

## Adopting the Year 2035 Long Range Transportation Plan

The Year 2035 Livable Community Reinvestment Plan was adopted on October 27, 2010, by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, the agency responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program enables the area to receive federal and state funding for transportation projects and provides a forum for cooperative decision-making concerning regional and local transportation and development issues.

The MTPO's voting members include the Mayor of the City of Gainesville, the six City of Gainesville Commissioners and the five Alachua County Commissioners. The membership composition is established by the Governor. Non-voting (ex-officio) advisory members of the MTPO include the University of Florida, District Two of the Florida Department of Transportation and a rural advisory member representing the communities in Alachua County located outside of the urbanized area boundary.

## Peak Oil

Each update of the Gainesville Urbanized Area Long Range Transportation Plan typically introduces something innovative to the transportation planning process. For the Year 2035 update, the unique angle is the incorporation of peak oil scenarios into the alternatives, and identification of land use and transportation strategies to mitigate those effects. Under peak oil, rapidly rising worldwide demand for fossil fuels and increasingly limited supplies introduce extreme price volatility and scarcity of resources. This can have profound implications on how people live, in addition to how they access their destinations and how goods reach market. An accessibility analysis revealed which areas of the community would be most affected negatively under a peak oil situation with extremely high gas prices, and which areas enjoy a high level of multimodal accessibility that would lessen peak oil impacts. As a result, the MTPO considered peak oil in developing the Needs Plan and deciding priority projects to fund with projected revenues.



## ACKNOWLEDGEMENTS

### MTPO Voting Members

#### City of Gainesville

Mayor Craig Lowe  
 City Commissioner Jack Donovan  
 City Commissioner Scherwin L. Henry  
 City Commissioner Thomas Hawkins,  
 Vice Chair  
 City Commissioner Jeanna Mastrodicasa  
 City Commissioner Lauren Poe  
 City Commissioner Randy Wells

#### Alachua County Commission

County Commissioner Cynthia Moore  
 Chestnut  
 County Commissioner Mike Byerly  
 County Commissioner Paula DeLaney, Chair  
 County Commissioner Rodney Long  
 County Commissioner Lee Pinkoson

#### Ex-Officio Members

Florida Department of Transportation -  
 Alan R. Mosley, P.E., District 2 Secretary  
 University of Florida - Ed Poppell  
 Rural Advisor - Mayor Larry Travis,  
 City of High Springs

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ADOPTED  
 OCTOBER 27, 2010

# YEAR 2035 LIVABLE COMMUNITY REINVESTMENT PLAN LONG RANGE TRANSPORTATION PLAN

Metropolitan Transportation Planning Organization  
 for the Gainesville Urbanized Area



## ACCESS AND MOBILITY: FOUNDATION FOR A LIVABLE COMMUNITY

Transportation access defines places of economic value. Communities need a proper balance of travel efficiency and proximity to prosper. Ultimately, our transportation networks shape neighborhoods, cities and regions, how they grow and how their residents live. Transportation is part of the environment, affecting the air and water, and requiring energy that is human powered, manufactured from natural resources or renewable. The availability of good transportation choices, providing both mobility and accessibility to destinations, makes communities better.

The Livable Community Reinvestment Plan, the adopted Long Range Transportation Plan for the Gainesville Urbanized Area, establishes a clear vision for how transportation can help strengthen the area's economic vitality, improve safety for all users and enhance the livability of communities and destinations. The plan reflects a strategic policy direction in the City of Gainesville and Alachua County to invest in transportation that connects the region's economic centers and gateways, expands mobility options, and supports community revitalization and redevelopment in targeted locations.

Go to <http://www.ncfrpc.org/mtpo/> for details on the Year 2035 Long Range Transportation Plan.



## Year 2035 Vision

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

- sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
- balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
- transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
- greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and
- a network of rapid transit facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.

## DEVELOPING THE YEAR 2035 PLAN

Creating the Year 2035 Long Range Transportation Plan involved both technical analysis and broad-based input from the public. The analysis entailed evaluation of future growth in Alachua County by geographic area, and how that growth is projected to affect future traffic patterns, levels of congestion, mobility and accessibility. Although the economic downturn of 2008-2010 affected Alachua County in many ways, the presence of the University of Florida and the health care and government sectors mitigated the effects somewhat. Alachua County is projected to add nearly 70,000 people and 50,000 jobs by the year 2035. This projection is based on the land development capacity and growth areas defined through adopted city and county comprehensive plans. This is expected to result in about 320,000 people and 190,000 jobs in Alachua County in 2035. The analysis examined the relative accessibility of households and employment throughout the county based on their ability to connect to destinations by a variety of travel choices.



Public participation also influenced development of the plan. The MTPo held meetings to gain insights on transportation needs and priorities from a diverse range of interests and perspectives to shape the plan. A series of workshops and community forums enabled people to identify their safety, access and mobility issues, and define solutions for consideration in funding transportation projects.

The Year 2035 Transportation Plan was closely coordinated with development of the University of Florida's 2010-2020 Campus Master Plan Transportation Element. Both plans shared data for analysis of transportation needs. Transportation projects and strategies integrated broader regional needs with campus-related accessibility and mobility considerations. A key outcome was identification of park-and-ride lot opportunities for commuters to the UF campus from surrounding areas to transfer to transit.

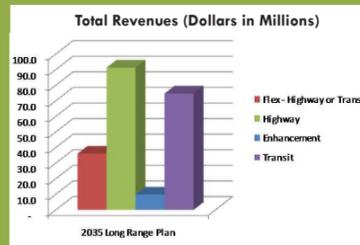
## NEEDS PLAN

A key part of a Long Range Transportation Plan is having a vision for how transportation can effectively serve a community's many needs. The MTPo's Livable Community Reinvestment Plan defines a strategic vision for multimodal transportation that improves accessibility, safety and mobility, while strengthening the Gainesville Urbanized Area's economic position. This vision is captured in the Year 2035 Needs Plan, which identifies the transportation projects and services needed to meet the areas' future mobility needs. The Needs Plan is not constrained by cost or available revenue; rather it provides a regional strategy and a desired set of transportation projects for key travel corridors. The plan is multimodal, meaning that it addresses needs for freight and automobile drivers, public transportation users, bicyclists and pedestrians, and explores ways to ensure those different travel modes are well connected and supports future growth and redevelopment. The Needs Plan provides a basis for the MTPo, and its state and local government partners, to seek funding for transportation projects and to develop plans in a well-coordinated manner.

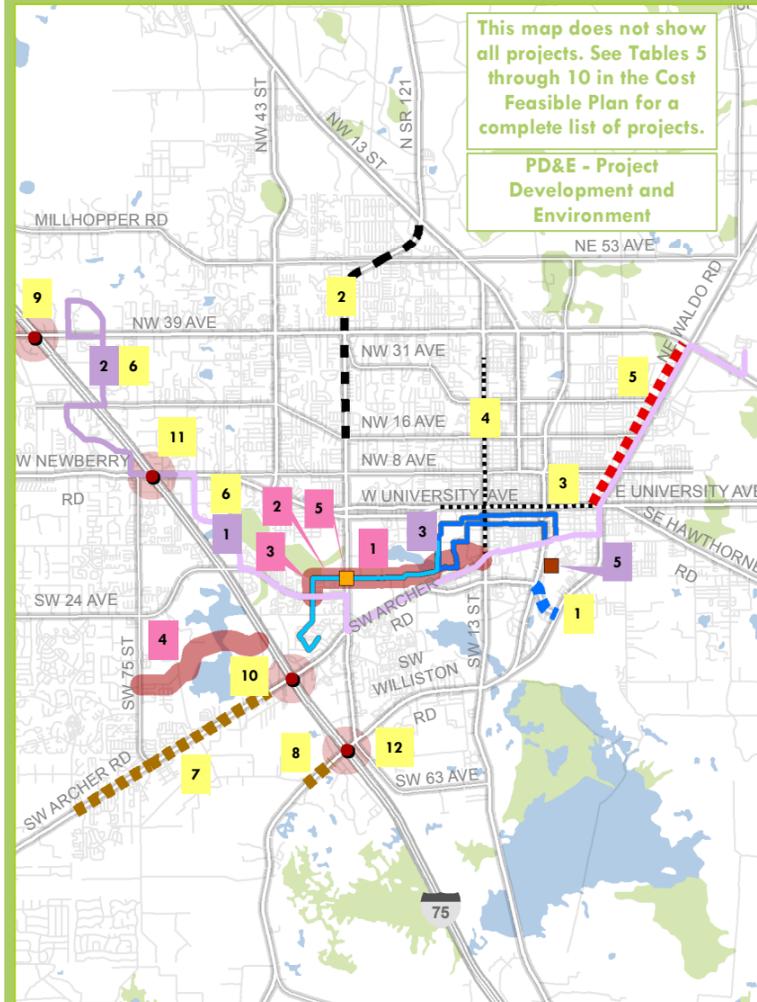


## COST FEASIBLE PLAN

Fiscal constraints make it necessary to set priorities for available state and federal funding, which primarily comes from gas taxes, and show how those priorities support development of the Gainesville Urbanized Area's transportation system into the future. The Long Range Transportation Plan must be financially feasible, meaning that project cost estimates must match projected revenues coming from a variety of federal, state and local sources through 2035. With inflation, those costs will increase over time. Given those constraints, the MTPo can only fund a portion of the projects included in the Needs Plan, which total some \$900 million in estimated project costs by 2035. When the MTPo adopted the Cost Feasible Plan in October 2010, it allocated nearly \$200 million in projected revenues toward transportation projects of various types. The plan advances mobility and access through projects that add capacity and street connectivity, improve traffic operations along key congested roadways, expand transit service, and create a network of multi-use trails for walking and bicycling. Among the plan's major features is the creation of a Bus Rapid Transit (BRT) network providing premium transit service to link key activity centers and destinations. The adopted Long Range Transportation Plan provides a basis for the MTPo to submit a list of project priorities each year to the Florida Department of Transportation for funding, and to seek grants from other agencies to complete needed transportation projects.



## YEAR 2035 COST FEASIBLE PLAN



Year 2035 Long Range Transportation Plan Update  
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Priority	Description	Project	From / To:
<b>State Highway System</b>			
1	State Road 226 (SE 16th Avenue)	Widen to four lanes	Main Street to Williston Road
2	State Road 121 (NW 34th Street)	Construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441
3	State Road 26 (University Ave)	Multimodal Emphasis Corridor	Gale Lemerand Drive to Waldo Road
4	US 441 (W. 13th Street)	Multimodal Emphasis Corridor	NW 33rd Avenue to Archer Road
5	Waldo Road Multiway Boulevard	Redesign to support Bus Rapid Transit (BRT) and corridor redevelopment study (PD&E)	University Avenue to NE 39th Avenue
6	Bus Rapid Transit (BRT)*	Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport
7	State Road 24 (Archer Road)	BRT dedicated lanes design, additional roadway capacity and corridor study (PD&E)	MTPo Boundary to SW 45th Street
8	State Road 121 (Williston Road)	Additional roadway capacity and corridor management study (PD&E)	SW 62nd Avenue to SW 35th Way
9	I-75 @ SR 222/39th Avenue	SIS Interchange Modification	--
10	I-75 @ SR 24/Archer Road	SIS Interchange Modification	--
11	I-75 @ SR 26/Newberry Road	SIS Interchange Modification	--
12	I-75 @ SR 331/Williston Road	SIS Interchange Modification	--
<b>Surface Transportation Program</b>			
1 *	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)
2 *	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Santa Fe to Oaks Mall
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Butler Plaza via University of Florida
4	Intermodal Center / Park and Ride Lot	Park and Ride Lot	TBD (not shown on map)
5	Transit Maintenance Facility	Facility Expansion	--
<b>Surface Transportation Program Enhancements</b>			
1	Cross Campus Greenway	Bicycle/Pedestrian Trail	Archer Road to SW 34th Street
2	Hull Road Parking Area	Bicycle/Pedestrian Trail	SW 34th Street to End of Hull Road Parking Area
3	Hull Road Connector	Bicycle/Pedestrian Trail	Hull Road Parking Area/ SW 20th Avenue
4	Lake Kanapaha Trail	Bicycle/Pedestrian Trail	Tower Road west to Interstate 75
5	SW 34th Street Grade Separated Crossing	Bicycle/Pedestrian Trail	SW 34th Street at Hull Road

\* Project alignment will be determined by feasibility studies and alternatives analysis.

### RTS Maintenance Facility

The Gainesville Regional Transit System has experienced tremendous growth in ridership over the last decade. However, increasing service levels have reached the capacity of the system's ability to maintain a cost efficient fleet. Future plans of Alachua County, the City of Gainesville and the University of Florida depend on an expanded transit system – including development of a Bus Rapid Transit network – requiring a new maintenance facility. The adopted plan includes funding for a phased expansion of the new RTS maintenance facility to support better transit service throughout the community.



### SE 16th Avenue

Widening this road to four lanes between Main Street and Williston Road is needed to bring it up to standard for potential designation as SR 24 in the future, and to better handle truck movement and direct non-local traffic around downtown Gainesville to Williston Road (SR 331) and SE Hawthorne Road (SR 20), which are part of Florida's Strategic Intermodal System (SIS).

### Bus Rapid Transit

A centerpiece of Gainesville's and Alachua County's future transportation network is a planned Bus Rapid Transit network that would provide a critical east-west high capacity transit link from the Santa Fe College area to the University of Florida, downtown Gainesville and the Gainesville Regional Airport. Other feeder rapid transit routes would help ease traffic congestion, provide more convenient travel options for commuters and students, and



support quality infill and redevelopment in targeted locations.

### University Avenue and West 13th Street Multimodal Emphasis Corridors

The plan designates segments of these two roadways as multimodal emphasis corridors to develop design solutions that achieve balance among modes to enhance safety, comfort, convenience and access for all users, whether in a car, on foot, on a bicycle or using transit. Design elements may include signage, pavement markings, medians, facility modifications or additions (including narrower travel lanes, wider sidewalks and bike lanes), operational strategies, curb extensions and other measures to enhance multimodal mobility and accessibility. Lane reductions are not currently under consideration.

