

**LEGISLATIVE #**

**120648L**

## **Exhibit D-1: Transportation Mobility Element Supplemental Data and Analysis Report**

This report supplements the existing Transportation Mobility Element Data and Analysis report (dated February 6, 2001). The primary changes since the previous report include the following:

1. Updates to the existing level of service for roadways based on the latest data available.
2. Updates to projected levels of roadway congestion based on the Year 2035 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area.
3. A decision by the City of Gainesville to rescind Transportation Concurrency as part of the Evaluation and Appraisal update to the City's Comprehensive Plan.
4. Updates that recognize that the City's former Transportation Concurrency Exception Area (TCEA) has been eliminated by the Evaluation and Appraisal update and replaced by a new Transportation Mobility Program.

### **Transportation Element Analysis and Requirements**

As set forth by Section 163, Florida Statutes, the Transportation Element shall reflect the data, analysis, and associated principles and strategies relating to:

- a. The existing transportation system levels of service and system needs and the availability of transportation facilities and services.
- b. The growth trends and travel patterns and interactions between land use and transportation.
- c. Existing and projected intermodal deficiencies and needs.
- d. The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.
- e. How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.

These 5 requirements are discussed below.

- ***The existing transportation system levels of service and system needs and the availability of transportation facilities and services.***

Table 1 contains the existing Level of Service (LOS) and Annual Average Daily Trips (AADT) for road segments located within the City of Gainesville city limits based on the latest available data from the North Central Florida Regional Planning Council (dated 2012).

**Table 1: Existing LOS by Road Segments Located within the City of Gainesville**

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
<b>NW 55 Street</b>	City of Gainesville	SR 26 / Newberry Road	NW 23 Avenue	9,346	C
<b>North 8 Avenue</b>	City of Gainesville	SR 26 / Newberry Road	West 22 Street	15,177	B
<b>North 8 Avenue</b>	City of Gainesville	NW 22 Street	NW 6 Street	14,465	D
<b>SW 62 Boulevard</b>	City of Gainesville	SR 26 / Newberry Road	SW 20 Avenue	20,408	B
<b>NW 31 Avenue / Glen Springs Road</b>	City of Gainesville	SR 121 / West 34 Street	NW 16 Terrace	6,706	B
<b>NW 23 Boulevard</b>	City of Gainesville	NW 16 Terrace	US 441/West 13 Street	10,316	C
<b>NW 22 Street</b>	City of Gainesville	SR 26 / University Avenue	NW 16 Avenue	6,849	B
<b>North 8 Avenue</b>	City of Gainesville	North Main Street	SR 24 / Waldo Road	9,802	D
<b>South 2 Avenue</b>	City of Gainesville	US 441 / West 13 Street	SE 7 Street	5,717	D
<b>West 6 Street</b>	City of Gainesville	SW 4 Avenue	NW 8 Avenue	7,711	D
<b>SW 23 Terrace</b>	City of Gainesville	SR 331 / Williston Road	SR 24 / Archer Road	8,431	B
<b>West 6 Street</b>	City of Gainesville	SW 16 Avenue	SW 4 Avenue	7,812	C
<b>NE 9 Street</b>	City of Gainesville	SE 2 Avenue	NE 31 Avenue	4,457	C
<b>NW 38 Street</b>	City of Gainesville	NW 8 Avenue	NW 16 Avenue	1,848	C
<b>NW 24 Boulevard</b>	City of Gainesville	SR 222 / NW 39 Avenue	NW 53 Avenue	3,101	B
<b>NE 15 Street</b>	City of Gainesville	SR 26/East University Avenue	NE 8 Avenue	4,967	C
<b>NE 15 Street</b>	City of Gainesville	NE 16 Avenue	SR 222 / NE 39 Avenue	4,902	B
<b>NE 25 Street</b>	City of Gainesville	SR 26 / East University Avenue	NE 8 Avenue	4,900	C
<b>SE 4 Street</b>	City of Gainesville	SR 331 / Williston Road	Depot Avenue	3,518	C
<b>SE 4 Street - SE 22 Avenue</b>	City of Gainesville	SR 331 / Williston Road	SE 15 Street	4,693	B
<b>North 8 Avenue</b>	City of Gainesville	SR 24 / Waldo Road	NE 25 Street	5,786	B

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
South 4 Avenue	City of Gainesville	US 441 / SW 13 Street	SE 15 Street	4,014	C
SW 9 Road-Depot Avenue-SE 7 Avenue	City of Gainesville	US 441 / SW 13 Street	SE 15 Street	4,018	C
South 2 Avenue	City of Gainesville	SE 7 Street	SR 331 / Williston Road	2,574	C
NE 31 Avenue	City of Gainesville	North Main Street	SR 24 / Waldo Road	2,129	C
NW 17 Street	City of Gainesville	SR 26 / West University Avenue	NW 8 Avenue	2,672	C
West 12 Street	City of Gainesville	SW 4 Avenue	North 8 Avenue	3,690	D
West 10 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	2,803	C
SW 16 Street	City of Gainesville	SW 16 Avenue	SR 24 / Archer Road	4,444	C
NW 5 Avenue	City of Gainesville	NW 22 Street	US 441 / NW 13 Street	1,877	C
West 3 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	490	C
West 2 Street	City of Gainesville	SW 4 Avenue	NW 8 Avenue	676	C
Gale Lemerand Drive	City of Gainesville	SR 24 / Archer Road	Museum Road	10,676	C
Radio Road-Museum Road	City of Gainesville	SR 121/South 34 Street	US 441 / South 13 Street	9,570	C
East 1 Street	City of Gainesville	SE 2 Place	NE 8 Avenue	3,120	C
East 3 Street	City of Gainesville	SE Depot Avenue	NE 2 Avenue	4,213	D
Hull Road-Mowry Road	City of Gainesville	SW 34 Street	Center Drive	8,793	E
Gale Lemerand Drive	City of Gainesville	Museum Road	SR 26 / West University Avenue	12,368	F
North Main Street	City of Gainesville	SR 222/NW 39 Avenue	NW 53 Avenue	4,962	B
NW 53 Avenue	Alachua County	NW 52 Terrace	US 441 / West 13 Street	12,037	C
NW 43 Street	Alachua County	SR 26 / Newberry Road	NW 53 Avenue	27,131	D
NW 43 Street	Alachua County	NW 53 Avenue	US 441	10,802	C
NW 23 Avenue	Alachua County	NW 55 Street	NW 43 Street	20,821	C
NW 16 Avenue	Alachua County	NW 43 Street	US 441 / West 13 Street	20,451	B
North 16 Avenue	Alachua County	US 441 / West 13 Street	SR 24 / Waldo Road	12,127	D

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
SW 75 Street / Tower Road	Alachua County	SR 25 / Archer Road	SW 8 Avenue	14,055	C
SW 20 Avenue	Alachua County	SW 75 Street / Tower Road	SW 62 Boulevard	14,856	D
SW 20 Avenue	Alachua County	SW 62 Boulevard	SR 121 / West 34 Street	21,524	F
North Main Street	Alachua County	NW 8 Avenue	North 23 Avenue	13,646	C
North Main Street	Alachua County	NW 23 Avenue	SR 222 / North 39 Avenue	15,265	B
South Main Street	Alachua County	Williston Road	University Avenue	12,200	C
NW 51 Street	Alachua County	NW 23 Avenue	SR 222 / NW 39 Avenue	8,896	C
Kincaid Loop	Alachua County	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	3,926	B
SW 40 Boulevard / SW 42 / 43 Street	Alachua County	SR 24 / Archer Road	SW 20 Avenue	11,451	D
North 53 Avenue	Alachua County	US 441 / West 13 Street	SR 24 / Waldo Road	12,558	C
Rocky Point Road	Alachua County	SR 331 / Williston Road	US 441 / SW 13 Street	3,220	B
SE 43 Street	Alachua County	SR 20 / Hawthorne Road	SR 26 / East University Avenue	3,285	B
US 441 / West 13 Street	State	SR 331 / Williston Road	SR 24 / Archer Road	17,300	B
US 441 / West 13 Street	State	SR 24 / Archer Road	SR 26 / University Avenue	35,000	F
US 441 / West 13 Street	State	SR 26 / University Avenue	NW 29 Road	29,500	F
US 441 / West 13 Street	State	NW 29 Road	NW 23 Street	23,750	B
SR 20 / NW 6 Street	State	NW 8 Avenue	SR 222 / North 39 Avenue	14,400	C
SR 20 / NW 6 Street	State	SR 222 / North 39 Avenue	US 441 / West 13 Street	8,700	B
SR 20 / Hawthorne Road	State	SR 24 / Waldo Road	SE 43 Street	14,900	C
SR 24 / Archer Road	State	SW 75 Street / Tower Road	Interstate -75	27,000	B
SR 24 / Archer Road	State	Interstate -75	SR 121 / SW 34 Street	46,673	D

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
SR 24 / Archer Road	State	SR 226 / SW 16 Avenue	US 441 / West 13 Street	31,000	D
SR 24 / Waldo Road	State	SR 26 / University Avenue	SR 222 / East 39 Avenue	24,434	B
SR 26 / Newberry Road	State	NW 122 Street	Interstate-75 [east ramp]	40,000	F
SR 26 / Newberry Road	State	Interstate -75 [east ramp]	NW 8 Avenue	51,000	F
SR 26 / Newberry Road	State	NW 8 Avenue	SR 121 / West 34 Street	31,750	D
SR 26 / University Avenue	State	SR 121 / West 34 Street	Gale Lemerand Drive	22,250	D
SR 26 / University Avenue	State	Gale Lemerand Drive	US 441 / West 13 Street	28,000	D
SR 26 / University Avenue	State	US 441 / West 13 Street	SR 24 / Waldo Road	20,500	D
SR 26 / University Avenue	State	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	9,700	B
SR 26A / SW 2 Avenue	State	SR 26 / Newberry Road	SR 121 / West 34 Street	14,700	E
SR 26A / SW 2 Avenue	State	SR 121 / SW 34 Street	SR 26 / University Avenue	12,600	D
SR 121 / West 34 Street	State	SR 331 / Williston Road	SR 24 / Archer Road	25,380	C
SR 121 / West 34 Street	State	SR 24 / Archer Road	SR 26 / University Avenue	38,250	D
SR 121 / West 34 Street	State	SR 26 / University Avenue	NW 16 Avenue	20,450	F
SR 121 / West 34 Street	State	NW 16 Avenue	SR 222 / West 39 Avenue	14,750	C
SR 121 / West 34 Street	State	SR 222 / NW 39 Avenue	NW 53 Avenue	15,600	C
SR 222 / North 39 Avenue	State	US 441 / NW 13 Street	SR 24 / Waldo Road	17,400	B
SR 222 / North 39 Avenue	State	SR 24 / Waldo Road	End of 4-lane section	13,500	B
SR 222 / North 39 Avenue	State	End of 4-lane section	GMA	9,850	C
SR 226 / South 16 Avenue	State	SR 24 / Archer Road	US 441 / West 13 Street	18,518	C

Roadway	County/City/State Responsibility	From South or West Termini	To North or West Termini	AADT	Existing Level of Service
SR 226 / South 16 Avenue	State	US 441 / West 13 Street	SR 329 / Main Street	16,900	C
SR 226 / South 16 Avenue	State	SR 329 / Main Street	SR 331 / Williston Road	8,400	B
SR 120A / North 23 Avenue	State	US 441 / West 13 Street	SR 24 / Waldo Road	12,900	C
SR 329 / Main Street	State	University Avenue	North 8 Avenue	13,900	D
SR 331 / SR 121	State	Interstate -75 (south)	US 441 / SW 13 Street	23,500	B
SR 331 / Williston Road	State	US 441 / SW 13 Street	SR 26 / University Avenue	20,200	B
SR 20 /NW 8 Avenue	State	NW 6 Street	North Main Street	16,400	C
Interstate -75	State	SR 331 / SR 121	SR 24 / Archer Road	62,000	B
Interstate -75	State	SR 24 / Archer Road	SR 26 / Newberry Road	69,000	C
Interstate -75	State	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	66,500	C
US 441	State	NW 23 Street	GMA	18,200	B
SR 222 / North 39 Avenue	State	NW 51 Street	US 441 / NW 13 Street	26,500	B
SR 121 / West 34 Street	State	NW 53 Avenue	US 441 / West 13 Street	9,100	B
SR 24 / Archer Road	State	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	51,000	E
SR 222 / North 39 Avenue	State	NW 83 Street	NW 51 Street	28,000	B
SR 24 / Waldo Road	State	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	17,000	B
SR 121 / West 34 Street	State	US 441 / West 13 Street	NW 77 Avenue	9,922	C

Currently, the entire city limits falls within a Transportation Concurrency Exception Area (TCEA). As part of the Evaluation and Appraisal update of the City's Comprehensive Plan, the City will rescind transportation concurrency. As a result, it will no longer be included in the concurrency management system. A new Transportation Mobility Program (TMP) is proposed in the Transportation Mobility Element that will assist the City in providing funding for adequate transportation facilities.

- *The growth trends and travel patterns and interactions between land use and transportation.*

As stated in the Future Land Use Element Supplemental Data and Analysis report, the City of Gainesville will continue to receive a slowly declining share of the total Alachua County population. The report also includes an analysis of existing vacant land by future land use category and a detailed discussion of major vacant land areas and their future development potential.

Gainesville is expected to continue to serve as the economic, educational, and cultural hub of an 11-county region, with the University of Florida, Shands Hospital, the Veterans Administration Hospital, Innovation Square, the Gainesville Regional Airport, the federal courthouse other important downtown destinations among the employment centers that attract workers and visitors from across the state and the largely rural and suburban surrounding counties. In addition, commercial centers like the Oaks Mall and Butler Plaza located near Interstate 75 interchanges attract people from many of the North Central Florida counties surrounding Gainesville. The presence of the University, in particular, continues to fuel growth in Alachua County through its research and educational activities. The City will address transportation mobility through the continued development of a robust multi-modal transportation network which includes transit, bicycle, pedestrian, and road facilities. The proposed Transportation Mobility Program represents a critical component of this effort as the mechanism to fund mobility projects which enhance the existing transportation system. The TMP is intended to strengthen the connection between the future land use plan and transportation mobility and access.

- *Existing and projected intermodal deficiencies and needs.*

The Year 2035 Long Range Transportation Plan (LRTP) for the Gainesville Urbanized Area includes a list of roadways with a projected volume to capacity ratio (v/c) greater than 1.05 in the year 2035. These roadways were considered to be “congested.” Much of the congestion was projected in the area west of downtown and the University of Florida along the major corridors leading to UF and downtown, such as US 441/W. 13th Street, Newberry Road, SW 20th Avenue, Archer Road, NW 34th Street, and I-75. The congested roadway segments (with v/c ratio greater than 1.05) located within the City of Gainesville city limits are listed in Table 2 below.

**Table 2: Projected Year 2035 Congested Road Segments within the City of Gainesville**

Roadway	County/City/State	From South or West Termini	To North or West Termini
<b>Interstate -75</b>	State	SR 24 / Archer Road	SR 26 / Newberry Road
<b>SW 20 Avenue</b>	Alachua County	SW 75 Street / Tower Road	SW 62 Boulevard
<b>SW 20 Avenue</b>	Alachua County	SW 62 Boulevard	SR 121 / West 34 Street
<b>SW 62 Boulevard</b>	City of Gainesville	SR 26 / Newberry Road	SW 20 Avenue
<b>SR 24 / Archer Road</b>	State	SW 75 Street / Tower Road	Interstate -75



Roadway	County/City/State	From South or West Termini	To North or West Termini
SR 24 / Archer Road	State	Interstate -75	SR 121 / SW 34 Street
SR 24 / Archer Road	State	SR 226 / SW 16 Avenue	US 441 / West 13 Street
US 441 / West 13 Street	State	SR 24 / Archer Road	SR 26 / University Avenue
US 441 / West 13 Street	State	SR 26 / University Avenue	NW 29 Road
US 441 / West 13 Street	State	NW 29 Road	NW 23 Street
US 441	State	NW 23 Street	GMA
SR 121 / West 34 Street	State	US 441 / West 13 Street	NW 77 Avenue
SR 329 / Main Street	State	University Avenue	North 8 Avenue
NW 43 Street	Alachua County	SR 26 / Newberry Road	NW 53 Avenue
NW 43 Street	Alachua County	NW 53 Avenue	US 441
SR 121 / West 34 Street	State	SR 331 / Williston Road	SR 24 / Archer Road
SR 121 / West 34 Street	State	SR 24 / Archer Road	SR 26 / University Avenue
SR 121 / West 34 Street	State	SR 26 / University Avenue	NW 16 Avenue
SR 121 / West 34 Street	State	NW 16 Avenue	SR 222 / West 39 Avenue
SR 121 / West 34 Street	State	SR 222 / NW 39 Avenue	NW 53 Avenue
SR 26A / SW 2 Avenue	State	SR 26 / Newberry Road	SR 121 / West 34 Street
SR 26A / SW 2 Avenue	State	SR 121 / SW 34 Street	SR 26 / University Avenue
SR 26 / Newberry Road	State	Interstate -75 [east ramp]	NW 8 Avenue
SR 222 / North 39 Avenue	State	NW 51 Street	US 441 / NW 13 Street
NW 53 Avenue	Alachua County	NW 52 Terrace	US 441 / West 13 Street

The LRTP identified the roadways listed in Table 2 as “constrained.” A constrained roadway was defined as a roadway that cannot be widened due to adopted policies, community impacts, and/or major cost. Due to these constraints, the projected Level of Service on these roadways is expected to reflect their congested status. The specific factors were listed as:

- The existing geography or development patterns caused the project to be too difficult or expensive;
- Current state or local policies prohibited widening of the roadway; and
- Widening the roadway would have a major impact on either a designated historic district or environmentally sensitive lands.

Based on this analysis, a Constrained Needs Plan was developed that included roadway widening projects, where feasible, based on the criteria identified above. The Constrained Needs Plan also identified corridors/facilities where operational strategies and transit service, including Bus Rapid Transit, would help to alleviate a portion of the projected congestion or provide a viable travel option.

- ***The projected transportation system levels of service and system needs based upon the future land use map and the projected integrated transportation system.***

Programmed transportation system enhancement projects are listed in the FDOT Work Program, the MTPO's Transportation Improvement Program, the City of Gainesville and Alachua County current budgets/Capital Improvements Programs which also include other sources of programmed construction funding, such as developer commitments. Additionally, the MTPO LRTP Year 2035 Cost Feasible identified a list of prioritized transit, bicycle, pedestrian, and roadway projects needed to meet projected growth within the Gainesville Metropolitan Area through the planning horizon (available on the North Central Florida Regional Planning Council website).

- ***How the local government will correct existing facility deficiencies, meet the identified needs of the projected transportation system, and advance the purpose of this paragraph and the other elements of the comprehensive plan.***

In the past, the City addressed transportation mobility through the development and application of the Transportation Concurrency Exception Area (TCEA). In response to changes in State law implemented by HB 7207, the City of Gainesville is proposing to rescind transportation concurrency and amend the Transportation Mobility Element to reflect this action. A new proposed Transportation Mobility Program will largely be based on the principles established in the Concurrency Management Element that tied land use development and transportation planning together to support and provide funding for a multi-modal transportation system. The new Transportation Mobility Program will provide a mechanism for the City to provide design criteria and leverage resources towards multimodal projects designed to meet the City's projected transportation needs.