Gainesville 2050 Long-Range Transportation Plan
Metropolitan Transportation Planning Organization (MTPO)

February 3, 2025
Board Meeting Update

Work in Progress

- Existing-plus-committed (E+C) multimodal networks development
- **Gainesville-Alachua County Travel Demand Model Development**
  - 2020 Model Calibration- 80% complete
  - 2050 Transportation Analysis Zones Population and Employment Projections Development
    - Population projections data has been distributed for stakeholder review
    - Consultant is working on employment projections- to be distributed in February
- **Goals, objectives, and performance measures** were presented at the January working group meeting. Based on agency coordination, refinements are underway.
- **The Public Participation Plan** is under development to be consistent with the MTPO Public Involvement Plan.
- Agency ongoing plans/needs projects are under review.

Public Involvement Plan

Data Collection

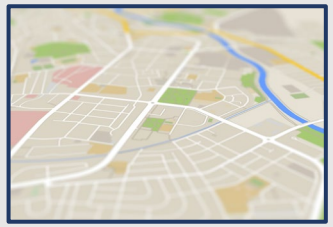
Data Review/Verification

Model Update/Validation

Need Assessment
- **Unconstrained**
- **Constrained**

Cost Feasible Plan

Methodology



Existing plus committed scenarios will be modeled using the Gainesville-Alachua County travel demand model

- Using the 2029 Existing-plus-committed network and 2050 TAZ data, this model output will present transportation deficiencies in the region

GIS analyses will be performed to develop additional multimodal performance measures for each of the following goals

- Support Economic Vitality
- Improve the Safety and Security of motorized and nonmotorized users
- Accessibility of people and freight
- Protect environment
- Enhance integration and connectivity of transportation systems across different modes
- Promote efficient system management/operations
- Emphasize the preservation of the existing transportation system

Methodology (continued)

The transportation issues will be identified from the travel demand modeling and public/agency coordination.

Multimodal needs will be developed using objective analysis and by comparing them to the agency pipeline projects.

Multimodal needs will be ranked using the performance measures developed.

Revenue forecasts will be developed in partnership with the Florida Department of Transportation.

Cost-feasible projects will be developed using the prioritized ranking of the projects and available funding mechanisms.

A fiscally constrained plan will be developed.

Goals, Objectives, & Criteria (DRAFT)

Goal	Objective	Criteria/Performance Measure	Data Source/Needs
1. Support Economic Vitality	Improve mobility in high growth areas	0- 2050 E+C LOS D or better in high growth areas 1- 2050 E+C LOS E or F in high growth areas	Travel Demand Model
	Improve mobility on heavy truck routes	0-2050 E+C LOS D or better on freight roadways 1-2050 E+C LOS E or F on freight roadways	Travel Demand Model
2. Increase Safety and Security for motorized and non-motorized users	Reduce fatal & severe injury crashes	0-not on High Injury Network (HIN) 1-on High Injury Network	HIN network
	Reduce fatal & severe injury crashes involving vulnerable users	0-not on vulnerable user HIN network 1-on vulnerable user HIN network	HIN network
	Maintain mobility on evacuation routes	0-2050 E+C LOS D or better on evacuation route 1-2050 E+C LOS E or F on evacuation route	Travel Demand Model, FL Division of Emergency Mngmt
	Improve safety for vulnerable users	0-Without high micromobility demand 1-With high micromobility demand	Micromobility demand data

Goals, Objectives, & Criteria (DRAFT)

Goal	Objective	Criteria/Performance Measure	Data Source/Needs
3. Increase accessibility and of people and freight	Improve multimodal access to public transit	0-sidewalk/bike lane w/in ½ mile of transit 1-no sidewalk/bike lane w/in ½ mile of transit	Transit route and stops, Pedestrian and bicycle facility GIS layer
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas	0-sidewalk/bike lane in TD area 1-no sidewalk/bike lane in TD area	Pedestrian and bicycle facility GIS layer, Designated transportation disadvantaged areas
	Improve directness of freight hub connection	0-With direct connection to freight hub 1-Without direct connect to freight hub	Freight Hub location
4. Protect environment*	Limit impacts to natural resources like parks and preservation areas	0-Capacity improvement in or near environmentally sensitive area 1-Not in or near environmentally sensitive area or operational improvement	FGDL
	Limit impacts to historic and cultural resources	0-Capacity improvement in or near historic/cultural resources 1-Not in or near historic/cultural resources or operational improvement	FGDL

** Objectives for project prioritization only*

Goals, Objectives, & Criteria (DRAFT)

Goal	Objective	Criteria/Performance Measure	Data Source/Needs
5. Enhance Integration and connectivity of transportation systems across different modes	Fill gaps in sidewalk network	0-existing sidewalk 1-no existing sidewalk	Pedestrian and bicycle facility GIS layer
	Fill gaps in trail and bike lane network	0-separated/buffered bike lane or path 0.5-existing shoulder or bike lane 1-no existing bike lane or shoulder	Pedestrian and bicycle facility GIS layer
	Improve transit service to major activity centers	0-High level of transit service on major facilities accessing the activity centers 1-Low level of transit service on major facilities accessing the activity centers	Transit route and stops
	Improve transit service in transportation disadvantaged areas	0-High level of transit service in transportation disadvantaged areas 1-Low level of transit service in transportation disadvantaged areas	Transit route and stops
	Improve roadway network connectivity	TBD	

** Objectives for project prioritization only*

Goals, Objectives, & Criteria (DRAFT)

Goal	Objective	Criteria/Performance Measure	Data Source/Needs
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies*	0-capacity improvement 1-operational improvement	Project definition
	Improve travel time reliability	0-on reliable roadways 1-on unreliable roadways	HERE/Google API
7. Emphasize the preservation of the existing transportation system	Address pavement in poor condition	0-on roads with good pavement condition 1-on roads with poor pavement condition	FDOT for NHS, local data or resurfacing schedule

** Objectives for project prioritization only*

Public Participation Plan

- **Public Workshop 1:** Goals, objectives, and transportation issues identification (March 2025)
- **Public Workshop 2:** Needs assessment (April 2025)
- **Public Hearing 1:** LRTP Needs Plan Adoption (May 2025)
- **Public Workshop 3:** Cost Feasible Plan (June 2025)
- **Public Hearing 2:** LRTP Cost Feasible Plan Adoption (August 2025)

Draft Schedule

		2024			2025							
		10	11	12	13	14	15	16	17	18	19	20
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Task	**Description**											
1	Public Involvement											
2	Data Collection/Development											
3	Data Verification											
4	Model Development/Validation											
5	Needs Plan Development (Unconstrained+Constrained)											
6	Cost Feasible Plan development											
7	Documentation and Model Delivery											
	Working Group Meetings and Coordination											
	Public Workshops/Public Hearings											
	Working Group Meetings- In-person/virtual											
	Milestones											

Thank You.