

# **REGIONAL TRANSPORTATION**

## **CONDITIONS AND TRENDS**

### **INTRODUCTION**

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

### **PUBLIC TRANSIT**

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System (RTS) is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region and is provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, ATC Paratransit, and Suwannee Valley Transit Authority. The RTS also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Waldo (flag stop), Starke, Lake City, Cross City (flag stop), Fanning Springs (flag stop), Greenville (flag stop), Madison, Live Oak, and Perry.<sup>108</sup>

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 2.0 percent of 1990 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 1.8 percent. Bradford County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1980 and 1990. Not only is the 1990 usage rate lower than the 1980 rate of 2.9 percent, the region has experienced a decline in the absolute number of workers using public transit, dropping from 2,014 in 1980 to 1,729 in 1990.

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<sup>108</sup>Greyhound Bus Lines, Inc., March 1996. Flag stops are non-terminal stops which typically occur along the side of the road at a designated location.

**TABLE 5.1**

**NORTH CENTRAL FLORIDA RESIDENTS USING PUBLIC TRANSPORTATION  
AS PRIMARY MEANS OF TRAVEL TO WORK  
WORKERS AGE 16 AND OVER**

Area	Number of Workers Age 16 and Over		Number Using Public Transportation		Percent Using Public Transportation	
	1980	1990	1980	1990	1980	1990
<b>Alachua</b>	64,241	83,897	1,694	1,510	2.4	1.8
<b>Bradford</b>	6,555	8,278	0	0	0.0	0.0
<b>Columbia</b>	14,030	17,323	144	52	0.4	0.3
<b>Dixie</b>	2,391	3,223	2	13	0.5	0.4
<b>Gilchrist</b>	2,069	3,504	1	4	0.2	0.1
<b>Hamilton</b>	3,031	3,723	19	34	1.1	0.9
<b>Lafayette</b>	1,430	2,083	6	0	0.0	0.0
<b>Madison</b>	5,290	5,986	18	36	0.7	0.6
<b>Suwannee</b>	8,182	10,289	65	21	0.3	0.2
<b>Taylor</b>	6,491	6,718	56	54	0.8	0.8
<b>Union</b>	2,459	3,283	9	7	0.3	0.2
<b>Region</b>	116,169	148,307	2,014	1,729	1.5	1.2
<b>State</b>	3,987,407	5,794,452	106,546	115,889	2.9	2.0

Source: Florida Statistical Abstract, 1984 and 1994, Table 13.01.

**PUBLIC TRANSIT SERVICE PROVIDERS**

**BIG BEND TRANSIT, INC.**

Big Bend Transit operates a demand-response system of vans and mini-buses within Madison and Taylor counties. The service is provided to employment centers as well as to social service, health, medical, shopping, and recreational facilities. Intra- and inter-county transportation service is provided within/from each of the rural counties in the service area with an emphasis on inter-county service to Leon County, which provides a high concentration of employment opportunities and specialized medical services. Big Bend Transit, Inc., is the designated coordinated community transportation provider for Madison and Taylor counties.

## **GAINESVILLE REGIONAL TRANSIT SYSTEM**

The Gainesville Regional Transit System (RTS) operates ten fixed main bus routes which serve the City of Gainesville and the adjacent surrounding urbanized area of Alachua County. The fixed route system operates on a radial pattern with seven of its ten routes originating at a downtown transfer point. The University of Florida contracts with RTS to provide campus shuttles. RTS also contracts with ATC Paratransit to provide paratransit service.

Between 1996 and 1999, RTS fixed route ridership increased by 65.2 percent, from 1,148,568 to 3,299,933.<sup>109</sup> The growth in ridership was primarily due to the University of Florida student government providing a subsidy to RTS in exchange for allowing university students to ride the system free of charge.

## **SUWANNEE VALLEY TRANSIT AUTHORITY**

Suwannee Valley Transit Authority (SVTA) offers a variety of transportation services within Columbia, Hamilton, and Suwannee counties. These range from a weekly service which brings rural residents to Jasper, Lake City, and Live Oak, to daily commuter runs which carry workers to several major employment locations. Other services provided by SVTA include the Gainesville Medical Bus which is a daily run which connects Jasper, Lake City, and Live Oak to regional medical facilities located in Gainesville. The SVTA also provides services to various human services agencies within its three-county area as well as charter services for groups needing special transportation requirements. The SVTA is the designated coordinated community transportation provider for Columbia, Hamilton, and Suwannee counties.

## **SUWANNEE RIVER ECONOMIC COUNCIL**

The Suwannee River Economic Council provides demand-responsive paratransit services for senior citizens and is the designated coordinated community transportation provider for Bradford, Dixie, Gilchrist, and Lafayette counties.

## **PARATRANSIT SERVICES AND THE TRANSPORTATION DISADVANTAGED**

Paratransit services for the transportation disadvantaged are available in all north central Florida counties. These systems operate as a part of Florida's Transportation Disadvantaged (TD) program. The purpose of the program is to provide transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient, and reduces fragmentation and duplication of services.<sup>110</sup>

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<sup>109</sup>Gainesville Rapid Transit System, June 2000.

<sup>110</sup>The transportation disadvantaged are those persons who, due to physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or

Transportation services for the transportation disadvantaged are provided through the systems using a variety of vehicles, including mini-buses, vans, mini-vans and automobiles. Many of the vehicles used are specially equipped to serve the needs of the disabled and public transit riders. Coordinated transportation systems which receive government public transit grants serve the general public, including the transportation disadvantaged general public. All of the coordinated transportation systems in the region heavily rely upon local, state, and federal financial assistance.

The Florida Commission for the Transportation Disadvantaged (CTD) serves as the policy development and implementing agency for the state's transportation disadvantaged program. Major participants which implement the program at the county level include:

The Official Planning Agency, an MPO or designated entity which performs long-range transportation disadvantaged planning and assists the CTD and the Local Coordinating Board in implementing the transportation disadvantaged program within a designated service area;

The Local Coordinating Board, a group with a diverse membership appointed by the Official Planning Agency which identifies local service needs, advises the Community Transportation Coordinator on the coordination of services, and serves as an advisory body to the CTD in its designated service area;

The Community Transportation Coordinator (CTC), a public, private non-profit, or private for-profit entity functioning as a sole provider, partial brokerage or complete brokerage which is responsible for, among other things, the delivery of transportation disadvantaged services originating in its designated service area;

Purchasers of transportation services such as the Florida Agency for Health Care Administration for Medicaid trips; and

Transportation operators, which are either public, private non-profit, or private for-profit entities which contract with a partial or complete brokerage CTC to provide transportation services within a coordinated transportation system.

Table 5.2 identifies the Official Planning Agency, Local Coordinating Board, and Community Transportation Coordinator for each of the counties within the region. The transportation services provided or arranged by CTCs include program trips subsidized by government or social services agencies and general trips subsidized by state Transportation Disadvantaged Trust Fund trip/equipment grants or other sources. A general trip is one made by a transportation disadvantaged person or member of the general public to a destination of his or her choice. A program trip is one made by a client of a government or social service agency for the purpose of participating in a program of that agency. Examples include Medicaid, congregate meal, day training and day treatment program trips. Examples include medical, shopping, employment, and social/recreational trips. As can be seen in Table 5.2, the North Central Florida Regional Planning Council directly serves as the official planning agency for nine of the region's counties. The Metropolitan

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children who are handicapped or high risk or at-risk as defined in s.411.202, F.S. (427.011(1), F.S. (1993)).

Transportation Planning Organization for the Gainesville Urbanized Area is the official planning agency for Alachua County and is staffed by the Council.<sup>111</sup>

**TABLE 5.2**  
**NORTH CENTRAL FLORIDA**  
**TRANSPORTATION DISADVANTAGED PROGRAMS**

AREA	PLANNING AGENCY	COMMUNITY TRANSPORTATION COORDINATORS
<b>Alachua</b>	Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	ATC Paratransit 901 NW 8 <sup>th</sup> Ave., Ste B-1 Gainesville, FL 32605 (full brokerage)
<b>Bradford</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 904/362-4115 (partial brokerage)
<b>Columbia</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 904/362-5332 (partial brokerage)
<b>Dixie</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 904/362-4115 (sole provider)
<b>Gilchrist</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 904/362-4115 (sole provider)
<b>Hamilton</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 904/362-5332 (partial brokerage)
<b>Lafayette</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee River Economic Council P.O. Box 70 Live Oak, FL 32060 904/362-4115 (sole provider)
<b>Madison</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Big Bend Transit, Inc. P.O. Box 1721 Tallahassee, FL 32302 904/222-4160 (partial brokerage)
<b>Suwannee</b>	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	Suwannee Valley Transit Authority 1907 Voyles St. Live Oak, FL 32060 904/362-5332 (partial brokerage)

<sup>111</sup>See Coordination Outline, page VII-5, for additional information regarding the MTPo and the transportation disadvantaged program.

**TABLE 5.2****NORTH CENTRAL FLORIDA  
TRANSPORTATION DISADVANTAGED PROGRAMS**

AREA	PLANNING AGENCY	COMMUNITY TRANSPORTATION COORDINATORS
Taylor	Taylor County Board of County Commissioners P.O. Box 620 Perry, FL 32347 904/838-3500	Big Bend Transit, Inc. P.O. Box 1721 Tallahassee, FL 32302 904/222-4160 (partial brokerage)
Union	North Central Florida Regional Planning Council 2009 N.W. 67 Place, Ste. A Gainesville, FL 32653-1603 352/955-2200	A & A Transport 55 North Lake Ave. Lake Butler, FL 32054 904/496-2008 (sole provider)

Source: North Central Florida Regional Planning Council, March 1996.

According to the CTD Florida Five Year Transportation Disadvantaged Plan, 1992-1996, the state's transportation disadvantaged program serves two population groups. The first group, the "TD Category I" population, includes disabled, elderly, and low-income persons and "high-risk" or "at-risk" children. These individuals are eligible for government and social service agency programs based on their demographic status. They are also eligible to receive agency subsidies for program and general trips. The second group, the "TD Category II" population, includes individuals who are transportation disadvantaged according to the guidelines in Chapter 427, F.S., (i.e., unable to transport themselves or purchase transportation) and are therefore eligible to receive TDTF subsidies for non-sponsored general trips. The TD Category II population is a subset of the TD category I population.

Table 5.3 presents 1995 to 2000 TD Category I and TD Category II population forecasts for north central Florida counties and the region as a whole. Forecasted annual rates of increase between 1995 and 2000 in the TD Category I population range from 19.0 percent for Gilchrist County to 3.9 percent for Madison County. Forecasted rates of increase in the TD Category II population range from 18.4 percent for Gilchrist County to 3.7 percent for Taylor County.

**TABLE 5.3**

**PROJECTED TRANSPORTATION DISADVANTAGED POPULATION**

Area/Group	1995	1996	1997	1998	1999	2000	Percent Increase, 1995-2000
<b>Alachua</b>							
TD Category I	74,437	75,500	76,577	77,670	78,779	79,904	7.3
TD Category II	8,868	8,996	9,126	9,258	9,392	9,528	7.4
<b>Bradford</b>							
TD Category I	9,213	9,301	9,389	9,478	9,568	9,658	4.8
TD Category II	2,593	2,617	2,641	2,666	2,690	2,715	4.7
<b>Columbia</b>							
TD Category I	20,842	21,373	21,921	22,486	23,068	23,669	13.6
TD Category II	6,374	6,525	6,682	6,842	7,008	7,179	12.6
<b>Dixie</b>							
TD Category I	6,704	6,885	7,072	7,265	7,463	7,667	14.4
TD Category II	1,794	1,840	1,887	1,935	1,985	2,036	13.5
<b>Gilchrist</b>							
TD Category I	4,718	4,884	5,057	5,236	5,421	5,614	19.0
TD Category II	1,487	1,538	1,591	1,645	1,702	1,760	18.4
<b>Hamilton</b>							
TD Category I	5,567	5,722	5,882	6,047	6,217	6,392	14.8
TD Category II	1,841	1,894	1,950	2,007	2,066	2,126	15.5
<b>Lafayette</b>							
TD Category I	2,700	2,749	2,800	2,852	2,905	2,960	9.6
TD Category II	756	769	782	795	808	822	8.7
<b>Madison</b>							
TD Category I	8,232	8,295	8,358	8,422	8,487	8,552	3.9
TD Category II	2,748	2,771	2,793	2,816	2,839	2,862	4.1
<b>Suwannee</b>							
TD Category I	13,277	13,454	13,685	13,920	14,159	14,402	8.5
TD Category II	3,411	3,468	3,526	3,585	3,645	3,705	8.6
<b>Taylor</b>							
TD Category I	7,496	7,556	7,617	7,678	7,740	7,802	4.1
TD Category II	2,089	2,104	2,119	2,135	2,150	2,166	3.7

**TABLE 5.3****PROJECTED TRANSPORTATION DISADVANTAGED POPULATION**

Area/Group	1995	1996	1997	1998	1999	2000	Percent Increase, 1995-2000
<b>Union</b>							
TD Category I	3,899	3,967	4,037	4,108	4,181	4,256	9.2
TD Category II	1,339	1,361	1,384	1,408	1,432	1,456	8.7
<b>Region</b>							
TD Category I	157,085	159,686	162,395	165,162	167,988	170,876	8.8
TD Category II	33,300	33,883	34,481	35,092	35,717	36,355	9.2

Sources: Bureau of Economic and Business Research, Populations by Age, Sex and Race for Florida and its Counties, 1994-2010 (July 1995); CUTR, Methodology Guidelines for Forecasting TD Population Demand at the County Level (May 1993).

These forecasts were prepared using the CUTR methodology guidelines cited above

Table 5.4 compares the 1995 and 2000 TD Category I and II population forecasts to the estimated and projected year 1995 and 2000 populations for north central Florida counties. It indicates that TD Category I populations range from a high of 54.1 percent of total county population in Dixie County to a low of 30.2 percent in Union County. It also indicates that the year 2000 percentage will be about the same as in 1995, ranging from a high of 54.8 percent of total county population in Dixie County to a low of 30.8 percent in Union County. TD Category II 1995 populations range from a high of 15.3 percent in Madison County to a low of 4.5 percent in Alachua County. As with Category I, the year 2000 Category II percentage of total population will be roughly the same as in 1995, ranging from 15.2 percent in Madison County to 4.5 percent in Alachua County.

**TABLE 5.4**

**TRANSPORTATION DISADVANTAGED POPULATION  
AS PERCENTAGE OF TOTAL POPULATION**

<b>Area/ Group</b>	<b>1995 Population Estimates</b>	<b>1995 TD Population Forecasts</b>	<b>% TD</b>	<b>2000 Population Projections</b>	<b>2000 TD Population Forecasts</b>	<b>% TD</b>
<b>Alachua</b>	197,879			210,903		
TD Category I		74,437	37.6		79,904	37.9
TD Category II		8,868	4.5		9,528	4.5
<b>Bradford</b>	24,494			25,598		
TD Category I		9,213	37.6		9,658	37.7
TD Category II		2,593	10.6		2,715	10.6
<b>Columbia</b>	50,000			54,701		
TD Category I		20,842	41.7		23,669	43.3
TD Category II		6,374	12.7		7,179	13.1
<b>Dixie</b>	12,399			13,998		
TD Category I		6,704	54.1		7,667	54.8
TD Category II		1,794	14.5		2,036	14.5
<b>Gilchrist</b>	11,898			13,900		
TD Category I		4,718	39.7		5,614	40.4
TD Category II		1,487	12.5		1,760	12.7
<b>Hamilton</b>	12,200			14,200		
TD Category I		5,567	45.6		6,392	45.0
TD Category II		1,841	15.1		2126	15.0
<b>Lafayette</b>	6,397			6,902		
TD Category I		2,700	42.2		2,960	42.9
TD Category II		756	11.8		822	11.9
<b>Madison</b>	18,004			18,798		
TD Category I		8,232	45.7		8,552	45.5
TD Category II		2,748	15.3		2,862	15.2
<b>Suwannee</b>	29,792			32,298		
TD Category I		13,277	44.6		14,402	44.6
TD Category II		3,411	11.4		3,705	11.5

**TABLE 5.4**

**TRANSPORTATION DISADVANTAGED POPULATION  
AS PERCENTAGE OF TOTAL POPULATION**

<b>Area/ Group</b>	<b>1995 Population Estimates</b>	<b>1995 TD Population Forecasts</b>	<b>% TD</b>	<b>2000 Population Projections</b>	<b>2000 TD Population Forecasts</b>	<b>% TD</b>
<b>Taylor</b>	18301			18900		
TD Category I		7,496	41.0		7,802	41.3
TD Category II		2,089	11.4		2,166	11.5
<b>Union</b>	12,902			13,803		
TD Category I		3,899	30.2		4,256	30.8
TD Category II		1,339	10.4		1,456	10.5
<b>Region</b>	394,266			424,001		
TD Category I		15,7085	39.8		170,876	40.3
TD Category II		33,300	8.4		36,355	8.6

Sources: Bureau of Economic and Business Research, Populations by Age, Sex and Race for Florida and its Counties, 1994-2010 (July 1995); CUTR, Methodology Guidelines for Forecasting TD Population Demand at the County Level (May 1993).

These forecasts were prepared using the CUTR methodology guidelines cited above.

Table 5.5 presents 1995 to 2000 general trip demand forecasts for north central Florida counties. They were computed by applying a trip rate of 1.2 trips per month for rural areas to the TD Category II population forecasts included in Table 5.3. The trip rate was developed through a study of seven paratransit systems around the country which were meeting most or all of the trip demand in their service areas, were providing high levels of service and ad eligibility guidelines similar to those contained in Chapter 427, F.S.<sup>112</sup> Surveys on the trip purposes of transportation disadvantaged persons in other U.S. paratransit systems indicate that approximately 35.0 percent of the general trips taken are medical trips, 20.0 percent are work or educational trips, 10.0 percent are shopping trips, and 35.0 percent are social, recreational, and other trips.<sup>113</sup>

<sup>112</sup>Rural areas include counties without an FTA Section 9 operator. The rate developed for urban areas is 1.0 trips per month. See Center for Urban Transportation Research, University of South Florida, Florida Five Year Transportation Disadvantaged Plan, 1992-1996, June 1992. Prepared for the Florida Transportation Disadvantaged Commission and the Florida Department of Transportation.

<sup>113</sup>Center for Urban Transportation Research, 1992.

**TABLE 5.5****PROJECTED TRANSPORTATION DISADVANTAGED GENERAL TRIP DEMAND**

Area	1995	1996	1997	1998	1999	2000
<b>Alachua</b>	319,481	324,441	329,480	334,601	339,804	345,091
<b>Bradford</b>	64,967	65,824	66,694	67,577	68,473	69,382
<b>Columbia</b>	169,037	174,029	179,174	184,476	189,941	195,573
<b>Dixie</b>	32,091	33,104	34,154	35,243	36,370	37,539
<b>Gilchrist</b>	26,502	27,203	27,936	28,704	29,506	30,345
<b>Hamilton</b>	65,407	67,125	68,889	70,701	72,560	74,469
<b>Lafayette</b>	20,896	21,376	21,867	22,370	22,885	23,413
<b>Madison</b>	69,689	70,564	71,452	72,352	73,266	74,193
<b>Suwannee</b>	113,227	115,422	117,662	119,948	122,282	124,664
<b>Taylor</b>	61,876	62,556	63,245	63,943	64,649	65,364
<b>Union</b>	32,632	33,652	34,710	35,809	36,950	38,135
<b>Region</b>	975805	995296	1015263	1035724	1056686	1078168

Sources: Bureau of Economic and Business Research, Populations by Age, Sex and Race for Florida and its Counties, 1994-2010 (July 1995); CUTR, Methodology Guidelines for Forecasting TD Population Demand at the County Level (May 1993).

These forecasts were prepared using the CUTR methodology guidelines cited above.

Table 5.9 reveals that an estimated 807,917 general demand trips for the transportation disadvantaged, 82.8 percent of total estimated demand, were unmet in 1995. No new information is available on unmet trips for the transportation disadvantaged population. It is anticipated that new estimates will be published after the release of the year 2000 census. Therefore, paratransit ridership statistics are used as a proxy measure to evaluate trends in transportation disabled ridership since most paratransit trips are made by the transportation disadvantaged.

As indicated in Table 5.6, north central Florida paratransit ridership decreased by 6.6 percent between 1996 and 1999. The drop in ridership occurred in Alachua, Madison, Taylor, and Union Counties. Ridership levels increased throughout the remainder of the region. Paratransit funding levels for the region experienced a similar divergence during this period. The 10-county area absent Alachua County experienced a 5.5 percent increase in funding, while Alachua County funding decreased by 7.1 percent.

**TABLE 5.6****NORTH CENTRAL FLORIDA PARATRANSIT RIDERSHIP  
FISCAL YEARS 1995-96 AND 1998-99**

<b>County</b>	<b>FY 1995-96</b>	<b>FY 1998-99</b>	<b>Pct. Change</b>
<b>Alachua</b>	239,337	176,078	(26)
<b>Bradford</b>	42,945	61,048	42
<b>Columbia, Hamilton, Suwannee</b>	190,467	201,169	6
<b>Dixie</b>	11,850	12,050	2
<b>Gilchrist</b>	4,969	6,056	22
<b>Lafayette</b>	11,785	12,282	4
<b>Madison</b>	37,041	36,296	(2)
<b>Taylor</b>	39,057	33,773	(14)
<b>Union</b>	31,407	29,802	(5)
<b>Region</b>	608,858	568,554	(7)
<b>Region w/o Al. Co.</b>	369,521	392,476	6

Sources: 1996 & 1999 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.

As indicated in Table 5.7, the region's transportation disadvantaged transit service providers experienced a drop in Medicaid transportation funding in 1999. Additionally, in 1999, the state's Transportation Disadvantaged Trust Fund, a primary funding source for the state's transportation disadvantaged service providers, ran out of surplus funds which were relied upon in previous years to fund service providers. The depletion of the surplus resulted in a drop in funding from this revenue source in 1999. It is unclear what impacts these declining revenue sources will have on future paratransit ridership.

**TABLE 5.7****NORTH CENTRAL FLORIDA PARATRANSIT FUNDING  
FISCAL YEARS 1995-96 AND 1998-99**

<b>County</b>	<b>FY 1995-96</b>	<b>FY 1998-99</b>	<b>Pct. Change</b>
<b>Alachua</b>	\$2,361,806	\$2,192,689	(7.1)
<b>Bradford</b>	366,330	341,602	(6.8)
<b>Columbia, Hamilton, Suwannee</b>	929,921	836,887	(10.0)
<b>Dixie</b>	326,320	442,055	35.5
<b>Gilchrist</b>	119,319	137,976	15.6
<b>Lafayette</b>	171,593	152,952	(10.9)
<b>Madison</b>	445,048	617,026	38.6
<b>Taylor</b>	482,117	454,970	(5.6)
<b>Union</b>	204,565	228,757	11.8
<b>Region</b>	5,407,019	5,404,914	0.0
<b>Region w/o Al. Co.</b>	3,045,213	3,212,225	5.5

Sources: 1996 & 1999 Annual Performance Reports, Florida Commission for the Transportation Disadvantaged, Tallahassee, Florida.

Table 5.8 provides actual FY 1995-96 and projected FY 1996-97 to 1999-2000 funding for the counties in the region. Most general trips made through coordinated transportation systems are provided using subsidies available through trip equipment grants.<sup>114</sup> These grants, which are administered by the CTD, roughly doubled in size in FY 1994-95 due to a \$1.00 increase in the vehicle registration fee for the TDTF enacted by the Florida Legislature in 1994.

<sup>114</sup>Center for Urban Transportation Research, 1992.

**TABLE 5.8**

**FY 1995-1996 AND PROJECTED TRANSPORTATION DISADVANTAGED TRUST FUND FUNDING**

Area	1995-1996 Funding Allocation	1996-1997 Projected Funding Allocation	1997-1998 Projected Funding Allocation	1998-1999 Projected Funding Allocation	1999-2000 Projected Funding Allocation
Alachua	\$362,218	\$414,919	\$419,168	\$423,417	\$427,666
Bradford	\$62,627	\$68,456	\$69,608	\$70,403	\$71,199
Columbia*	\$339,948	\$411,576	\$415,951	\$420,328	\$424,705
Dixie	\$100,672	\$112,478	\$113,984	\$115,220	\$116,457
Gilchrist**	\$246,107	\$267,557	\$270,287	\$273,018	\$275,748
Hamilton*	\$339,948	\$411,576	\$415,951	\$420,328	\$424,705
Lafayette	\$75,289	\$81,089	\$81,911	\$82,733	\$83,555
Madison***	\$851,633	\$927,684	\$937,023	\$946,363	\$955,702
Suwannee*	\$339,948	\$411,576	\$415,951	\$420,328	\$424,705
Taylor***	\$851,633	\$927,684	\$937,023	\$946,363	\$955,702
Union	\$51,696	\$55,670	\$56,265	\$56,860	\$57,454

Source: Commission for the Transportation Disadvantaged, Grants Program Distribution, November 17, 1995.

\* Columbia, Hamilton and Suwannee Counties' funding allocation combined.

\*\* Gilchrist and Levy Counties' funding allocation combined.

\*\*\* Gadsden, Jefferson, Madison and Taylor Counties' funding allocation combined.

Even with the recent substantial increase, trip/equipment grant funding is not expected to meet more than a fraction of the demand for general trips in the region through the year 2000. Also, increasing pressure to use a part of the increased trip/equipment grant funding for program trips is complicating the funding situation.<sup>115</sup>

Some idea of the extent to which trip/equipment grant funding is meeting current demand for general trips in the region can be gleaned by performing the following computation:

$$\begin{aligned}
 & 1995 \text{ Forecasted Demand for General Trips for Year (Table 5.5) - Estimated Number} \\
 & \text{of General Trips to be Provided Using FY 1995-96 Trip/Equipment Grant Funding} \\
 & = \text{Estimated 1995 Unmet Demand for General Trips.}
 \end{aligned}$$

Table 5.9 computes this formula for eight north central Florida counties. The estimated number of

<sup>115</sup>Using TDTF monies to replace existing funding for transportation disadvantaged services provided by any federal, state, or local government agency has been and continues to be prohibited by CTD rule. See Rule 41-2.013, F.A.C.

general trips to be provided using FY 1995-96 trip/equipment grant funding is equal to the grant amount for FY 1995-96 (Table 5.6) divided by the average cost per trip from the most recent year data are available (FY 1993-94).<sup>116</sup>

**TABLE 5.9**

**FY 1995-1996 AND PROJECTED TRANSPORTATION DISADVANTAGED RIDERSHIP**

Area	Average Cost per Trip (dollars)	1995 Forecasted Demand for Trips	Estimated No. of General Trips to be Provided Using FY 95-96 Trip/Equipment Grant Funding	Estimated 1995 Unmet Demand for General Trips
Alachua	9.54	319,481	37,968	281,513
Bradford	10.33	64,967	6,063	58,904
Columbia	6.13	169,037	29,378	139,659
Dixie	19.77	32,091	5,092	26,999
Gilchrist	14.64	26,502	4,568	21,934
Hamilton	6.13	65,407	7,542	57,865
Lafayette	14.87	20,896	5,063	15,833
Madison	7.29	69,689	22,547	47,142
Suwannee	6.13	113,227	18,467	94,760
Taylor	7.29	61,876	23,248	38,628
Union	6.50	32,632	7,953	24,679
<b>Region</b>	7.97	975,805	167,888	807,917

Source: North Central Florida Regional Planning Council, March 1996.

As can be seen in Table 5.9, the vast majority of 1995 estimated trip demand is not met through the TD program. The lack of funding for general trips results in the use of a variety of demand-regulating measures by coordinated transportation systems in the region. Examples of such measures in use for general trips subsidized by the TDTF trip/equipment grants include eligibility criteria, trip priorities, advance notice requirements, fares, and limited days and hours of service. Continued use of demand-regulating measures for general trips is anticipated.

<sup>116</sup>This computation does not take into account possible changes in the configurations of transportation services offered and assumes no trip/equipment grant funding will be used to purchase equipment.

## REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES

Regionally significant transportation facilities are those facilities used to provide transportation between cities located both within and outside the region and other specially designated facilities. They include one airport, two interstate highways, nine U.S. highways, 25 state roads, 11 local roads designated as hurricane evacuation routes, and four public transit service providers.<sup>117</sup>

**TABLE 5.10**

### REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES

Type	Name	Description	Length (miles)
Airport	Gainesville Regional Airport	Gainesville	n/a
Public Transit Service Provider	A & A Transit	Designated coordinated community transportation provider for Union County	n/a
Public Transit Service Provider	ATC Paratransit	Designated coordinated community transportation provider for Alachua County	n/a
Public Transit Service Provider	Big Bend Transit, Inc.	Designated coordinated community transportation provider for Madison and Taylor counties	n/a
Public Transit Service Provider	Gainesville Regional Transit System	Fixed-route public transit service provider for Gainesville and nearby urbanized, unincorporated Alachua County	n/a
Public Transit Service Provider	Suwannee Valley Transit Authority	Designated coordinated community transportation provider for Columbia, Hamilton, and Suwannee counties	n/a
Public Transit Service Provider	Suwannee River Economic Council	Designated coordinated community transportation provider for Bradford, Dixie, Gilchrist and Lafayette counties	n/a
Regional Road Network - Interstate Highways	I-75	From Hamilton County line at the Georgia border to the Alachua County/Marion County line (FIHS)	96
Regional Road Network - Interstate Highways	I-10	From the Madison County/Jefferson County line to the Columbia County/Baker County line (FIHS)	80.5
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 317	From terminus at unincorporated community of Old Town to US 19/98	2.5

<sup>117</sup>North central Florida regionally significant facilities and resources, as defined in Rule 27E.005, F.A.C., consist of Regionally Significant Emergency Preparedness Facilities identified in Table 3.2, Natural Resources of Regional Significance identified in Table 4.1, Regionally Significant Transportation Facilities identified in Table 5.8, and Regionally Significant Facilities and Resources, identified in Section VI.

**TABLE 5.10**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 346A	From terminus at unincorporated community of Old Town to Dixie Co. Rd. 349	2.5
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 349	From unincorporated community of Suwannee to US 19/98	24
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 351	From terminus in Horseshoe Beach to US 19/98	19.5
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 357	From terminus at Shired Island to Dixie Co. Rd. 351	11
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 358	From terminus in unincorporated community of Jena to US 19/98	8
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Dixie Co. Rd. 361	From terminus near Big Grassy Island to Dixie Co. Rd. 358	11.0
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Taylor Co. Rd. 356	From terminus at Fenholloway River to US 19/98	11.0
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Taylor Co. Rd. 361	From US 19/98 to S.R 51	37.0
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Taylor Co. Rd. 361A	From Fish Creek to junction with Taylor Co. Rd. 361	0.7
Regional Road Network - Local Roads Used as Hurricane Evacuation Routes	Taylor Co. Rd. 361A	From Spring Warrior Swamp to US 19/98	16.0
Regional Road Network - State Roads	SR 2	From Columbia Co. - Georgia border to Columbia Co. - Baker Co. line	1.0
Regional Road Network - State Roads	SR 6	From I-10 to U.S. 41	1.5
Regional Road Network - State Roads	SR 10A	From US 90 to US 90	4.0
Regional Road Network - State Road	SR 14	From I-10 to SR 53	5.5
Regional Road Network - State Roads	SR 18	From SR 121 to SR 231	4.5
Regional Road Network - State Roads	SR 20	From SR 26 to Alachua Co. - Putnam Co. line (FIHS)	18.0
Regional Road Network - State Roads	SR 21	From Putnam Co. Line to Clay Co. line	3.6

**TABLE 5.10**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Regional Road Network - State Roads	SR 24	Levy Co. - Alachua County line to US 441	17.0
Regional Road Network - State Roads	SR 24	From SR 26 to US 301	14.0
Regional Road Network - State Roads	SR 26	From US 19/98 to I-75 (FIHS)	34.5
Regional Road Network - State Roads	SR 26	From I-75 to Alachua Co. - Putnam Co. line	22.0
Regional Road Network - State Roads	SR 26A	From SR 26 to SR 26	2.0
Regional Road Network - State Roads	SR 47	From US 441 to US 129	41.0
Regional Road Network - State Roads	SR 51	From US 129 to terminus in unincorporated community of Steinhatchee	53.0
Regional Road Network - State Roads	SR 53	From Madison Co. - Georgia border to I-10	19.0
Regional Road Network - State Roads	SR 100	From US 90 to Bradford Co. - Clay Co. line	48.5
Regional Road Network - State Roads	SR 120	From US 441 to SR 24	2.5
Regional Road Network - State Roads	SR 121	From Union Co. - Baker Co. line to Alachua Co. - Levy Co. line	60.0
Regional Road Network - State Roads	SR 145	From Madison Co. - Georgia border to SR 53	16.0
Regional Road Network - State Roads	SR 222	From I-75 to SR 26	14.5
Regional Road Network - State Roads	SR 226	From SR 24 to SR 331	2.3
Regional Road Network - State Roads	SR 231	From Fl. Dept. of Corrections Lake Butler Receiving and Medical Center to SR 121	3.0
Regional Road Network - State Roads	SR 235	From US 441 to SR 121	21.2
Regional Road Network - State Roads	SR 238	From US 441 to SR 100	15.0
Regional Road Network - State Roads	SR 247	From US 129 to US 90	15.5
Regional Road Network - State Roads	SR 329	From SR 120 to SR 331	4.0
Regional Road Network - State Roads	SR 331	From I-75 to SR 20 (FIHS)	6.0

**TABLE 5.10**

**REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Regional Road Network - State Roads	SR 349	From US 27 to US 19/98	24.5
Regional Road Network - US Highways	US 19	From Madison Co. - Jefferson Co. line to Gilchrist Co. - Levy Co. line (FIHS)	82.0
Regional Road Network - US Highways	US 27	From intersection with US 19 at Perry to Alachua Co. - Levy Co. line	96.0
Regional Road Network - US Highways	US 41	From Hamilton Co. - Georgia border to US 90	41.5
Regional Road Network - US Highways	US 90	From Jefferson Co. - Madison Co. line to Columbia Co. - Baker County line	91.0
Regional Road Network - US Highways	US 98	From Taylor Co. - Jefferson Co. line to intersection with US 19 at Perry	27.5
Regional Road Network - US Highways	US 129	From Hamilton Co. - Georgia border to Gilchrist Co. - Levy Co. line	78.0
Regional Road Network - US Highways	US 221	From Madison Co. - Jefferson Co. line to Perry	32.7
Regional Road Network - US Highways	US 301	From Bradford Co. - Clay Co. line to Alachua Co. - Marion Co. line (FIHS)	50.5
Regional Road Network - US Highways	US 441	From Columbia Co. - Georgia border to Alachua Co. - Marion Co. line	69.5
Regional Road Network - Local Roads Serving Regional Facilities and Developments of Regional Impact	All local roads which link Regional Facilities or DRIs to interstate, U.S., or state highways.		

Source: North Central Florida Regional Planning Council, October 2001

**GAINESVILLE REGIONAL AIRPORT**

Gainesville Regional Airport provides commercial air carrier service to north central Florida. The airport was established in the mid-1940s and is located in northeastern Gainesville. It is presently owned by the city of Gainesville, but ownership of the airport is being transferred to the Gainesville Airport Authority. The Gainesville Airport Authority oversees all aspects of airport operations. The Authority is composed of nine members, five of whom are appointed by the City of Gainesville, one by the Alachua County Commission, and three by the Governor.

The airport is serviced by two major airlines and three smaller shuttle/commuter airlines. Along with providing service to north central Florida, it also serves nearby Marion, Levy, and neighboring counties to the south and east of the region. Other major airports providing air service to the region are Jacksonville International Airport, Tallahassee Municipal Airport, Tampa International Airport, and Orlando International Airport.

The airport has one runway with the capacity to safely handle full-sized jet aircraft. The area to the east of the airport is most impacted by the noise, but population density under the flight path is low (four homes were affected by noise when a 1,000 foot runway extension was constructed in the late 1980s). Land to the west of the airport is expected to develop as urban uses, but both the City of Gainesville and Alachua County have adopted land use plans which assure compatible land uses in noise-sensitive areas near the airport.

In 1992, Gainesville Regional Airport enplaned 140,134 passengers and 212 tons of freight cargo. In 1994, Gainesville Regional Airport enplaned 134,346 passengers and 255 tons of freight cargo.<sup>118</sup> Between 1996 and 1999, enplaned passengers decreased by 6.0 percent, from 328,076 in 1996 to 308,263 in 1999.<sup>119</sup> The 1994 cargo data is the most recent data available.

The Multi-County Regional Airport Task Force was formed in 1987 to address the question of whether or not airport service could be improved by building a new airport located between the cities of Ocala (Marion County) and Gainesville. It was thought at the time that the combined market area of the two cities might be large enough to attract additional air carriers and more through flights than currently provided by Gainesville Regional Airport. The task force concluded that the combined market area was not large enough to attract a significant number of new flights and that the 174 million dollar price tag for a new airport was prohibitive.<sup>120</sup>

## **REGIONAL ROAD NETWORK**

The regional road network is comprised of interstate highways, U.S. highways, state roads, and county roads that serve as hurricane evacuation routes in Dixie and Taylor counties. Overall, the regional road network consists of 1,359 miles of roadways, of which 177 miles are comprised of interstate highways, 569 miles are U.S. highways, 470 miles are state roads, and 143 miles are local roads used as hurricane evacuation routes.<sup>121</sup> Additionally, 427.1 miles of the regional road network are designated as a part of the Florida Intrastate Highway System (FIHS). The regional road network provides good transportation service to the region. With the exception of a few specific segments in Gainesville, the largest municipality in the region, nearly all the regional road network operates at or above the minimum level of service standards contained within local government comprehensive plans.

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<sup>118</sup>1997 Florida Statistical Abstract, Table 13.92.

<sup>119</sup>“Gainesville Regional Airport Passengers Deplaned, Enplaned”, Gainesville Regional Airport Authority, July, 2000, Gainesville, FL.

<sup>120</sup>Multi-County Regional Airport Task Force, Economic/Market Feasibility Study, pp. V-1 - V-13, Aviation Planning Associates, Inc., Cincinnati, OH, January 1989.

<sup>121</sup>University of Florida, Bureau of Economic and Business Research Florida Statistical Abstract 1993 Transportation To Work, Gainesville, FL.: The University Presses of Florida, 1993,. p.388.

Chapter 163.3180, Florida Statutes, establishes concurrency requirements for local government comprehensive plans. Concurrency requires public facilities to be adequate to service new development. New development cannot occur which will drop roadways below the minimum operating level of service standard established by the local comprehensive plan. For the Florida Intrastate Highway System, the Florida Department of Transportation establishes minimum operating level of service (LOS) standards. These standards are incorporated into local comprehensive plans. Local comprehensive plans establish minimum LOS standards for all other roads. The level of service for a road segment is determined by the average travel speed a motorist can reasonably attain through the section. The 1998 highway capacity manual establishes five levels of service ranging from A (free-flowing traffic) to F (highly congested).

Development which impacts roadways operating below the minimum LOS standard can still occur provided the roadway is classified as Constrained or Backlogged in the local comprehensive plan. A Constrained roadway is one where it is infeasible to add lanes to meet current or future traffic needs due to physical, environmental, or policy constraints. Roadways designated as Constrained can operate at a lower level of service standard through a negotiated agreement between the local government and the Florida Department of Community Affairs. In order to designate a roadway as Constrained, DCA requires additional policies be included in the local government comprehensive plan circulation element which, typically, call for improvements to parallel roads, the installation of special turn lanes, and/or improvements to traffic signal timing.<sup>122</sup> A Backlogged roadway is an unconstrained facility operating at a level of service below adopted minimum LOS standards and not programmed for construction in the first three years of FDOT's adopted work program or the first three years of the five year schedule of improvements in the local plan's capital improvement element.

The Growth Policy Act, enacted by the Chapter 99-378, Laws of Florida, allows for the creation of Transportation Concurrency Exception Areas (TCEAs) for areas identified in local government comprehensive plans as urban infill and redevelopment areas. Transportation concurrency requirements are waived within TCEAs. Roads located adjacent to, but outside of, a TCEA may be adversely impacted by spillover traffic from redevelopment occurring inside a TCEA, even if such roads are identified as part of the regional road network or are located within another jurisdiction.

The Act calls for regional agencies such as regional planning councils to support TCEAs when used to prevent urban sprawl and to promote urban infill and redevelopment. In order to create a TCEA, local government comprehensive plans must include policies designed to minimize adverse impacts to transportation facilities. As of September, 1995, 95.2 percent of the north central Florida regional road network was operating at or above the minimum operating level of service standard identified in local government comprehensive plans. Between 1995 and 1998, the region experienced a decline in the number of miles of regional road network operating below minimum service level standards. As of December, 1998, 1,328.2 miles, or 97.7 percent, of the regional road network was operating at or above the minimum operating level of service standard identified in

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<sup>122</sup>Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Median Average Annual Daily Traffic Level of Service Report, North Central Florida Regional Planning Council, March, 1995.

local government comprehensive plans.<sup>123</sup>

The improvement is not attributable to reduced traffic volumes. Rather, it is likely the result of lowered local government level of service standards combined with increased calculated maximum service volumes for certain segments of the regional road network. The increased maximum service volumes are the result of changes in the methodology employed by traffic engineers to determine the maximum traffic volumes for a given level of service standard. Regional road network segments currently operating below minimum level of service standards are identified in Table 5.11, below:

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<sup>123</sup>For roads outside the Gainesville MTPO, Florida State Highway System Level of Service Summary, District II, Florida Department of Transportation, Jacksonville, FL, May 1999. For roads within the Gainesville MTPO, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Average Annual Traffic Level of Service Report, North Central Florida Regional Planning Council, April 4, 2000.

**TABLE 5.11**

**REGIONAL ROAD NETWORK  
SEGMENTS CURRENTLY OPERATING BELOW  
THE ADOPTED MINIMUM LEVEL OF SERVICE STANDARD**

<b>Road</b>	<b>Jurisdiction</b>	<b>From</b>	<b>To</b>	<b>Length (Miles)</b>
I-75	Alachua Co.	CR 234	SR 331	8.7
SR 26	Alachua Co.	Beginning of 4-lane	I-75	2.4
SR 26	Gainesville	North-South Drive	US 441 (W 13 <sup>th</sup> Str.)	0.5
SR 26A	Gainesville	SR 26 (Newberry Rd.)	SR 121 (W 34 <sup>th</sup> Str.)	1.8
SR 26	Gainesville/ Alachua Co.	SR 222 (NE 39 <sup>th</sup> Ave.)	Putnam Co. Line	11.0
U.S. 441	Gainesville	Archer Road	NW 29th Rd.	2.2
SR 121 (NW 34 <sup>th</sup> Str)	Gainesville	University Ave.	NW 16th Ave.	0.9
US 90	Lake City	I-75	SR 10-A	2.4
US 301	Starke	CR 100A	SR 16	0.9
Total				30.8

Sources: For roads outside the Gainesville Urbanized Area, Florida State Highway System Level of Service Summary, District II, Florida Department of Transportation, Jacksonville, FL, May, 1999.

For roads within the Gainesville MTPO, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Average Annual Traffic Level of Service Report, North Central Florida Regional Planning Council, April 4, 2000.

For roads within Gainesville, Gainesville Department of Community Development, March, 2000.

For roads within unincorporated Alachua County inside the Gainesville Urbanized Area, Alachua County Public Works Department, March, 2000.

A review of the comprehensive plans of the region's 44 local governments reveals a total of 30.8 miles, 2.3 percent of the regional road network, currently operating below the local government's adopted roadway minimum level of service standard. An additional 133.2 miles, 9.9 percent of the regional road network, may drop below the local government's adopted minimum level of service standard by the year 2011. These road segments are identified in Tables 5.11 and 5.12. Some segments of the regional road network which may drop below the minimum standard are either being corrected or studies are in progress to determine the means by which the minimum standard can be restored.

**TABLE 5.12****REGIONAL ROAD NETWORK SEGMENTS ANTICIPATED TO DROP BELOW THE ADOPTED MINIMUM LEVEL OF SERVICE STANDARD BY 2011**

<b>Road</b>	<b>Jurisdiction</b>	<b>From</b>	<b>To</b>	<b>Miles</b>
I-10	Suwannee County	SR 51	CR 137	9.3
I-75	Alachua County	Marion County Line	CR 234	1.0
I-75	Alachua County	CR 234	Gainesville Urban Area Boundary	7.4
US 27	Alachua County	Columbia County Line	High Springs	1.0
US 41	Columbia County	Guderon Rd.	I-10	2.7
US 90	Suwannee County	I-10	Live Oak	5.5
US 90	Live Oak	Live Oak City Limits	SR 51/US 129	1.7
US 90	Lake City	SR 10-A	US 441	0.9
US 301	Starke	Starke City Limits	CR 100A	0.9
US 301	Starke	CR 100A	SR 16	0.9
US 441	City of Alachua	SR 235	City of Alachua City Limits	2.3
US 441/41	Columbia County	I-75	US 441	10.7
US 441	Lake City	SR 10A	US 90	0.4
US 441	Lake city	US 90	Lake City City Limits	1.1
SR 10A	Lake City	US 90	US 41	0.8
SR 20/SR 26	Gainesville	SR 331	SR 26	0.3
SR 20	Alachua County	CR 232	Hawthorne City Limits	5.2
SR 20	Alachua County	Hawthorne City Limits	Putnam County Line	1.5
SR 21	Bradford County	Putnam County Line	Clay County Line	3.6
SR 24	Alachua County	Levy County Line	Archer City Limits	1.9
SR 24	City of Archer	Archer City Limits	Archer City Limits	1.3
SR 24	Alachua County	Archer City Limits	Gainesville Urban Area Boundary	5.8
SR 24	Alachua County	I-75	SW 16th Ave.	2.4
SR 26	Gilchrist County	Fanning Springs City Limits	Trenton City Limits	6.9
SR 26	Gilchrist County	Trenton City Limits	Alachua County Line	9.3
SR 26	Alachua County	I-75	NW 8th Ave.	0.9
SR 26	Newberry	Gilchrist County Line	SR 45	3.0
SR 26	Newberry	SR 45	Newberry City Limits	4.4
SR 26	Alachua County	Beginning of 4-lane	I-75	2.4
SR 26	Gainesville	NW 34th Str.	North-South Drive	1.4
SR 26	Alachua County	SR 222	US 301	5.5
SR 26	Alachua County	US 301	Putnam County Line	5.5
SR 47	Columbia County	I-75	Lake City City Limits	3.1
SR 121	Alachua County	Levy County Line	Gainesville Urban Area Boundary	6.6

**TABLE 5.12****REGIONAL ROAD NETWORK SEGMENTS ANTICIPATED TO DROP BELOW THE ADOPTED MINIMUM LEVEL OF SERVICE STANDARD BY 2011**

<b>Road</b>	<b>Jurisdiction</b>	<b>From</b>	<b>To</b>	<b>Miles</b>
SR 121	Gainesville	NW 8th Ave.	NW 34th Str.	1.7
SR 222	Alachua County	NE 27th Ave.	SR 26	2.1
SR 222	Alachua County	W of I-75 ramps	NW 83rd Str.	1.2
SR 222	Alachua County	NW 83rd Str.	Gainesville City Limits	2.5
SR 222	Gainesville	NW 43rd Str.	US 441	3.0
SR 247	Columbia County	CR 242	Gainesville Urban Area Boundary	5.1
SR 247	Lake City	Lake City City Limits	US 90	0.4
<b>Total Mileage</b>				<b>133.2</b>

Sources: For roads outside the Gainesville Urbanized Area, Florida State Highway System Level of Service Summary, District II, Florida Department of Transportation, Jacksonville, FL, May, 1999.

For roads within the Gainesville MTPO, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Average Annual Traffic Level of Service Report, North Central Florida Regional Planning Council, April 4, 2000.

For roads within Gainesville, Gainesville Department of Community Development, March, 2000.

For roads within unincorporated Alachua County inside the Gainesville Urbanized Area, Alachua County Public Works Department, March, 2000.

Table 5.13 identifies segments of the regional road network which are scheduled to be improved or for which studies are underway to determine what should be done to improve them. Of the 164.0 miles of regional road network identified as either currently operating or projected to operate below the minimum LOS standard, 35.3 miles are scheduled for improvements, along with 17 intersection turn lane projects. Most of the new construction is scheduled to occur within Alachua County.

**TABLE 5.13**

**SCHEDULED REGIONAL ROAD NETWORK IMPROVEMENTS, 2000-2005**

<b>Jurisdiction</b>	<b>Project</b>	<b>From</b>	<b>To</b>	<b>Length (miles)</b>	<b>Description</b>
Gainesville MPO	SR 222 AT: I-75	I-75/SR 222	I-75/SR 222		Replace 2-lane bridge with 4-lane bridge with sidewalks & bike trail over I-75
Gainesville MPO	SR 26 AT: SW 5 <sup>th</sup> Ter AT: W 6th Str				Intersection Improvements: Realignment/Turn Bay/Lane
Gainesville MPO	SR 24 AT: Fred Bear Dr AT: SW 40th Blvd				Intersection Improvements: Realignment/Turn Bay/Lane
Gainesville MPO	SR 222 (NW 39th Ave) AT: SR 121 (NW 34th Str)				Intersection Improvements: Realignment/Turn Bay/Lane
Gainesville MPO	SR 331 (Williston Rd) AT: I-75				Intersection Improvements: Realignment/Turn Bay/Lane
Alachua County	SR 26 (Newberry Rd)	W of CR 241	CR 241	1.6	Add lanes
Alachua County	SR 20 (Hawthorne Rd)	Lakeshore Dr	CR 235	5.5	Add lanes
Alachua County	US 441 @ CR 235A				Add left turn lanes
Alachua County	SR 121	SR 331	SR 24		Add lanes & reconstruct
Alachua County	SR 20	End of curb and gutter	CR 325	5.5	Add lanes & reconstruct
Alachua County	SR 24	SR 45	Parker Rd	3.5	Add lanes & reconstruct
Alachua County	SR 20	CR 325	US 301	6.2	Add lanes & reconstruct
Alachua County	SR 26	W of CR 241		1.6	Add lanes & reconstruct
Alachua County	SR 26	SR 45 W of CR 241		5.0	Add lanes & reconstruct

**TABLE 5.13**

**SCHEDULED REGIONAL ROAD NETWORK IMPROVEMENTS, 2000-2005**

<b>Jurisdiction</b>	<b>Project</b>	<b>From</b>	<b>To</b>	<b>Length (miles)</b>	<b>Description</b>
Alachua County	SR 26 @ W 266 Str				Add left turn lanes
Bradford	SR 200 @ CR 225				Traffic Signal
Columbia	SR 10	Division Str	Lamond Ave.	1.3	Add Lanes & Reconstruct
Columbia	SR 47	I-75	US 41	3.7	Add Lanes & Reconstruct
Columbia	US 90	E of I-75	E of Commerce Blvd	0.2	Add Lanes & Rehab Pavement
Columbia	US 90	E of I-75 to SR 247	SR 247	1.3	Add Lanes & Reconstruct
Columbia	US 41/441 @ CR 778 @ CR 18 @ CR 238				Add Turn Lanes
Columbia	US 441 @ Waldo Street				Add Left Turn Lane
Columbia	SR 247 @ CR 242				Add Turn Lane
Columbia	SR 247 @ CR 242B				Add Turn Lane
Columbia	SR 47 @ CR 240 @King Rd				Add Turn Lanes
Gilchrist	SR 26 @ Wacassassa Rd @ CR 337				Add Left Turn Lanes
Columbia	SR 26 @ CR 341				Add Left Turn Lanes
Hamilton	SR 145 @ Livingston Str				Add Right Turn Lanes
Suwannee	US 90 @ Mitchell Rd @CR 133				Add Left Turn Lanes
Taylor	US 27 @ Center Str				Add Left Turn Lanes

**TABLE 5.13**

**SCHEDULED REGIONAL ROAD NETWORK IMPROVEMENTS, 2000-2005**

<b>Jurisdiction</b>	<b>Project</b>	<b>From</b>	<b>To</b>	<b>Length (miles)</b>	<b>Description</b>
Union	S 121 @ Rec Complex Rd				Add Left Turn Lanes
Total				35.3	

Sources: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Fiscal Years 1999/2000 - 2003/2004 Transportation Improvement Program, July, 1999.

Florida Department of Transportation, District II, Florida's Adopted Five Year Work Program, July 1, 1999 through June 30, 2004, Lake City, Florida, July 1, 1999.

**UNIVERSITY OF FLORIDA CAMPUS MASTER PLAN AND IMPACTS TO REGIONAL TRANSPORTATION FACILITIES**

Chapter 240.155, F.S., requires the University of Florida to prepare a campus master plan to address the impacts of campus development on off-site public facilities. The data and analysis on which the plan is based must identify the projected impacts of campus development on off-site infrastructure. Campus master plans are required by chapter 240.155(5), F.S., to be consistent with the State Comprehensive Plan and not to conflict with local government comprehensive plans.

Florida Statutes also require the university and applicable local governments to enter into a campus development agreement. The agreement must identify any deficiencies in service which the proposed campus development will create or contribute and identify all improvements to facilities and services necessary to eliminate the identified deficiencies. Chapter 240.155(13), F.S., states that the Board of Regents is responsible for paying its fair share of the costs for removing deficiencies to affected services and facilities. Identification of the board's fair share must be included in the agreement. Once the campus development agreement is completed, all campus development may proceed without further review by the host local government provided such development is consistent with the adopted campus master plan and associated campus development agreement.

The University of Florida April 25, 1001, draft campus master plan calls for an enrollment increase of approximately 3,300 students, from a head count of 41,696 in the fall semester of 1999 to 44,994 by the fall of 2009.<sup>124</sup>

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<sup>124</sup>Board of Regents, University of Florida, Draft University of Florida Comprehensive Master Plan 2000 - 2010, Tallahassee, Fl, April 25, 2001, pg 7-9.

In conjunction with increased enrollment, the plan calls for an expansion of on-campus housing facilities with the intent of increasing the number of beds by approximately 2,084 by 2010. This is anticipated by the draft plan to result in an increase of students housed on campus from 19.2 percent in 1999-2000 to 22.5 percent by the 2009-2010 academic year. The draft plan retains the long-term goal of housing 25 percent of all students on-campus.<sup>125</sup> The university may construct an additional 1,400 parking spaces by 2009-2010.

In order to relieve traffic congestion near the University, the draft plan calls for greater reliance on bicycle lanes, greater connectivity of bicycle and pedestrian trails to campus, the continued provision of public transit passes to all University students, faculty, and staff, and providing enhanced on-campus shuttle bus service.<sup>126</sup>

The draft plan also contains policy language calling for the University to work with the City of Gainesville, Alachua County, the MTPO, and RTS to evaluate the provision of “park and ride” facilities along the perimeter of the Gainesville Metropolitan Area may provide funding to support such facilities. While not addressed as policy, during the fall, 1999, semester, 593 class sessions with a duplicated enrollment of 20,357 began after 5:00 pm on week nights.<sup>127</sup> Evening classes are likely to help alleviate peak-hour traffic congestion near the University.

### **THE LIVABLE COMMUNITY REINVESTMENT PLAN**

The Long Range (Year 2020) Transportation Plan of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), also known as The Livable Community Reinvestment Plan, serves as a policy and program guide for the development of the Gainesville Metropolitan Area transportation system over the next 20 years. The MTPO is comprised of all members of the City and County Commissions of Gainesville and Alachua County.

The plan also guides the city and county in the update of their growth management plans and the Florida Department of Transportation in the preparation of its five-year work program. As such, the plan outlines the priority list of transportation projects which can be funded with available revenue sources over the next 20 years.

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<sup>125</sup>Draft University of Florida Comprehensive Master Plan 2000 - 2010, Tallahassee, FL, April 25, 2001, pg 7-4 and 7-10.

<sup>126</sup>Draft University of Florida Comprehensive Master Plan 2000 - 2010, Tallahassee, FL, April 25, 2001, pg 11-1.

<sup>127</sup>Office of Institutional Research in conjunction with the Office of the University Registrar, University of Florida, June, 2000. Based on weekday classes beginning after 5:00 pm. If a course meets Monday, Wednesday, and Friday, it is counted as three class sessions since it meets three times. The number of students equals the students in each class session. Therefore, a class of 30 students which meets three times per week equals 90 students in the reported student statistic. Excludes TV replay classes which do not require on-campus attendance.

The plan includes a strategic vision for integrating transportation and land use decisions in the Gainesville area. The vision statement for the 2020 Transportation Plan is to “make transportation improvements that support livable community centers and neighborhoods by:

1. Reinvesting in the traditional core areas of Gainesville and the towns of Alachua County to develop walkable downtown centers;
2. Connecting a limited number of highly developed mixed use centers; and
3. Providing a high level of premium transit service in a linear Archer Road corridor.”

The Livable Community Reinvestment Plan notes that the transportation system is the framework upon which the Gainesville Metropolitan Area’s economic strength, its development character, and its continued quality of life rests. Transportation decisions made in the past have shaped the way the area has developed and how it continues to grow today. Decisions made today will shape how the area grows and how its transportation system will function in the future. As the economic and institutional center of north central Florida, the successful implementation of The Livable Community Reinvestment Plan’s strategic vision statement is of regional importance.

### **PROBLEMS, NEEDS, AND OPPORTUNITIES**

The Council identifies the following regional transportation problems, needs, and opportunities:

1. A need exists to provide public transit services to the north central Florida transportation disadvantaged.
2. A need exists to increase ridership on north central Florida fixed-route public transit systems.
3. A need exists to maintain the regional road network at or above the minimum level of service standard contained in local government comprehensive plans.
4. A need exists to mitigate transportation impacts to the regional transportation facilities associated with increased enrollment at the University of Florida.
5. An opportunity exists to minimize adverse transportation impacts to segments of the regional road network which service the University of Florida by relocating proposed on-campus parking lots to off-campus locations and operating a series of shuttle buses between the off-campus parking lots and the campus.
6. A need exists to maximize the use of the Gainesville Regional Airport before constructing a new regional airport.

## **REGIONAL GOALS AND POLICIES**

### **REGIONAL ROAD NETWORK**

**REGIONAL GOAL 5.1.** Maintain a regional road network which operates at or above the minimum level of service standard contained in local government comprehensive plans for those segments located outside Transportation Concurrency Exception Areas.

#### **Regional Indicators**

1. As of January, 1999, 2.5 percent of the north central Florida regional road network, exclusive of FIHS-designated roads, operated below the minimum operating level of service standard identified in local government comprehensive plans.
2. As of January, 1999, 3.9 percent of that portion of the north central Florida regional road network comprised of FIHS-designated roads operated below the minimum operating level of service standard established by the Florida Department of Transportation.
3. As of January, 1999, 8.4 percent of the north central Florida regional road network, comprised of non-FIHS roads, are anticipated to drop below the minimum operating level of service standard identified in local government comprehensive plans by 2011.
4. As of January, 1999, 13.9 percent of that portion of the north central Florida regional road network comprised of FIHS-designated roads, are anticipated to drop below the minimum operating level of service standard established by the Florida Department of Transportation by 2011.

**Policy 5.1.1.** Provide technical assistance to local governments in preparing and updating Traffic Circulation elements in local government comprehensive plans.

**Policy 5.1.2.** Coordinate with the Florida Department of Transportation regarding proposed improvements to the regional road network to assure consistency with local government comprehensive plans.

**Policy 5.1.3.** Review proposals for road widening and new transportation corridors for impacts upon natural resources of regional significance and adjacent local governments.

**Policy 5.1.4.** Provide technical assistance to local governments seeking funds for transportation improvements.

**Policy 5.1.5.** Provide technical assistance to the Gainesville Urban Area Metropolitan Transportation Planning Organization.

**Policy 5.1.6.** Develop recommended local government development orders for Developments of Regional Impact which mitigate adverse impacts of the development upon regionally significant transportation facilities.

**Policy 5.1.7.** Mitigate adverse impacts of development upon regional transportation facilities.

**Policy 5.1.8.** Mitigate impacts created by development so as to maintain the minimum level of service standard on the Florida Intrastate Highway System (FIHS) as established by the Florida Department of Transportation.

**Policy 5.1.9.** Mitigate impacts created by development so as to maintain the minimum adopted level of service standard on non-FIHS roads identified in this plan as significant regional transportation facilities as established in local government comprehensive plans.

**Policy 5.1.10.** Coordinate with state agencies to identify reserved or dedicated rights-of-way to protect critical transportation corridors.

**Policy 5.1.11.** Develop a mechanism by which regional transportation priorities are defined and understood among all counties that are not represented by the Metropolitan Transportation Planning Organization for the Gainesville Urban Area.

**Policy 5.1.12.** Direct future transportation improvements to aid in the management of growth and that promote economic development in designated areas.

**Policy 5.1.13.** Minimize the impacts of development within TCEAs to segments of the regional road network located outside TCEAs.

**Policy 5.1.14.** Minimize the impacts of development within TCEAs to local road segments located outside TCEAs either identified or functioning as arterials and when located beyond the jurisdiction of the local government enacting TCEAs.

## UNIVERSITY OF FLORIDA

**REGIONAL GOAL 5.2.** Mitigate adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida.

### Regional Indicators

1. During the 1999-2000 school year, the University of Florida had no off-campus parking areas.
2. During the fall, 1999 semester, the University of Florida offered 593 class sessions with a duplicated enrollment of 20,357 beginning after 5:00 pm on week nights.
3. During the 1999-2000 school year, 16.0 percent of University of Florida students lived in on-campus, non-fraternity/sorority housing.

**Policy 5.2.1.** Construct parking lots and garages which serve the University of Florida off-campus and operate a series of University-sponsored shuttle buses between the parking lots and the campus instead of constructing additional parking spaces on the campus.

**Policy 5.2.2.** Increase the percentage of students living in on-campus dormitories from the 1999-2000 school year level of 16.0 percent.

**Policy 5.2.3.** Provide an evening division of classes in order to reduce off-campus impacts on the regional road network during peak hour traffic periods.

**Policy 5.2.4.** Complete multi-modal corridor studies as soon as possible for the following roads:

- A. State Road 26 from west of Interstate 75 east to State Road 24;
- B. U.S. 441 from State Road 331 north to NW 6th Street;
- C. State Road 121 from State Road 331 north to U.S. 441; and
- D. State Road 24 from SW 75th Street east to U.S. 441.

**Policy 5.2.5.** Adopt transportation demand management strategies such as carpools, vanpools, public transit, bicycling, incorporating public transit costs in University of Florida student activity fees, and walking to encourage use of the multi-modal corridors for modes of travel other than single-occupant automobiles.

**Policy 5.2.6.** Adopt measures such as prohibiting freshmen from purchasing parking decals to park on campus in order to reduce the demand for parking facilities and encouraging freshmen to use public transit, bicycles, and walking while traveling to and from the University area.

## GAINESVILLE REGIONAL AIRPORT

**REGIONAL GOAL 5.3.** Maximize the use of the Gainesville Regional Airport before developing a new regional airport.

### Regional Indicator

1. In 1999, Gainesville Regional Airport enplaned 308,263 passengers. In 1994, the airport enplaned 255 tons of freight cargo.<sup>128</sup>

**Policy 5.3.1.** Coordinate development plans of the Gainesville Regional Airport with the City of Gainesville and Alachua County comprehensive plans to avoid unnecessary conflicts, to ensure the safety of airport operations, and to allow for future increases in the operational capacity of the airport.

## PARATRANSIT SERVICES AND THE TRANSPORTATION DISADVANTAGED

**REGIONAL GOAL 5.4.** Reduce the unmet General Trip demand of the north central Florida Transportation Disadvantaged population.

### Regional Indicators

1. An estimated 807,917 general demand trips, 82.8 percent of total estimated transportation disadvantaged trips, were unmet in 1995.
2. In fiscal year 1998-99, 568,554 paratransit trips were made in the region.
3. In fiscal year 1998-99, north central Florida paratransit service providers reported annual operating revenues of \$5,404,914.

**Policy 5.4.1.** Improve mobility options for low-income, elderly and disabled citizens.

**Policy 5.4.2.** Increase funding for coordinated transportation systems for the transportation disabled.

**Policy 5.4.3.** Provide technical assistance to designated north central Florida community transportation coordinators.

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<sup>128</sup>“Gainesville Regional Airport Passengers Deplaned, Enplaned”, Gainesville Regional Airport Authority, July, 2000, Gainesville, FL, and 1997 Florida Statistical Abstract, Table 13.92.

**PUBLIC TRANSIT  
THE LIVABLE COMMUNITY REINVESTMENT PLAN**

**REGIONAL GOAL 5.5.** Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

**Regional Indicators**

1. In 1990, 1.2 percent of north central Florida residents used public transportation as a primary means of travel to work.<sup>129</sup>
2. The 1999 Gainesville Regional Transit System fixed-route ridership was 3,299,933.

**Policy 5.5.1.** Coordinate with the Gainesville Regional Transit System, the Metropolitan Transportation Planning Agency for the Gainesville Urbanized area, the University of Florida, the City of Gainesville, and Alachua County to provide opportunities through their respective plans and programs for a greater likelihood of increased public transit ridership.

**Policy 5.5.2.** Coordinate with Big Bend Transit, Inc., the Suwannee Valley Transit Authority, and north central Florida local governments to provide opportunities through their respective plans and programs for a greater likelihood of increased public transit ridership.

**Policy 5.5.3.** Assist the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in implementing the vision statement contained in its Gainesville Metropolitan Area Year 2020 Transportation Plan entitled, The Livable Community Reinvestment Plan.

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<sup>129</sup>Bureau of Economic and Business Research, University of Florida, 1995 Florida Statistical Abstract, Table 13.01.