.2 Gaps in the Current Network for Bicycles

There are many opportunities to build a connected, more-robust grid which is currently fragmented. Additionally, neighborhoods to the east need better bicycle facilities. Similarly, neighborhoods to the west and the need bicycle facilities that connect to the University of Florida. There are also few connections to the traditional downtown area. The table on the following page lists the gaps in the bicycle network.

Table 8 - Gaps in the Bicycle Network

Gaps in the Bicycle Network		
Location	**FROM**	**TO**
NW 122nd Street	NW 53rd Avenue	NW 39th Avenue
NW 51st Street	NW 39th Avenue	NW 23rd Avenue
NW 98th Street	NW 23rd Avenue	Newberry
NW 75th Street	Newberry	SW 8th Avenue
Newberry	NW 10th Drive	NW 51st Street
SW 44th Street	University	SW 20th Avenue
SW 67th Street	SW 24th Avenue	W Archer
SW 42nd Avenue, 40th Avenue, 41st Avenue	SW 75th Street	Western city limits
SW 46th Boulevard	NW 122nd Street	NW 91st Street
NW 22nd Street	NW 39th Avenue	University
13th Street	NW 23rd Avenue	SW 9th Avenue
SW 13th Street	SW 11th Avenue	SW 25th Place
NW 6th Street	SR 121	NW 8th Avenue
N Main Street	NW 53rd Avenue	NW 39th Avenue
N Main Street	NW 23rd Avenue	NW 8th Avenue
S Main Street	SW 15th Avenue	Williston
NE 15th Street	NE 16th Avenue	NE 8th Avenue
SE 11th Street	E University	SE Williston
SE Williston Road	E University	SE 16th Avenue
S Williston Road	SW 5th Court	SW 13th Street
NE 25th Street	NE 39th Street	SE Hawthorne
NE 43rd Street	NE 39th Boulevard	SE Hawthorne
NE 53rd Avenue	NE 15th Street	NE Waldo
NE 23rd Avenue	NW 13th Street	Eastern city limits
NW 16th Avenue	N Main Street	NW 13th Street
NW 8th Avenue	N Main Street	NE 25th Street
University Avenue	SE Hawthorne	Eastern city limits
SW 63rd Avenue	SW Williston	SW 13th Street
SW 35th Avenue	SW 25th Street	SW 13th Street
SE 44th Avenue	SE 25th Street	Paynes Prarie
NW 39th Avenue	NW 143rd Street	NE 23rd Avenue
SW 34th Street	SW Williston	W University
SW 20th Avenue	SW 34th Street	I-75

B.3 Level of Stress and Quality

Level-of-stress is a relatively new system by which to evaluate how comfortable a facility feels for a cyclist. Facilities are ranked 1 to 4, with 1 being a separated bike lane which is comfortable for all ages and users, and 4 being no bike lane on a busy street which is uncomfortable for most cyclists. A ranking of 2 indicates a buffer is present which separates the bicycle lane from moving traffic, and a ranking of 3 has a basic bicycle lane which is the standard for most bicycle facilities in Gainesville. Cyclists prefer to use buffered bicycle lanes, because they add another level of safety and protection.

The following tables present the various types of bicycle facilities within the Gainesville Metropolitan Area. The data were collected from the City of Gainesville and Florida Department of Transportation. They are bicycle lanes, bicycle boulevards, bicycle buffers where bicycle facilities are separated by parking or a landscaped buffer, cycle tracks which are completely separated from traffic, paved shoulders which can be used for biking but are not designated for biking and multi-use paths for biking and walking.

Multi-use trails are the highest quality biking facilities. There are 59 miles of paved multi-use paths and seven miles of unpaved paths within the Gainesville Metropolitan Area. Unlike bicycle lanes, multi-use trails are located on one side of the road only. All multi-use trails are listed below in Table 9.

Table 9

Unpaved Multi-use Trail				
Facility Name	**FROM**	**TO**	**WIDTH**	**LENGTH**
Split Rock Park Loop Trail	SW 20th Avenue	SW 20th Avenue	Less than 10 feet	10,487
Sweetwater Preserve Trail	Williston Road	Gainesville-Hawthorne Trail	Less than 10 feet	4,849
Forest Nature Park Trail	SW 62nd Avenue	SW 20th Avenue	Less than 10 feet	4,498
Flatwoods Park East	NE 39th Avenue	NE 31st Avenue	Less than 10 feet	3,420
Loblolly Woods North Trail	NW 8th Avenue	NW 16th Avenue	Less than 10 feet	2,668
Loblolly Woods South Trail	NW 5th Avenue	NW 16th Avenue	Less than 10 feet	2,167
Sugarfoot Prairie Loop Trail	SW 48th Terrace	SW 48th Terrace	Less than 10 feet	2,155
Green Acres Park Trail	SW 38th Street	Green Acres Park	Less than 10 feet	2,106
Southwest Loblolly Entrance	Loblolly Nature Park	NW 8th Avenue	Less than 10 feet	1,534
Flatwoods Park West	NE 39th Avenue	Flatwoods Conservation Area	Less than 10 feet	1,294
Ring Park to NW 22nd Street	Ring Park	NW 22nd Street	Less than 10 feet	1,147
Northeast Loblolly Entrance	NW 8th Avenue	NW 25th Terrace	Less than 10 feet	466
			TOTAL	**36,792**
Paved Multi-use Trail				
Waldo Road Greenway Trail	SE 11st Street	NE 47th Avenue	Greater than 10 feet	19,318
SW Archer Road	SW 75th Street	City of Archer	Less than 10 feet	19,214
Gainesville-Hawthorne Trail	SE Williston Road	Hawthorne	Less than 10 feet	17,770
SW 24th Avenue	SW 31st Street	SW 122nd Street	Less than 10 feet	10,647
SW 8th Avenue	SW 91st Street	SW 122nd Street	Less than 10 feet	10,639
SW Williston Road	SW 34th Street	SW 13rd Street	Less than 10 feet	10,385
Cross Campus Greenway	SW Archer Road	Newell Drive	Greater than 10 feet	10,206
SW 75th Street	SW 45th Place	SW 57th Road	Less than 10 feet	9,765
NW 53rd Avenue	NW 43rd Street	NW 34th Street	Less than 10 feet	8,377

Paved Multi-use Trail				
Facility Name	**FROM**	**TO**	**WIDTH**	**LENGTH**
SW 62nd St Sidewalk	NW 4th Place	SW 20th Avenue	Less than 10 feet	7,732
NW 143rd Street	SW 143rd Street	NW 122 Street	Less than 10 feet	7,565
SW 23rd Terrace Trail	SW Archer Road	SW Williston Road	Greater than 10 feet	7,458
Old Archer Road Trail	SW 31Street Street	SW 16th Avenue	Less than 10 feet	7,169
SW 46th Boulevard	SW 91Street Street	SW 75th Street	Less than 10 feet	6,475
6th Street Rail-Trail	W University Avenue	NW 16th Avenue	Greater than 10 feet	5,955
Waldo Road Greenway-Depot Avenue Rail-Trail	SE Depot Avenue	E University Avenue	Less than 10 feet	5,794
NW 98th Street	NW 23rd Avenue	NW 39th Avenue	Less than 10 feet	5,633
NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Less than 10 feet	5,568
NW 91Street Street	W Newberry Road	SW 8th Avenue	Less than 10 feet	5,500
SW 2nd Avenue SR 26A	SW 34th Street	SW 23rd Way	Greater than 10 feet	5,419
SW 8th Avenue	SW 75th Street	SW 95th Street	Less than 10 feet	5,392
NW 75th Street	SW 8th Avenue	SW 24th Avenue	Less than 10 feet	5,288
SW 91Street Street	SW 46th Boulevard	SW Archer Road	Less than 10 feet	5,218
NW 75th Street	SW 24th Avenue	SW 41Street Place	Less than 10 feet	5,188
Kermit Sigmon/SR 24 Trail	SW 16th Avenue	SW 13rd Street	Greater than 10 feet	5,060
NW 8th Avenue	NW 23rd Street	NW 34th Street	Greater than 10 feet	4,997
Depot Avenue Rail-Trail	SW 13rd Street	SW Main Street	Greater than 10 feet	4,795
Gainesville-Hawthorne Trail	Depot Park	SE Williston Road	Less than 10 feet	4,636
SW 24th Avenue	SW 34th Street	SW 43rd Street	Less than 10 feet	4,635
SW 16th Avenue	SW Archer Road	SW 13rd Street	Less than 10 feet	4,562
SW 45th Street	SW Archer Road	SW 40th Boulevard	Less than 10 feet	4,191
SW 16th Avenue	SW 13rd Street	S Main Street	Less than 10 feet	3,842
Archer Braid	Plaza Boulevard	Bass Pro Shop	Less than 10 feet	3,748
SE 15th Street Trail	TB McPherson Park	Boulware Springs	Less than 10 feet	3,616
Archer Braid	SW 24th Avenue	Southwest	Greater than 10 feet	3,258
6th Street Rail-Trail	W University Avenue	SW Depot Avenue	Greater than 10 feet	3,196
Downtown Connector Trail	SE Depot Avenue	RTS Administration Building	Greater than 10 feet	3,140
NW 43rd Street GRU Facility	NW 64th Boulevard	NW 73rd Avenue	Less than 10 feet	3,054
SW 40th Boulevard	SW Archer Road	SW 47th Avenue	Greater than 10 feet	3,043
Archer Braid	SW 34th Street	SW 38th Terrace	Greater than 10 feet	2,909
SW 2nd Avenue SR 26A	SW 34th Street	SW 38th Street	Greater than 10 feet	2,836
Norton Trail	NW 45th Avenue	NW 53rd Avenue	Greater than 10 feet	2,694
Norton Trail	NW 39th Avenue	NW 45th Avenue	Less than 10 feet	2,677
SW 8th Avenue	SW 67th Terrace	SW 75th Street	Less than 10 feet	2,513
SE 15th Street Trail	SE 8th Avenue	TB McPherson Park	Less than 10 feet	2,459
Archer Braid	Hull Road	SW 24th Avenue	Greater than 10 feet	2,322
SE 2nd Avenue	SE 7th Street	SE 11th Street	Less than 10 feet	1,970
San Flesco Park Trail	NW 43nd Way	NW 64th Boulevard	Less than 10 feet	1,928
SW 47th Avenue Trail	SW 40th Boulevard	SW 34th Street	Greater than 10 feet	1,855
The Ridge Urban Walkway	SW 38th Street	SW 24th Avenue		1,682

Paved Multi-use Trail				
Facility Name	FROM	TO	WIDTH	LENGTH
PK Yonge Trail	SW 14th Avenue	SW Depot Avenue	Less than 10 feet	1,653
SW 40th Boulevard	SW 14th Place	SW 29th Avenue	Greater than 10 feet	1,622
NW 75th Street	SW 41Street Place	SW 45th Place	Less than 10 feet	1,430
NW 45th Avenue	NW 25th Drive	NW 28th Street	Less than 10 feet	1,372
Cross Campus Greenway	Newell Drive	SW 34th Street	Less than 10 feet	1,369
SE Boulevard	E University Avenue	SE 4th Avenue	Less than 10 feet	1,302
S Main Street	Depot Avenue	GHT	Greater than 10 feet	1,287
NortheaStreet Park Trail	NE 13th Avenue	NE 16th Avenue	Less than 10 feet	1,282
Terwilliger Path	W Newberry Road	NW 4th Place	Less than 10 feet	1,255
SW 41Street Place	SW 71Street Terrace	SW 75th Street	Less than 10 feet	1,119
Duval Park Trail	NE 21Street Street	NE 4th Avenue	Less than 10 feet	1,097
Newell Drive	W University Avenue	Union Road	Less than 10 feet	835
	SW 38th Street	property boundary		635
			TOTAL	309,551

As shown in Table 9, there are four miles of buffered bicycle lanes mostly on Williston Road, SE 11th Street and SW 13th Street. There are 120 miles of bicycle lanes. Table 10 identifies bicycle lane locations. As shown in Table 11, there are also four miles of bicycle boulevards mostly along NW 3rd Avenue and NW 12th Street.

Table 10

Buffered Bicycle Lanes					
Facility Name	FROM	TO	WIDTH	SIDE OF ROAD	LENGTH
SW Williston Road	SW 13tn Street	S Main Street	Less than 10 feet	Both	2,145
SE 11th Street	SE 13th Avenue	SE 1st Avenue	Less than 10 feet	Both	4,522
SE Williston Road	S Main Street	SE 13th Avenue	Less than 10 feet	Both	10,773
SW 13th Street	SW 11th Avenue	SW 26th Place	Less than 10 feet	Both	4,195
				TOTAL	21,635

Table 11

Bicycle Lanes					
Facility Name	FROM	TO	WIDTH	SIDE OF ROAD	LENGTH
SW Archer Road	SW 45th Street	SW 41Street Boulevard	Less than 10 feet	Both	31,966
Millhopper Road	NW 143rd Street	NW 59 Street	Less than 10 feet	Both	24,340
County Road 241	W Newberry Road	County Road 235	Less than 10 feet	Both	23,457
NW 39th Avenue	N I-75	NW 34th Street	Less than 10 feet	Both	22,899
NW 43rd Street	NW 39th Avenue	NW 13th Street	Less than 10 feet	Both	20,594
SE Hawthorne Road	E University Avenue	SE 55th Drive	Less than 10 feet	Both	18,655
SW Williston Road	SW 35th Drive	SW 105th Avenue	Less than 10 feet	Both	17,828
SW 122nd Street	SW 24th Avenue	SW Archer Road	Less than 10 feet	Both	17,618
NW 39th Avenue	NW 143rd Street	N I-75	Less than 10 feet	Both	16,381

Bicycle Lanes					
Facility Name	**FROM**	**TO**	**WIDTH**	**SIDE OF ROAD**	**LENGTH**
W Newberry Road	NW 110th Drive	SW 186th Street	Less than 10 feet	Both	15,237
NE 39th Avenue	N Main Street	East	Less than 10 feet	Both	14,590
NW 23rd Avenue	NW 83rd Street	NW 43rd Street	Less than 10 feet	Both	12,608
NW 43rd Street	W Newberry Road	NW 39th Avenue	Less than 10 feet	Both	12,008
SW 13th Street US 441	SW Williston Road	South	Less than 10 feet	Both	11,535
SW Williston Road	SW 34th Street	SW 13th Street	Less than 10 feet	Both	11,269
NW 39th Avenue	NW 34th Street	NW 13th Street	Less than 10 feet	Both	10,572
NW 16th Avenue	NW 34th Street	NW 13th Street	Less than 10 feet	Both	10,549
SW 62nd Avenue	SW Archer Road	SW Williston Road	Less than 10 feet	N/A	10,326
SE Hawthorne Road	SE 55th Boulevard	County Line			10,158
SW 20th Avenue	S I-75	SW 13rd Street	Less than 10 feet	Both	10,005
Museum Road	Hull Road	SW 13rd Street	Less than 10 feet	Both	9,974
NW 8th Avenue	NW 23rd Street	NW 13th Street	Less than 10 feet	Both	9,598
SW 34th Street	W University Avenue	SW Archer Road	Less than 10 feet	Both	9,157
SW 2nd Avenue	SW 13th Street	SE 11th Street	Less than 10 feet	Both	8,850
NW 34th Street	NW 46th Avenue	NW 13th Street	Less than 10 feet	Both	8,533
SW 34th Street	SW Archer Road	SW Williston Road	Less than 10 feet	Both	8,471
SW 20th Avenue	SW 75th Street	I-75	Less than 10 feet	Both	8,070
NW 34th Street	NW 16th Avenue	NW 39th Avenue	Less than 10 feet	Both	7,955
W University Avenue	SW 34th Street	Gale Lemrand Drive	Less than 10 feet	Both	7,240
NW 53rd Avenue	NW 34th Boulevard	NW 13th Street	Less than 10 feet	Both	7,143
NE 9th Street	NE 23rd Avenue	NE 3rd Avenue	Less than 10 feet	Both	7,044
NE 16th Avenue	NE 2nd Street	NE Waldo Road	Less than 10 feet	Both	6,365
NW 39th Avenue	NW 13th Street	N Main Street	Less than 10 feet	Both	6,238
NW 16th Boulevard	NW 43rd Street	NW 34th Street	Less than 10 feet	Both	5,920
Gale Lemerand Drive	W University Avenue	SW Archer Road	Less than 10 feet	Both	5,708
SW 35th Place	SW 34th Street	SW 23rd Street	Less than 10 feet	Both	5,561
N Main Street	NE 39th Avenue	NE 23rd Avenue	Less than 10 feet	Both	5,423
SW 33rd Place	SW 42nd Street	SW 30th Place	Less than 10 feet	Both	5,402
NW 55th Street	NW 63rd Street	W Newberry Road	Less than 10 feet	Left	5,347
NE 15th Street	NE 53rd Avenue	NE 39th Avenue	Less than 10 feet	Both	5,318
NW 53rd Avenue	NW 59th Street	NW 43rd Street	Less than 10 feet	Both	5,263
SW 24th Avenue	SW 43rd Street	SW 34th Street	Less than 10 feet	Both	5,213
SE 3rd/4th Avenue	SE 7th Street	SE Hawthorne Road	Less than 10 feet	Both	5,193
SW 13th Street	SW 25th Place	SW Williston Road	Less than 10 feet	Both	5,062
NW 13th Street	NW 39th Avenue	NW 23rd Avenue	Less than 10 feet	Both	4,990
NW 22nd Street	NW 13th Avenue	NW 77th Avenue	Less than 10 feet	Both	4,787
SE 15th Street	SE 2nd Avenue	SE 14th Avenue	Less than 10 feet	Both	4,687
SW 40th Boulevard	SW Archer Road	SW 47th Avenue			4,451
Hull Road	SW 34th Street	SW 23rd Drive	Less than 10 feet	Both	4,332
Mowry Drive	SW 23rd Drive	Gale Lemenrand Drive	Less than 10 feet	Left	4,251
SW 43rd Street	SW Archer Road	SW 42nd Street	Less than 10 feet	Both	4,216
NW 13th Street	NW 39th Avenue	NW 13th Street	Less than 10 feet	Both	4,076

Bicycle Lanes					
Facility Name	**FROM**	**TO**	**WIDTH**	**SIDE OF ROAD**	**LENGTH**
Plaza Boulevard	SW 40th Boulevard	SW 24th Avenue	Less than 10 feet	Both	4,012
NW 51Street Street	NW 39th Avenue	NW 22nd Road	Less than 10 feet	Both	3,966
NW 38th Street	NW 8th Avenue	NW 16 Boulevard	Less than 10 feet	Both	3,949
SE 8th Avenue	SE 15th Street	SE Hawthorne Road	Less than 10 feet	Both	3,799
SW 8th Avenue	SW 122nd Street	SW 133rd Way			3,725
NW 45th Avenue	NW 20th Drive	NW 13th Street	Less than 10 feet	Both	3,677
Stadium Road	SW 28th Street	Buckman Drive	Less than 10 feet	Both	3,505
SW Depot Avenue	SW 11th Street	S Main Street	Less than 10 feet	N/A	3,498
S Main Street	SW Depot Avenue	SE 16th Avenue	Less than 10 feet	Both	3,330
W Newberry Road	NW 52nd Terrace	NW 44th Street	Less than 10 feet	Both	3,229
NW 34th Street	NW 48th Avenue	NW 39th Avenue	Less than 10 feet	Both	2,957
SE 16th Avenue	S Main Street	SE Williston Road	Less than 10 feet	Both	2,926
Newell Drive	Union Road	Newell Drive	Less than 10 feet	Both	2,880
NE 2nd Street	NE 23rd Avenue	NW 16th Avenue	Less than 10 feet	Both	2,794
W University Avenue	SW 2nd Avenue	SW 34th Street	Less than 10 feet	Both	2,733
Archer Braid	SW 38th Terrace	SW 34th Street	Less than 10 feet	Both	2,695
SW 34th Street	SW Williston Road	SW 56th Avenue	Less than 10 feet	Both	2,692
S Main Street	W University Avenue	SW Depot Road	Less than 10 feet	Both	2,688
NW 17th Street	NW 8th Avenue	W University Avenue	Less than 10 feet	Both	2,664
NE 25th Street	NE 8th Avenue	E University Avenue	Less than 10 feet	Both	2,661
NE 15th Street	NE 8th Avenue	E University Avenue	Less than 10 feet	Both	2,658
NW 16th Terrace	NW 23rd Avenue	NW 16th Avenue	Less than 10 feet	Both	2,652
Radio Road	SW 34th Street	Museum Drive	Less than 10 feet	Both	2,652
NW 8th Avenue	NW 13th Street	NW 6th Street	Less than 10 feet	N/A	2,644
Main Street	NW 8th Avenue	W University Avenue	Less than 10 feet	Both	2,634
NW 39th Road	NW 8th Avenue	W Newberry Road	Less than 10 feet	Both	2,633
Center Drive	Museum Road	SW Archer Road	Less than 10 feet	Both	2,456
SE 24th Street	E University Avenue	SE Hawthorne Road	Less than 10 feet	Both	2,431
SW 6th Street	SW 2nd Avenue	Depot Avenue	N/A	N/A	2,421
NE 12th Avenue	NE Waldo Road	NE 21Street Street	Less than 10 feet	Both	2,393
Village Drive	SW 2nd Avenue	Museum Road	N/A	N/A	1,949
Bledsoe Drive	Radio Road	Hull Road	Less than 10 feet	Both	1,672
Union Drive	Buckman Drive	SW 13th Street	Less than 10 feet	Both	1,612
SW 23rd Drive	Hull Road	SW Archer Road	Less than 10 feet	Both	1,449
Inner Road	Newell Drive	SW 13th Street	Less than 10 feet	Both	1,345
NW 23rd Avenue	NW 16th Terrace	NW 13th Street	Less than 10 feet	Both	1,297
SW 16th Street	SW Archer Road	SW16th Avenue	Less than 10 feet	Both	1,296
Fletcher Drive	W University Avenue	Stadium Road	Less than 10 feet	Both	1,290
SW 136th Street	SW 8th Avenue	SW 11th Avenue			1,281
SW 38th Terrace	Hull Road	SW 20th Avenue	Less than 10 feet	Left	1,227
Buckman Drive	W University Avenue	Stadium Road	Less than 10 feet	Both	1,218
SW 42nd Street	SW 62nd Boulevard	Plaza Boulevard	Less than 10 feet	Left	1,196

Bicycle Lanes					
Facility Name	FROM	TO	WIDTH	SIDE OF ROAD	LENGTH
SE Depot Avenue	S Main Avenue	SE 4th Street	Less than 10 feet	Both	1,178
SW 13th Street	SW 9th Avenue	SW 11th Avenue	Less than 10 feet	Both	1,097
SW 43rd Street	SW 22nd Lane	SW 24th Avenue	Less than 10 feet	Left	1,006
SW 30th Place	SW 42nd Street	Clark Butter Boulevard	Less than 10 feet		1,002
NE 19th Terrace	NE 12th Avenue	NE 8th Avenue	Less than 10 feet	Both	975
SE 7th Avenue	SE 4th Street	SE 7th Street	Less than 10 feet	Both	782
SW 43rd Street					778
SW 23rd Street	SW 2nd Avenue	Fraternity Row	Less than 10 feet	Both	684
NW 14th Avenue	NW 2nd Avenue	N Main Street	Less than 10 feet	Both	662
NW 34th Street	NW 1Street Court	W University Avenue	Less than 10 feet	Both	520
				TOTAL	637,905

Table 12

Bicycle Boulevards					
Facility Name	FROM	TO	WIDTH	SIDE OF ROAD	LENGTH
NW 12th Street	NW 19th Lane	W University	Less than 10 feet	Both	7,231
NW 3rd Avenue	NW 17th Street	NW 13th Street	Less than 10 feet	Both	3,919
SW 12th Street	W University Avenue	SW Depot Avenue	Less than 10 feet	Both	3,713
NE 2nd Avenue	Old NW 6th Street	NE Boulevard	Less than 10 feet	Both	3,324
NW 3rd Avenue	NW 13th Street	NW 6th Street	Less than 10 feet	Both	2,670
				TOTAL	20,856

A measure of bicycle facility quality is number of crashes Table 12 presents. This data is collected from Florida Department of Transportation for years 2012 to 2016. The majority of crashes are occurring on the University of Florida campus and from main entrances to the University of Florida. These location are:

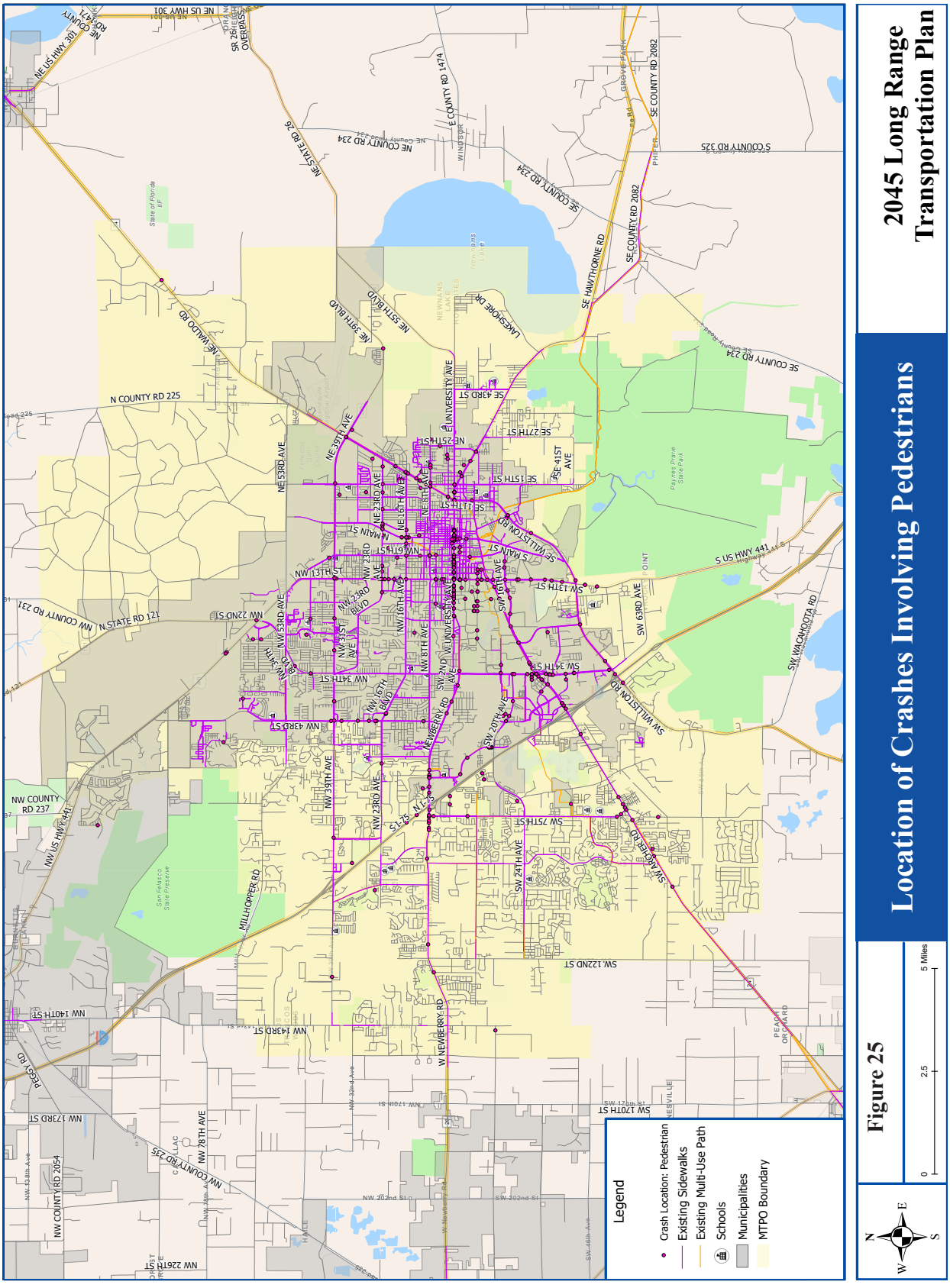
Table 13

Bicycle Crash Data Analysis		
Roadway	Facility Type	Comments
Newberry Road	No facility	Gap before merge with SW 2nd Avenue multi-use path
SR 20 (NW 6th Street)	No facility	This central street needs a bike facility north of NW 6th Place
N Main Street	No facility	Gap between NE 23rd Avenue and NW 8th Avenue
SW 20th Avenue	Bike lane	Close to UF
SW 34th Street	Bike lane	Close to UF
NE/NW 8th Avenue	No facility	Gaps between City limits and N. Main Street. Inconsistent facilities - nothing, paved shoulder, bike lane
SR 20 (Hawthorne)	No facility	Merge with University to no bike facility - inconsistent
NW 39th Avenue	Bike lane	Major east/west connector to downtown on a busy road with minimal bike facilities

Bicycle Crash Data Analysis		
Roadway	**Facility Type**	**Comments**
University Avenue	Bike lane or no facility	Inconsistent bike facility and gaps between Hawthorne and Gale Lemerand Drive by the football stadium.
NW/SW 13th Street	Bike lane or no facility	Inconsistent bike facility and gaps between NW 23rd boulevard and Museum Road
Archer Road	Multi-use path	This is a high traffic road with conflicts at intersections
SW 16th Avenue	Multi-use path	High traffic road

Many of these crashes are occurring where there are gaps in the bicycle facility, for example on Newberry Road before it merges with the SW 2nd Avenue multi-use path. In addition, there is a high rate of crashes on paved-shoulder facilities. Some are near the University of Florida where automobiles may be parking on the shoulders causing cyclists to dart out into the travel lane which could lead to increased collisions. There are also inconsistent bicycle facility types on a single roadway facility. This creates an unsafe condition for cyclists who have to quickly adapt to different biking conditions in high traffic areas. This is true on NW/SW 13th Street and University Avenue on NW 6th Street, and on N Main Street. There is also a cluster of crashes in the northern part of the Gainesville Metropolitan Area on NE 39th Avenue around NW 6th Street, and N Main Street and NW 13th Street which is the main access point to downtown Gainesville.

Figure 25: Location of Crashes Involving Pedestrians



B.4 Planned Modifications

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area publishes several documents for the Gainesville Urbanized Area including List of Priority Projects and their Transportation Improvement Program, which lists projects to be implemented within the next five years. The projects are selected from the Long-Range Transportation Plan which is updated every five years. The following tables include a master list of all multi-use trail and bicycle planned modifications from the Transportation Improvement Program, Long-Range Transportation Plan, List of Priority Projects, as well as projects from Alachua County Capital Improvements Program and Gainesville's Mobility Work Plan.

City of Gainesville Planned Modifications

Most of the planned modifications are multi-use paths for both bicycle and pedestrians. The City of Gainesville is funding their Wild and Scenic Paths Plan funded through a half-cent sales tax. These include north/south connections on the eastside of town with the Sweetwater Trail and the 6th Street Trail, as well as the SE 15th Street Trail and SE 21st Street Trail which connect to the SE 8th Avenue Trail. The Norton West Trail, NE 31st Avenue Trail, NW 23rd Avenue Trail, SW 47th Avenue Trail and SW 40th Place Trail fill in gaps to connect existing trail segments.

City of Gainesville Planned Bicycle Facilities

Table 14

Bicycle Boulevards					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
NW 14th Avenue	NW 16th Terrace	NW 13th Street	Less than 10 feet	N/A	1,317
NW 24th Boulevard	NW 23rd Terrace Trail	NW 39th Avenue	Less than 10 feet	N/A	1,732
NE 3Road Avenue	NE 7th Street	NE Waldo Road	Less than 10 feet	N/A	2,348
NW 14th Avenue	NW 13th Street	NW 2nd Street	Less than 10 feet	N/A	3,992
NE 10th Avenue	NE Boulevard	NE 9th Street	N/A	N/A	2,214
NW 16th Terrace	NW 14th Avenue	NW 16th Avenue	Less than 10 feet	N/A	583
NW 13th Terrace	NW 14th Avenue	NW 8th Avenue	Less than 10 feet	N/A	2,464
NE 2nd Avenue	NE Boulevard	NE 7th Street	Less than 10 feet	N/A	802
SW 10th Terrace	SW 14th Avenue	SW 16th Avenue	Less than 10 feet	N/A	558
SE 8th Street	SE 10th Avenue	Depot Trail	N/A	N/A	1,454
SE 7th Street	E University Avenue	SW 7th Street	Less than 10 feet	N/A	2,253
NE 3Road Avenue/ NE 23Road Street/ NE 3Road Place	NE Waldo Road	NE 25 Street	Less than 10 feet	N/A	5,840
NE 9th Street	NE 23rd Avenue	NE 31Street Avenue	Less than 10 feet	N/A	2,747
NE 7th Street	NW 23rd Avenue	E University Avenue	Less than 10 feet	N/A	5,216
SE 7th Avenue	SE 7th Street	SE 8th Avenue Trail	Less than 10 feet	N/A	2,660
NW 5th Avenue	NW 34th Street	NW 36th Drive	Less than 10 feet	N/A	1,852
				TOTAL	38,030

Table 15

Bicycle Lanes					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
SW 14th Avenue	SW 20th Avenue	SW 75th Street			3,048
NE 15th Street	NE 39th Avenue	NE 16th Avenue	Less than 10 feet	N/A	7,944
NE 31st Avenue	NE 9th Street	NE 15th Street	Less than 10 feet	N/A	4,310
NW 10th Avenue	NW 6th Street	NW 2nd Street	Less than 10 feet	N/A	960
SW 43rd Street					936
SW 6th Street	Depot Avenue	SW 16th Avenue	N/A	N/A	2,608
				TOTAL	19,807

Table 16

Cycle Track					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
SE 4th Street	SE 7th Avenue	SW Willston Road	Less than 10 feet	Both	3,761

Table 17

Multi-use Trail					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
SW 24th Avenue	I-75 overpass	SW 75th Street	Less than 10 feet	North	8,175
SW 122nd Street	NW 22 Avenue	S I-75	Less than 10 feet	N/A	11,536
SW 122nd Street	S I-75	NW 38th Place	Less than 10 feet	N/A	7,484
Citizens Park Trail	NE 12th Street	NE 15th Street	N/A	N/A	1,422
SE 21Street Street Trail	SE 8th Avenue	SE 15th Avenue	Less than 10 feet	N/A	1,076
SW Archer Road	SW 75th Street	SW 45th Street	Less than 10 feet	N/A	12,151
NW 45th Avenue	Black Forest Way	Norton elementary	Less than 10 feet	N/A	2,957
NW 23rd Street ROW Trail	NW 16th Avenue	Glen Springs Road	Less than 10 feet	N/A	5,331
Norton West Trail	SW 34th Street	SW 28th Street	Less than 10 feet	N/A	2,629
Waldo Road	NE 54th Avenue	NE 47th Avenue	Less than 10 feet	N/A	4,592
SW 91st Street	SW 8th Avenue	SW 24 Avenue	Less than 10 feet		5,867
Fort Clarke Boulevard	NW 23rd Avenue	W Newberry Road	Less than 10 feet		5,695
SW 122nd Street	NW 23rd Avenue	SW 122 Street	Less than 10 feet	N/A	21,315
Glen Springs Braid	NW 16th Terrace	NW 39th Avenue	Less than 10 feet	N/A	12,496
Eastside Trail	SE Hawthorne Road	NE Waldo Road	Less than 10 feet	NA	17,632
SW 40th Boulevard	SW 14th Place	SW Archer Road	Less than 10 feet	N/A	7,783
NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Less than 10 feet	N/A	4,668
Sweetwater Trail	SW 16th Avenue	SWP	Less than 10 feet	N/A	3,974
University Avenue South Side Trail	Gale Lemerand Drive	SW 13th Street	N/A	N/A	3,251
SE 27th Street	SE Hawthorne Road	SE 39th Place	Less than 10 feet	N/A	10,027
SE 8th Avenue	SE 15th Street	SE Hawthorne Road	Less than 10 feet	Left	3,820

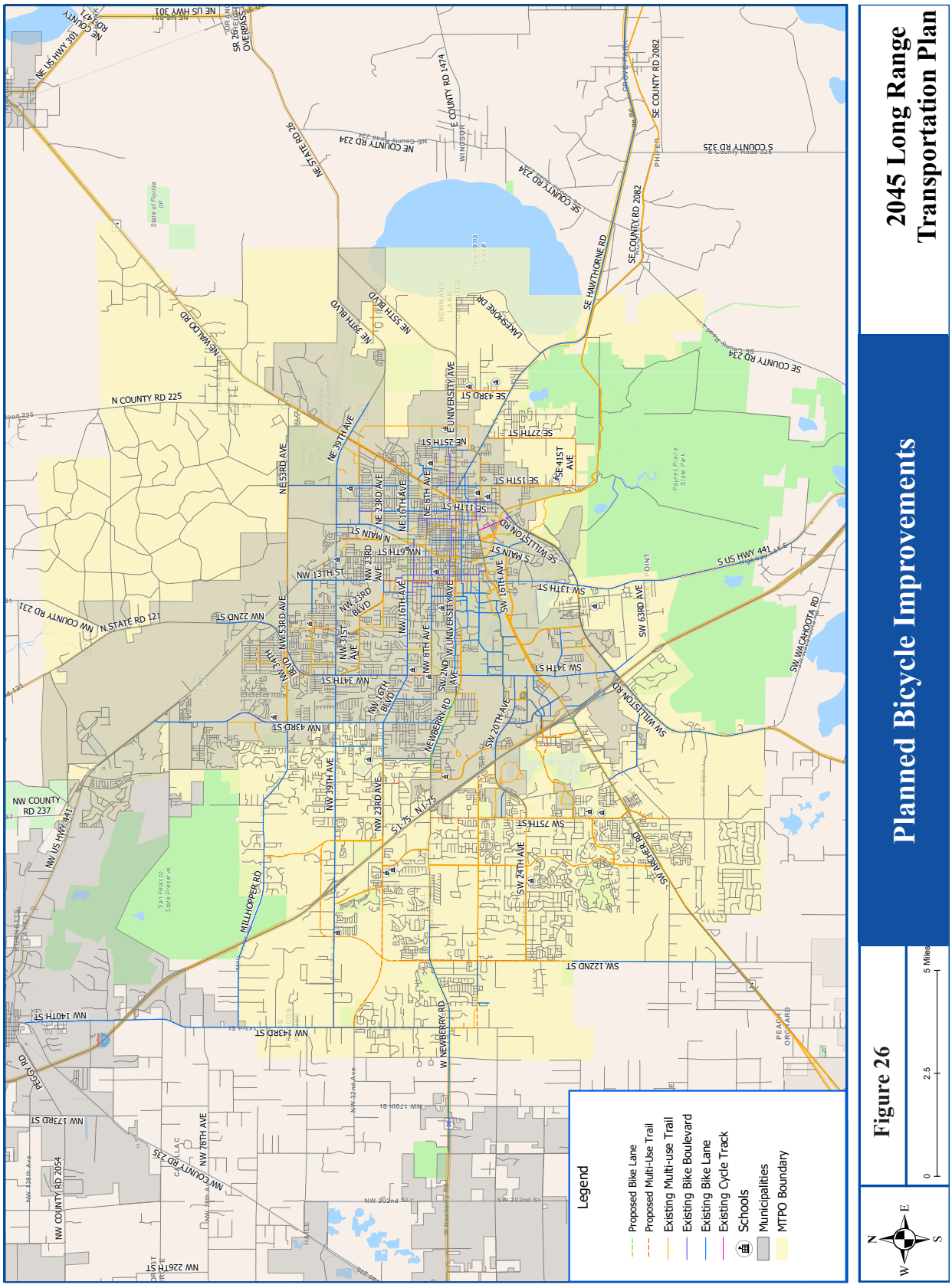
Multi-use Trail					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
SW 40th Place Trail	SW 27th Street	SW 34th Street	Greater than 10 feet		3,491
NW 39th Avenue	NW 143rd Street	N I-75	Less than 10 feet	N/A	16,396
NW 23rd Avenue Trail	NW 23rd Terrace	NW 23rd Avenue	Less than 10 feet	N/A	3,946
Planned Power District Trail	SE 4th Avenue	SE 7th Avenue	Less than 10 feet	N/A	1,060
Planned Koppers Trail	NW 23rd Avenue	NW 39th Avenue	Less than 10 feet	N/A	6,008
Terwiliger Trail Connector	NW 62nd Street	Terracewilliger Path	Less than 10 feet	Right	979
SW 8th Avenue	SW 67th Terrace	SW 20 Avenue	Less than 10 feet	N/A	3,677
NE 15th Street	NE 31Street Avenue	NE 53rd Avenue	Less than 10 feet	N/A	7,871
NW 23rd Street ROW Connector	NW 23rd Street ROW	NW 28 Avenue	Less than 10 feet	N/A	609
6th Street Trail	NW 16th Avenue	NW 23rd Avenue	Less than 10 feet	N/A	2,772
NW 88th Street	Millhoper Road	NW 38th Place	Less than 10 feet	N/A	7,071
NW 34th Street with Utility Extension	NW 45th Avenue	NW 53rd Avenue	Less than 10 feet	N/A	2,852
SE 41Street Avenue	SE 15th Street	SE 27th Street	Less than 10 feet	N/A	5,136
Grand Oaks Trail	SW 20th Avenue	SW 75th Street	Less than 10 feet		3,818
SE 8th Avenue Trail	SE 15th Street	SE 12th Street	Less than 10 feet	N/A	1,569
Sweetwater Trail	University Avenue	6th Streetreet Trail	Less than 10 feet	N/A	5,537
GRU easement at Regal 16	NW 5th Avenue	W University Avenue	Less than 10 feet	N/A	1,363
A,N.N.E Park Trail	NW 26th Terrace	GRU easement Trail	Less than 10 feet	N/A	1,848
NW 23rd Avenue	S I-75	NW 55th Street	Less than 10 feet	N/A	9,039
SW 41st Place	SW 71Street Terrace	SW 63rd Boulevard	Less than 10 feet	N/A	2,058
NW 23rd Terrace Trail	Glen Springs Rd	NW 34th Avenue	Less than 10 feet	Right	1,138
SE 8th Street	Gainesville Hawthorne Trail	SE 10th Avenue	N/A	N/A	1,454
SW Williston Road	SW 62nd Avenue	SW 41stBoulevard	Less than 10 feet	N/A	3,984
NE 28th Avenue	N Main Street	NE 9th Street	N/A	N/A	1,492
SE 15th Street Trail	SE 8th Avenue	TB McPherson Park	Less than 10 feet	N/A	2,379
NW 53rd Avenue	NW 34th Boulevard	NE 15th Street	Less than 10 feet	N/A	18,182
SE 43rd Street	E University Avenue	SE Hawthorne Road	Less than 10 feet	N/A	6,023
GRU easement between NW 30th and 31st Terrace	NW 53rd Avenue	NW 68th Avenue	Less than 10 feet	N/A	4,938
NW 41Street Street	W Newberry Road	W University Avenue	Less than 10 feet	N/A	663
NW 23rd Avenue	NW 143rd Street	S I-75	Less than 10 feet		21,774
NW 143rd Street	NW 44th Avenue	SW 12th Place	Less than 10 feet	1	7,436
Archer Braid	SW 43rd Street	SW 63rd Boulevard	Less than 10 feet	N/A	6,574
NW 19th Lane	NW 13th Street	NW 16thg Terrace	Less than 10 feet	N/A	1,309
SW 24th Avenue	SW 91Street Street	SW 75th Street	Less than 10 feet		5,310
NE 31Street Avenue Trail	NE 15th Street	Waldo Road	Less than 10 feet	N/A	4,611
Sweetwater Trail	Depot Park	SW 16th Avenue	Less than 10 feet	N/A	4,002
SW 91Street Street	SW 24th Avenue	SW 46th Boulevard	Less than 10 feet	N/A	10,720

Multi-use Trail					
FULL NAME	FROM	TO	BIKE ROUTE WIDTH	SIDE OF ROAD	SHAPE LENGTH
ROW between NW 30th and 31st Terrace	NW 39th Avenue	NW 45th Avenue	Less than 10 feet	NA	2,673
SE 13th Avenue	SE 11th Street	SE 15th Street	Less than 10 feet	N/A	2,172
SW 37th Street ROW	SW 2nd Place	SW 6th Place	Less than 10 feet	N/A	2,036
SW 27th Street/ SW40th Place/ SW 25th Terrace Trail	SW 35th Place	SW Williston Road	Less than 10 feet	N/A	3,586
NW 36th Avenue CONNECTOR	NW 36th Avenue	NW 21Street Street	Less than 10 feet	N/A	511
SW 5th Avenue Basin	SW 5th Avenue Basin	SW 5th Avenue Basin	Less than 10 feet	N/A	1,368
				TOTAL	365,320
				ALL TOTAL	426,918

Alachua County Planned Modifications

The County plans to increase multi-use trails in the southwest quadrant and across I-75 and west of I-75 and around Lake Kanapaha. Current plans for expanding the bicycle network include the Archer Road Trail from SW 75th Street to I-75 and SW 24th Avenue from SW 75th Street to SW 91st Street. Long-term plans include multi-use paths northwest of Gainesville including NW 39th Avenue, SW 8th Avenue, NW 143rd Street and SW 122nd Street. In general area west of Gainesville between Williston and NW 39th Street west of I-75 has an extensive system of planned multi-use paths. Prominent east/west connectors include State Road 232 to the west, Newberry Road and SW 20th and SW 24th Avenue west of SW 34th Street.

Figure 26: Planned Bicycle Improvements



Planned Metropolitan Transportation Planning Organization Modifications

Table 18

Project Priorities, 2019-2024			
Project Description	**From**	**To**	**Project Type**
SW 24 Avenue	SW 87 Way	SW 77 Street	Construct Multi-use path
NW 45 Avenue	NW 34 Street	NW 42 Boulevard	Construct Multi-use path
W University Avenue (SR 26)	Gale Lemerand Drive	W 13 Street	Construct Bikeway/Sidewalk
Newberry Road (SR 26)	NW 59 Street	NW 34 Street	Protected bike lanes from 52 Terrace to 34 street
NW 6 Street Rail/Trail Extension	NW 16 Avenue	NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Glen Springs Braid	Gainesville High School	NW 34 Street	Bicycle/Pedestrian Trail
Gainesville Regional Utilities Right-Of-Way	Depot Park	Williston Road (SR 331)	Bicycle/Pedestrian Trail
NE 27 Avenue	State Road 222	State Road 26	8′ multi-use path on north side of road
Williston Road (SR 331)	Sweetwater Wetlands Park	Gainesville Hawthorne Rail/ Trail Connector	Bicycle/Pedestrian Trail
NW 6 Street Rail/Trail Extension	NW 16 Avenue	NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
University Avenue (SR 26)			Bicycle Striping and Signal Detection

Table 19

Year 2040 Cost Feasibility Plan - Priority Projects			
Project Description	**From**	**To**	**Project Type**
W University	NW 23 Avenue	Archer Road	Multi-modal implementation
W University Avenue (SR 26)	Gale Lemerand Drive	W 13 Street (SR 25)	Construct Bikeway/Sidewalk
State Road 121 (West 34th Street)	SW 2nd Avenue	US 441	Complete street w/ protected bike lanes
SW 62nd Boulevard	Butler Plaza	SW 20th Avenue	Complete street w/ protected bike lanes
US 441	NW 33rd Ave	Archer Road	Multi-modal Emphasis Corridor Implementation

Table 20

Transportation Improvement Program			
Project Description	**From**	**To**	**Project Type**
NE 18 Avenue	NE 12 street	NE 15 Street	Bike/Ped Trail
SW 27 Street	Williston Road	SW 35 Place	Bike/Ped Trail
NW 19 Place	NW 16 Terrace	NW 13 Street	Bike Lane/Sidewalk
Archer Road	SW 75 Terrace	SW 41 Boulevard	Bike Path/Trail

Table 21

Long-Range Transportation Plan Adopted Needs Plan from 2015 - Funded			
Project Description	**From**	**To**	**Project Type**
Bivens Braid SW 23rd Street	SW 23rd Terrace	Archer Road (SR 24)	Shared use path
Glen Springs Braid NW 19th Lane	NW 16th Terrace	NW 13th Street (US 441)	Bicycle facility
Glens Springs Braid	NW 34th Street (SR121)	NW 16th Terrace	Shared use path
Hawthorne Braid	NW 16th Avenue	NW 39th Avenue (SR 222)	Extend CSX Trail
Millhopper Braid - NW 16th Avenue	NW 13th Street	N Main Street	Construct bike lanes
SW 40th Boulevard	SW 34th Street (SR 121)	Archer Braid at SW 30th Avenue	Construct trail
University Braid – University Avenue (State Road 26)	Waldo Road (SR 24)	NE 55th Boulevard	New trail
Williston Road (SR 331)	I-75	Waldo Road (SR 24)	Construct bicycle/pedestrian trail
NE/SE Waldo Road (SR 24/SR 331)	SE 16th Avenue/SR 24A	NE 39th Avenue/SR 222	Multi-modal emphasis corridor
NW/SW 13th Street (US 441)	NW 33rd Avenue	Archer Road (SR 24)	Multi-modal emphasis corridor
University Avenue (SR 26)	Gale Lemerand Drive	Waldo Road (SR 24)	Multi-modal emphasis corridor

Table 22

Gainesville Capital Improvements Element			
Project Description	**From**	**To**	**Project Type**
Depot Avenue	SW 13th Street	Williston Road	Reconstruction with sidewalks and bike lanes
SE 4th Street	Depot Avenue	Williston Road	Reconstruction with sidewalks and bike lanes
SW 6th Street	University Avenue	SW 4th Avenue	Reconstruction with sidewalks and bike lanes
Norton Trail extension	NW 45th Avenue	NW 39th Avenue	Trail extension
SW 27th Street/SW 40th Place/ SW 25th Terrace	Williston Road	SW 35th Place	Multi-use trail
NW 19TH Lane	NW 16th Terrace	NW 13th Street	Multi-use trail

Table 23

Gainesville Mobility Work Plan Projects List Fiscal Year 2019-2023			
Project Description	**From**	**To**	**Project Type**
Porter's Neighborhood	SW 6th Place/SW 7th Place	SW 6th Street Trail	Connector
NW 73rd Avenue, south	NW 43rd Street	Existing	Multi-Use
Northwood Pines ROW	NW 54th Avenue	NW 53rd Avenue Trail	Connector
NW 36th Avenue ROW	NW 21st Drive	NW 21st Street	Connector
SW 40th Boulevard Trail, east	Archer Road	SW 30th Avenue	Multi-Use
Northwood Pines, south	NW 53rd Avenue Trail	NW 45th Avenue at 34th	Multi-Use
NW 4th Place, south	NW 62nd Boulevard	Terwilliger Trail	Multi-Use
NW 42nd Avenue, north	NW 6th Street	NW 13th Street	Multi-Use

Table 24

Alachua County Five-Year Work Plan			
Project Description	**From**	**To**	**Project Type**
Archer Road Trail	SW 75th Street	I-75	Multi-use path
SW 24th Avenue	SW 75th Street	SW 91st Street	Multi-use path

Table 25

Alachua County Capital Improvements Program			
Project Description	**From**	**To**	**Project Type**
NW 143rd Street (CR 241)	Newberry Road	NW 39th Avenue	Multi-use off-road facility
Millhopper Greenway	Millhopper Road	NW 39th	Multi-use off-road facility
CR 235A	US 441	NW 177th Avenue	Multi-use off-road facility
NW 63rd Terrace	NW 18th Avenue	NW 19th Place	Multi-use off-road facility
SW 122nd Street	Newberry Road	SW 8th Avenue	Multi-use off-road facility
NW 39th Avenue	NW 143rd Street	I-75	Multi-use off-road facility
Archer Braid	Tower Road	Lake Kanapaha	Multi-use off-road facility
SW 122nd Street	SW 40th Avenue	SW 24th Avenue	Multi-use off-road facility
SW 41st Place	Tower Road	Greenleaf	Multi-use off-road facility
SW 75th Street	SW 73rd Way	6200 Block of SW Archer Road	Multi-use off-road facility
SW 20th/24th Avenue	Tower Road	I-75	Multi-use off-road facility
Archer Braid	Lake Kanahapa	I-75	Multi-use off-road facility
SW 62nd Avenue/63rd Boulevard	Archer Road	Williston Road	Multi-use off-road facility
SW 122nd Street	SW 24th Avenue	SW 8th Avenue	Multi-use off-road facility
SW 91st Street	Archer Braid Trail	SW 8th Avenue	Multi-use off-road facility
SE 43rd Street	E. University Avenue	Hawthorne Road	Multi-use off-road facility
NE 27th Avenue	SR 222	SR 26	Multi-use off-road facility
Kincaid Loop Connector	SE 15th	Hawthorne Road	Multi-use off-road facility

Table 26

FDOT Five-Year Work Plan 2019-2024			
Project Description	**From**	**To**	**Project Type**
Norton Elementary Trail			Bike path/trail
NW 19th Lanr	NW 16th Terrace	US441 (NW 13th Street)	Bike lane/sidewalk
Poe Springs Road	Poe Springs	US 27 (Main Street)	Bike path/trail
SR24 (Archer Road)	SW 75th Terrace	SW 41st Boulevard	Bike path/trail
SW 27th Street	SW Williston Road	SW 35th Place	Bike path/trail

C.1 Existing Sidewalk Grid Network

The sidewalk infrastructure is more fine-grained than the bicycle infrastructure and, for the purposes of the Long-Range Transportation Plan, the infrastructure is analyzed in terms of its overall connectivity and accessibility to parks and multi-use trails, schools, major employment destinations and economic generators. Like the bicycle grid, the pedestrian/sidewalk grid has a utilitarian purpose, to connect either the first or last segment of a commute either by automobile, bus or bicycle. But it also serves recreational users to access parks and trails. Facilities for both types of users are included in the discussion below. It also includes multi-use paths which serve both bicycles and pedestrians. Multi-use paths typically are eight-feet to ten-feet wide and made of asphalt and/or concrete. Some of the paths in Gainesville are converted rail corridors. Multi-use paths usually include benches and other pedestrian amenities. All of the data for this section was sourced from City of Gainesville, Alachua County and Florida Department of Transportation .

The existing pedestrian network includes both traditional sidewalks and multi-use paths (Figure 27). The Florida Department of Transportation provides data on sidewalk width and sidewalk buffers. The wider sidewalks promote a safer environment for walking and are likely to have a higher usage. Similarly, sidewalks with buffers, or protected barriers, have an additional level of protection to make it safer and more comfortable for people walking. Barriers can be a lane of on-street parking, trees and grass swales. Multi-use paths are paved facilities which are wider than typical bicycle lanes and can be on-road or off-road.

Overall Connectivity

The existing sidewalk grid is well connected and accessible to most every neighborhood in Gainesville, but it does not extend into every residential neighborhood. Downtown Gainesville and the University of Florida have the best sidewalk networks. Nearly every street has a sidewalk. Neighborhoods directly north and south are only connected on major streets which border the residential neighborhoods.

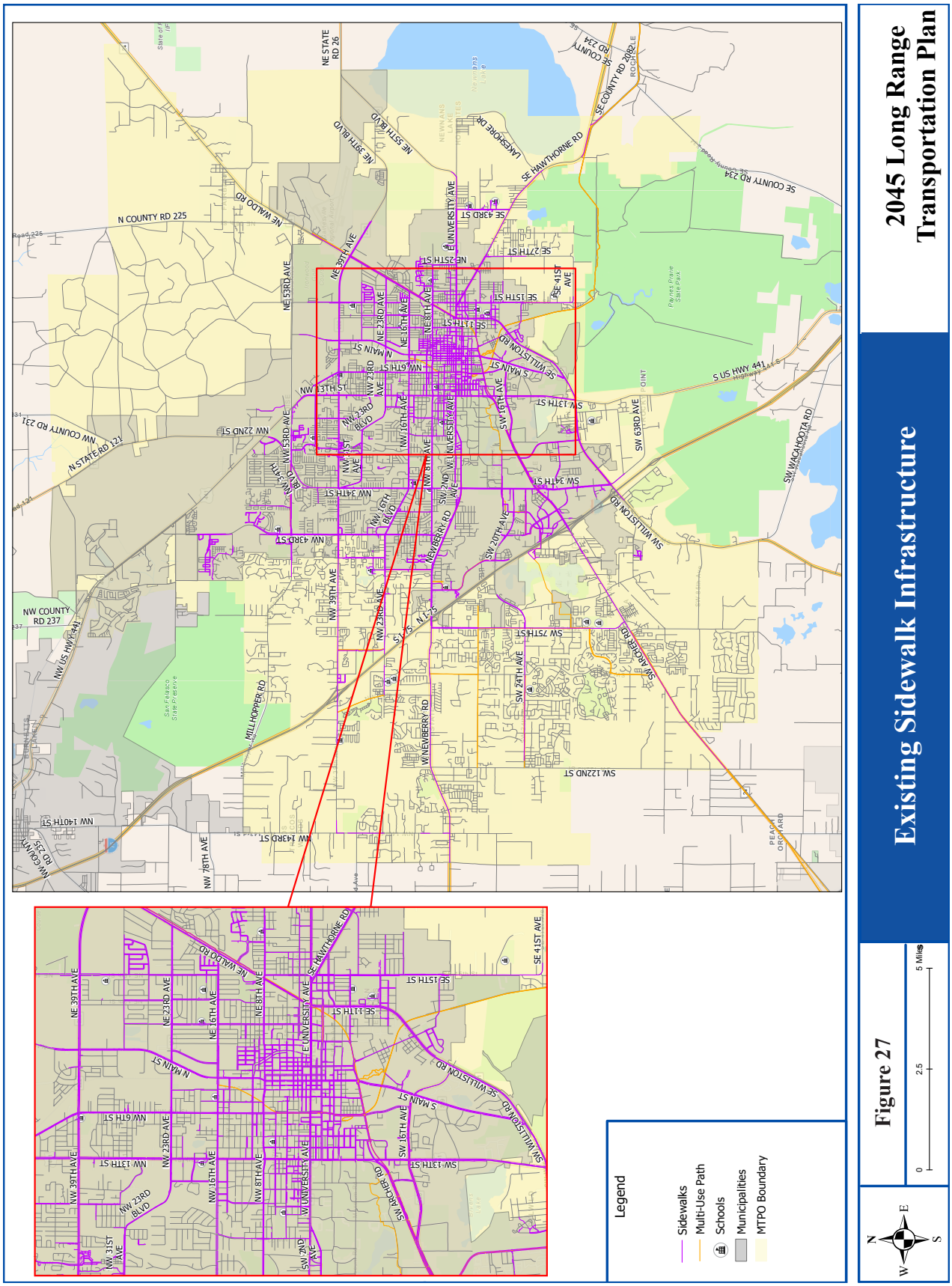
Connectivity to Parks

Nearly every park and trail connect to a sidewalk. However, there are some parks with limited access, meaning there is only entry point via sidewalk, and a few that do not connect to sidewalks at all. This is particularly true in the southwest portion of Gainesville and the County including: Kanapaha Botanical Gardens at SW 63rd Boulevard, Green Acres Park (proposed sidewalk and multi-use path), John Mahon Nature Park (existing multi-use path) and Clear Lake Nature Park (NW 55th Street). Gum Root Park has limited accessibility to the adjacent neighborhood via a multi-use path on 27th Avenue.

Connectivity to Schools

Most schools in the Gainesville Metropolitan Area are accessible by sidewalks or are located within a smaller residential neighborhoods. Schools that need additional sidewalks include: Idylwild Elementary School on SW 17h Terrace by Williston Road and Buchholz High School on NW 27th Avenue and JJ Finely Elementary School on 21st Street.

Figure 27: Existing Sidewalk Infrastructure



Transit Connectivity

The first and last mile of transit user trips need to be seamless. This is the walk, drive or biking trip to the transit stop from the home origin and from the transit stop to the ultimate destination. This is why bicycle lanes and sidewalks become critical when building a complete transit system. In Gainesville, all sidewalks on arterial and collectors link to a transit stop. Bus stops are located all along these facilities. A comprehensive approach to connectivity is to examine sidewalk connectivity within a quarter-mile of each transit stop. The quarter-mile radius is the walking shed and accounts for the capture area from where pedestrians are originating. The quarter-mile radius analysis below shows several neighborhoods with transit stops that are not connected to a sidewalk. This is a safety concern.

Table 27

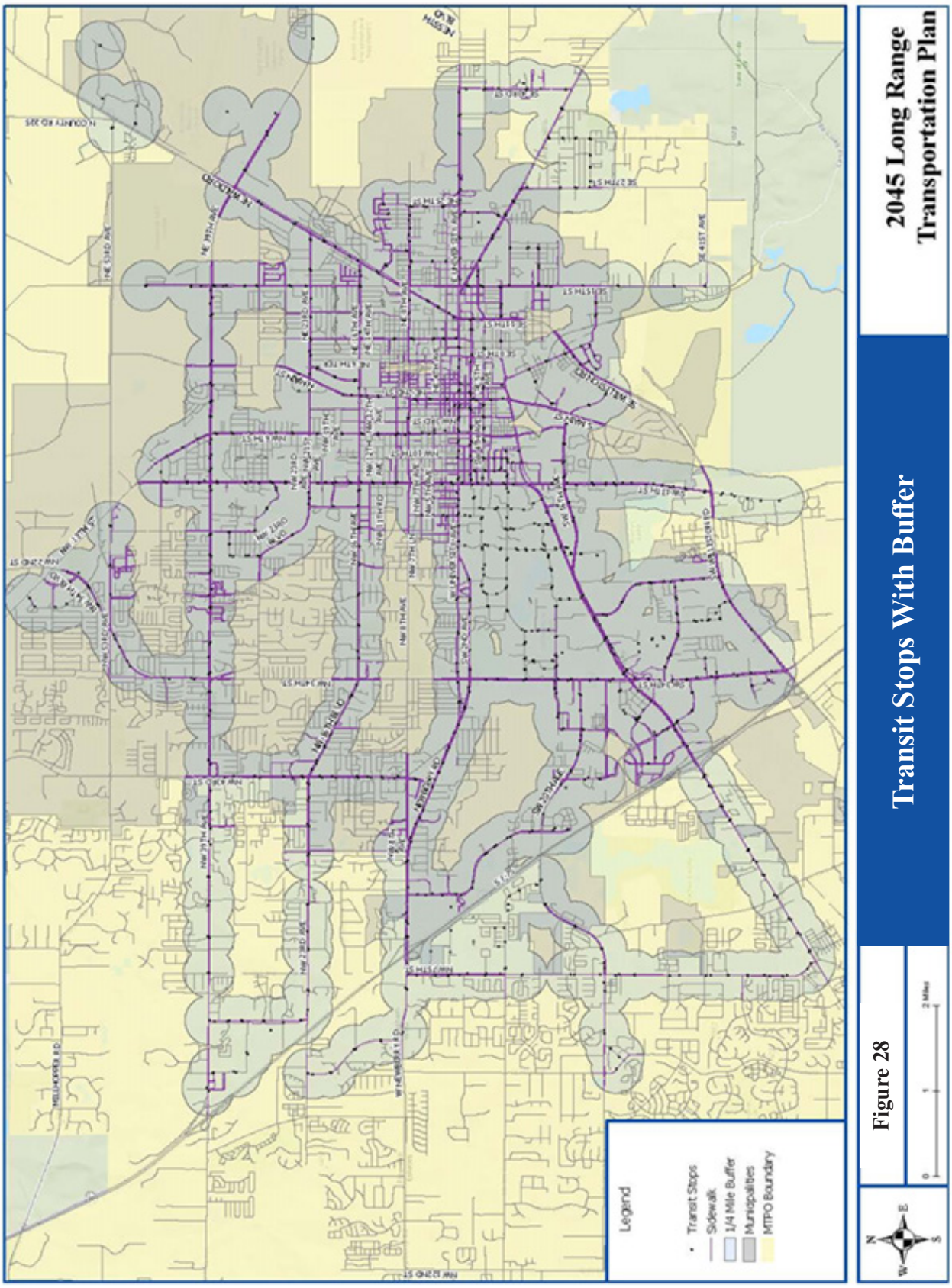
	Transit Stops Missing Sidewalks
1	Gainesville Regional Airport
2	SW 13th Street south of Williston Road
3	Between SE 27th Street and Hawthorne – SE 21st Avenue and SE 35th Street
4	Between I-75 and NW 75th Street
5	NW 23rd Terrace between NW 34th Boulevard and NW 56th Place
6	NW 45th Avenue between US 441 and NW 6th Street
7	NW 36th Avenue and NW 21st Street
8	NE 1st Boulevard at the shopping center between N Main and S Main Street
9	NE 19th Terrace at Lincoln Estates
10	SE 4th Avenue from SE 7th Street to SE 9th Street midblock
11	SE 10th Avenue from SE 4th Street to SE Veitch Street
12	SW 27th Street from SW 35th Place to SW 40th Place- Future multi-use path
13	SW 40th Place from SW 27th Street to SW 25th Terrace- Future multi-use path
14	SW 25th Terrace from SW 40th Place to Williston Road- Future multi-use path
15	Windmeadows Boulevard from SW 30th Place to SW 34th Street
16	SW 87th Drive from SW 91st Street to SW 25th Lane

Sidewalks at the Gainesville Regional Airport connect the short-term and long-term parking lots, rental car parking lot, and transit stop to the terminal.

In addition, there are several neighborhoods within a quarter-mile of a transit stop which lack sidewalks. The transit stops are located on arterials and collectors with sidewalks, but the sidewalks do not connect into the neighborhoods. This is a safety concern for pedestrians who must walk along the edge of a street before reaching a sidewalk to access transit. The following roadways with transit stops are adjacent to neighborhoods which do not have sidewalks that connect to the roadway. These neighborhoods are shown on Figure 28.

Access to transit in accordance with the Americans with Disabilities Act guidelines is addressed in the City of Gainesville Regional Transit System Development Plan Fiscal Years 2020-2029. The Transit Development Plan budgets $5.0 million dollars for Americans with Disabilities Act related modifications.

Figure 28: Transit Stops With Buffer



C.2 Gaps in the Current Network for Sidewalks

The sidewalk grid is well laid out and serves most neighborhoods. The biggest gaps are outside of Gainesville in the Alachua County neighborhoods west of I-75 and north of NW 7th Avenue. Within Gainesville, there are opportunities to connect neighborhoods to the downtown and the University of Florida. Specifically, the neighborhoods north of NE 7th and 14th Avenues are missing sidewalks. There is also an opportunity to expand the sidewalk network on downtown peripheral streets. There are gaps between University Avenue and NE 7th Avenue directly east and west of the downtown core, between State Road 24/Waldo Road and SW 34th Street. And within the downtown core, there are various missing sidewalk segments. Planned multi-use path and new sidewalks will fill in some of the gaps, but there are still many gaps as identified in the following tables.

Table 28 - Missing Sidewalk Segments

Transit Stops	Roadway	From	To
	SW 13th Street	Williston Road	SW 66th Place
	SE 21st Avenue	SE 27th Street	SE 35th Street
	SE 35th Street	Hawthorne	SE 21st Avenue
	NW 4th Boulevard	NW 75th Street	I-75
	W. University	NW 75th Street	I-75
	NW 23rd Terrace between	NW 34th Boulevard	NW 56th Place
	NW 45th Avenue	US 441	NW 6th Street
Greentree Park	NW 36th Avenue	NW 21st Street	NW 19th Street
Greentree Park	NW 21st Street	NW 36th Avenue	NW 23rd Avenue
Shopping center	NE 1st Boulevard	N. Main Street	S. Main Street
Lincoln Estates	NE 19th Terrace	NE 17th Avenue	SE 8th Avenue
	SE 4th Avenue from	SE 7th Street	SE 9th Street midblock
	SE 10th Avenue	SE 4th Street	SE Veitch Street
Future multi-use path	SW 27th Street	SW 35th Place	SW 40th Place
Future multi-use path	SW 40th Place	SW 27th Street	SW 25th Terrace
Future multi-use path	SW 25th Terrace	SW 40th Place	Williston Road
Windmeadows	Windmeadows Boulevard	SW 30th Place	SW 34th Street
	SW 87th Drive	SW 91st Street	SW 25th Lane
Parks	**Roadway**	**From**	**To**
John Mahon	NW 46th Street	NW 1st Avenue	Newberry
	NW 44th Street	NW 1st Avenue	Newberry
	NW 1st Avenue	NW 46th Street	John Mahon Park
	NW 43rd Terrace	Clearlake Drive	W University
	W. University	NW 44th Street	SW 43rd Terrace
Clear Lake	NW 54th Terrace	Newberry Road	NW 4th Place
	NW 53rd Street	Newberry Road	NW 4th Place
	NW 4th Place	NW 53rd Terrace	NW 59th Street
	NW 55th Street	NW 4th Place	Clearlake Park
	West University/Clearlake Drive	Clearlake Park	SW 43rd Terrace
Kanapaha Botanical Gardens	63rd Boulevard	Archer	SW 20th Avenue

Schools	Roadway	From	To
Buchholz High School	NW 58th Boulevard	NW 23rd Avenue	NW 33rd Avenue
Idylwild Elementary	SW 21st Street	Williston Road	SW 44th Avenue
	SW 20th Terrace	SW 44th Avenue	SW 19th Way
	SW 17th Terrace	Williston Road	SW 49th Place
	SW 19th Way	SW 20th Terrace	SW 49th Place
	SW 49th Place	SW 19th Way	SW 17th Terrace
	SW 44th Avenue	SW 21st Street	SW 17th Terrace
Downtown Gainesville	**Roadway**	**From**	**To**
North 16th Avenue	NW 22nd Ave	NW 6th Street	NW 3rd Terrace
	NW 21st Lane	NW 6th Street	NW 3rd Terrace
	NW 21st Avenue	NW 4th Street	NW 2nd Street
	NW 20th Avenue	NW 4th Street	NW 2nd Street
	NW 19th Lane	NW 6th Street	NW 2nd Street
	NW 19th Avenue	NW 6th Street	NW 2nd Street
	NW 3rd Terrace	NW 21st Avenue	NW 23rd Avenue
	NW 4th Street	NW 19th Lane	NW 21st Avenue
	NW 3rd Street	NW 20th Avenue	NW 19th Lane
North of 8th Avenue	NW 12th Road	NW 13th Street	NW 13th Terrace
	NW 11th Road	NW 13th Street	NW 13th Terrace
	NW 12th Avenue	NW 13th Street	NW 12th Street
	NW 9th Avenue	NW 13th Street	NW 12th Street
	NW 13th Avenue	NW 4th Street	NW 2nd Street
	NW 9th Avenue	NW 2nd Street	N Main Street
North of University	NW 21st Street	W. University	NW 5th Avenue
	NW 20th Terrace	W. University	NW 3rd Avenue
	NW 3rd Avenue	NW 21st Street	NW 18th Street
	NW 4th Avenue	NW 17th Street	NW 15th Street
	NW 3rd Place	NW 17th Street	NW 16th Street
	NW 3rd Avenue	NW 17th Street	NW 16th Street
	NW 3rd Avenue	NW 15th Terrace	NW 15th Street
	NW 1st Lane	NW 15th Terrace	NW 15th Street
	NW 6th Avenue	NW 15th Street	NW 13th Street
	NW 4th Lane	NW 14th Street	NW 13th Street
	NW 4th Place	NW 14th Street	NW 13th Street
	NW 3rd Place	NW 14th Street	NW 13th Street
	NW 1st Avenue	NW 15th Street	NW 14th Street
	NW 14th Terrace	NW 6th Avenue	NW 7th Avenue
	NW 13th Terrace	NW 5th Avenue	NW 7th Avenue
	NW 12th Drive	NW 4th Avenue	NW 5th Avenue

Downtown Gainesville	Roadway	From	To
	NW 11th Street	NW 4th Avenue	Midbock south of 4th Avenue
	NW 4th Avenue	NW 12th Drive	NW 10th Street
	NW 3 Avenue	Midblock east of NW 13th Street	NW 12th Street
	NW 6th Avenue	Midblock east of NW 8th Street	NW 6th Street
	NW 4th Place	NW 10th Street	NW 8th Street
	NW 4th Avenue	NW 9th Street	NW 6th Street
	NW 3rd Avenue	NW 10th Street	Midblock west of NW 8th Street
	NW 3rd Avenue	NW 8th Street	NW 6th Street
	NW 9th Terrace	W University	NW 3rd Avenue
	NW 9th Street	W University	NW 5th Avenue
	NW 7th Terrace	NW 3rd Avenue	NW 4th Avenue
South of University	SW 5th Terrace	SW 5th Avenue	SW Depot Avenue
	SW 5th Street	SW 5th Avenue	SW Depot Avenue
	SW 4th Street	SW 5th Avenue	SW 7th Avenue
	SW 2nd Street	SW 5th Avenue	SW 4th Avenue
	SW 1st Street	SW 5th Avenue	SW 4th Avenue
	SW 6th Avenue	SW 6th Street	SW 5th Street
	SW 6th Place	SW 6th Street	SW 5th Street
	SW 7th Avenue	SW 6th Street	SW 3rd Street
	SW 7th Place	SW 6th Street	SW 3rd Street
	SW 8th Avenue	SW 6th Street	SW 3rd Street
	SW 8th Place	SW 5th Terrace	SW 5th Street
	SE 6th Avenue	S Main Street	SE 2nd Street
	SE 1st Street	SE 6th Avenue	SE 5th Avenue
	SE 10th Avenue	SE 4th Street	Multi-use path
	SE 6th Street	SE 4th Avenue	SE 2nd Place
	SE 6th Street	SE 2nd Avenue	SE 1st Avenue
	SE 8th Street	SE 2nd Avenue	SE 1st Avenue
	SE 10th Street	SE 2nd Avenue	E University
	SE 1st Avenue	SE 7th Street	SE 12th Street
	SE 3rd Avenue	Multi-use path	Dead end
	SE 4th Avenue	SE 6th Terrace	SE 4th Avenue

C.3 Level of Stress and Sidewalk Quality

A level-of-stress rating system has not been formally developed for pedestrians; however, the same criteria applied to bicycle level-of-stress, are transferable to a pedestrian facilities. In fact, Florida Department of Transportation includes data on sidewalks which are separated from moving traffic by a barrier. These sidewalks would likely have a low level-of-stress. Similarly, sidewalks, eight-feet or wider, are less stressful for walking than narrower sidewalks. These data are also collected by Florida Department of Transportation and factored into our analysis. Most sidewalks on major thoroughfares and collectors are separated by a barrier, and the sidewalks on local streets are not. This indicates that the existing sidewalk network is generally designed to create a high degree of safety and comfort for pedestrians.
Throughout the County, most sidewalks are five feet wide. However, there are sidewalks which are considered substandard, i.e. less than four feet as noted in the following table.

Table 29 - Substandard Sidewalks less than Five Feet

	Street	From	To	Sidewalk Width	Street side	Length
1	NE 23rd Avenue	NE Waldo	NW 6th Street	4 feet	Right and Left	
2	SE 4th Street	Depot Park	SE Williston Road	3 feet	Right (no data on left)	
3	SE 22nd Avenue	SE Williston Road	SE 13th Street	4 feet	Right (no data on left)	
4	S Main Street	SW Williston Road	SW 21st Avenue	4 feet	Right and Left	
5	SR 226	SR 24	US 441	4 feet	Right only	
6	SE 15th Street	SE 32nd Place	SE 41st Avenue	4 feet	Right and Left	
7	SW 4th Avenue	SW 3rd Street	S Main Street	4 feet	Right and Left	

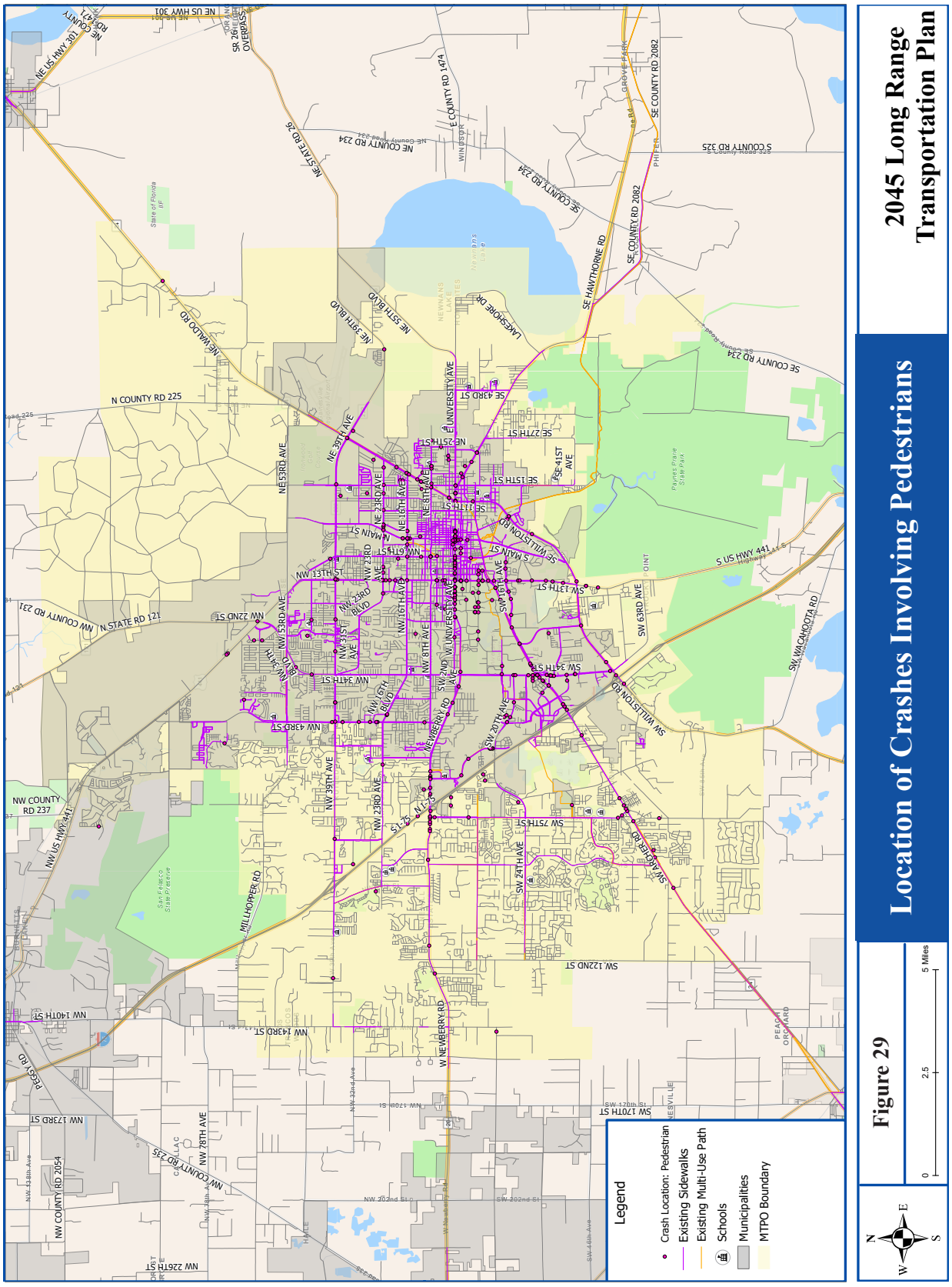
Another measure of sidewalk quality is number of crashes involving pedestrians. Most recent crash data available, collected by the Florida Department of Transportation, are for 2012 to 2016. The data show most crashes occurred in and around the University of Florida, within the downtown and at major shopping centers. Many of the crashes are mid-block, as well as at intersections so there may be a need for better crossing devices at intersections and mid-block (Table 30 and Figure 29).

Table 30 - Pedestrian Crash Data Analysis

	Roadway	Facility Type	Crash Locations
1	Newberry Road	Sidewalk	Between North Florida Regional Medical Center and the shopping mall
2	SR 20 (NW 6th Street)	Sidewalk	At the intersection of NW 23rd Avenue by restaurant and coffee shop, at NW 5th Avenue by the cocktail lounge and a high rate of crashes at University Avenue
3	N Main Street	Sidewalk	N Main Street at N 16th Avenue and at University Avenue
4	SW 20th Avenue	Sidewalk	Off campus housing

	Roadway	Facility Type	Crash Locations
5	SW 34th Street	Sidewalk	At the Whole Foods shopping center, Starbucks, Dunkin Donuts and fast food corridor by Archer Road
6	NW 43rd Street	Sidewalk	Between NW 39th Avenue and NW 23rd Avenue
7	NW 16th Boulevard	Sidewalk	At NW 43rd Street by the Publix, Fresh Market, Flying Biscuit and Sushi
8	SR 20 (Hawthorne)	Sidewalk	Between SE 15th Street and SE 8th Avenue
9	NW 39th Avenue	Sidewalk	At NW 13th Street by Publix and Aldi grocery stores
10	University Avenue	Sidewalk	Crashes at the entrance to the football stadium
11	NW/SW 13th Street	Sidewalk	Around the University of Florida, at NW 23rd Avenue by Lucky's Market/Game Stop/Lowes shopping centers and south of University Avenue to Depot Park
12	Archer Road	Sidewalk/ multi-use path	At the Whole Foods shopping center, Starbucks, Dunkin Donuts and fast food corridor between I-75 and SW 34th Street
13	Waldo Road	Sidewalk/ multi-use path	Between NE 16th Avenue and NE 5th Avenue by the Walmart and Milton Lewis Stadium
14	NE 23rd Avenue	Sidewalk	At NW 13th Street and N Main Street and between NE Waldo Road and NE 8th Street
15	SW 16th Avenue	Sidewalk	By the University of Florida and student housing

Figure 29: Location of Crashes Involving Pedestrians



Recommended New Sidewalks Downtown Gainesville

Based on available information, the following locations are recommended for future sidewalk expansion.

Table 31

Recommended Sidewalk Modifications for Downtown Gainesville			
North 16th Avenue	NW 22nd Ave	NW 6th Street	NW 3rd Terrace
	NW 21st Lane	NW 6th Street	NW 3rd Terrace
	NW 21st Avenue	NW 4th Street	NW 2nd Street
	NW 20th Avenue	NW 4th Street	NW 2nd Street
	NW 19th Lane	NW 6th Street	NW 2nd Street
	NW 19th Avenue	NW 6th Street	NW 2nd Street
	NW 3rd Terrace	NW 21st Avenue	NW 23rd Avenue
	NW 4th Street	NW 19th Lane	NW 21st Avenue
	NW 3rd Street	NW 20th Avenue	NW 19th Lane
North of 8th Avenue	NW 12th Road	NW 13th Street	NW 13th Terrace
	NW 11th Road	NW 13th Street	NW 13th Terrace
	NW 12th Avenue	NW 13th Street	NW 12th Street
	NW 9th Avenue	NW 13th Street	NW 12th Street
	NW 13th Avenue	NW 4th Street	NW 2nd Street
	NW 9th Avenue	NW 2nd Street	N. Main Street
North of University	NW 21st Street	W. University	NW 5th Avenue
	NW 20th Terrace	W. University	NW 3rd Avenue
	NW 3rd Avenue	NW 21st Street	NW 18th Street
	NW 4th Avenue	NW 17th Street	NW 15th Street
	NW 3rd Place	NW 17th Street	NW 16th Street
	NW 3rd Avenue	NW 17th Street	NW 16th Street
	NW 3rd Avenue	NW 15th Terrace	NW 15th Street
	NW 1st Lane	NW 15th Terrace	NW 15th Street
	NW 6th Avenue	NW 15th Street	NW 13th Street
	NW 4th Lane	NW 14th Street	NW 13th Street
	NW 4th Place	NW 14th Street	NW 13th Street
	NW 3rd Place	NW 14th Street	NW 13th Street
	NW 1st Avenue	NW 15th Street	NW 14th Street
	NW 14th Terrace	NW 6th Avenue	NW 7th Avenue
	NW 13th Terrace	NW 5th Avenue	NW 7th Avenue
	NW 12th Drive	NW 4th Avenue	NW 5th Avenue
	NW 11th Street	NW 4th Avenue	Midbock south of 4th Avenue
	NW 4th Avenue	NW 12th Drive	NW 10th Street
	NW 3 Avenue	Midblock east of NW 13th Street	NW 12th Street
	NW 6th Avenue	Midblock east of NW 8th Street	NW 6th Street
	NW 4th Place	NW 10th Street	NW 8th Street
	NW 4th Avenue	NW 9th Street	NW 6th Street

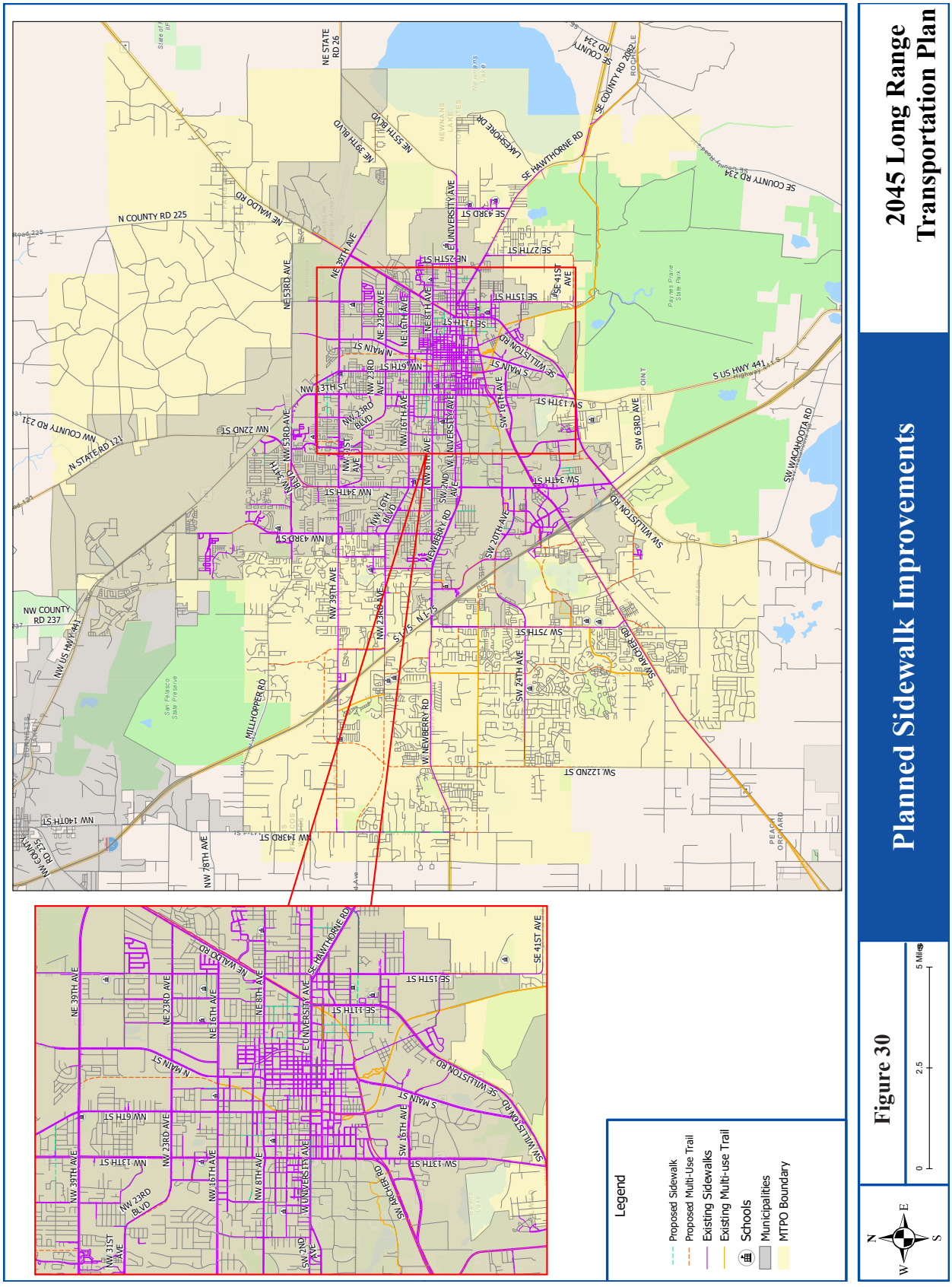
Recommended Sidewalk Modifications for Downtown Gainesville			
North of University	NW 3rd Avenue	NW 10th Street	Midblock west of NW 8th Street
	NW 3rd Avenue	NW 8th Street	NW 6th Street
	NW 9th Terrace	W. University	NW 3rd Avenue
	NW 9th Street	W. University	NW 5th Avenue
	NW 7th Terrace	NW 3rd Avenue	NW 4th Avenue
South of University	SW 5th Terrace	SW 5th Avenue	SW Depot Avenue
	SW 5th Street	SW 5th Avenue	SW Depot Avenue
	SW 4th Street	SW 5th Avenue	SW 7th Avenue
	SW 2nd Street	SW 5th Avenue	SW 4th Avenue
	SW 1st Street	SW 5th Avenue	SW 4th Avenue
	SW 6th Avenue	SW 6th Street	SW 5th Street
	SW 6th Place	SW 6th Street	SW 5th Street
	SW 7th Avenue	SW 6th Street	SW 3rd Street
	SW 7th Place	SW 6th Street	SW 3rd Street
	SW 8th Avenue	SW 6th Street	SW 3rd Street
	SW 8th Place	SW 5th Terrace	SW 5th Street
	SE 6th Avenue	S. Main Street	SE 2nd Street
	SE 1st Street	SE 6th Avenue	SE 5th Avenue
	SE 10th Avenue	SE 4th Street	Multi-use path
	SE 6th Street	SE 4th Avenue	SE 2nd Place
	SE 6th Street	SE 2nd Avenue	SE 1st Avenue
	SE 8th Street	SE 2nd Avenue	SE 1st Avenue
	SE 10th Street	SE 2nd Avenue	E. University
	SE 1st Avenue	SE 7th Street	SE 12th Street
	SE 3rd Avenue	Multi-use path	Dead end
	SE 4th Avenue	SE 6th Terrace	SE 4th Avenue

C.4 Planned Modifications

Figure 30 and the following tables (Table 32 through Table 40) present a master list of all multi-use trail and planned sidewalk improvements from the Transportation Improvement Program, Long-Range Transportation Plan, List of Priority Projects, as well as projects listed in the Alachua County Capital Improvements Comprehensive Plan Element and the City of Gainesville Mobility Work Plan.

For 2019 to 2023, the City of Gainesville and Alachua County have a variety of planned sidewalk modifications, multi-use corridors and connectors. Some are concentrated in the southeast portion of the City and link to the planned multi-use trails described in the planned bicycle projects section of this report, mainly the Sweetwater Trail and the 6th Street Trail, as well as the SE 15th Street Trail and SE 21st Street Trail which connect to the SE 8th Avenue Trail. Additional multi-use trails which will accommodate walking are planned across I-75 and west of I-75, and around Lake Kanapaha. Current plans for expanding the multi-use paths include the Archer Road Trail from SW 75th Street to I-75 and SW 24th Avenue from SW 75th Street to SW 91st Street. Long-term plans include multi-use paths northwest of Gainesville including NW 39th Avenue, SW 8th Avenue, NW 143rd Street and SW 122nd Street. In general area west of Gainesville between State Road 121/Williston Road and State Road 222/NW 39th Avenue west of I-75 has an extensive system of planned multi-use paths. Prominent State Road 121/east/west connectors include State Road 232 to the west, Newberry Road and SW 20th and SW 24th Avenue west of State Road 121/SW 34th Street.

Figure 30: Planned Sidewalk Improvements



Planned Sidewalk Modifications

Table 32

Project Priorities, 2019-2024			
Project Description	**From**	**To**	**Project Type**
NW 42 Avenue	NW 13 Street	NW 6 Street	Construct Sidewalk
NW 43 Street	Hawthorne	University	Pedestrian Modification
SW 24 Avenue	SW 87 Way	SW 77 Street	Construct Multi-use path
NW 45 Avenue	NW 34 Street	NW 42 Boulevard	Construct Multi-use path
W University Avenue (SR 26)	Gale Lemerand Drive	W 13 Street	Construct Bikeway/Sidewalk
NW 6 Street Rail/ Trail Extension	NW 16 Avenue	NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Glen Springs Braid	Gainesville High School	NW 34 Street	Bicycle/Pedestrian Trail
Gainesville Regional Utilities Right-of-Way	Depot Park	Williston Road (SR 331)	Bicycle/Pedestrian Trail
NE 27 Avenue	SR 222	SR 26	8' multi-use path on north side of road
Williston Road (SR 331)	Sweetwater Wetlands Park	Gainesville Hawthorne Rail/ Trail Connector	Bicycle/Pedestrian Trail
SE 8 Avenue	Williston Road (SR 331)	Hawthorne Road (SR 20)	Sidewalk
NW 143 Street	Newberry Road (SR 26)	NW 39 Avenue	Complete sidewalk network
NW 6 Street Rail/ Trail Extension	NW 16 Avenue	NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

Table 33

Year 2040 Cost Feasibility Plan - Priority Projects			
Project Description	**From**	**To**	**Project Type**
W University	WN 23 Avenue	Archer Road	Multimodal implementation
W University Avenue (SR 26)	Gale Lemerand Drive	W 13 Street (SR 25)	Construct Bikeway/Sidewalk
State Road 121 (West 34th Street)	SW 2nd Avenue	US 441	Complete street w/protected bike lanes
SW 62nd Boulevard	Butler Plaza	SW 20th Avenue	Complete street w/protected bike lanes
US 441	NW 33rd Ave	Archer Road	Multimodal Emphasis Corridor Implementation

Table 34

Transportation Improvement Program			
Project Description	**From**	**To**	**Project Type**
NE 18 Avenue	NE 12 street	NE 15 Street	Bike/Ped Trail
Newberry Road	NW 80 Boulevard	SW 38 Street	Sidewalk
SW 20 Avenue	SW 43 Street	SW 34 Street	Sidewalk
SW 27 Street	Williston Road	SW 35 Place	Bike/Ped Trail
NW 19 Place	NW 16 Terrace	NW 13 Street	Bike Lane/Sidewalk
Archer Road	SW 75 Terrace	SW 41 Boulevard	Bike Path/Trail

Table 35

Long-Range Transportation Plan Adopted Needs Plan from 2015- Funded			
Project Description	**From**	**To**	**Project Type**
Bivens Braid SW 23rd Street	SW 23rd Terrace	Archer Road (SR 24)	Shared use path
Glens Springs Braid	NW 34th Street (SR 121)	NW 16th Terrace	Shared use path
Hawthorne Braid	NW 16th Avenue	NW 39th Avenue (SR 222)	Extend CSX Trail
SW 40th Boulevard	SW 34th Street (SR121)	Archer Braid at SW 30th Avenue	Construct trail
University Braid – University Avenue (SR 26)	Waldo Road (SR 24)	NE 55th Boulevard	New trail
Williston Road (SR 331)	I-75	Waldo Road (SR 24)	Construct bicycle/pedestrian trail
NE/SE Waldo Road (SR 24/SR 331	SE 16th Avenue/SR 24A	NE 39th Avenue/SR 222	Multi-modal emphasis corridor
NW/SW 13th Street (US 441)	NW 33rd Avenue	Archer Road (SR 24)	Multi-modal emphasis corridor
University Avenue (SR 26)	Gale Lemerand Drive	Waldo Road (SR 24)	Multi-modal emphasis corridor

Table 36

Gainesville Capital Improvement Element			
Project Description	**From**	**To**	**Project Type**
Norton Trail extension	NW 45th Avenue	NW 39th Avenue	Trail extension
SW 27th Street/SW 40th Place/SW 25th Terrace	Williston Road	SW 35th Place	Multi-use trail

Table 37

Gainesville Mobility Work Plan Projects List Fiscal Year 2019-2023			
Project Description	**From**	**To**	**Project Type**
Porter's Neighborhood	SW 6th Place/SW 7th Place	SW 6th Street Trail	Connector
NW 2nd Street (gap), east side	NW 16th Avenue	Existing	Sidewalk
NE 11th Street, east side	NE 3rd Avenue	Reserve Park	Sidewalk
NE 7th Street (gaps), east side	SE 1st Avenue	NE 3rd Avenue	Sidewalk
NW 7th Avenue, north	NW 8th Street	NW 9th Street	Sidewalk
NW 3rd Street, west	NW 4th Place	Existing (500 block)	Sidewalk
NW 73rd Avenue, south	NW 43rd Street	Existing	Multi-Use
NW 53rd Avenue, south	NW 21st Street	Existing	Sidewalk
Northwood Pines ROW	NW 54th Avenue	NW 53rd Avenue Trail	Connector
NW 36th Avenue ROW	NW 21st Drive	NW 21st Street	Connector
SW 42nd Street, east	SW 20th Avenue	SW 15th Place	Sidewalk
SW 40th Boulevard, east	3300 Block	SW 30th Avenue	Sidewalk
NE 18th Avenue, north	NE 12th Street	NE 15th Street	Sidewalk
NE 5th Avenue	NE 9th Street	Waldo Road	Sidewalk
NE 5th Avenue	NE 7th Street	NE 9th Street	Sidewalk
NW 20th Street, west	NW 8th Avenue	NW 7th Lane	Sidewalk
NW 10th Street	NW 8th Avenue	NW 15th Avenue	Sidewalk

Gainesville Mobility Work Plan Projects List Fiscal Year 2019-2023			
Project Description	**From**	**To**	**Project Type**
NW 2nd Street, west	NW 8th Avenue	NW 12th Avenue	Sidewalk
NW 14th Avenue	NW 13th Street	NW 6th Street	Sidewalk
SW 38th Street, east	SW 1st Avenue	Green Acres Park	Sidewalk
SW 37th/39th Boulevard, north	SW 34th Street	Archer Road	Sidewalk
SW 40th Boulevard Trail, east	Archer Road	SW 30th Avenue	Multi-Use
SE 9th Street	SE 2nd Avenue	SE 7th Avenue	Sidewalk
SE 8th Street	SE 2nd Avenue	SE 4th Avenue	Sidewalk
Northwood Pines South	NW 53rd Avenue Trail	NW 45th Avenue at 34th	Multi-Use
NW 4th Place, south	NW 62nd Boulevard	Terwilliger Trail	Multi-Use
NW 8th Street	NW 8th Avenue	NW 10th Avenue	Sidewalk
NW 55th Boulevard	NW 34th Boulevard	NW 55th Avenue	Sidewalk
NW 19th St/NW 31st Avenue	NW 31st Place	Glen Springs Road	Sidewalk
SW 28th Terrace	SW 35th Place	SW 38th Place	Sidewalk
NW 42nd Avenue, north	NW 6th Street	NW 13th Street	Multi-Use
NE 7th Avenue	NE 9th Street	NE 11th Street	Sidewalk
SE 8th Street	SE 7th Avenue	SE 10th Avenue	Sidewalk
NW 10th Avenue	NW 13th Street	NW 18th Terrace	Sidewalk
NW 31st Dr, west	NW 8th Avenue	NW 15th Avenue	Sidewalk
SW 42 Place	SW 31 Drive	Existing	Sidewalk
SW 31st Drive	SW 41st Lane	SW 41st Place	Sidewalk
SW 41 Lane	SW 31 Drive	SW 30 Terrace	Sidewalk
SW 30th Terrace	SW 41st Lane	SW 38th Place	Sidewalk
SW 37th Place	SW 30th Terrace	SW 28th Terrace	Sidewalk
SW 38th Place	SW 30th Terrace	SW 28th Terrace	Sidewalk
SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk
SE 21st Street	E University Avenue	Hawthorne Road	Sidewalk
NE 7th Street	NE 5th Avenue	NE 8th Avenue	Sidewalk
NW 23rd Terrace	NW 62nd Avenue	US 441	Sidewalk
NW 62nd Avenue, south	NW 23rd Terrace	NW 28th Terrace	Sidewalk

Table 38

Alachua County Five-Year Work Plan			
Project Description	**From**	**To**	**Project Type**
Archer Road Trail	SW 75th Street	I-75	Multi-use path
SW 24th Avenue	SW 75th Street	SW 91st Street	Multi-use path

Table 39

Alachua County Capital Improvement Element			
Project Description	**From**	**To**	**Project Type**
SW 8th Avenue	SW 75th Street	East Terminus	Sidewalk
W. University Avenue	SW 75th Street	East Terminus	Sidewalk
NW 143rd St (CR 241)	Newberry Road	NW 39th Avenue	Multi-use off-road facility
Millhopper Greenway	Millhopper Road	NW 39th	Multi-use off-road facility
CR 235A	US 441	NW 177th Avenue	Multi-use off-road facility
NW 63rd Terrace	NW 18th Avenue	NW 19th Place	Multi-use off-road facility
SW 122nd Street	Newberry Road	SW 8th Avenue	Multi-use off-road facility
NW 39th Avenue	NW 143rd Street	I-75	Multi-use off-road facility
SW 122nd Street	SW 40th Avenue	SW 24th Avenue	Multi-use off-road facility
SW 41st Place	Tower Road	Greenlea	Multi-use off-road facility
SW 75th Street	SW 73rd Way	6200 Block of SW Archer Road	Multi-use off-road facility
SW 20th/24th Avenue	Tower Road	I-75	Multi-use off-road facility
Archer Braid	Lake Kanahapa	I-75	Multi-use off-road facility
Tower Road	Archer Road	SW 8th Avenue	Multi-use off-road facility
SW 62nd Avenue/63rd Boulevard	Archer Road	Williston Road	Multi-use off-road facility
SW 122nd Street	SW 24th Avenue	SW 8th Avenue	Multi-use off-road facility
SW 91st Street	Archer Braid Trail	SW 8th Avenue	Multi-use off-road facility
SE 43rd Street	E. University Avenue	Hawthorne Road	Multi-use off-road facility
NE 27th Avenue	SR 222	SR 26	Multi-use off-road facility
Kincaid Loop Connector	SE 15th	Hawthorne Road	Multi-use off-road facility

Table 40

Florida Department of Transportation Five-Year Work Plan 2019-2024			
Project Description	**From**	**To**	**Project Type**
170th Street	South of SW 147th Avenue	SW 128th Place	Sidewalk
NE 18th Avenue	NE 12th Street	NE 15th Street	Sidewalk
Norton Elementary Trail			Bike path/trail
NW 19th Lane	NW 16TH TERRACE	US 441(NW 13th Street)	Bike lane/sidewalk
NW 42nd Avenue	NW 18th Street	NW 6th Street	Sidewalk
Poe Springs Road	Poe Springs Road	US 27 (Main Street)	Bike path/trail
SE 65th Avenue	SE 215th	SE 210th	Sidewalk
SR 24 (Archer Road)	SW 75th Terrace	SW 41st Boulevard	Bike path/trail
SR 26	Santa Fe Park	End Existing Sidewalk	Sidewalk
SR 26 (Newberry Road)	W of NW 80th Boulevard	SW 38th Street	Sidewalk
SW 20th Avenue	SW 43rd Street	SW 34th Street	Sidewalk
SW 27the Street	SW Williston Road	SW 35th Place	Bike path/trail

CONSIDERATION OF PERFORMANCE MEASURES AND TARGETS IN THE PROJECT SELECTION PROCESS

A. PROJECT SELECTION PROCESS

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

Table 41 - Responsible Agencies for Performance Targets

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

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

i. Safety Measures

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation on the implementation of the safety performance measures requirements, including consideration of policies and criteria specified in the Florida Strategic Highway Safety Plan and the Florida Highway Safety Improvement Program for all public roads within the Gainesville Metropolitan Area. The Florida Department of Transportation Strategic Highway Safety Plan identifies a target of zero on all public roads for fatalities and serious injuries. At its December 4, 2017 and December 17, 2018 meetings, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set a safety target of zero on all public roads for fatalities and serious injuries. Appropriate data is reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

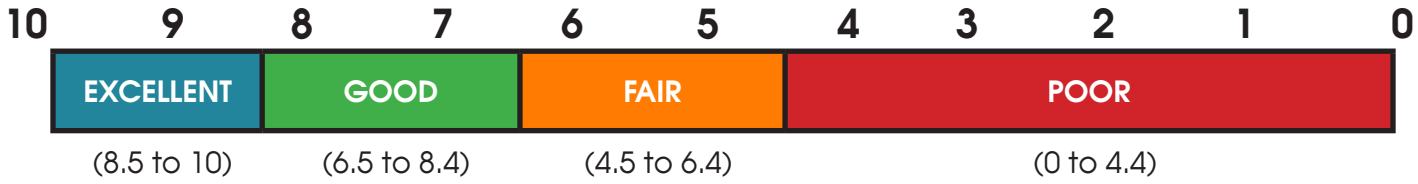
In addition, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area participates in the Alachua County Traffic Safety Team and Safe Routes to School grant application process.

ii. Asset Management Plan

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

iii. Pavement Measures (State of Good Repair)

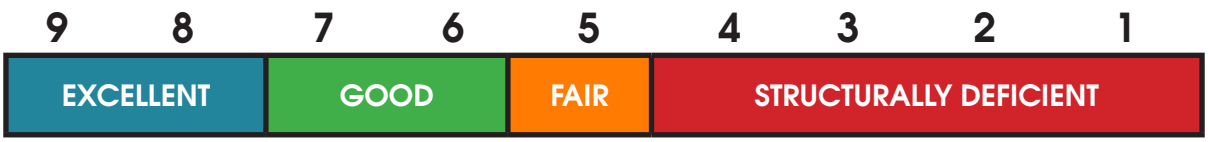
The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation on the implementation of the pavement management performance measures requirements for National Highway System facilities within the Gainesville Metropolitan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



iv. Bridge Measures (State of Good Repair)

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

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



v. Freight Mobility Measures

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

vi. Planning Activities

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

vii. System Performance Measures

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

viii. Transit Asset Management Measures (State of Good Repair)

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area coordinates with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the implementation of the transit state of good repair performance measures requirements. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set its transit state of good repair targets consistent with the Regional Transit System state of good repair targets on August 27, 2018. Appropriate data is to be reviewed relevant to the performance measures. This information contributes to the prioritization of projects for inclusion in the Transportation Improvement Program.

ix. Transit Safety Measures (Safety Risks and Safety Hazards)

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation and the City of Gainesville Regional Transit System on the development and implementation of the transit safety performance measures requirements. The Regional Transit System needs set its transit safety targets by July 20, 2020. Appropriate data is to be reviewed relevant to the performance measures. This information will contribute to the prioritization of projects for inclusion in the Transportation Improvement Program.

B. TARGETS

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

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

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

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

Table 42 - Performance Measures and Target Status Matrix

	Measure						
Performance Measure Compliance Action	**Safety**	**Planning Requirements**	**System Performance**	**Bridge**	**Pavement**	**Transit Asset**	**Transit Safety**
Florida Department of Transportation / Regional Transit System							
Target/Compliance Due Date	8/31/17	5/27/18	5/20/18	5/20/18	5/20/18	6/30/18	7/20/20
Target/Compliance Setting Date	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	TBD	TBD
Long-Range Transportation Plan	TBD	TBD	TBD	TBD	TBD	TBD	TBD
State Transportation Improvement Program - 10/1/18 and Beyond	8/31/17	4/30/18	5/18/18	5/18/18	5/18/18	N/A	N/A
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area							
Target/Compliance Due Date	2/27/18	5/27/18	11/14/18	11/14/18	11/14/18	10/1/18	TBD
Target/Compliance Setting Date	12/4/17	4/23/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20
Long-Range Transportation Plan	8/24/20	8/24/20	8/24/20	8/24/20	8/24/20	8/24/20	8/24/20
Transportation Improvement Program - 10/1/18 and Beyond	6/25/18	6/25/18	10/22/18	10/22/18	10/22/18	8/27/18	6/22/20

TBD - To Be Determined

C. MONITORING/COORDINATION

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

i. Safety

Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were initially set at the December 4, 2017 Metropolitan Transportation Planning Organization meeting. Safety Targets of zero for fatalities, serious injuries and non-single occupant vehicles were set again at the December 17, 2018 Metropolitan Transportation Planning Organization meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures on all public roads. Projects included in the Transportation Improvement Program considered safety criteria addressed in the Florida Transportation Plan, 2018 Florida Strategic Highway Safety Plan and Florida Highway Safety Improvement Program.

ii. Planning Requirements

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

iii. System Performance

System Performance Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act System Performance Measures for projects on National Highway System facilities within the Gainesville Metropolitan Area.

iv. Bridge

Bridge Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Bridge Measures and the Florida Department of Transportation Bridge Management System for projects on National Highway System facilities within the Gainesville Metropolitan Area.

v. Pavement

Pavement Condition Targets consistent with the Florida Department of Transportation System Performance Targets were set by the Metropolitan Transportation Planning Organization at its October 22, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation concerning the application and implementation of Fixing America's Surface Transportation Act Pavement Management Measures and the Florida Department of Transportation Pavement Management Program for projects on National Highway System facilities within the Gainesville Metropolitan Area.

vi. Transit

Transit State of Good Repair Targets consistent with the Regional Transit System Transit State of Good Repair Targets were set by the Metropolitan Transportation Planning Organization at its August 27, 2018 meeting. The Metropolitan Transportation Planning Organization coordinates with the Florida Department of Transportation and the Regional Transit System concerning the application and implementation of Fixing America's Surface Transportation Act Transit State of Good Repair Measures. The Metropolitan Transportation Planning Organization will coordinate with the Florida Department of Transportation and the Regional Transit System concerning the development, application and implementation of Fixing America's Surface Transportation Act Transit Safety Measures.

PERFORMANCE MEASURES

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act required state departments of transportation and metropolitan planning organizations to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

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

The Fixing America's Surface Transportation Act supplements the Moving Ahead for Progress in the 21st Century Act legislation by establishing timelines for state departments of transportation and metropolitan planning organizations to comply with the requirements of Moving Ahead for Progress in the 21st Century Act. State departments of transportation are required to establish statewide targets and metropolitan planning organizations have the option to support the statewide targets or adopt their own targets.

Performance measures and targets are applicable to the following transportation system components within the Gainesville Metropolitan Area:

- Safety - all public roads;
- Transit Asset Management - City of Gainesville Regional Transit System vehicle fleets and infrastructure;
- Transit Safety - City of Gainesville Regional Transit System;
- Bridge - National Highway System facilities;
- Pavement - National Highway System facilities; and
- System Performance - National Highway System facilities.

National Highway System facilities are described in the preceding Section K. Regionally Significant Projects.

This Performance Measures section is included in the Transportation Improvement Program to address the Moving Ahead for Progress in the 21st Century Act/Fixing America's Surface Transportation Act planning documentation requirements in compliance with the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Resolution 2018-05 that was approved April 23, 2018. Project tables show performance measure categories to achieve targets. The Transportation Performance Measures Consensus Planning Document is included in Appendix H.

1. SAFETY PERFORMANCE MEASURES AND TARGETS

Safety is the first national goal identified in the Fixing America's Surface Transportation Act. In March 2016, the federal Highway Safety Improvement Program and Safety Performance Management Measures Rule was finalized and published in the Federal Register. The rule requires metropolitan planning organizations to set targets for the following safety-related performance measures and report progress to their state department of transportation:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled; and
- Rate of Serious Injuries per 100 Million Vehicle Miles Traveled.

The 2016 Florida Strategic Highway Safety Plan is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Strategic Highway Safety Plan was developed in coordination with the 27 metropolitan planning organizations in Florida through the Florida Metropolitan Planning Organization Advisory Council. The Strategic Highway Safety Plan development process included review of safety-related goals, objectives, and strategies in metropolitan planning organization plans. The Strategic Highway Safety Plan guides the Florida Department of Transportation, metropolitan planning organizations, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State of Florida.

The Florida Strategic Highway Safety Plan and the Florida Transportation Plan both highlight the commitment to a vision of zero deaths. The Florida Department of Transportation Florida Highway Safety Improvement Program annual report documents the statewide efforts toward achieving that zero deaths vision. As such, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is supporting the Florida Department of Transportation statewide Highway Safety Improvement Program safety performance measures and Florida Department of Transportation 2018 safety targets, which set the target at zero for each performance measure to reflect the goal of the Florida Department of Transportation of zero deaths. Data collected within the Gainesville Metropolitan Area by the Florida Department of Transportation for previous years related to safety performance measures was reviewed prior to setting the target.

In support of the Florida Safety Target of zero fatalities and serious injuries, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set the following safety performance targets for fatalities and serious injuries:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Safety Targets

Table 43 - Performance Targets for Fatalities and Serious Injuries

Performance Measure	Target	Performance Measure Rate Target
Fatalities	Zero	Zero per 100 million vehicle miles traveled
Serious Injuries	Zero	Zero per 100 million vehicle miles traveled
Non-Motorized Fatalities and Serious Injuries	Zero	N/A

2. TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES AND TARGETS

Transit assets include transit infrastructure and vehicles for the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System has a transit asset management plan that includes state-of-good-repair performance measures and targets. The transit state-of-good-repair targets support national goals for congestion reduction, system reliability and environmental sustainability. Data collected by the Regional Transit System concerning state-of-good-repair of its transit infrastructure and vehicle fleets was reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has set its transit state-of-good-repair performance targets as follows:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transit State-of-Good-Repair Performance Targets

Table 44

Revenue Vehicle Targets		
Performance Measure	**Revenue Vehicle**	**Target**
Age - Percent of Revenue Vehicles within a Particular Asset Class That Have Met or Exceeded Their Useful Life Benchmark	Bus	31%
	Cutaway	9%

Table 45

Equipment Target		
Performance Measure	**Equipment**	**Target**
Age - Percent of Vehicles That Have Met or Exceeded Their Useful Life Benchmark	Non-Revenue/ Service Automobile	30%

Table 46

Facilities Performance Targets		
Performance Measure	**Facilities**	**Target**
Condition - Percent of Facilities with a Condition Rating Below 3.0 on the Federal Transit Administration Transit Economic Requirements Model Scale	Administration	0%
	Maintenance	0%
	Passenger Facilities	0%

These 2018 targets will be documented in the Year 2045 Long-Range Transportation Plan update.

3. TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

Transit safety addresses the safety risks and safety hazards that affect the public, public transportation agency personnel and property in the provision of transit service. The City of Gainesville Regional Transit System provides transit service within the Gainesville Metropolitan Area. The Regional Transit System is required to develop a public transportation agency safety plan that includes:

- Strategies for minimizing the exposure of the public, Regional Transit System personnel and property to unsafe conditions; and
- Safety performance targets.

The transit safety targets support national goals in managing safety risks and safety hazards within the public transportation systems nationwide. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will coordinate with the Florida Department of Transportation and regional Transit System in the development of the public transportation agency safety plan and setting of transit safety targets. Data collected by the Regional Transit System concerning transit safety will be reviewed prior to setting the targets.

In support of the Regional Transit System targets, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will set its transit safety performance targets consistent with Regional Transit System transit safety targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Transit Safety Performance Targets

Table 47

Safety Targets		
Performance Measure	**Performance Measure Rate**	**Target**
Preventable Accidents	Per 100,000 Miles	Less Than One
Injuries	Per 100,000 Miles	Less Than Two
Fatalities	Per 100,000 Miles	Zero
Safety Events	Per 100,000 Miles	Less Than Eight
System Reliability	Mean Distance Between Mechanical Failure	Less Than 9,000 Miles

4. BRIDGE PERFORMANCE MEASURES AND TARGETS

The Florida Department of Transportation inspects all public highway bridges in the State. The bridge inventory in Florida ranks among the best in the nation, as a percentage of bridges that are considered "functionally obsolete," or "structurally deficient." National Bridge Inspection structural condition states are described within the FDOT Bridge Management System (BMS) Coding Guide (click link).

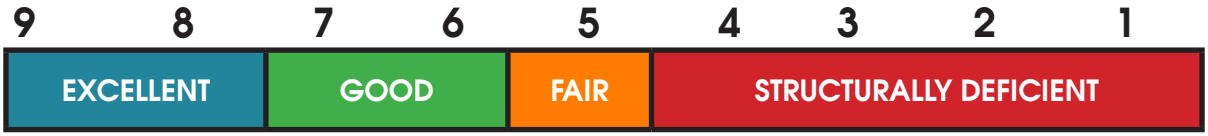
The term **"functionally obsolete"** only means that a bridge design is outdated and does not meet current road design standards. For example, narrow shoulders, narrow lanes, or older traffic barriers can induce the functionally obsolete classification. Some bridges are "functionally obsolete" because they were built at a time when lane widths were narrower than the current standard. Functionally obsolete bridges are scheduled for replacement or rehabilitation as budgets permit.

The term **"structurally deficient"** means that a National Bridge Inspection structural condition state is 4--Poor, or worse and that the Florida Department of Transportation believes a bridge should undergo a series of repairs or replacement within the next six years. Meanwhile, these bridges are posted as necessary for load, or closed. It is the policy of the Florida Department of Transportation to repair or replace all the structurally deficient state owned bridges during that time. The Florida Department of Transportation also recommends that local governments follow the same schedule for their structurally deficient bridges. Deficient bridges on the National Highway System are identified at the following link: https://www.fhwa.dot.gov/bridge/britab.cfm

The **"health index"** is a tool that measures the overall condition of a bridge. The health index typically includes about 10 to 12 different elements that are evaluated by the Florida Department of Transportation. A lower health index means that more work would be required to improve the bridge to an ideal condition. A health index below 85 generally indicates that some repairs are needed, although it doesn't mean the bridge is unsafe. A low health index may also indicate that it would be more economical to replace the bridge than to repair it.

The **"sufficiency rating"** is a tool that is used to help determine whether a bridge that is structurally deficient or functionally obsolete should be repaired or just replaced. The sufficiency rating considers a number of factors, only about half of which relate to the condition of the bridge itself. The sufficiency ratings for bridges are part of a formula used by the Federal Highway Administration when it allocates federal funds to the states for bridge replacement.

Florida uses the National Bridge Inventory rating as its primary performance measure. The National Bridge Inventory includes information on approximately 600,000 of the Nation's bridges located on public roads. It presents a state-by-state summary analysis of the number, location, and general condition of highway bridges within each state. The ratings are based upon inspector judgments on each of the bridge's primary elements: deck, superstructure, and substructure. The National Bridge Inventory rating scale is shown below.



In order to ensure that Florida Department of Transportation-maintained bridges meet or exceed their life expectancy, resulting in a lower frequency of replacements due to bridge condition, the Florida Department of Transportation takes a proactive approach to bridge maintenance emphasizing preventative maintenance and repairs being performed prior to bridges deteriorating to a level that would require much higher repair costs. Bridges are inspected at least once every two years, with more frequent inspections on structures following extreme weather events. The Florida Department of Transportation applies the following strategies:

- Include all Florida Department of Transportation -maintained bridge projects that need repair in the Bridge Work Plan within 12 months of deficiency identification as candidate projects for potential Work Program adoption;
- Replace or repair all structurally deficient Florida Department of Transportation -maintained bridges and those bridges posted for weight restriction within six (6) years of the deficiency identification;
- Replace all other Florida Department of Transportation -maintained bridges designated for replacement within nine (9) years of the deficiency identification;
- As with pavements, coordinate with the department's Motor Carrier Size and Weight Office and

Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits on Florida's public roads and bridges; and
- Continue to monitor bridges scheduled to be replaced and make interim repairs, as necessary, to safeguard the traveling public.

According to the Florida Department of Transportation 2018 Fourth Quarter Florida Bridge Information matrix dated October 1, 2018:

- There are no structurally deficient bridges on the National Highway System within the Gainesville Metropolitan Area; and
- There is one functionally obsolete bridge on the National Highway System within the Gainesville Metropolitan Area- Interstate 75 Northbound at state Road 26 (Newberry Road).

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Bridge Performance Target

Table 48

Bridge Performance Measure	Target
Percent of bridges on the National Highway System with condition rating of either Excellent or Good	90%

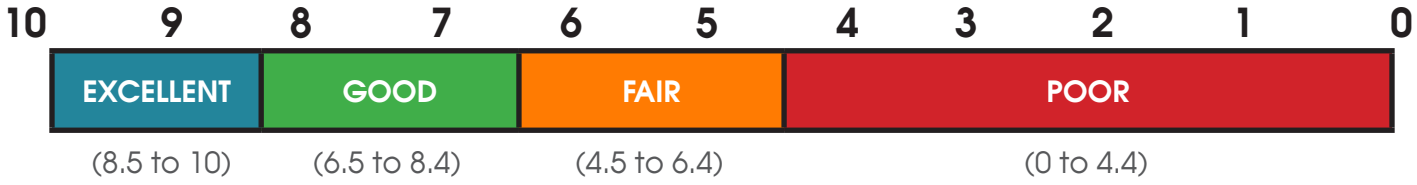
Note - Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

5. PAVEMENT PERFORMANCE MEASURES AND TARGETS

The Florida Department of Transportation uses a pavement condition index called Pavement Condition Rating to evaluate pavements. The Pavement Condition Rating includes a ride measure among its combination of values (others are crack and rutting). The ride measure component is the International Roughness Index. The International Roughness Index is the measure proposed by Federal Highway Administration for Fixing America's Surface Transportation Act reporting. The International Roughness Index represents measured longitudinal road profiles. It is calculated using a quarter-car vehicle mathematic model, whose response is presented in an index with units of slope (inches per mile). In basic terms, the measure responds to variations in pavement "bumps" across a particular distance. The Pavement Condition Rating relates to what the public cares much about -- road smoothness. It is defined separately for rigid and flexible pavements:

- **Rigid Pavement:** The rigid pavement condition includes ride rating (measured using International Roughness Index) and several distresses, including surface deterioration, spalling, patching, transverse cracking, longitudinal cracking, corner cracking, shattered slab, faulting, pumping, and joint condition, with deductions taken against the Pavement Condition Rating depending on the severity of each distress; and
- **Flexible Pavement:** The flexible pavement condition includes ride rating (measured using International Roughness Index) and several distresses: crack rating (includes different size cracks, raveling, and patching) and rut rating, with deductions taken against the Pavement Condition Rating depending on the severity of each distress.

The Florida Department of Transportation pavement condition scale is below.



The Florida Department of Transportation consistently follows several steps to ensure it continues to meet its targets with respect to pavement condition. These steps include:

- Resurfacing 3 percent of the arterials on the SHS annually;
- Resurfacing 175 lane miles on the interstate system annually;
- Coordinating with the department's Motor Carrier Size and Weight Office and the Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits;
- Facilitating training and technical assistance to assist local governments; and
- Maintaining current data systems for pavement condition surveys and ratings.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Pavement Performance Target

Table 49

Pavement Performance Measure	Target
Percent of lane miles on the National Highway System with condition rating of either Excellent or Good	80%

6. SYSTEM PERFORMANCE MEASURES AND TARGETS

In January 2017, the United States Department of Transportation published the System Performance/ Freight/Congestion Mitigation Air Quality Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System, and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards. The rule, which is referred to as the PM3 rule, requires metropolitan planning organizations to set targets for the following six performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability;
- Percent of person-miles on the non-Interstate National Highway System that are reliable;
- Truck Travel Time Reliability index;
- Annual hours of peak hour excessive delay per capita;
- Percent of non-single occupant vehicle travel (Non-Single Occupant Vehicle); and
- Total emissions reduction of on-road mobile source emissions.

In Florida, only the two Level of Travel Time Reliability performance measures and the Truck Travel Time Reliability performance measure apply. Because all areas in Florida meet current National Ambient Air Quality Standards, the remaining three measures do not currently apply in Florida. A description of the applicable measures follows.

Level of Travel Time Reliability Measures - The Level of Travel Time Reliability performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate National Highway System that are reliable. Level of Travel Time Reliability is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate National Highway System that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

Truck Travel Time Reliability Measure - The Truck Travel Time Reliability performance measure assesses the reliability index for trucks traveling on the interstate. A Truck Travel Time Reliability ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization planning area to determine the Truck Travel Time Reliability index.

System Performance and Freight Targets - Federal rules require metropolitan planning organizations to establish four-year performance targets for the Level of Travel Time Reliability and Truck Travel Time Reliability performance measures, within 180 days of Florida Department of Transportation setting statewide targets. Metropolitan planning organizations can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the metropolitan planning organization's planning area.

The Florida Department of Transportation set the following statewide targets on May 18, 2018:

Table 50 - Florida Department of Transportation Statewide System Performance Measures

Performance Measure	Two-Year Statewide Target (Jan. 1, 2018 to Dec. 31, 2019)	Four-Year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate Level of Travel Time Reliability)	75%	70%
Percent of person-miles on the non-Interstate National Highway System that are reliable (Non-Interstate National Highway System Level of Travel Time Reliability	Not Required	50%
Truck Travel Time Reliability	1.75	2.00

In setting the statewide targets, the Florida Department of Transportation considered several factors. The key considerations included:

- Florida Department of Transportation currently has the following conditions:
  - 82 percent of person-miles traveled on the Interstate that are reliable;
  - 84 percent of person-miles traveled on the non-Interstate that are reliable; and
  - 1.43 truck travel time reliability index.
- Florida Department of Transportation reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable. One key conclusion from this effort is that there is a degree of uncertainty with the future performance of reliability.
- Florida Department of Transportation sought to be conservative in its targets and closely monitor its PM3 performance in the coming years.

On October 22, 2018, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area set system performance targets consistent with the Florida Department of Transportation statewide system performance targets, thus agreeing to plan and program projects in the Transportation Improvement Program that will, once implemented, make progress toward achieving the statewide targets. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program was developed and is managed in cooperation with the Florida Department of Transportation and City of Gainesville Regional Transit System. In accordance with the Public Involvement Plan, other public transportation providers, freight shippers and the general public have opportunity to participate in the development of the Transportation Improvement Program. The Transportation Improvement Program includes specific investment priorities established in the Year 2040 Long-Range Transportation Plan that address system performance and reliability on the National Highway System within the Gainesville Metropolitan Area, such as those in the following categories:

- Corridor improvements;
- Intersection improvements (on National Highway System roads);
- Intersection improvements;
- Projects evaluated in the Congestion Management Plan and selected for the Transportation Improvement Program;
- Investments in transit, bicycle, or pedestrian systems that are expected to promote mode shift;
- Managed lanes;
- Transportation system management and operations projects or programs; and
- Travel demand management programs.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Transportation Improvement Program has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide Level of Travel Time Reliability and Truck Travel Time Reliability performance targets.

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area System Performance Target

Table 51

Performance Measure	Target
Percent of person-miles traveled on the Interstate system that are reliable	70%
Percent of person-miles traveled on the non-Interstate National Highway System that are reliable	50%
Truck (freight) travel time reliability on the Interstate system	2.0

Notes - Florida is an air quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

These performance measures and targets shall be in accordance with Florida Department of Transportation policies and procedures.

7. SPECIFIC INVESTMENT PRIORITIES

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides project priorities to the Florida Department of Transportation. These priorities are considered for inclusion in the Florida Department of Transportation Office of Work Program Tentative Work Program. The Florida Department of Transportation provides the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area an opportunity to review and comment on the Tentative Work Program. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area forwards its comments on the Tentative Work Program to the Florida Department of Transportation. The Florida Department of Transportation responds to the comments.

The Transportation Improvement Program includes federal and state-funded projects as determined by the Florida Department of Transportation Office of Work Program. Progress towards achieving performance targets for the following performance measures is contingent on projects selected for implementation by the Florida Department of Transportation Office of Work Program:

- Safety Performance Measures;
- System Performance Measures;
- Bridge Performance Measures;
- Pavement Performance Measures;
- Transit Asset Management Performance Measures;
- Transit Safety Performance Measures;
- State Asset Management Plan; and
- Florida Freight Mobility and Trade Plan.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will continue to coordinate with the Florida Department of Transportation and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Additional information on the project selection prioritization process is included in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects. Below is the website link to the List of Priority Projects.

http://ncfrpc.org/mtpo/publications/LOPP/LOPP19a.pdf

a. Safety

The Transportation Improvement Program includes specific investment priorities that support all of the goals of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area including safety, using a prioritization and project selection process established in the Year 2040 Long-Range Transportation Plan. The Transportation Improvement Program prioritization process continues to use a data-driven method and stakeholder input that evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The goal of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements.

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes safety programs and projects such as:

- Participation in the Alachua County Traffic Safety Team;
- Receiving Safety fund priority recommendations from the Alachua County Traffic Safety Team;
- Participation in Safe Routes to School grant applications;
- NW 34th Street Corridor Turnlane Project (4394901); and
- SW 34th Street Turnlane Realignment Project (4394881).

b. Transit

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes transit projects, in support of the Regional Transit System and Metropolitan Transportation Planning Organization state-of-good-repair targets, such as:

- Federal Transit Administration Capital Block Grants for replacement vehicle purchases - Section 5307 Capital and Operating Grant (4040261);
- Federal Transit Administration Capital Discretionary Grants for replacement vehicle purchases Small Urban Grant - Capital Purchase (4352108) Low or No-Emission Vehicle Purchase (4428971); and
- Florida Department of Transportation Service Demonstration Project - Autonomous Bus Route Service Development Project (4330761).

c. Bridge

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes bridges maintenance projects. Currently, there are no bridge maintenance projects scheduled for any National Highway System facility within the Gainesville Metropolitan Area.

d. Pavement

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes recently completed or scheduled pavement management projects on National Highway System facilities such as:

- Interstate-75 - From Marion Countyline to south of State Road 121 (4288051);
- Interstate-75 - From south of State Road 121 to south of State Road 222 (4288041);
- Interstate-75 - From south of State Road 222 to north of U.S. Highway 441 (4288031); and
- U.S. Highway 441 - Marion Countyline to south of State Road 331 (4361571).

e. System

The Transportation Improvement Program considers potential projects within specific investment priorities established by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in the Year 2040 Long-Range Transportation Plan. For the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, this includes system performance projects in support of person and freight travel time reliability targets, such as:

- Interstate-75 - From Marion Countyline to south of State Road 24 Intelligent Transportation System Freeway Management (4335101);
- U.S. Highway 441 From SW 104th Avenue to SW 66th Place Intelligent Transportation System Surveillance System (4337651); and
- U.S. Highway 441 Arterial Dynamic Message Sign just south of State Road 331 (4380851).

SW - Southwest
U.S. - United States

Appendix 1 - 2015 Transit Ridership by Route

Route ID	Route Name	October	November	December	January	February	March	April	May	June	July	August	September
1	Butler Plaza to Downtown via Archer Road	71,088	54,247	50,591	56,665	54,706	54,791	55,278	43,171	44,563	46,600	54,253	71,542
2	Downtown to Robinson Heights via SE 15th Street	12,307	9,022	10,538	10,101	9,522	9,331	9,592	5,684	6,206	5,334	5,908	6,801
3	Downtown to N Main Street Post Office								1,822	1,973	1,997	2,473	2,565
5	Oaks Mall to Downtown via University Avenue	51,677	37,603	37,251	38,470	40,587	40,377	41,512	32,104	31,012	31,119	36,018	45,635
6	Downtown to Gainesville Mall via 6th Avenue	10,214	7,134	8,423	8,367	8,182	8,210	8,106	6,422	6,445	6,129	6,640	7,077
7	Downtown to Eastwood Meadows	9,201	6,123	7,012	6,662	6,337	6,412	6,654	6,341	6,564	6,675	6,385	7,229
8	Pine Ridge to Shands via NW 13th Street	32,386	23,515	23,714	25,975	27,198	26,982	27,196	22,646	22,875	23,148	25,008	30,450
9	Lexington Crossing to McCarty Hall	84,313	59,077	40,853	66,669	68,956	60,088	63,112	21,227	22,518	26,154	34,603	73,976
10	Santa Fe College to Downtown via NW 16th Avenue/ University Avenue	16,691	11,570	8,355	11,709	12,787	11,196	11,757	7,166	7,546	8,048	8,275	13,756
11	Eastwood Meadows to Downtown via University Avenue	17,305	13,012	14,133	13,483	13,058	13,141	13,618	9,916	9,549	9,252	9,453	10,990
12	Campus Club to McCarty Hall	95,322	68,883	51,795	72,342	70,655	65,252	68,787	35,714	36,275	42,617	57,763	86,623
13	Job Services to Newell Drive/Museum Road via 13th Street	44,539	31,078	24,994	33,812	34,393	31,810	33,010	17,807	19,106	22,373	24,082	38,464
15	Downtown to NW 23rd Street/NW 6th Street (includes Saturday service)	29,644	22,587	26,142	22,158	23,039	24,221	23,940	23,414	23,613	23,374	23,262	23,222
16	Newell Dr./Museum Rd. to Sugar Hill via 16th Avenue	17,315	12,961	11,362	14,479	13,671	13,364	13,843	8,436	8,541	8,565	8,896	11,302
17	Shands to Downtown (Began August 2007)	18,451	12,953	11,691	11,977	13,630	13,679	14,960	10,043	10,922	10,404	10,094	12,591
20	Oaks Mall to McCarty Hall via SW 20th Avenue	127,443	91,143	69,451	98,819	101,149	91,120	95,705	59,403	65,284	80,170	25,308	1,664
21	SW 43rd Street to McCarty Hall	54,817	36,586	24,965	44,751	46,347	37,692	40,295	719	0	0	0	0
22	McCarty to SW 43rd Street at SW 24th Avenue	0	0	0	0		0	0	0	0	0	3,149	1,425
23	Oaks Mall to Santa Fe	19,476	13,563	9,060	14,198	14,126	12,618	13,972	8,130	8,522	8,060	8,722	20,888
24	Downtown to Job Corps via SR 24 (Waldo Road)	12,451	9,017	9,808	10,755	10,202	10,682	10,385	2,333	2,235	1,851	3,612	2,324
25	McCarty to Airport	8,191	6,882	6,395	7,319	7,439	7,290	7,125	5,404	5,347	5,554	6,698	8,310
26	Downtown to Airport								6,706	7,096	7,395	4,046	7,326
27	City Eastside Circulator	1,953	1,418	825	1,715	1,544	1,191	1,758	95	0	0	786	1,615
28	HUB to SW 20th Avenue	18,146	12,667	6,974	15,738	16,291	13,552	13,997	103	0	0	8,743	28,225

Route ID	Route Name	October	November	December	January	February	March	April	May	June	July	August	September
29	Beaty Towers to Cobblestone	0	0	0	0	0	0	0	0	0	0	5,853	4,990
34	HUB to Lexington Crossing	35,046	23,566	15,553	27,107	29,509	24,111	24,817	11,631	13,282	16,549	28,385	34,794
35	McCarty to Homestead Apartments	73,505	52,919	37,348	58,926	62,399	54,304	56,599	36,279	40,621	46,829	35,682	86,484
36	McCarty to Williston Plaza	12,973	9,409	5,290	11,213	11,477	10,260	9,482	209	0	0	6,348	6,862
37	Reitz Union to Butler Plaza (via SW 35th Place)											5,346	
38	HUB to Gainesville Place	70,383	47,812	31,076	59,425	63,565	53,720	55,601	14,608	15,786	21,443	24,671	
38	Reitz Union to Butler Plaza (via SW 35th Place)												12,264
39	HUB to Gainesville Place												74,945
39	Santa Fe to Airport	2,419	1,778	996	2,116	2,028	1,740	2,149	65	0	0	6,870	
40	HUB to Hunters Crossing											2,410	
40	Santa Fe to Airport												3,119
41	Beaty Towers to Pine Ridge Walmart	7,932	5,567	3,088	5,897	6,621	5,223	6,008	235	0	0	0	
41	HUB to Hunters Crossing												0
43	Beaty Towers to Pine Ridge Walmart												21,701
43	Downtown to Santa Fe via 43rd Street	24,585	17,062	13,995	19,598	19,921	19,053	19,881	13,434	14,867	15,707	18,843	
46	Downtown to Santa Fe via 43rd Street												17,801
46	UF-Downtown Circulator	15,734	11,820	7,125	13,349	14,640	11,562	13,220	3,163	3,557	5,061	6,045	
62	Oaks Mall to Lexington Crossing	2,724	1,952	1,131	1,776	1,884	1,338	1,563	102	0	0	919	2,148
75	Oaks Mall to Butler Plaza via 75th Street	30,319	21,498	24,167	20,328	20,933	21,339	20,358	20,846	20,414	20,686	12,501	22,296
76	Santa Fe to Haile Square Market	5,653	4,176	2,029	4,692	4,779	3,592	4,269	59	0	0	1,232	3,854
77	Santa Fe to Cabana Beach Apartments	2,785	2,086	935	2,279	2,043	1,645	2,177	24	0	0	709	2,215
128	Lake Wauburg	0	0	0	86	86	203	281	102	100	0	0	0
129	W/E Circulator											1,526	3,350
300	Later Gator A (Downtown to Reitz Union)	8,493	4,906	2,804	8,864	6,843	5,450	7,294	446	0	3,247	2,455	5,555
301	Later Gator B (Downtown to Lexington Circle)	5,275	2,669	1,751	3,727	2,855	2,682	3,838	744	0	2,704	2,208	3,553
302	Later Gator C (Downtown to Oaks Mall)	7,952	5,058	2,718	7,283	5,973	5,808	7,211	672	0	4,800	2,682	5,826
303	Later Gator D (Downtown to SW 13th Street)	531	401	182	660	371	406	370	55	0		206,860	301

Route ID	Route Name	October	November	December	January	February	March	April	May	June	July	August	September
305	Later Gator F (Downtown to Butler Plaza)	827	689	364	859	571	696	643	153	0		349	804
711	Downtown to E. Meadows								1,892	2,133	2,346	1,281	2,302
City Total		**1,060,066**	**754,409**	**604,884**	**834,349**	**850,317**	**776,131**	**810,363**	**437,633**	**454,819**	**511,845**	**746,071**	**826,862**
117	Park-N-Ride 2 (SW 34th Street)	23,965	15,986	9,578	21,394	22,926	19,294	20,746	6,327	7,032	10,446	15,724	35,328
118	Park-N-Ride 1 (Harn Museum)	49,886	36,059	20,781	40,672	44,755	38,220	39,422	231	0	0	13,401	46,170
119	Family Housing	11,208	6,167	4,170	5,708	6,249	4,867	5,356	1,327	1,993	4,578	2,737	6,806
120	West Circulator (Fraternity Row)	33,323	22,978	13,937	28,218	28,120	23,709	25,267	4,689	6,871	19,979	14,511	33,029
121	Commuter Lot	9,418	4,704	3,064	7,129	8,357	6,374	7,482	99	0	0	3,923	9,695
122	University of Florida North/South Circulator	5,586	3,993	2,523	4,949	5,410	3,684	4,110	880	1,340	1,931	2,070	4,335
125	Lakeside	35,810	24,917	15,412	29,808	31,592	24,728	24,920	4,649	6,487	20,321	13,255	36,740
126	University of Florida East/West Circulator (Evening)	17,750	11,851	6,521	13,663	15,748	12,953	13,303	938	1,051	2,152	6,275	13,122
127	East Circulator (Sorority Row)	29,454	19,441	11,758	22,713	23,700	17,293	18,156	3,613	3,523	5,577	7,832	25,826
Campus Total		**216,400**	**146,096**	**87,744**	**174,254**	**186,857**	**151,122**	**158,762**	**22,753**	**28,297**	**64,984**	**79,728**	**211,051**
Other Services Totals		**10,594**	**0**	**0**		**0**		**0**	**0**	**0**	**0**	**4,438**	**23,714**
System-wide Total		**1,287,060**	**900,505**	**692,628**	**1,008,603**	**1,037,174**	**927,253**	**969,125**	**460,386**	**483,116**	**576,829**	**830,237**	**1,061,627**

Source: Regional Transit System, City of Gainesville

Appendix 2 - 2010-2015 Traffic Analysis Zone Equivalency Table

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	1	0	1		2
0	2	0	2		2
0	3	0	3		2
0	4	0	4		2
0	5	0	5		2
0	6	0	6		2
0	7	0	7		2
0	8	0	8		2
0	9	0	9		2
0	10	0	10		2
0	11	0	11		2
0	12	0	12		2
0	13	0	13		2
0	14	0	14		2
0	15	0	15		2
0	16	0	16		2
0	17	0	17		2
0	18	0	18		2
0	19	0	19		2
0	20	0	20		2
0	21	0	21		2
0	22	0	22		2
0	23	0	23		2
0	24	0	24		2
0	25	0	25		2
0	26	0	26		2
0	27	0	27		2
0	28	0	28		2
0	29	0	29		2
0	30	0	30		2
0	31	0	31		2
0	32	0	32		2
0	33	0	33		2
0	34	0	34		2
0	35	0	35		2
0	36	0	36		2
0	37	0	37		2
0	38	0	38		2
0	40	0	40		2
0	41	0	41		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	42	0	42		2
0	43	0	43		2
0	44	0	44		2
0	45	0	45		2
0	46	0	46		2
0	47	0	47		2
0	48	0	48		2
0	49	1	39	SE 7th Street Bisecting this Traffic Analysis Zone	2
0	50	0	50		2
0	51	0	51		2
0	52	1	52	SE 7th Street Bisecting this Traffic Analysis Zone	2
0	53	1	53	NE 9th street bisects this Traffic Analysis Zone	2
0	54	0	54		2
0	55	0	55		2
0	56	0	56		2
0	57	0	57		2
0	58	0	58		2
1	59	0	59		1
0	60	0	60		2
0	61	0	61		2
0	62	0	62		2
0	63	0	63		2
0	64	0	64		2
0	65	0	65		2
0	66	0	66		2
0	67	0	67		2
0	68	0	68		2
0	69	0	69		2
0	70	0	70		2
0	71	0	71		2
0	72	0	72		2
0	73	0	73		2
1	74	0	74		1
0	75	0	75		2
0	76	1	76	NE 7th Street bisects	2
0	77	1	77	NE 6th Street bisects	2
0	78	0	78		2
1	79	0	79		1
0	80	0	80		2
0	81	0	81		2
0	82	0	82		2
1	83	0	83		1

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	84	0	84		2
1	85	1	85	Inner Road one-way west of State Road 24/ Archer Road	1
1	86	1	86		1
0	87	1	129	SW 11th Avenue bisects; Improves US 44 loads	2
0	88	0	88		2
0	89	1	89	NW 12th Avenue bisects	2
1	90	0	90		1
0	92	0	92		2
0	93	0	93		2
0	94	0	94		2
0	95	0	95		2
0	96	0	96		2
1	97	0	97		1
0	98	0	98		2
0	99	0	99		2
0	100	0	100		2
1	101	0	101		1
0	102	1	145	NE 2nd Street bisects it	2
0	103	0	103		2
1	104	0	104		1
0	105	0	105		2
0	106	0	106		2
0	107	1	175	NW 11th Road bisects; To get the grid net load right	2
0	108	0	108		2
0	109	0	109		2
1	112	1	112	UF Area; Improve Stadium Road loads	1
0	113	1	212	NE 5th Avenue bisects; To get the grid net load right	2
0	114	0	114		2
0	115	0	115		2
0	116	0	116		2
0	117	0	117		0
0	118	0	118		2
0	120	1	230	NE 19th Place bisects; North side is denser	2
0	121	0	121		2
1	122	1	122	Separated by creek; No through road	1
0	123	0	123		2
0	124	0	124		2
1	125	0	125		1
1	126	0	126		1
0	127	1	127	Separated by Hogtown Creek	2
0	128	0	128		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
1	130	0	130		1
0	132	0	132		2
0	133	0	133		2
0	134	0	134		2
0	135	0	135		2
0	136	0	136		2
0	137	0	137		2
0	138	1	138	NE 28th Avenue bisects. Southside is denser	2
0	139	0	139		2
0	140	0	140		2
1	141	0	141		1
0	142	0	142		2
0	143	1	143	Reshaped it to align with the development	2
0	144	1	344	NE 28th Avenue bisects; Northside is denser	2
1	146	0	146		1
0	147	0	147		2
0	148	0	148		0
1	149	1	149	Separate Lake Alice. Improve Hull Road loads	1
0	150	1	353	NE 28th Avenue bisects; Northside is denser	2
0	151	0	151		2
0	152	1	431	Separated by Physical barrier - Hogtown Creek	2
0	153	0	153		2
0	154	1	154	Separated by a canal	2
0	155	1	155	Density imbalance, physically separated	2
0	156	0	156		2
0	157	1	157	Physically separated	2
0	158	1	158	Physically separated by a creek	2
0	159	0	159		2
1	160	0	160		1
0	161	0	161		2
0	162	0	162		2
0	163	1	163	Separating park area	2
0	164	0	164		2
0	165	1	165	Physically separated by a creek	2
1	166	0	166		1
0	167	0	167		0
0	168	0	168		2
0	169	0	169		2
0	170	0	170		2
0	171	1	577	Bisected by NW 23rd Street	2
0	172	0	172		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	173	0	173		2
0	174	0	174		2
0	176	0	176		2
0	177	0	177		2
1	178	1	178	Very large Traffic Analysis Zone separated by roadways	1
0	179	0	179		2
0	180	1	180	Separated by NW 45th Avenue	2
0	181	0	181		2
0	182	1	182	Physically separated by a creek	2
0	183	0	183		2
0	184	0	184		2
0	185	1	185	Physically separated by a creek, realigned	2
0	186	1	579	Density imbalance, physically separated	2
0	187	0	187		0
0	188	1	188	Physically separated by a creek	2
0	189	0	189		2
0	190	0	190		2
0	191	0	191		0
0	192	1	582	Very large Traffic Analysis Zone separated by roadways	2
0	193	0	193		2
0	194	0	194		2
0	195	0	195		2
0	196	1	196	Density imbalance	2
0	197	1	197	Density imbalance; To load right on US 441	2
0	198	0	198		2
0	199	0	199		2
0	200	1	585	SW 38th Terrace bisects	2
0	201	1	201	High density to the north	2
0	202	0	202		2
0	203	0	203		2
0	204	0	204		2
0	205	0	205		2
0	206	0	206		0
0	207	0	207		2
0	208	1	208	Physically separated by creek	2
0	209	0	209		0
0	210	0	210		2
0	211	0	211		2
0	213	0	213		2
0	214	0	214		2
0	215	0	215		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	216	0	216		2
0	217	0	217		2
0	218	0	218		2
0	219	1	219	Developments near State Road 24/ Archer Road and Interstate 75	2
0	220	0	220		2
0	221	0	221		0
0	222	1	222	Separated by creek	2
0	223	0	223		2
0	224	1	224	Separating airport and residential area	2
0	225	0	225		0
0	226	1	226	Realigned the shape	2
0	227	0	227		2
0	228	0	228		2
0	229	0	229		2
0	231	1	231	High density to the south	0
0	232	0	232		2
0	233	0	233		2
0	234	0	234		2
0	235	0	235		2
0	236	1	236	Bisected by SW 41st Boulevard	0
0	237	0	237		2
0	238	0	238		2
0	239	1	591	Large Traffic Analysis Zone with density/shape imbalances	2
0	240	0	240		2
0	241	1	593	Large Traffic Analysis Zone with density/shape imbalances	2
0	242	0	242		0
0	243	0	243		0
0	244	0	244		0
0	245	0	245		0
0	246	1	594	East side trips cannot load on to NW 43rd Street	2
0	247	0	247		0
0	248	0	248		0
0	249	0	249		2
0	250	0	250		0
0	251	0	251		0
0	252	0	252		2
0	253	0	253		0
0	254	0	254		2
0	255	0	255		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	256	0	256		0
0	257	0	257		2
0	258	0	258		2
0	259	0	259		0
0	260	0	260		2
0	261	0	261		0
0	262	0	262		2
0	263	1	263	Physically separated-south density	0
0	264	0	264		0
0	265	0	265		2
0	266	0	266		2
0	267	0	267		0
0	268	1	268	Large Traffic Analysis Zone with density imbalances	2
0	269	0	269		0
0	270	1	270	Splits to get the parallel street loads right	2
0	271	0	271		0
0	272	0	272		2
0	273	0	273		0
0	274	0	274		0
0	275	0	275		0
0	276	1	276	Physically separated communities	2
0	277	0	277		0
0	278	0	278		0
0	279	0	279		0
0	280	0	280		0
0	281	0	281		2
0	282	0	282		0
0	283	0	283		0
0	284	1	601	Separate out preserve	0
0	285	0	285		0
0	286	0	286		0
0	287	0	287		0
0	288	0	288		0
0	289	0	289		0
0	290	0	290		0
0	291	0	291		0
0	292	0	292		0
0	293	0	293		0
0	294	0	294		0
0	295	0	295		0
0	296	0	296		0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	297	0	297		2
0	298	0	298		0
0	299	0	299		0
0	300	0	300		0
0	301	0	301		0
0	302	0	302		0
0	303	1	602	High density to the north	0
0	304	0	304		0
0	305	0	305		0
0	306	0	306		0
0	307	0	307		0
0	308	0	308		0
0	309	0	309		0
0	310	0	310		0
0	311	0	311		0
0	312	0	312		0
0	313	0	313		0
0	314	0	314		0
0	315	0	315		0
0	316	0	316		0
0	317	0	317		0
0	318	0	318		0
0	319	0	319		0
0	320	0	320		0
0	321	0	321		0
0	322	0	322		0
0	323	0	323		0
0	324	0	324		0
0	325	0	325		0
0	326	0	326		0
0	327	0	327		0
0	328	0	328		0
0	329	0	329		0
0	330	0	330		0
0	331	0	331		0
0	332	0	332		0
0	334	1	603	Large Traffic Analysis Zone with density/shape imbalances	0
0	335	0	335		0
0	336	0	336		0
0	337	0	337		0
0	338	0	338		0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	339	1	605	High density to the south	0
0	340	0	340		0
0	341	0	341		0
0	342	0	342		0
0	343	0	343		0
0	345	0	345		0
0	346	0	346		0
0	347	0	347		0
0	348	0	348		0
0	349	0	349		0
0	350	0	350		0
0	351	0	351		0
0	352	0	352		0
0	354	0	354		0
0	355	1	355	High density to the south	0
0	356	0	356		0
0	357	0	357		0
0	358	0	358		0
0	359	0	359		0
0	360	0	360		0
0	361	0	361		0
0	362	0	362		0
0	363	0	363		0
0	364	0	364		0
0	365	0	365		0
0	366	0	366		0
0	367	0	367		0
0	368	0	368		0
0	369	0	369		0
0	370	0	370		0
0	371	0	371		0
0	372	0	372		0
0	373	0	373		0
0	374	0	374		0
0	375	0	375		0
0	376	0	376		0
0	377	0	377		0
0	378	0	378		0
0	379	0	379		0
0	380	0	380		0
0	381	0	381		0
0	382	0	382		0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	383	0	383		0
0	384	0	384		0
0	385	0	385		0
0	386	0	386		0
0	387	0	387		0
0	388	0	388		0
0	389	0	389		0
0	390	0	390		0
0	391	0	391		0
0	392	0	392		0
0	393	0	393		0
0	394	0	394		0
0	395	0	395		0
0	396	0	396		0
0	397	0	397		0
0	398	0	398		0
0	399	0	399		0
0	400	0	400		0
0	401	0	401		0
0	402	0	402		0
0	403	0	403		0
0	404	0	404		0
0	405	0	405		0
0	406	0	406		0
0	407	0	407		0
0	408	0	408		0
0	409	0	409		0
0	410	0	410		0
0	411	0	411		0
0	412	0	412		0
0	413	0	413		0
0	414	0	414		0
0	415	0	415		0
0	416	0	416		0
0	417	0	417		0
0	418	0	418		0
0	419	0	419		0
0	420	0	420		0
0	421	0	421		0
0	422	0	422		0
0	423	0	423		0
0	424	0	424		0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	425	0	425		0
0	426	0	426		0
0	427	0	427		0
0	428	0	428		0
0	429	0	429		0
0	430	0	430		0
0	432	0	432		2
1	433	0	433		1
0	434	0	434		2
1	435	0	435		1
0	436	0	436		2
0	437	0	437		2
0	438	0	438		2
0	439	0	439		2
1	440	0	440		1
1	441	0	441		1
1	442	0	442		1
1	444	0	444		1
1	445	0	445		1
1	446	0	446		1
1	447	0	447		1
0	448	0	448		2
1	449	0	449		1
1	450	0	450		1
1	451	0	451		1
1	452	0	452		1
1	453	0	453		1
1	454	0	454		1
1	455	0	455		1
1	456	0	456		1
0	457	0	457		0
0	458	0	458		0
0	459	0	459		0
1	460	0	460		1
0	461	0	461		0
0	462	0	462		0
0	463	1	608	Large Traffic Analysis Zone with density/shape imbalances	0
0	464	0	464		0
0	465	0	465		0
1	466	0	466		1
0	467	1	467	Large Traffic Analysis Zone with density imbalances	0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	468	1	468	SW 75th Street bisects	2
0	469	1	469	High density to the east	2
0	470	0	470		0
0	471	1	611	Density imbalance	0
0	472	1	612	Density imbalance	0
0	473	0	473		0
0	474	0	474		0
0	475	0	475		0
0	476	0	476		0
0	477	0	477		0
0	478	0	478		0
0	479	0	479		0
0	480	0	480		0
0	481	0	481		0
0	482	0	482		0
0	483	0	483		0
0	484	0	484		0
0	485	0	485		0
0	486	0	486		2
0	487	0	487		2
0	488	0	488		0
0	489	0	489		0
0	490	0	490		0
0	491	0	491		0
0	492	0	492		0
0	493	0	493		0
0	494	0	494		0
0	495	0	495		0
0	496	0	496		0
0	497	0	497		0
0	498	0	498		0
0	499	0	499		0
0	500	1	500	High density to the south	2
0	501	0	501		2
0	502	1	619	Physically separated east and west side growth	2
0	503	0	503		0
0	504	0	504		0
0	505	0	505		0
0	506	0	506		0
0	507	0	507		0
0	508	0	508		0

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	509	0	509		0
0	510	0	510		0
0	511	0	511		0
0	512	0	512		0
0	513	0	513		0
0	514	0	514		0
0	515	0	515		0
0	516	0	516		0
0	517	0	517		0
0	518	0	518		0
0	519	0	519		0
0	520	0	520		0
0	521	0	521		0
0	522	0	522		0
0	523	0	523		0
0	524	0	524		0
0	525	0	525		0
0	526	0	526		0
0	527	0	527		2
0	528	0	528		0
0	529	0	529		2
0	530	0	530		0
0	531	0	531		0
0	532	0	532		2
0	533	0	533		2
0	534	0	534		2
0	535	0	535		2
0	536	0	536		2
0	537	0	537		2
0	538	0	538		2
0	539	0	539		2
0	540	0	540		2
0	541	0	541		2
0	542	0	542		2
0	543	0	543		2
0	544	1	614	Celebration Point Avenue bisects	2
0	545	1	615	Clark and Plaza Boulevard cut through	2
0	546	0	546		2
1	547	0	547		1
0	548	1	548	Density imbalance/School	2
0	549	0	549		2
0	550	0	550		2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	551	0	551		2
0	552	0	552		2
0	553	0	553		2
0	554	0	554		0
0	555	0	555		2
0	556	1	617	NE 19th Place bisects	2
0	557	0	557		2
0	558	0	558		2
0	559	0	559		2
0	560	0	560		2
0	561	0	561		0
0	562	0	562		0
0	563	0	563		0
0	564	0	564		0
0	565	0	565		0
0	566	0	566		0
0	567	0	567		0
0	568	0	568		0
0	569	0	569		0
0	570	0	570		2
0	571	0	571		0
0	572	0	572		0
0	573	1	618	SW 45th Street bisects	2
0	574	0	574		2
0	575	0	575		2
0	576	0	576		0
0	573	1	573	Density imbalance-impacts Archer Rd	2
0	200	1	200	SW 38th Terrace bisects	2
0	87	1	87	SW 11th Avenue bisects. Improves US 44 loads	2
0	102	1	102	NE 2nd Street Bisects	2
0	545	1	616	Clark and Plaza Boulevard cut through	2
0	544	1	544	Realigned the shape	2
0	545	1	545	Clark and Plaza Boulevard cut through	2
0	201	1	586	High density to the north	2
0	180	1	578	Separated by NW 45th Avenue	2
0	355	1	606	High density to the south	0
0	241	1	241	Large Traffic Analysis Zone with density/shape imbalances	2
0	241	1	592	Large Traffic Analysis Zone with density/shape imbalances	2
0	196	1	583	Density imbalance	2
0	52	1	91	SE 7th Street Bisecting this Traffic Analysis Zone	2
0	49	1	49	SE 7th Street Bisecting this Traffic Analysis Zone	2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	186	1	186	Density imbalance, physically separated	2
0	231	1	588	High density to the south	0
0	152	1	152	Separated by Physical barrier - Hogtown Creek	2
0	500	1	613	High density to the south	2
0	270	1	599	Splits to get the parallel street loads right	2
0	270	1	598	Splits to get the parallel street loads right	2
0	276	1	600	Physically separated communities	0
0	138	1	333	NE 28th Avenue bisects; Southside is denser	2
0	192	1	580	Very large Traffic Analysis Zone separated by roadways	2
0	334	1	334	Large Traffic Analysis Zone with density/shape imbalances	0
0	334	1	604	Large Traffic Analysis Zone with density/shape imbalances	0
0	463	1	463	Large Traffic Analysis Zone with density/shape imbalances	0
0	463	1	607	Large Traffic Analysis Zone with density/shape imbalances	0
0	107	1	107	NW 11th Road bisects; To get the grid net load right	2
0	502	1	502	Physically separated east and west side growth	2
0	469	1	610	High density to the east	0
0	467	1	609	Large Traffic Analysis Zone with density imbalances	2
0	268	1	597	Large Traffic Analysis Zone with density imbalances	2
0	268	1	596	Large Traffic Analysis Zone with density imbalances	0
0	246	1	246	East side trips cannot load on to NW 43rd Street	2
0	339	1	339	High density to the south	0
0	224	1	587	Separating airport and residential area	2
0	284	1	284	Separate out preserve	0
0	239	1	239	Large Traffic Analysis Zone with density/shape imbalances	2
0	239	1	589	Large Traffic Analysis Zone with density/shape imbalances	2
0	239	1	590	Large Traffic Analysis Zone with density/shape imbalances	2
0	303	1	303	High density to the north.	0
0	472	1	472	Density imbalance	0
0	471	1	471	Density imbalance	0
0	197	1	584	Density imbalance - to load right on US 441	2
0	76	1	111	NE 7th Street bisects	2
0	53	1	110	NE 9th street bisects this Traffic Analysis Zone	2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	113	1	113	NE 5th Avenue bisects; To get the grid net load right	2
0	77	1	119	NE 6th Street bisects	2
0	89	1	131	NW 12th Avenue bisects	2
0	120	1	120	NE 19th Place bisects; North side is denser	2
0	556	1	556	NE 19th Place bisects	2
0	144	1	144	NE 28th Avenue bisects; Northside is denser.	2
0	150	1	150	NE 28th Avenue bisects; Northside is denser.	2
0	171	1	171	Bisected by New 23rd Street	2
0	192	1	581	Very large Traffic Analysis Zone separated by roadways	2
0	192	1	192	Very large Traffic Analysis Zone separated by roadways	2
0	263	1	595	Physically separated- south density	0
0	155	1	443	Density imbalance, physically separated	2
0	219	1	621	Developments near State Road 24/ Archer Road and Interstate 75	2
0	219	1	622	Developments near State Road 24/ Archer Road and Interstate 75	2
0	219	1	623	Developments near State Road 24/ Archer Road and Interstate 75	2
0	222	1	624	Separated by creek	2
0	544	1	625	Celebration point Avenue bisects	2
0	163	1	620	Separating park area	2
1	178	1	633	Very large Traffic Analysis Zone separated by roadways	1
1	178	1	634	Very large Traffic Analysis Zone separated by roadways	1
0	573	1	645	SW 45th Street bisects	2
0	236	1	639	Bisected by SW 41st Boulevard	2
0	468	1	640	SW 75th Street bisects	2
0	573	1	643	Density imbalance-impacts Archer Road	2
0	573	1	644	Density imbalance-impacts Archer Road	2
0	157	1	628	Physically separated	2
0	157	1	629	Physically separated	2
0	548	1	641	Density imbalance	2
0	548	1	642	Density imbalance	2
0	188	1	636	Physically separated by a creek	2
0	165	1	631	Physically separated by a creek	2
0	165	1	632	Physically separated by a creek	2
0	158	1	630	Physically separated by a creek	2
0	154	1	627	Separated by a canal	2
0	127	1	626	Separated by Hogtown Creek	2
0	182	1	635	Physically separated by a creek	2
0	208	1	637	Physically separated by a creek	2

UF ZONES	TRAFFIC ANALYSIS ZONE 2010	SPLIT FLAG	TRAFFIC ANALYSIS ZONE 2015	SPLIT RATIONALE	AGENCY
0	208	1	638	Physically separated by a creek	2
1	85	1	646	Inner Road oneway west of SR 24	1
1	122	1	650	Separated by Creek. No through road	1
1	178	1	648	Very large Traffic Analysis Zone separated by roadways (UF)	1
1	149	1	647	Separate Lake Alice. Improve Hull Rd loads	1
0	208	1	649	Physically separated by creek	2
1	112	1	651	UF Area; To get Museum Road load right	1
0	600	0	700	External Station	0
0	601	0	701	External Station	0
0	602	0	702	External Station	0
0	603	0	703	External Station	0
0	604	0	704	External Station	0
0	605	0	705	External Station	0
0	606	0	706	External Station	0
0	607	0	707	External Station	0
0	608	0	708	External Station	0
0	609	0	709	External Station	0
0	610	0	710	External Station	0
0	611	0	711	External Station	0
0	612	0	712	External Station	0
0	613	0	713	External Station	0
0	614	0	714	External Station	0
0	615	0	715	External Station	0
0	616	0	716	External Station	0
0	617	0	717	External Station	0
0	618	0	718	External Station	0
0	619	0	719	External Station	0
0	620	0	720	External Station	0
0	621	0	721	External Station	0
0	622	0	722	External Station	0
0	623	0	723	External Station	0
0	624	0	724	External Station	0
0	625	0	725	External Station	0

NE = Northeast
NW = Northwest
SE = Southeast
SW = Southwest
UF = University of Florida
US = United States