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July 13, 2015

TO: Technical Advisory Committee Working Group
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: List of Priority Projects- Transportation Alternative Program Priorities

STAFF RECOMMENDATION

Develop Transportation Alternative Program Priorities.

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program.

At its May 20, 2015 meeting, the Technical Advisory Committee referred the development of the Transportation Alternative Program Priorities to a Working group consisting of Ms. Debbie Leistner, Gainesville Transportation Planning Manager, and Mr. Jeff Hays, Alachua County Transportation Planning Manager. This Working Group needs to develop recommended Transportation Alternative Program Priorities. Attached are the following exhibits:

Exhibit 1- Alachua Countywide Bicycle Master Plan Addendum excerpt showing the following priorities:

- Priority 1- Archer Braid- this Braid is completed, except for gaps to be constructed by private development.
- Priority 2- Alachua Braid- the only remaining project is bikelanes on US 441 between Archer Road and NW 23rd Avenue. Unfortunately, the Florida Department of Transportation has evaluated this section of roadway and decided that bikelanes are not possible because of right-of-way constraints such as the bridge over NW 8th Avenue.
- Priority 3- University Braid- the MTPO's consultant has identified several needed projects in its University Avenue Multimodal Corridor Study- Phase 2 Report.

Exhibit 2- Table 2- Transportation Alternatives Program Priorities- Approved June 2, 2014.

Exhibit 3- Table 2- Transportation Alternatives Program Priorities- Staff recommendation that incorporates University Avenue Multimodal Corridor Study Report recommendations.

Also attached is a copy of the University Avenue Multimodal Corridor Study- Phase 2 Report.

Attachments

Transporting Ecologies

Alachua Countywide Bicycle Master Plan Addendum

Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council

Transporting Ecologies Studio
School of Architecture
University of Florida

Braids

Braids recommendations and priorities are based in part on the 2001 Master Plan data analysis and cost benefit rankings. Updated destination matrix analysis, aggregated segment analysis, public survey prioritization analysis and opportunities for funding that are currently in place or on the horizon represent the major influences of this study on current recommendations. Initial Braids proposals were identified based on three functional provisions — coherence (a connected network structure), directness (reduction of distance and detours between destinations) and safety (minimizing the encounters between cyclists and motor-vehicles). Iterations have been modified and refined based on Steering Committee recommendations and public comments.

The Braids Priority Summary Table below lists the immediate priority Braids in rank order from highest to lowest. Public ranking, aggregated cost benefit and latent demand scores predicted the prioritization schedule as discussed in the sections below.

Braids Priority Summary Table

Priority (highest to lowest)	Braid Designation	Public (low score highest priority)	Cost Benefit (100 best)	Latent Demand (100 best)	Funds
1	Archer (Hull Rd ext)	1	98	70	partial
2	Alachua	2	100	81	initial
3	University	3	91	78	no
4	Hawthorne (6 th St. rail-trail)	4	98	92	partial
5	Bivens	6	92	68	no
6	Westside	8	100	80	no
7	Millhopper	5	87	79	no
8	Glen Springs	7	75	82	no

The Prioritization Summary table above balances the criteria between public interest, safety, latent demand and cost benefit scores to optimize prioritization. Other interests include projects with the momentum of existing funding. These are ranked to promote funding initiatives and public focus on critical linkages. If opportunities become available from linking to related projects or designated funding sources, lower priority projects may be implemented in advance higher priority initiatives.

EXHIBIT 2

**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2015-16 to 2019-20**

B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

**Table 2
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)**

Number	Project	Location	Description
1	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands [19,250 AADT]
2	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
3	NW 19 lane	FM: NW 16 Terrace TO: NW 13 Street	Construct two-way cycle track tying to the W 12 Street bike boulevard
4	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
5	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
6	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
7	SW 13 Street	FM: Mosque TO: One-Stop Job Center	Construct ADA-compliant sidewalk
8	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
9	E 10 Street	FM: Depot Avenue Trail TO: NE 3 Avenue	Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/ Waldo Road intersection
10	W 6 Street	FM: SW 16 Avenue TO: NW 13 Street	Install bicycle signage R4-11 Bicycles May Use Full Lane
	W 13 Street	FM: Archer Road TO: NW 23 Avenue	Install bicycle signage R4-11 Bicycles May Use Full Lane or sharrows
11	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk [490 AADT]
12	SW 34 Street Grade-Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing [38,000 AADT]
13	SW 32 Terrace	FM: SW 35 Place TO: Existing Sidewalk	Construct ADA-compliant sidewalk
14	SW 35 Place	FM: SW 34 Street TO: SW 35 Place	Construct ADA-compliant sidewalk
15	Glen Springs Braid	FM: NW 16 Avenue TO: NW 39 Avenue	Construct bicycle/pedestrian trail

Table 2 (Continued)
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
16	NW 34 Street [Westside Braid]	FM: W University Avenue TO: NW 16 Avenue	Construct instreet bikelanes
17	NW 16 Avenue [Millhopper Braid]	FM: NW 13 Street TO: NW Main Street	Construct instreet bikelanes
18	NE 39 Avenue	FM: RTS Bus Stop TO: Grace Market Place	Construct bicycle/pedestrian trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.
 *2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East;
 FM = From; NW = Northwest; RTS = Regional Transit System; SW = Southwest;
 UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by the Bicycle/Pedestrian Advisory Board.

EXHIBIT 3**Table 2- Draft
Transportation Alternatives Program Priorities- 2015**

Number	Project	Location	Description	Estimated Cost
1	West University Avenue	FM: Gale Lemerand Drive TO: West 13th Street	Bikeway/Sidewalk	\$3,565,820
2	West University Avenue	At NW 16th Street and NW 19th Street	Enhanced Pedestrian Crossings	\$1,070,505
4	East University Avenue	At Waldo Road	Pedestrian-oriented Intersection Design (Complete)	\$310,499
5	East University Avenue	FM: East 7th Street TO: East 10th Street	Raised Median	\$289,729
6	Transit Shelters and Benches	Corridor-Wide	Transit Shelters and Benches	\$656,614
7	Midblock Pedestrian Crossing	FM: East 1st Street TO: East 3rd Street	Midblock Pedestrian Crossing	\$48,148
8	Bicycle Striping and Signal Detection	Corridor-Wide	Bicycle Striping and Signal Detection	\$12,377
TOTAL				\$5,953,692

