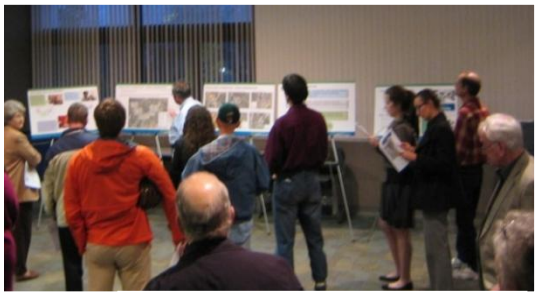
# GO ENHANCE RTS STUDY
# INITIAL SCREENING EVALUATION REPORT



March, 2013

# INITIAL SCREENING EVALUATION REPORT

**Prepared for:**

**RTS/City of Gainesville**

**Prepared by:**

**Parsons Brinckerhoff, Inc.**

**March 2013**

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# EXECUTIVE SUMMARY

The *Go Enhance RTS Study* includes several key factors that are integral to the evaluation of the need for public transportation improvements in Gainesville, such as: anticipated travel demand, passenger needs, congestion, transportation network capacity, important destinations, concentrations of homes, and the ability to provide cost-effective solutions. The project team developed and presented a set of goals and objectives in October 2012 (see Figure 1-2). The goals and objectives were refined in response to stakeholder comments and to better reflect community aspirations documented in local plans including, but not limited to, the *Long Range Transportation Plan*, *Transit Development Plan*, *Campus Master Plans*, *Plan East Gainesville*, and *Mobility Plans*.

This evaluation has been tied to the community's goals and objectives. The intent of this evaluation process is to facilitate the decision-making process leading to the local selection of an increasingly narrow set of alternatives for subsequent analysis and, ultimately, the selection of the Locally Preferred Alternative (LPA).

The study area was divided into six subareas and 66 roadway segments were identified where transit could operate in the future. In each subarea, these segments were combined into routing options to extend from one side of the subarea to the other in order to serve the various developments, job centers, and housing areas. Some routing options had been identified during previous studies and others were suggested by the current study stakeholders. A total of 48 routing alternatives were identified by combining the 66 roadway segments into routing options that traverse the six subareas.

The evaluation framework used in this *GO Enhance RTS Study* consists of a three-tiered screening process. In Tier 1, a series of questions were considered to eliminate infeasible or otherwise fatally flawed options:

1) Has the alternative been eliminated in previous studies/discussions for reasons that are still considered valid?
2) Is an alignment (including specific segments) clearly ill-suited to address the purpose and need in these corridors?
3) Does the alignment have an obvious fatal flaw considering the market served, the environment, or the amount of funding likely to be available?

If the answer to one of the above the questions is "yes" for a routing alternative, then the project team recommended that the routing alternative be dropped from further consideration. This Tier 1 screening process eliminated 26 routing options. The remaining 22 routing options were evaluated as part of the Tier 2 screening process.

The Tier 2 routing options were evaluated for the potential to serve as improve travel circulation by connecting major activity centers, enhance connections to existing transit services, improve transit travel times, provide service for transit dependent persons, serve low income areas, support local land use objectives, improve mobility, support redevelopment, and minimize adverse effects on the environment and community. For each objective, various geospatial data has been collected and used to evaluate various transportation modes and corridors. The recommended set of evaluation criteria were approved in November 2012 and they have been used to identify evaluation measures to use in determining which proposed improvements would best address the project's purpose and need, as detailed further in Section 4.0.

At the conclusion of the Tier 2 screening, 12 subarea alternatives were identified to carry forward into the third tier of the evaluation. The three tiered screening process results are summarized in Table E-1.

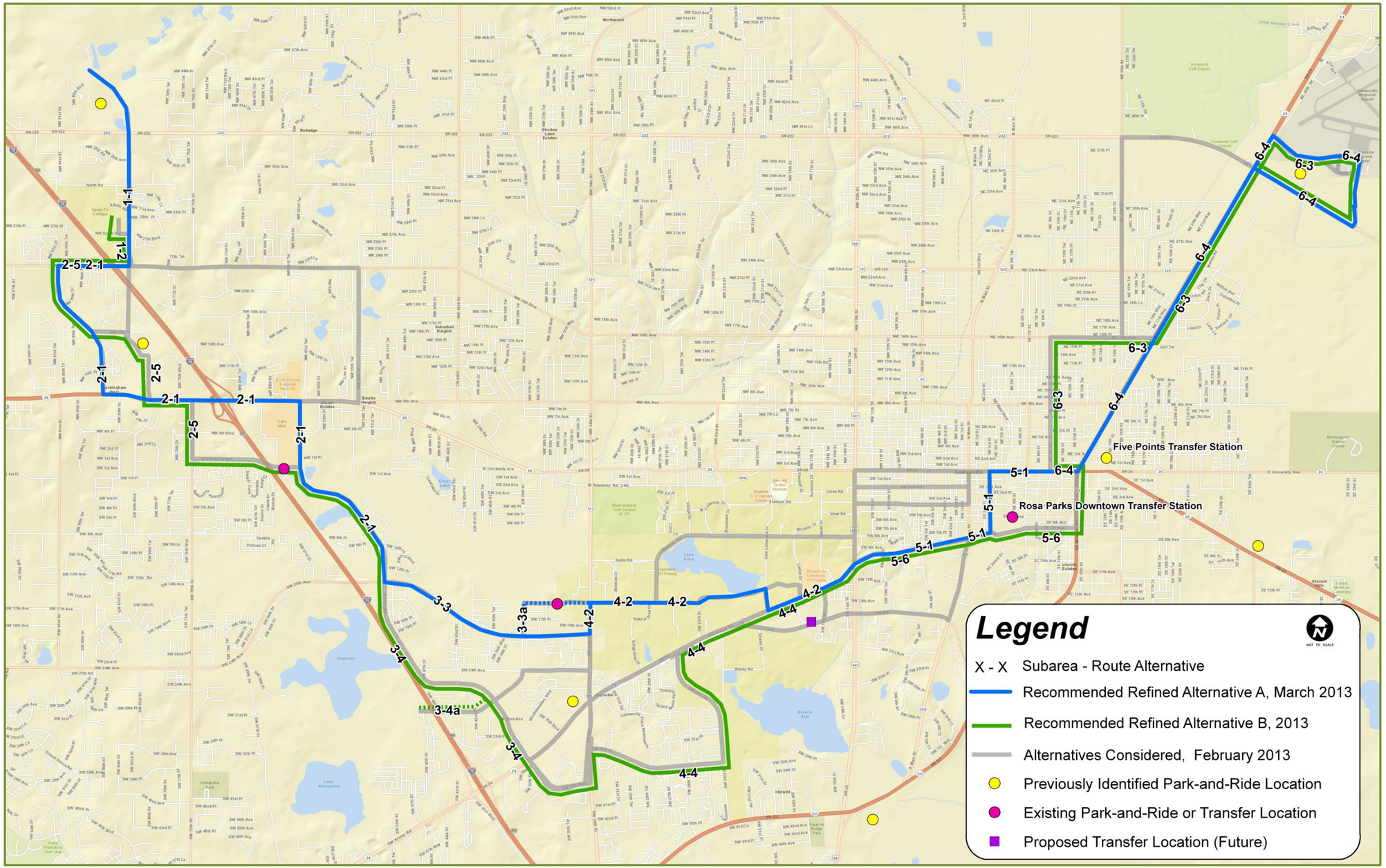
**Table E-1: Summary of Alternatives Screening by Subarea**

| Screening | Subarea 1 | Subarea 2 | Subarea 3 | Subarea 4 | Subarea 5 | Subarea 6 | Total |
|---|---|---|---|---|---|---|---|
| **Segments** | 3 | 11 | 9 | 16 | 14 | 13 | **66** |
| **Tier 1 Routing Alternatives** | 2 | 7 | 14 | 12 | 7 | 6 | **48** |
| **Tier 2 Routing Alternatives** | 2 | 4 | 6 | 5 | 2 | 3 | **22** |
| **Tier 3 Alternatives Used to Create Full Corridors** | 2 | 2 | 2 | 2 | 2 | 2 | **12** |

The remaining 12 subarea routing alternatives that are recommended to proceed into the Tier 3 screening process have been assembled into two complete corridors across the six subareas. The assembled routing alternatives are illustrated in Figure E-1. These complete corridors will be evaluated in terms of their ability to address the region's transportation needs as bus rapid transit (BRT) corridors. BRT is the transit mode that will be considered based upon the transit technology screening presented in Section 4.0 of this report and other systems planning work previously conducted in the region.

These two complete corridors will be presented to the community and it is anticipated that there will be discussion and feedback that may and should lead to hybrid alternatives. These further complete corridor refinements would be addressed before the detailed analysis of the Refined Build Alternatives begins.

**Figure E-1: Recommended Complete Corridor Alternatives for Tier 3 Evaluation**



# 1.0 INTRODUCTION

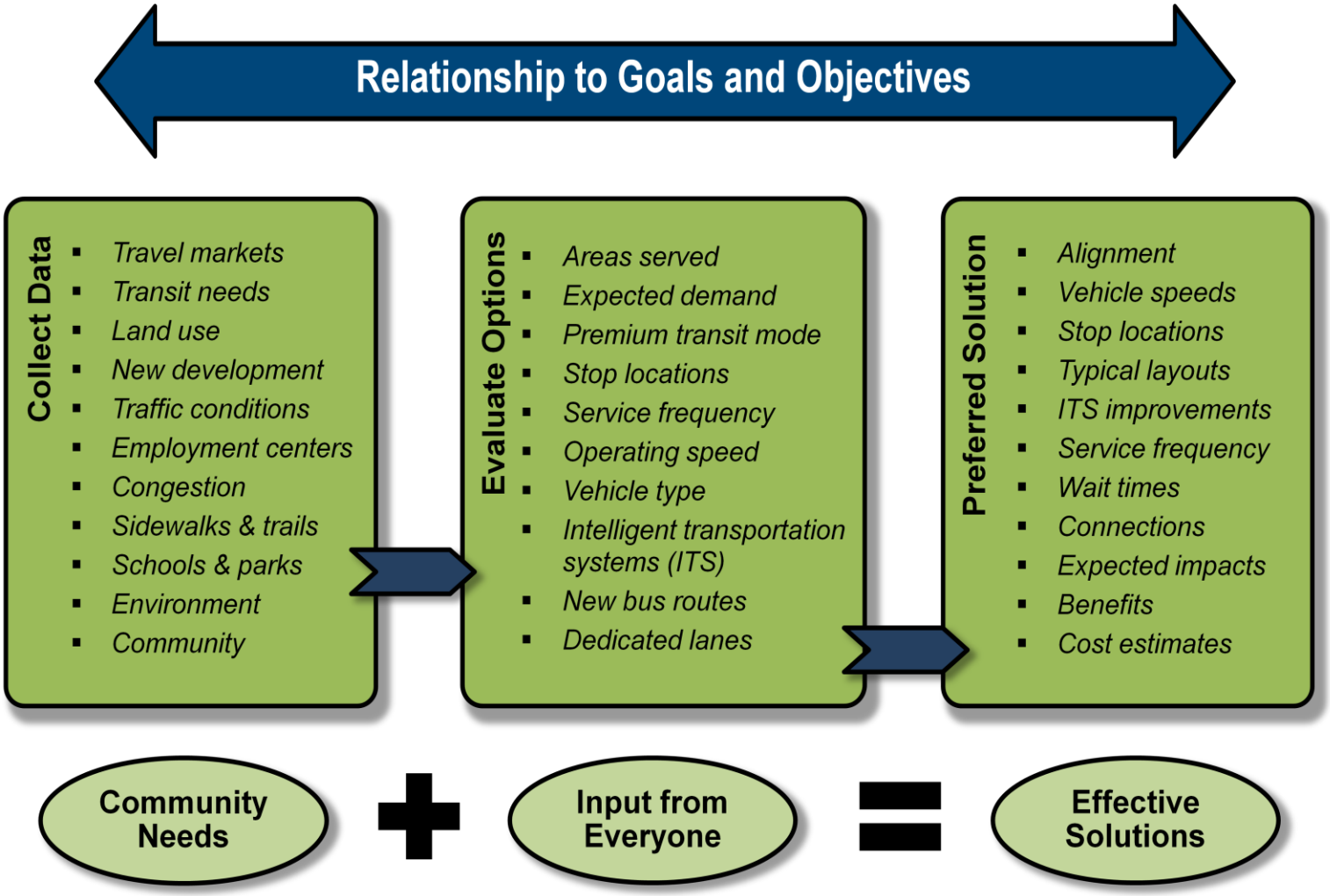
The goal of the *GO Enhance RTS Study* is to reach decisions on a premium transit mode and alignment that will be sustainable as the project advances from planning into project development.This evaluation of alternatives is a critical part of the alternatives analysis process, and of the environmental documentation phase which will follow and should relate to the community's goals and objectives for the project. Figure 1-1 shows the key steps of the *Go Enhance RTS Study.*

The evaluation methodology is designed to help the RTS, in collaboration with the Florida Department of Transportation (FDOT), Alachua County, University of Florida (UF), Santa Fe College and the Gainesville Metropolitan Transportation Planning Organization (MTPO), select a mode and routing that will address the project purpose and need. Specifically, the three tiered screening process approved by the Study Technical Advisory Committee (TAC) and Project Advisory Working Group (PAWG) in December 2012 has been designed to identify alternatives that will improve transit speeds, enhance travel time reliability, increase the competitiveness of transit for commuting and other trip-making purposes, and support regional goals for sustainability, livability, mobility, development, and economic development. This screening methodology considers the net effect of various alternatives on existing and future transportation conditions, community cohesion, development activities and environmentally sensitive areas.

This report details the transportation, environmental and socioeconomic screening data that will be used for this *GO Enhance RTS Study*. Readily available geospatial data has been collected from federal, state, regional and local agencies. Using the identified screening measures, the Tier 1 evaluation documents an initial fatal flaw assessment () of a number of potential routing options by subarea. The Tier 2 evaluation then conducts a more detailed assessment of a refined set of subarea routing options, as well as compares the capital cost associated with Bus Rapid Transit (BRT) and Streetcar.

Based on the results of the Tier 2 evaluation, the report identifies two complete routing alternatives across all six subareas for further definition and evaluation in Tier 3.

**Figure 1-1: GO Enhance RTS Study Key Steps**



## 1.1 Goals and Objectives

The project team developed and presented a set of goals and objectives in October 2012 (see Figure 1-2). The goals and objectives were refined in response to stakeholder comments and to better reflect community aspirations documented in local plans including, but not limited to, the *Long Range Transportation Plan*, *Transit Development Plan*, *Campus Master Plans*, *Plan East Gainesville*, and *Mobility Plans*. The project team recommended a set of evaluation criteria in November 2012 to use in determining which proposed improvements would best address the project's purpose and need. The evaluation criteria are detailed further in Section 4.0. They have been endorsed by RTS staff, the TAG, and the PA W G. Based upon this foundation, the project team has developed the three-tiered evaluation process presented in this report.

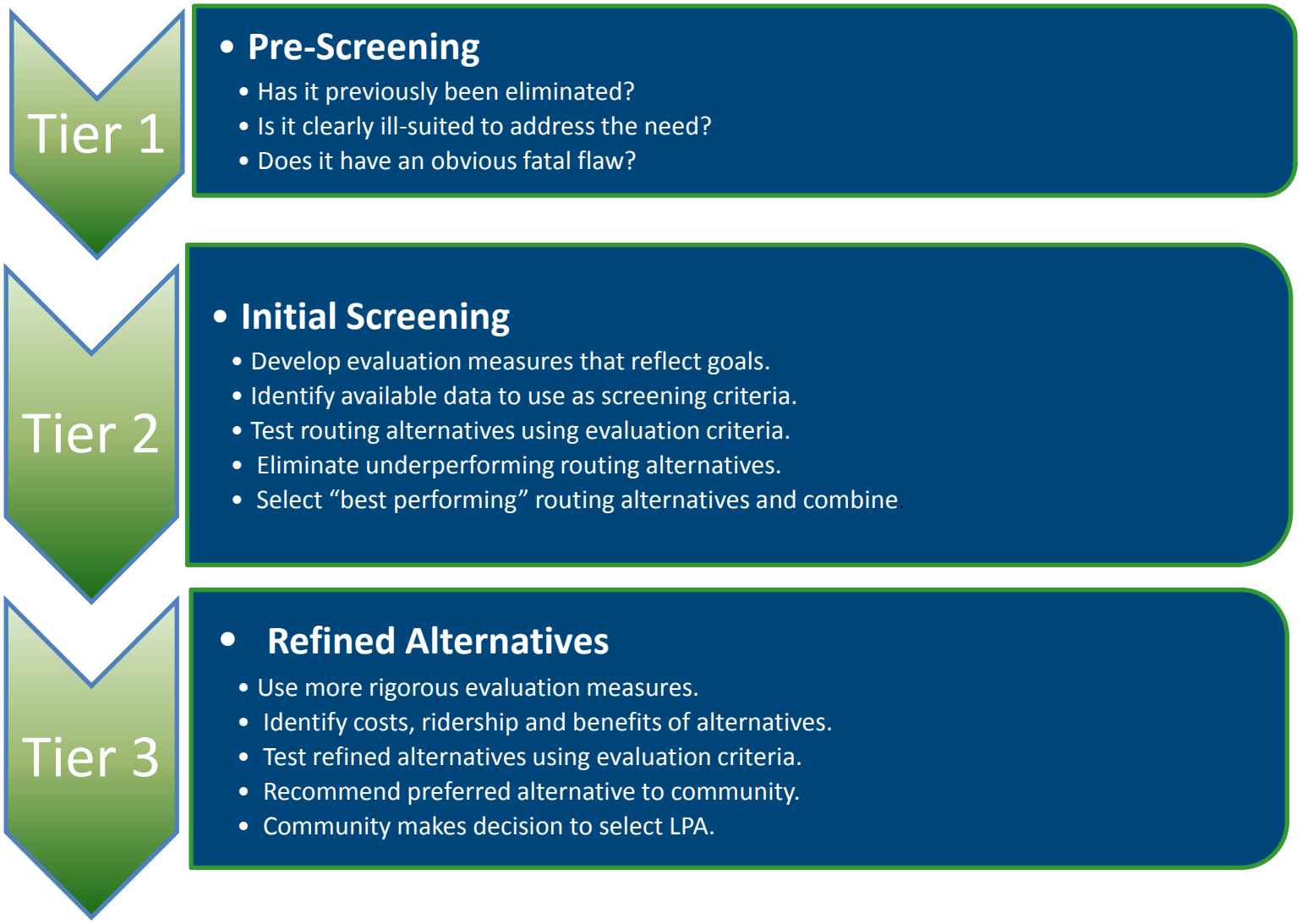
## 1.2 Evaluation Methodology Overview

As described by the *FTA* in *Procedures and Technical Methods for Transit Project Planning*, the evaluation of alternatives is a continuous and comprehensive process within which a series of decisions must be made regarding modal options, alignment variations, operating policies and design standards. The intent of this evaluation is to facilitate the decision-making process leading to the local selection of an increasingly narrow set of alternatives for subsequent analysis and, ultimately, the selection of the Locally Preferred Alternative (LPA). The evaluation framework to be used in this *GO Enhance RTS Study* consists of a three-tiered screening process (see Figure 1-3) detailed further below.

**Figure 1-2: GO Enhance RTS Goals and Objectives**

| GOALS | | OBJECTIVES |
|---|---|---|
| Goal #1: | Improve Mobility and Transit Accessibility in the Study Area | 1. Improve travel circulation by connecting major activity centers in the study area |
| | | 2. Provide an effective connection to existing and future regional transit services |
| | | 3. Improve transit travel times between existing and future major trip destinations |
| | | 4. Accommodate variable travel demand associated with UF, Santa Fe College, and special events |
| Goal #2: | Assure Equitable Transportation Options for the Community | 1. Provide additional services for the transit dependent population |
| | | 2. Provide equitable transportation services and benefits |
| | | 3. Provide equitable sharing of costs for transportation improvements among those who benefit from them |
| Goal #3: | Enhance the Quality of the Environment | 1. Improve transportation mobility while achieving a balance of environmental preservation and compact development in transit supportive areas |
| | | 2. Provide a transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted |
| | | 3. Minimize encroachment on environmentally-sensitive lands and parklands |
| | | 4. Improve air quality by reducing automobile emissions and pollutants |
| Goal #4: | Enhance Community Cohesion | 1. Support development of a pedestrian environment around stations to increase transit use and promote more walking |
| | | 2. Serve existing and support future high-density land uses (e.g. mixed-use, residential, commercial, office, and institutional use) |
| | | 3. Provide transit investments supportive of City and County redevelopment/development and land use plans |
| Goal #5: | Develop Transportation Options that are Cost Effective, Promote Private Investment and Financially Viable | 1. Identify a strategy for local agencies to fund the estimated local share of capital costs |
| | | 2. Identify a strategy for local agencies and the private sector to fund estimated operating and maintenance costs |
| | | 3. Develop transit improvements in the most cost-effective manner |
| | | 4. Maximize the economic benefits gained from transit capital investments |
| | | 5. Implement transit improvements in a timely manner |

**Figure 1- 3: GO Enhance RTS Screening Process**



# 2.0 SUBAREA AND SEGMENT DEFINITION

The purpose of this study is to improve east-west transit service in the City of Gainesville and Alachua County; supplementing existing routes by providing high-capacity, high-quality transit service in the study area (Figure 2-1).The development of alternatives was an iterative process that began with the technical analysis team reviewing the preferred routing alignment of the 2010 RTS *Rapid Transit Feasibility Study*(shown in Figure 2-2) and determining if the findings were still valid given updated data (particularly 2010 Census data).

The Gainesville premium transit corridor has been divided into six subareas (Figure 2-3) between Santa Fe College on the west and Gainesville Regional Airport on the east. The six subareas are illustrated with blue rectangles with black borders. The subareas are designated as follows:

1) Spring Hill/Santa Fe College
2) Santa Fe College to Oaks Mall
3) Student Village Area
4) University of Florida Campus
5) Downtown Gainesville
6) East Gainesville

In each subarea, segments of existing or planned streets where routing options for premium transit service could be developed have been identified, based on input from previous studies and current study stakeholders (also shown on Figure 2-3). Operations for these routing alternatives would focus on bi-directional transit service. From these street segment options, complete routing options across each of the subareas were identified and evaluated in the initial Tier 1 screening exercise.

**Figure 2- 1: Go Enhance RTS Study Area**

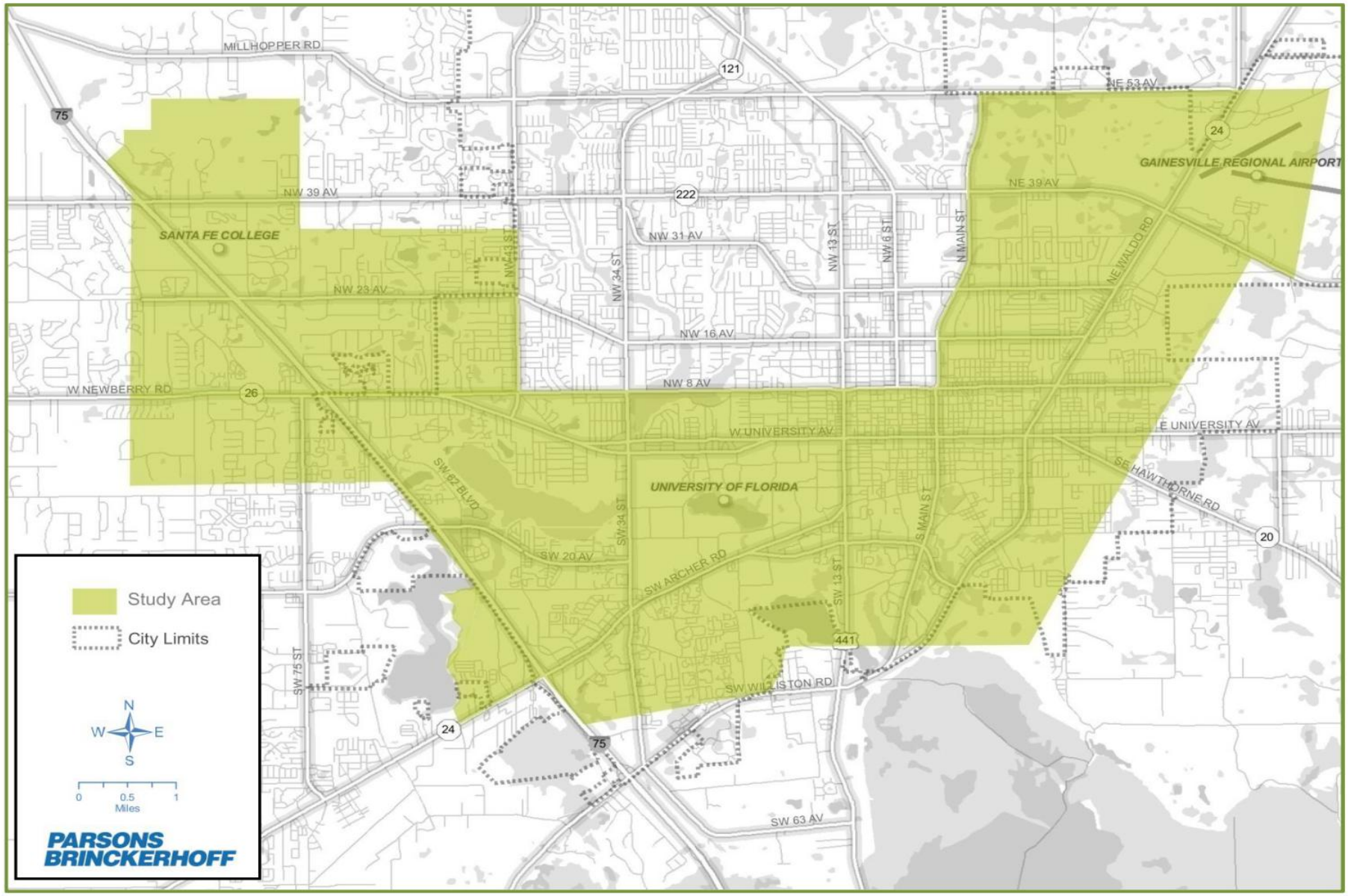


**Figure 2- 2: 2010 Rapid Transit Feasibility Study Preferred Alignment**

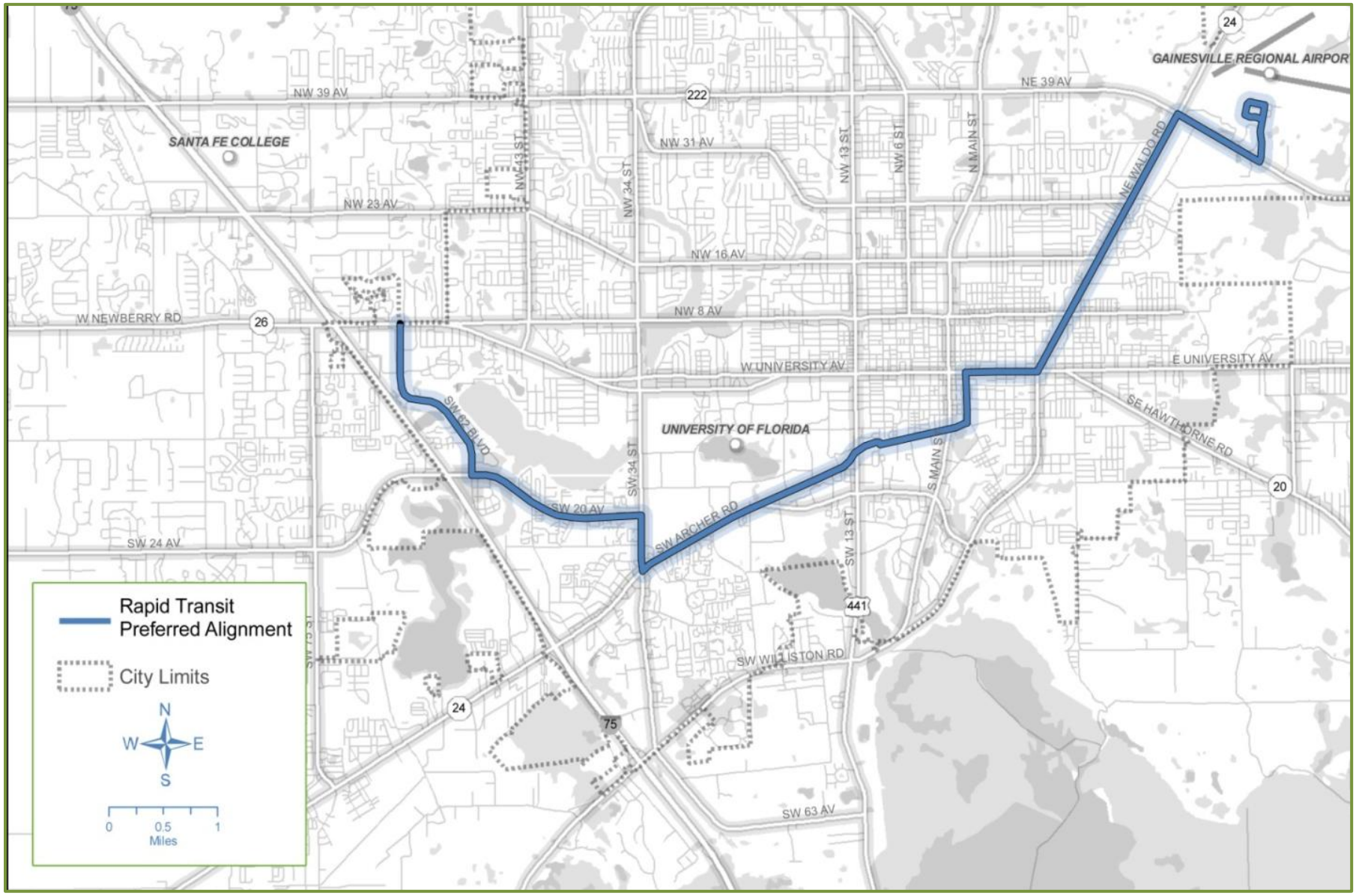
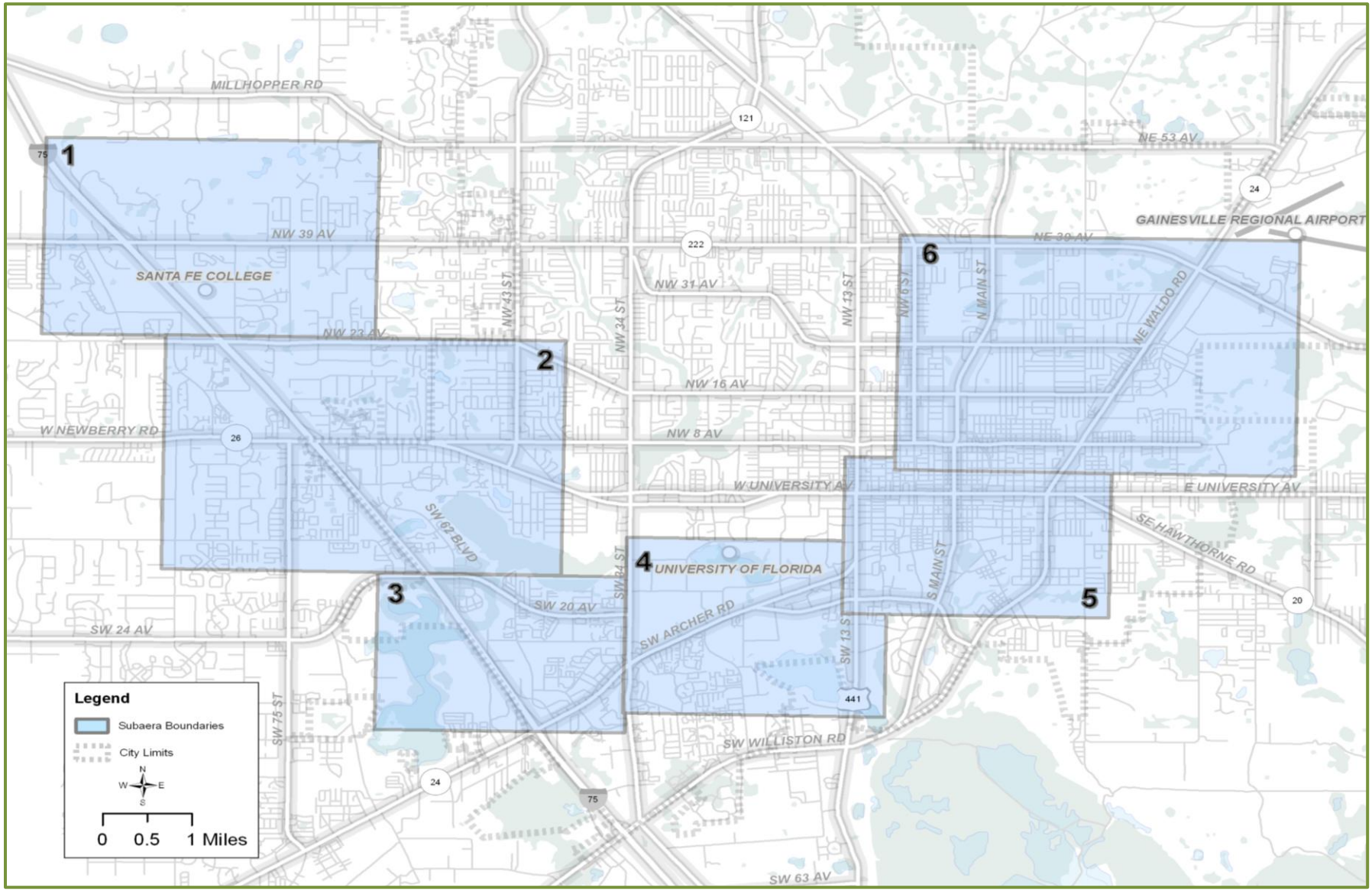


**Figure 2- 3: Initial Rapid Transit Routing Alternative Segments**



# 3.0 TIER 1 SCREENING

For the Tier 1 screening of alternatives, 32 routing alternatives were evaluated within the six different subareas. These alternatives were contiguous to a particular subarea, and were not intended in the initial evaluation to connect with any alternative in an adjacent subarea (e.g. an "orange-colored" alternative in one subarea would not necessarily connect to an "orange-colored" alternative in an adjacent subarea.

A routing alternative is defined as an alignment, or corridor, which is comprised of several segments of streets or other rights-of-way, where transit could operate in the future. Some rights-of-way are not yet developed but have been identified in the MTPO Cost Feasible Plan. The timing of such planned projects would have to be coordinated with any proposed public transportation solution prior to final selection of such a routing alternative. These proposed roadway projects are identified in the description of each applicable alternative. For example, some routing alternatives would utilize the LPA from the SW 62nd Boulevard Connector Project Development and Environment (PD&E) study since the proposed cross-section would include dedicated lanes for transit.

The study area was divided into six subareas and 66 roadway segments were identified where transit could operate in the future. In each subarea, these segments were combined into routing options to extend from one side of the subarea to the other in order to serve the various developments, job centers, and housing areas. Some routing options had been identified during previous studies and others were suggested by the current study stakeholders. A total of 48 routing alternatives were identified by combining the 66 roadway segments into routing options that traverse each of the six subareas.

The 32 routing alternatives in each subarea are described in text, starting in Section 3.1. Routing alternatives are identified by a subarea followed by an alternative number. For example, in subarea five there are seven routing alternatives numbered as "Alternative 5-1" through "Alternative 5-7". Optional routing alternatives are denoted by a letter and a dashed line (such as 3-3(a)).

Several routing alternatives have been identified for each subarea.

In order to eliminate infeasible or otherwise fatally flawed options, these 48 routing alternatives were evaluated against the following three questions:

4) Has the alternative been eliminated in previous studies/discussions for reasons that are still considered valid?

5) Is an alignment (including specific segments) clearly ill-suited to address the purpose and need in these corridors?

6) Does the alignment have an obvious fatal flaw considering the market to be served, the environment within which it would operate, or the amount of funding likely to be available? A fatal flaw denotes a major issue with an alternative that would result in undue cost, or major environmental or community impact. An example of a fatal flaw is a routing going through an environmentally-sensitive land.

If the answer to one or more of the above questions is "yes" for a given alternative, the project team recommends that the routing alternative be dropped from further consideration. A map was created to illustrate the various routing alternatives using colored lines so that the advantages and disadvantages of each could be considered in comparison. The map is followed by a table with a description of each routing alternative. To the right of the description, there are three symbols to indicate the answers to the three questions. A red"x-mark"

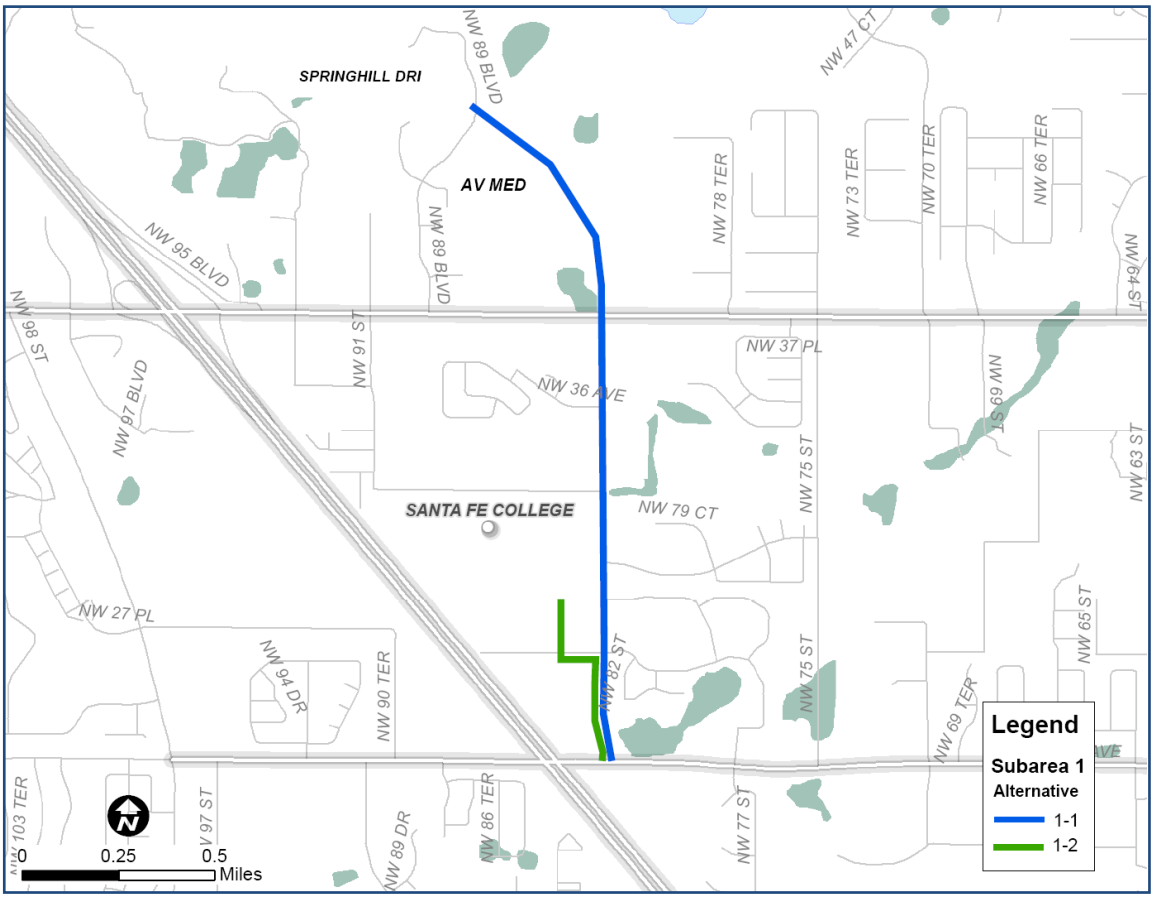
indicates a "yes" to one of the three questions above. A green check mark indicates a "no" to one of the three questions.

If there are all green check marks next to an alternative, then the project team has recommended retention of the routing alternative. In Section 4.0, the mode discussion is included.

## 3.1 Subarea 1 – Spring Hill/Santa Fe College

Both Alternative 1-1 and 1-2 are recommended to be retained in Subarea 1. The intent in this subarea was to identify the incremental benefit of extending premium transit to Spring Hill vs., terminating the service at Santa Fe College. Both options would use an existing roadway – NW 83rd Street – for access.

**Figure 3-4: Subarea 1 Initial Alternatives**



| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 1-1*** would originate within the Spring Hill development, north of the Shands Medical Office Building. A planned bus transit station (located near the AvMed development) has been identified in the development plans. This route would extend south along NW 83rd Street to the Santa Fe College campus. The route would stop adjacent to the Santa Fe College campus at the existing bus stop along NW 83rd Street. As an alternative, the route could serve another designated location at the edge of the Santa Fe campus. The route would then continue south to NW 23rd Avenue, as indicated with a blue line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 1-2*** would originate on campus at Santa Fe College from an existing on-campus bus stop. The route would extend east along NW South Road and exit campus to continue south along NW 83rd Street to NW 23rd Avenue, as shown with a green line in the map above. | ✓ | ✓ | ✓ |

## 3.2 Subarea 2 – Santa Fe College to Oaks Mall

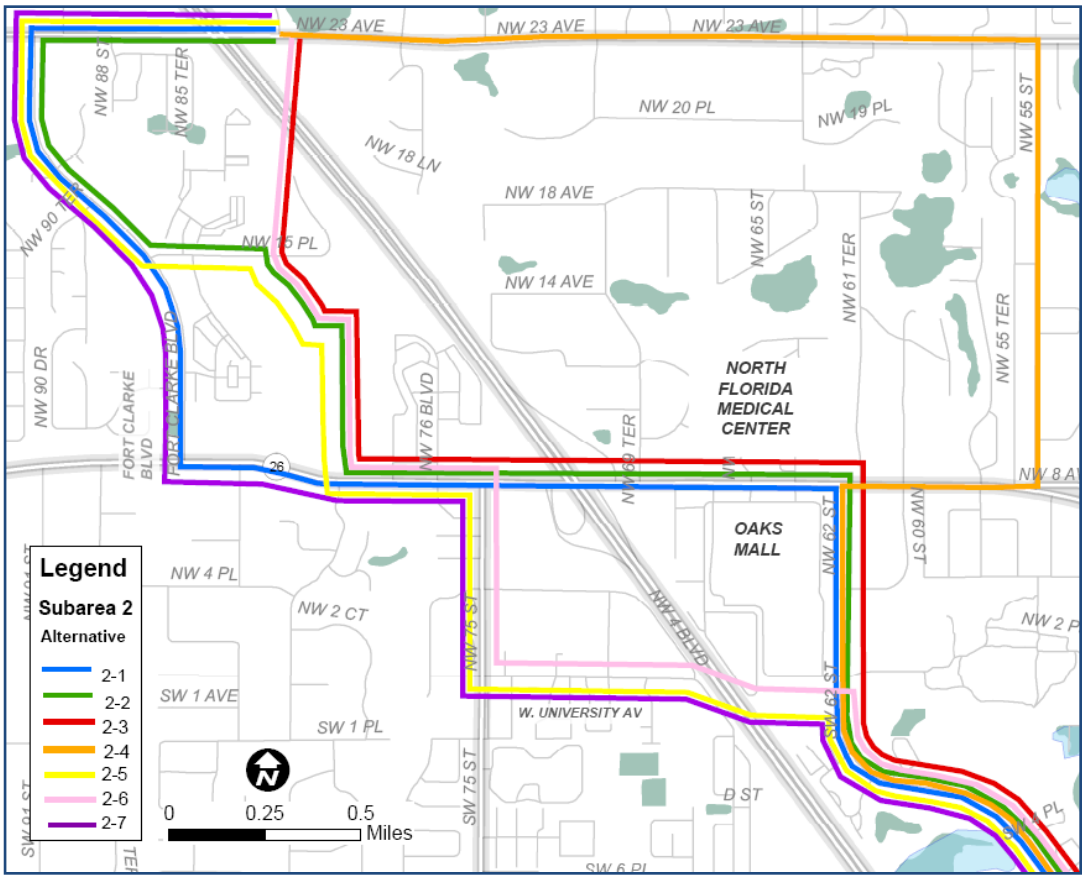
Alternatives 2-3, 2-4, and 2-6 are recommended for elimination in response to the Tier 1 evaluation questions.

Several alternatives have been identified that would employ planned I-75 overpasses. The northernmost overpass in this subarea would be an extension of NW 83rd Street south of NW 23rd Avenue and the southern overpass would be built as an extension of West University Avenue east of Tower Road to the area south of Oaks Mall. These overpasses are included in the Alachua County Comprehensive Plan and offer the ability to avoid choke points; however, there are practical considerations such as bus operations, engineering alignments, and financial feasibility that may impede implementation of these planned projects. Alternatives 2-3 and 2-6 avoid traffic in the northern segments by incorporating the planned overpass at NW 83rd Street, but this overpass would require new right-of-way north of NW 15th Place, and is felt to have limited benefit to transit operations given its cost if connected to the congested portion of Newberry Road through the I-75 interchange area. Furthermore, Alternative 2-6 has the cost of an added second grade separation along the West university Avenue extension. Hence both alternatives were recommended for elimination.

Alternative 2-4 was also eliminated because the route is not direct and existing RTS ridership along this alternative is low. Also, the residential areas served by this alternative are located in areas not easily accessible by buses. Hence these alternatives are recommended for elimination.

Alternative 2-1 was retained because its entire routing would follow existing streets with minimal added roadway costs. Alternative 2-2 was retained to provide one option through the Newberry Village development has designated a separate transitway through the development in its master plan. Alternatives 2-5 and 2-7 were retained as it was assumed that the West University Avenue overpass would have greater overall benefit in reducing bus travel time across I-75. Additionally, Alternative 2-7 would serve additional passengers along Fort Clarke Boulevard and Tower Road. Alternative 2-5 would serve the planned Newberry Village development, a new compact, planned mixed-use development located between West Newberry Road and NW 15th Place, Newberry Village.

## Figure 3- 5: Subarea 2 Initial Alternatives




## Alternative Number and Description

| | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 2-1*** would head west on NW 23rd Avenue across I-75 to Fort Clarke Boulevard. The route would then continue south on Fort Clarke Boulevard, and east on West Newberry Road under I-75 to SW 62nd Street at the Oaks Mall. The route would then extend south on SW 62nd Street and stop at the existing RTS stop on the south side of Oaks Mall. The route would continue along SW 62nd Boulevard to SW 20th Avenue. Alternative 2-1 is shown with a blue line in the map. | ✓ | ✓ | ✓ |
| ***Alternative 2-2*** would extend west across I-75 and would head south on Fort Clarke Boulevard, east on NW 15th Place through the proposed Newberry Village Development, and south on NW 80th Boulevard. At Newberry Road the route would extend east over I-75 to SW 62nd Street at the Oaks Mall. The route would extend south on SW 62nd Boulevard to SW 20th Avenue. Alternative 2-2 is shown with a green line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 2-3*** would head south on an extension of NW 83rd Street and across I-75 on a proposed bridge to a power line easement and NW 15th Place. From this point, the route would continue south through the Newberry Village Development. It would extend east on West Newberry Road to SW 62nd Street, then south on SW 62nd Street and stop at the existing RTS stop at Oaks Mall. After stopping at the Mall, it would continue south along SW 62nd Boulevard to SW 20th Avenue. Alternative 2-3 is shown with a red line in the map above. | ✓ | ✗ | ✗ |

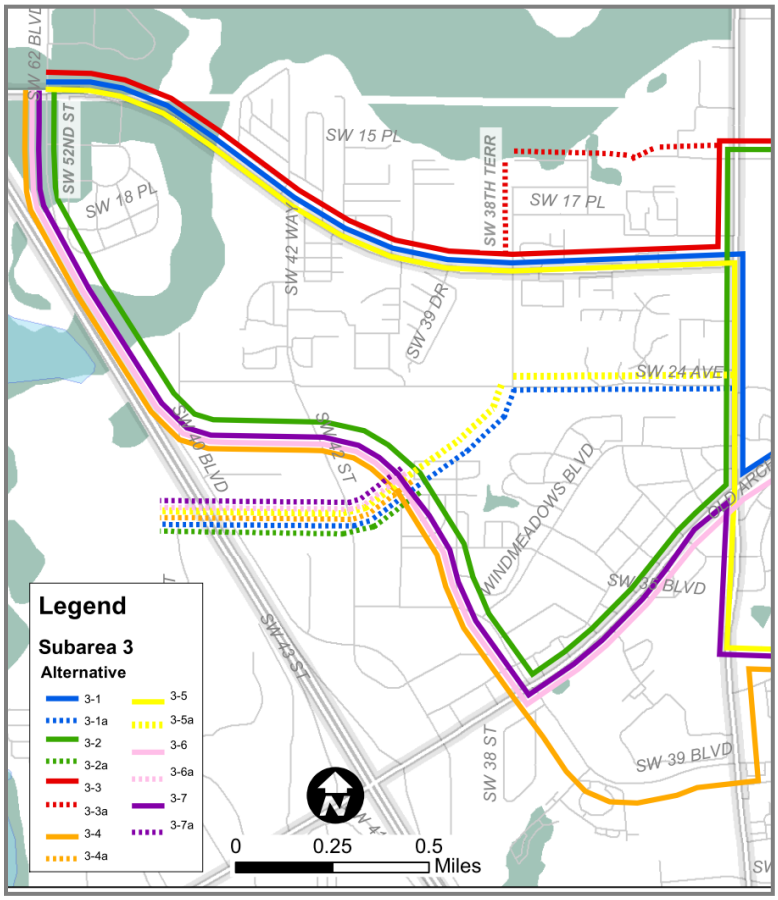
| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 2-4*** would extend east along NW 23rd Avenue and then turn south along NW 55th Street. At Newberry Road and NW 55th Street it would extend west to SW 62nd Street. The route would then continue south on SW 62nd Street to serve the RTS stop at Oaks Mall. From Oaks Mall, it would continue south along SW 62nd Boulevard to SW 20th Avenue. Alternative 2-4 is shown with an orange line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 2-5*** would extend west across I-75 and head south on Fort Clarke Boulevard, east on NW 15th Place through the Newberry Village Development, and south on NW 80th Boulevard. At Newberry Road the route would extend east and then south on Tower Road. This route would extend over I-75 on a new proposed bridge to SW 62nd Street at the Oaks Mall. It would then extend south on SW 62nd Boulevard to SW 20th Avenue. Alternative 2-5 is shown with a yellow line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 2-6*** would continue south on an extension of NW 83rd Street and across I-75 on a proposed bridge to a power line easement and NW 15th Place. The route would extend south through the Newberry Village Development. At Newberry Road the route would extend east and then south on Tower Road and would extend on West University Avenue over I-75 on a new proposed bridge to SW 62nd Street at the Oaks Mall. It would then extend south on SW 62nd Boulevard to SW 20th Avenue. Alternative 2-6 is shown with a pink line in the map above. | ✓ | ✗ | ✗ |
| ***Alternative 2-7*** would extend west across I-75 and would head south on Fort Clarke Boulevard. The route would then head east on West Newberry Road and then south on Tower Road. This route would extend on West University Avenue over I-75 on a new proposed bridge to SW 62nd Street at the Oaks Mall. It would then extend south on SW 62nd Boulevard to SW 20th Avenue. Alternative 2-7 is shown with a purple line. | ✓ | ✓ | ✓ |

## 3.3 Subarea 3 – Student Village Area

In Subarea 3, each of the alternatives has an base alignment connecting with SW 62nd Blvd. at the northwest corner of this subarea (providing access into subarea 2), as well as a potential second alignment that would directly serve the planned Butler Plaza and Celebration Pointe developments. Alternatives 3-1, 3-1(a), 3-2, 3-2(a), 3-5, 3-5(a), 3-7 and 3-7(a) are recommended for elimination because of the heavy intersection congestion experienced at the intersection of Archer Road and SW 34th Street, and the inability to provide an interchange at this location without major cost and business impacts. Alternatives 3-2 and 3-2(a) and 3-5 and 3-5(a) also were seen as providing more circuitous routing with much added travel time, particularly given these routes would use a longer stretch of congested SW 34th Street.

Alternatives 3-3 and 3-3 (a) were retained for Tier 2 evaluation since they serve the student housing along SW 20th Avenue and make a direct connection to the park-and-ride and campus via Hull Road while avoiding the intersection at Archer Road and SW 34th Street. Added bus bays on SW 20th Avenue are also planned. Alternative 3-3 (a) would connect SW 20th Avenue with the primary University of Florida park-and-ride location via SW 38th Terrace, and a new roadway through this area is planned to be constructed associated with a new development west of the park-n-ride. Both Alternatives 3-4 and 3-4(a) and 3-6 and 3-6(a) were retained as they would utilize the proposed SW 62nd Boulevard extension with its potential for a median transitway. Alternatives 3-4 and 3-4(a) provide a new connection south of Archer Road to serve the extensive UF student housing in that area. Alternatives 3-6 and 3-6(a), though crossing through the SW 34th Avenue intersection on Archer Road, was kept for further evaluation as a second alternative to using SW 62nd Blvd and would provide direct access to development on Archer Road east of SW 34th Street.

**Figure 3- 6: Subarea 3 Initial Alternatives**



| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 3-1*** would head southeast along SW 20th Avenue to SW 34th Street. The route would continue south to the intersection of Archer Road and SW 34th Street. The route would extend east along Archer Road. This route is depicted with a blue line in the above map. | ✓ | ✗ | ✗ |
| ***Alternative 3-1(a)*** would extend west along SW 24th Avenue off the Alternative 3-1 route through the proposed Butler Plaza development and across I-75 to the planned Celebration Pointe development. Alternative 3-1(a) is shown with a dashed blue line in the above map. | ✓ | ✗ | ✗ |
| ***Alternative3-2*** includes the proposed LPA from the proposed SW 62nd Boulevard Connector PD&E study. From SW 20th Avenue, it would head south through the planned Butler Plaza North property until it intersects with SW 37th Boulevard and would continue east along Archer Road and north on SW 34th Street to Hull Road. This route is shown with a green line in the map. | ✓ | ✗ | ✗ |
| ***Alternative 3-2 (a)*** would extend west off the Alternative 3-2 route across I-75 to the planned Celebration Pointe project. Alternative 3-2(a) is shown with a dashed green line on the map above. | ✓ | ✗ | ✗ |
| ***Alternative 3-3*** would turn east along SW 20th Street to serve the student housing concentrations north of Archer Road. This route would remain on SW 20th Street until it intersects with SW 34th Street. At SW 34th Street, it would extend north to Hull Road and then extend east along Hull Road. Alternative 3-3 is shown with a red line in the map. | ✓ | ✓ | ✓ |
| ***Alternative 3-3(a)*** would extend north along SW 38th Terrace and then extend east along Hull Road from the intersection of SW 20th Avenue and SW 38th Terrace. Alternative 3-3(a) is shown with a dashed red line in the map above. This alternative would not serve Celebration Pointe. | ✓ | ✓ | ✓ |
| ***Alternative 3-4*** would head south from SW 20th Avenue through the Butler Plaza North property until it intersects with SW 37th Boulevard. From SW 37th Boulevard and Archer Road, this route would extend south along SW 37th Boulevard and north on SW 34th Street to SW 35th Place to serve the existing student housing concentration. The route would continue east on SW 35th Place to its intersection with SW 23rd Street and then extend north along SW 23rd Terrace (in subarea 4). Alternative 3-4 is shown with an orange line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 3-4(a)*** would extend west off the Alternative 3-4 route across I-75 to a new project named Celebration Pointe. Alternative 3-4(a) is shown with a dashed orange line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 3-5*** would extend east along SW 20th Avenue to serve the student housing concentrations. This route would remain on SW 20th Avenue until it intersects with SW 34th Street. At SW 34th Street, it would extend south past Archer Road to SW 35th Place. It would extend east along SW 35th Place and north on SW 23rd Terrace to SW Archer Road. Alternative 3-5 is shown with a yellow line in the map above. | ✓ | ✗ | ✗ |
| ***Alternative 3-5(a)*** would extend west along SW 24th Avenue off the Alternative 3-5 route from the intersection of SW 34th Street, through the planned Butler Plaza project and across I-75 to Celebration Pointe. Alternative 3-5(a) is shown with a dashed yellow line in the map above. | ✓ | ✗ | ✗ |
| ***Alternative 3-6*** would head south along the proposed SW 62nd Blvd. extension through the planned Butler Plaza North project until it intersects with SW 37th Boulevard and connects to SW Archer Road, then continue east along Archer Road. | ✓ | ✓ | ✓ |

***Alternative 3-6(a)*** would extend west across I-75 off the Alternative 3-6 route to Celebration Pointe. Alternative 3-6(a) is shown with a dashed pink line in the map.

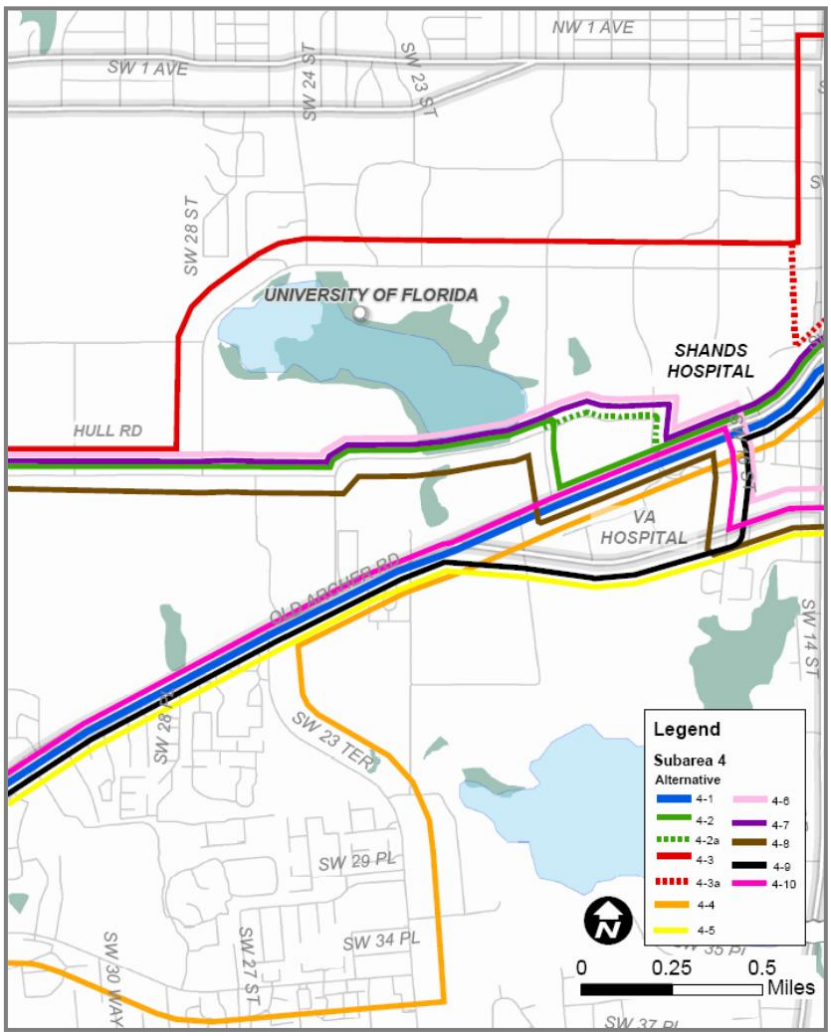
***Alternative 3-7*** would extend south along the proposed SW 62nd Boulevard extension to SW 37th Avenue to SW Archer Road. The route would continue east to SW 34th Street, south to SW 35th Place, then east to SW 23rd Street to extend north along SW 23rd Terrace (in subarea 4). Alternative 3-7 is shown with a purple line in the map above

***Alternative 3-7(a)*** From the intersection of SW 20th Avenue, this route could extend west off the Alternative 3-7 route west of I-75 to Celebration Pointe. Alternative 3-7(a) is shown with a dashed purple line in the map above.

## 3.4 Subarea 4 – University of Florida Campus

Alternatives 4-1, 4-3, 4-3 (a), 4-5, 4-6, 4-7, 4-8, and 4-10 have been identified as being fatally flawed in response to the Tier 1 evaluation. Alternatives 4-3 and 4-3(a) were eliminated because of perceived operational difficulties identified by the University of Florida along Museum Road. This includes problems due to significant student foot traffic, strictly enforced speed limits, and traffic calming employed along the roadway. As such, any proposed transit would have to operate at very slow speeds. Alternatives 4-5, 4-6, 4-8, and 4-10 would all operate along an extended section of SW 16th Avenue which does not directly serve key employment and activity generators in this subarea. For this reason, these options, which were previously considered and eliminated during the *2010 Rapid Transit Feasibility Study*, should remain eliminated. Alternatives 4-1, 4-2, 4-2(a), 4-4, 4-7 and 4-9 were retained for additional analysis. Alternative 4-1 is the route identified from the 2010 study. Alternatives 4-2, 4-2(a) and 4-7 would operate on Hull Road which is considered a more acceptable, less congested route through the UF campus with (much fewer pedestrian conflicts and no traffic calming treatments), and would still serve Shands Hospital. Alternative 4-4 represents a continuation of the route options from subarea 3 that would serve the student housing area south of Archer Road (only one alternative is shown to reflect the single connection through subarea 4). Alternative 4-9 was retained since it would only operate on a more limited section of SW 16th Avenue, diverting to the north to serve Shands Hospital before accessing SW 13th Street.

**Figure 3- 7: Subarea 4 Initial Alternatives**

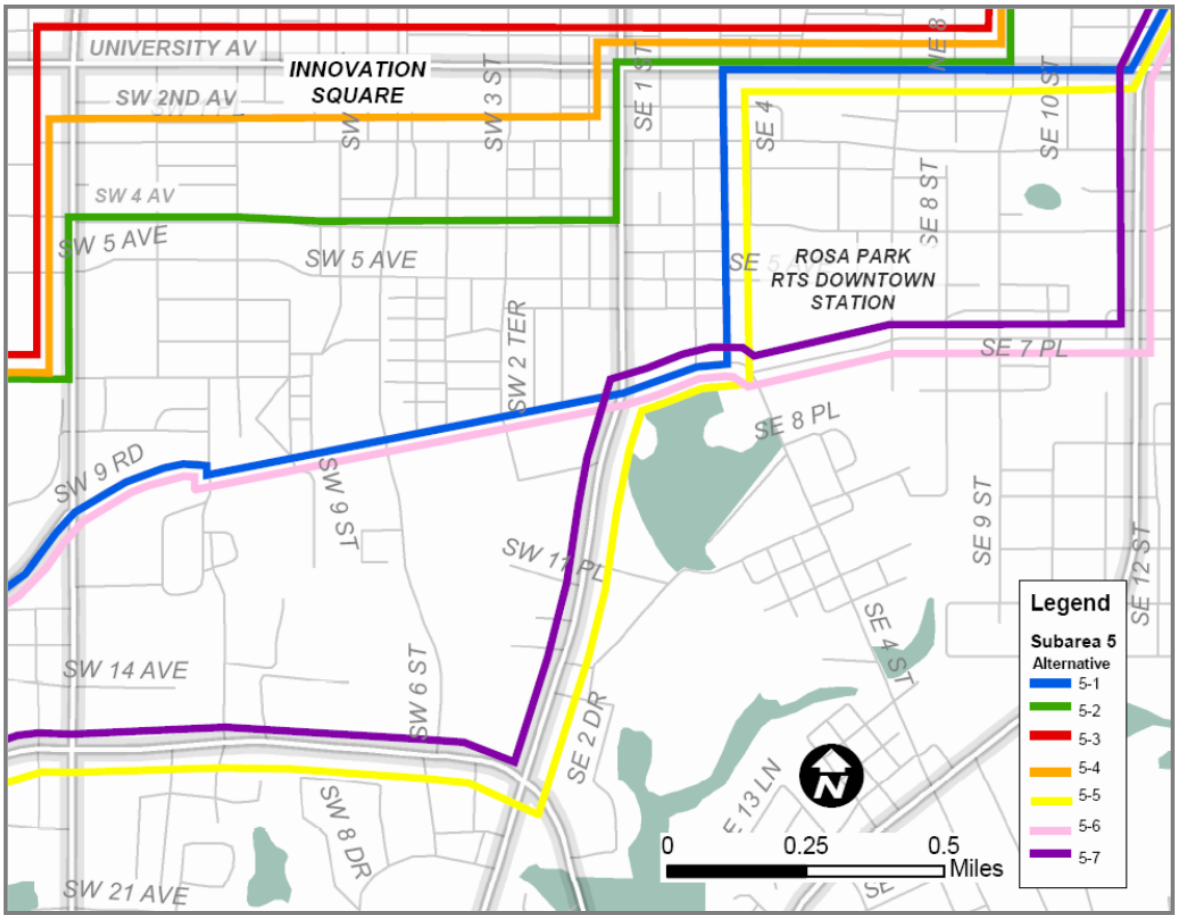


| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 4-1*** would head south on SW 34th Street from either SW 20th Avenue or the Hull Road extension and SW 34th Street, and east along Archer Road. Alternative 4-1 is shown with a blue line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 4-2*** would extend from either SW 20th Avenue or the Hull Road Extension east on Hull Road, and would extend east along Mowry Road to Gale Lemerand Drive. The route then would head south on Gale Lemerand Drive to intersect with Archer Road and continue east. Alternative 4-2 is shown with a green line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 4-2(a)*** would be a slight modification of the Alternative 4-2 route but continue on Mowry Road to Center Drive, then turn south on Center Drive to intersect with Archer Road. Alternative 4-2(a) is shown with a green dashed line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 4-3*** would extend from SW 34th Street and Archer Road north on SW 34th Street, then east along Hull Road to Museum Road, and would continue east on Museum Road to SW 13th Street. Alternative 4-3 is shown with a red line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 4-3(a)*** would be a modification of Alternative 4-3 and continue south along SW 13th Street to intersect with Archer Road and then continue east along SW Depot Avenue. Alternative 4-3(a) is shown with a red dashed line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 4-4*** would represent a continuation of the route through the student village area south of Archer Road by extending north on SW 23rd Terrace to Archer Road and then east to SW 13th Street. This alternative represents a merger of the three alternatives south of Archer Road shown in subarea 3. Alternative 4-4 is shown with an orange line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 4-5*** would continue east along Archer Road from SW 34th Street, then divert to SW 16th Avenue. Alternative 4-5 is shown with a yellow line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 4-6*** would head east from Hull Road and extend along Mowry Road to Center Drive. The route then would head south on Center Drive to intersect with Archer Road before turning south on to SW 16th Street. It would continue along SW 16th Street until it intersects with SW 16th Avenue and then continue east along SW 16th Avenue. Alternative 4-6 is shown with a pink line. | ✗ | ✗ | ✗ |
| ***Alternative 4-7*** would head east from Hull Road and extend along Mowry Road to Center Drive. The route then would head south on Center Drive to intersect with Archer Road and continue east along Archer Road. Alternative 4-7 is shown with a purple line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 4-8*** would head east from Hull Road and extend along Mowry Road to Gale Lemerand Drive. The route then would head south on Gale Lemerand Drive to intersect with Archer Road and continue east. Alternative 4-8 would turn south on SW 16th Street and then continue east along SW 16th Avenue. Alternative 4-8 is shown with a brown line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 4-9*** would continue east along Archer Road from SW 34th Street to SW 16th Avenue then east on SW 16th Street. The route would then go north on SW 16th Street back to Archer Road, and east on Archer Road. Alternative 4-9 is shown with a black line in the above map. | ✓ | ✓ | ✓ |
| ***Alternative 4-10*** would continue east along Archer Road to SW 16th Street, then head south on the east side of the VA Hospital to connect to SW 16th Avenue, and east on SW 16th Avenue. Alternative 4-10 is shown with a dark pink line in the map above. | ✗ | ✗ | ✗ |

## 3.5 Subarea 5 – Downtown Gainesville

Alternatives 5-2, 5-3, and 5-4 have been identified as fatally flawed because they would operate along sections of SW 13th Street which is a very congested roadway with limited opportunity for transit priority treatment. Alternative 5-2 also runs along the section of University Avenue between SW 13th Street and Main Street which has heavy traffic. Moreover, these three routes would not serve the Rosa Parks Downtown Station, which is vital to provide east side connectivity. Alternatives 5-5 and 5-7, though serving the Rosa Parks Downtown Station, are recommended for elimination given the absence of major residential or employment generators along these routes south of Depot Avenue, and given that an extended routing on SW 16th Avenue across SW 13th Street was previously dismissed in the subarea 3 analysis. Thus only Alternatives 5-1 (the routing identified in the *2010 Rapid Transit Feasibility Study*) and Alternative 5-6 would be retained for further evaluation during the Tier 2 analysis.

**Figure 3- 8: Subarea 5 Initial Alternatives**

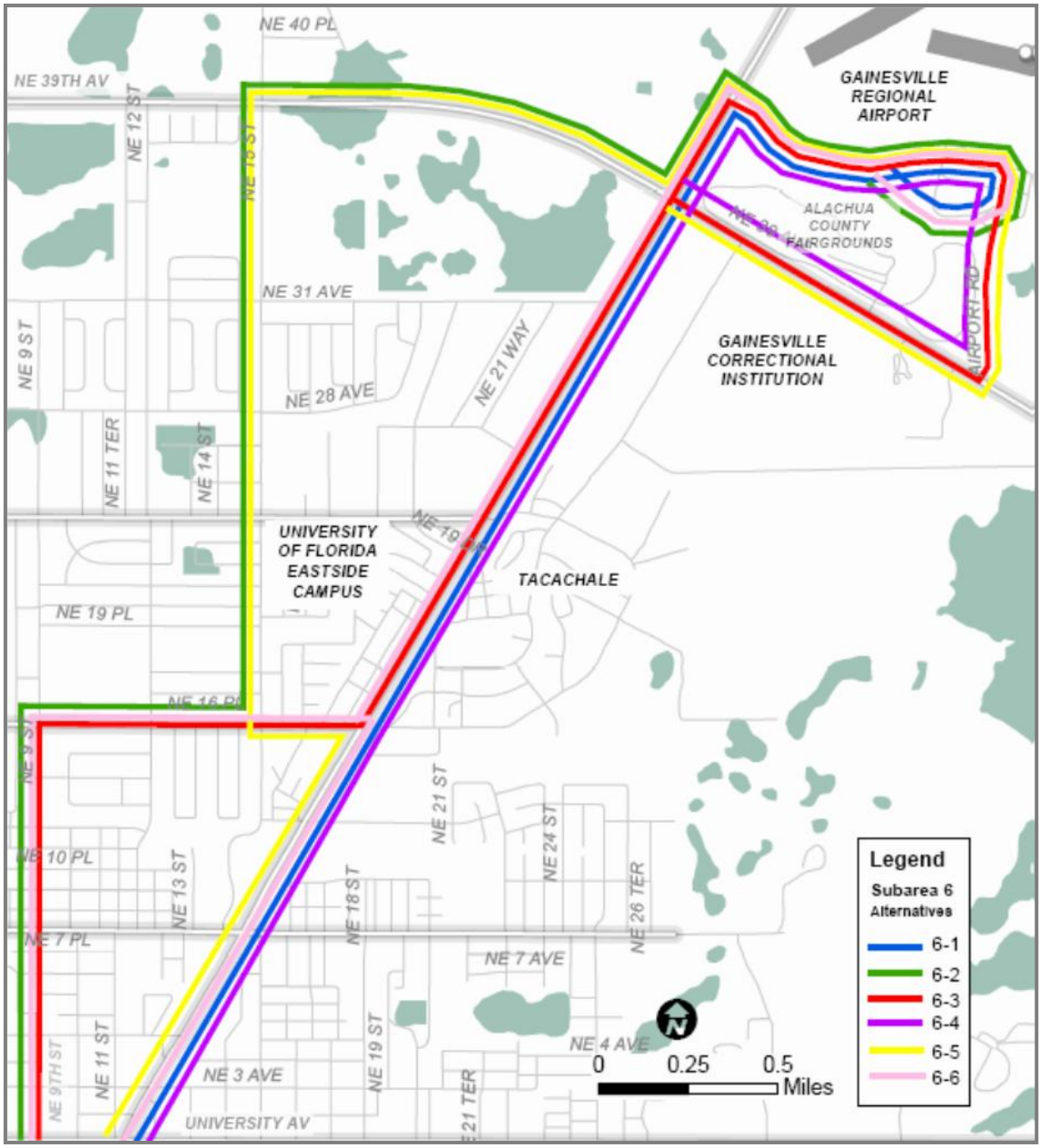


| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 5-1*** would head east along SW Depot Avenue to SE 3rd Street (serving the Rosa Parks Station). The route then would head north on SE 3rd Street, then east on East University Avenue to Waldo Road. Alternative 5-1 is shown with a blue line in the above map. | ✓ | ✓ | ✓ |
| ***Alternative 5-2*** would head north on NW 13th Street from Museum Road to SE 4th Avenue. The route would then head east on SW 4th Avenue before turning north along South Main Street to intersect with East University Avenue. The route would go east to NE 9th Street. Alternative 5-2 is shown with a green line in the above map. | ✓ | ✗ | ✗ |
| ***Alternative 5-3*** would head from Museum Road north on SW 13th Street to East University Avenue. The route then would extend east along East University Avenue to NE 9th Street. Alternative 5-3 is shown with a red line in the above map. | ✓ | ✗ | ✗ |
| ***Alternative 5-4*** would head north on SW 13th Street from Museum Road, then east on SW 2nd Avenue. The route then would extend north along South Main Street to intersect with East University Avenue, then east on University to NE 9th Street. Alternative 5-4 is shown with an orange line in the above map. | ✓ | ✗ | ✗ |
| ***Alternative 5-5*** would head east on SW 16th Avenue from SE 13th Street to South Main Street, then north on Main Street to SW Depot Avenue. The route would head east along Depot Avenue to SE 3rd Street (serving the Rosa Parks Station), then continue north along SE 3rd Street to intersect with East University Avenue, then east on University Avenue to Waldo Road. Alternative 5-5 is shown with a yellow line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 5-6*** would head east on SW Depot Avenue from SW 13 Street to SE 3rd Street, serving the Rosa Parks Station. The route would then continue east along SE 7th Avenue to SE 11th Street, then north on SW 11th Street to East University Avenue/Waldo Road. Alternative 5-6 is shown with a pink line. | ✓ | ✓ | ✓ |
| ***Alternative 5-7*** would head east on SW 16th Avenue from SW 13th Street to South Main Street, then north on Main Street to SW Depot Avenue. The route would then head east on Depot to SE 3rd Street (serving the Rosa Parks Station), then extend east on SE 7th Street to SW 11th Street. The route would then extend north on SW 11th Street to University Avenue/Waldo Road. Alternative 5-7 is shown with a purple line. | ✗ | ✗ | ✗ |

## 3.6 Subarea 6 – East Gainesville

Alternatives 6-3, 6-4, and 6-5, are recommended to be retained for Tier 2 evaluation in Subarea 6. Each of these alternatives would provide alternate routes from the University Avenue/Waldo Road area north to the Gainesville Regional Airport, would serve both the airport and the County Fairgrounds, and would preclude requiring BRT vehicles to make a left turn out of the new airport access road off NE Waldo Road, where no signal is planned because of the proximity of the new access road intersection to the Waldo/University intersection. Thus it is recommended that Alternatives 6-1, 6-2 and 6-6, which would require the unsignalized left turn, be eliminated from further consideration.

**Figure 3- 9: Subarea 6 Initial Alternatives**



| Alternative Number and Description | Q 1 | Q 2 | Q 3 |
|---|---|---|---|
| ***Alternative 6-1*** would continue along NE Waldo Road to the new airport entrance alignment and loop around the Gainesville Regional Airport. Alternative 6-1 is shown with a blue line in the above map. | ✓ | ✓ | ✗ |
| ***Alternative 6-2*** would extend north along NE 9th Street extending east along NE 16th Avenue to NE 15th Street before extending further north up to NE 39th Avenue and north on NE Waldo Road to the new airport entrance alignment. The route then would loop around the Gainesville Regional Airport. Alternative 6-2 is shown with a green line in the map above. | ✗ | ✗ | ✗ |
| ***Alternative 6-3*** would extend north along NE 9th Street extending east along NE 16th Avenue to NE Waldo Road. The route would then continue heading along NE Waldo Road to the new airport entrance alignment. The route then would loop around the Alachua County Fairgrounds using Airport Road. Alternative 6-3 is shown with a red line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 6-4*** would head northeast along NE Waldo Road to the new airport entrance alignment. The route then would loop around the Alachua County Fairgrounds using Airport Road. Alternative 6-4 is shown with a purple line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 6-5*** would head northeast along NE Waldo Road and then west on NE 16th Avenue to intersect with NE 15th Street before extending further north up to NE 39th Avenue and north on NE Waldo Road to the new airport entrance alignment. The route then would loop around the Alachua County Fairgrounds using Airport Road. Alternative 6-5 is shown with a yellow line in the map above. | ✓ | ✓ | ✓ |
| ***Alternative 6-6*** would head northeast along NE Waldo Road to the new airport entrance alignment. The route then would loop around the Gainesville Regional Airport. The route would then head south along NE Waldo Road to NE 16th Avenue. Alternative 6-6 would continue east along NE 16th Avenue to connect with NE 9th Street and extend south along NE 9th Street. Alternative 6-6 is shown with a pink line in the map above. | ✓ | ✗ | ✗ |

## 3.7 Tier 1 Screening Summary

Of the 48 initial routing alternatives, 26 (54%) alternatives were recommended for elimination based upon the Tier 1 screening questions. These 26 alternatives were recommended for elimination because they: had been eliminated in previous studies; are clearly ill-suited to address the transportation need; or have an obvious fatal flaw based on markets served, traffic operations, and/or the feasibility of funding feasibility. Multiple routing alternatives have been retained for each subarea for the Tier 2 evaluation so that options for spanning each subarea are considered and the advantages and disadvantages of various alternatives will be compared to the others. As such, the project team has recommended that 22 subarea routing options be advanced into Tier 2 for further analysis. Table 3-1 summarizes the alternatives retained vs. eliminated for the Tier 2 evaluation.

**Table 3-1: Summary of Alternatives Retained vs. Eliminated**

| Subarea | Alternative | Status for Tier 2 Evaluation | |
|---|---|---|---|
| | | Retain | Eliminate |
| 1 | 1-1 | ✓ | |
| | 1-2 | ✓ | |
| 2 | 2-1 | ✓ | |
| | 2-2 | ✓ | |
| | 2-3 | | ✗ |
| | 2-4 | | ✗ |
| | 2-5 | ✓ | |
| | 2-6 | | ✗ |
| | 2-7 | ✓ | |

**Table 3-1: Continued**

| Subarea | Alternative | Status for Tier 2 Evaluation | |
|---|---|---|---|
| | | Retain | Eliminate |
| 3 | 3-1/ 3-1a | | ✗ |
| | 3-2/ 3-2a | | ✗ |
| | 3-3/ 3-3a | ✓ | |
| | 3-4/ 3-4a | ✓ | |
| | 3-5/ 3-5a | | ✗ |
| | 3-6/ 3-6a | ✓ | |
| | 3-7/ 3-7a | | ✗ |
| 4 | 4-1 | ✓ | |
| | 4-2/ 4-2a | ✓ | |
| | 4-3/ 4-3a | | ✗ |
| | 4-4 | ✓ | |
| | 4-5 | | ✗ |
| | 4-6 | | ✗ |
| | 4-7 | ✓ | |
| | 4-8 | | ✗ |
| | 4-9 | ✓ | |
| | 4-10 | | ✗ |

**Table 3-1: Continued**

| Subarea | Alternative | Status for Tier 2 Evaluation | |
|---|---|---|---|
| | | Retain | Eliminate |
| 5 | 5-1 | ✓ | |
| | 5-2 | | ✗ |
| | 5-3 | | ✗ |
| | 5-4 | | ✗ |
| | 5-5 | | ✗ |
| | 5-6 | ✓ | |
| | 5-7 | | ✗ |
| 6 | 6-1 | | ✗ |
| | 6-2 | | ✗ |
| | 6-3 | ✓ | |
| | 6-4 | ✓ | |
| | 6-5 | ✓ | |
| | 6-6 | | ✗ |

# 4.0 SCREENING MODE OPTIONS

The *RTS 2010 Rapid Transit Feasibility Study* identified bus rapid transit (BRT) as the most appropriate rapid transit mode for Gainesville; mode refers to the particular transit technology or vehicle to be implemented. To verify these findings, BRT is compared again to streetcar service in the context of its feasibility as a line-haul mode option to BRT.

## 4.1 Bus Rapid Transit (BRT)

Implementation of BRT in Gainesville would expand upon existing local bus service provided by RTS. The main elements of this type of transit service vary from place to place. They can include off-board fare collection, new low-floor buses, unique branding, and bus priority signalization improvements. BRT lines may also include pavement striping, overhead signage designating BRT lanes, or exclusive lanes where possible to enhance operations.

**Eugene, OR BRT**

BRT passenger stations may include beyond standard amenities items off-board fare collection and real-time “next bus” information using intelligent transportation systems (ITS) technology. These elements have a uniform design throughout the line. Some BRT stations utilize bus bulbs (platforms that extend from the curb and are typically level with the vehicle doorways) or guidance and docking systems to minimize the space between the platform and the vehicle. The later also minimizes the need for ramps or bridge plates and therefore allow for faster boarding and alighting by all passengers, especially persons with physical disabilities.

BRT vehicles are typically painted with a distinctive color and graphics scheme that distinguish them from other buses in the system. BRT vehicles may be similar in size to a standard 40-foot bus with multiple entry/exit doors to facilitate passenger loading and unloading, or a longer 60-foot articulated bus to accommodate higher passenger demands. BRT vehicles are generally about 12’-0” high and approximately 8’-6” wide.

BRT can operate in a variety of service strategies, including line-haul service along an entire corridor, with limited stops, branching of service, and circulation into local neighborhoods at the end of a route.

## 4.2 Streetcar

Streetcars are the modern technological descendent of the historic streetcar or trolley. A distinctive feature of streetcars is that the vehicles typically draw power from an overhead wire, or catenary system that allows the vehicles to operate in mixed traffic and pedestrian areas. Streetcars have similar operating characteristics as the larger light rail train (LRT) systems, but have more maneuvering capability on streets because of the shorter train length. The main streetcar system elements include components similar to those described for BRT.

The stations typically consist of a platform level with the streetcar to facilitate passenger boarding and alignment, a canopy or shelter, benches, lighting, fare collection equipment, and information kiosks that are of uniform design along the alignment.

**Tacoma, WA Streetcar**

In addition to the stations, other fixed facilities include the tracks, the overhead catenary system, substations (typically located about one mile apart), and signal and communication systems. The fixed guideway would consist of tracks formed of continuously welded rails and embedded at-grade in a concrete slab. The streetcar would be either single or double-tracked and could have dedicated space within the roadway (such as in Tacoma, Washington, shown above) or located within traffic lanes shared with other traffic.

A new, separate vehicle maintenance and storage facility would be required to accommodate a streetcar fleet. The facility would have to be located on a site adjacent to or close to the line, and be connected by a lead track.

Streetcars are typically 65’ to 70’ long and 8’-1” to 8’-6” wide. Operator cabs at both ends of the vehicle allow bi-directional operation. Streetcars can operate either as a single or two-car train.

## 4.3 Comparison of BRT versus Streetcar

Table 4-1 presents a comparison of the features of BRT vs. streetcar.

**Table 4-1: Comparison of BRT vs. Streetcar**

| Mode Feature | Premium Transit Mode | |
|---|---|---|
| | BRT | Streetcar |
| **Maximum Peak Period Directional Passenger Capacity** | 2,000 (mixed traffic), 7,000 (separate busway) | 2,000 (mixed traffic) |
| **Highest Operating Speed*** | 30-55 mph | 20-45 mph |
| **Trips Served** | All trips, short to medium distance | All trips, short distance |
| **Station Spacing** | Every ¼ to 1 mile | Every ¼ to 1/2 mile |
| **Propulsion System** | Low-sulfur diesel, hybrid, Compressed Natural Gasorother alternative fuels | Electric |
| **Relative Vehicle/Train Length** | 40-65 feet (standard or articulated) | 66-130 feet (1 to 2-car train) |
| **Running Way** | Separate transitway, exclusive lanes on street, or in mixed traffic | In mixed traffic, or exclusive lanes on street |
| **Cross Section Requirement** | 32 ft., up to 55+ ft. at stations (separate transitway), 11-12-ft. lane on street | 28 ft., up to 50+ ft. at stations (separate transitway), 11-12 ft. lane on street |

* Actual operating speeds are considerably slower if the mode operates in an urban environment, particularly in mixed traffic.

### 4.3.1 Cross Section/Right-of-Way Constraints

A major consideration in mode selection is the required cross section and the ability of integrating this cross section into existing streets. Streetcar operations typically share a traffic lane with general traffic, and the vehicles are slightly narrower than buses such that vehicles could operate in as narrow as 10-11-foot lanes. For streetcars to gain any travel time savings (as for BRT), however, they would have to operate in a separate transitway similar to LRT, with similar right-of-way requirements (station footprints could be shorter for streetcar if only one vehicle is accommodated). BRT has the most flexibility of operating on urban streets. A BRT vehicle can operate in a standard traffic lane, either in mixed traffic or converted to a full-time or part-time bus lane. BRT could also operate in a median transitway on a two-way street, while shorter segments could function on a single, bidirectional bus lane.

### 4.3.2 Routing Flexibility

With streetcar, the route is fixed because of static infrastructure requirements. There also is limited flexibility for streetcar to make turns due to the larger size of the vehicles and wider turning radius. Given the location of major trip attractions in the East-West Corridor, BRT provides the flexibility to divert to different streets to serve trip attractions and development more efficiently. BRT service can also divert to other streets and travel lanes due to special events, incidents, and temporary street closures. BRT also has the flexibility of connecting directly into Rosa Parks Transit Center, providing a direct connection with local bus service thus facilitating transfer movements.

### 4.3.3 Travel Time Benefits

One important purpose of premium transit is to compete with the automobile for choice riders. With potentially limited opportunities for exclusive transit guideway, BRT would result in the greatest travel time benefits because they have the flexibility to get around other vehicles and take better advantage of intersection queue jump opportunities. Streetcar operation is tied to a particular travel lane.

### 4.3.4 Development Potential

Historically, fixed rail transit has had an impact in stimulating urban development and redevelopment, evidenced by more intensive development around heavy rail (rapid transit), light rail, commuter rail, and streetcar lines in the U.S. However, BRT has also demonstrated that it can help stimulate urban development where modal features, such as separate transitway, enhanced stations and frequent service, emulate rail by providing a sense of permanence and urban amenity and where market forces are in place to encourage such development. The Health Line in Cleveland and Silver Line in Boston are often cited as examples of development that has occurred in conjunction with the development of BRT lines (*TCRP Report 18 – BRT Practitioner's Guide*).

### 4.3.5 Capital and Operating Cost

There is potentially a wide disparity in capital cost to develop BRT relative to streetcar over the East-West Corridor in Gainesville. Table 4-2 identifies a range of capital cost per mile for recent BRT and streetcar systems implemented, or through final design. For the type of BRT system envisioned for Gainesville, with some level of fixed guideway, new vehicles, enhanced stations, and off-board fare collection, recent similar BRT projects have capital costs ranging from $3.5 million per mile (such as the Kansas City MAX system. with limited exclusive lanes developed in the existing street section) to $5.5 million per mile (such as in Eugene, OR) with added separate

transitway sections). For the approximately 13-mile BRT alignment identified in the 2010 *Rapid Transit Feasibility Study*, the capital cost could range from $46 to $72 million (in current year dollars).

Recently completed or proposed (through final design) streetcar projects in Portland, Tacoma, Charlotte and Ft. Lauderdale have identified capital cost range of $40 to $55 million per mile. These costs are reflective of trackwork and the required vehicle storage/maintenance facility. Applying these costs to a 13-mile Gainesville alignment results in a potential cost of $520 to $715 million (in current year dollars). Thus a streetcar line would cost as much as ten-fold the cost of BRT on the same alignment.

BRT and streetcar operating costs were also compared, using 2011 National Transit Database information. In particular, two measures were calculated across all systems:

- Operating cost per passenger mile
- Operating cost per revenue hour

Based on National Transit Database (NTD) information from 2011, Figures 4-1 and 4-2 compare the two premium transit modes considered against these two measures. Both the average and range for all relevant systems at that time are identified. From an operating cost perspective, streetcar tends to be higher than BRT on both a per passenger mile and per revenue hour basis, while commuter rail is highest on a revenue hour basis.

**Table 4-2: Capital Cost per Mile for Different BRT and Streetcar Systems**

| Urban Area (Corridor) | Existing or Planned | Actual or Estimated Capital Cost (Million $) | |
|---|---|---|---|
| | | BRT | Streetcar |
| Eugene (Franklin& Pioneer Pkwy) | Existing | 5.5 | |
| Kansas City (Main St.) | Existing | 3.5 | |
| El Paso (Dyer) | Planned | 2.94 | |
| Eugene (W. Eugene Pkwy) | Planned | 10.74 | |
| Fresno (Blackstone/Kings Canyon) | Planned | 3.49 | |
| Grand Rapids (Silver) | Planned | 3.68 | |
| Jacksonville (North) | Planned | 3.6 | |
| Portland (Eastside) | Existing | | 44.5 |
| Tacoma | Existing | | 50.3 |
| Charlotte (Central City) | Planned | | 40.0 |
| Ft. Lauderdale (Wave) | Planned | | 55.5 |

**Figure 4-1: Operating Cost per Passenger Mile for Streetcar and BRT**

Source: 2011 NTD Data

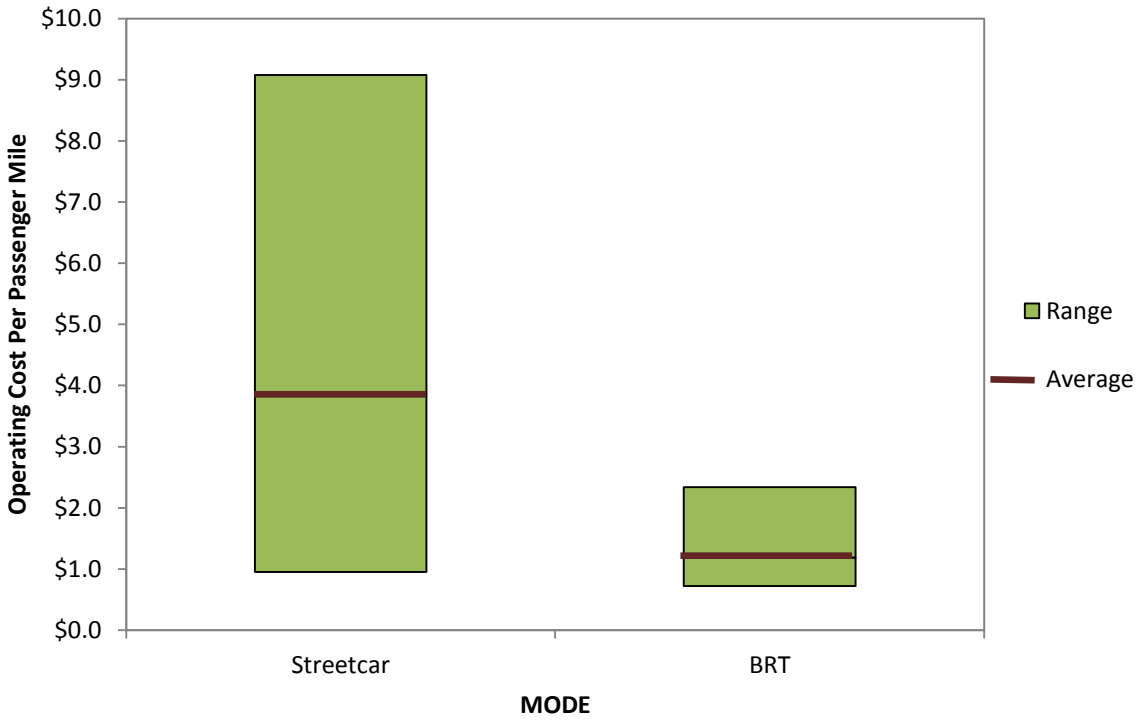



**Figure 4-2: Operating Cost per Revenue Hour for Streetcar and BRT**

Source: 2011 NTD Data

### 4.3.6 Summary

Based on the factors described above, with particular importance to capital cost, BRT is identified as the preferred premium transit mode for the east-west corridor in Gainesville. The rationale for such a recommendation is as follows:

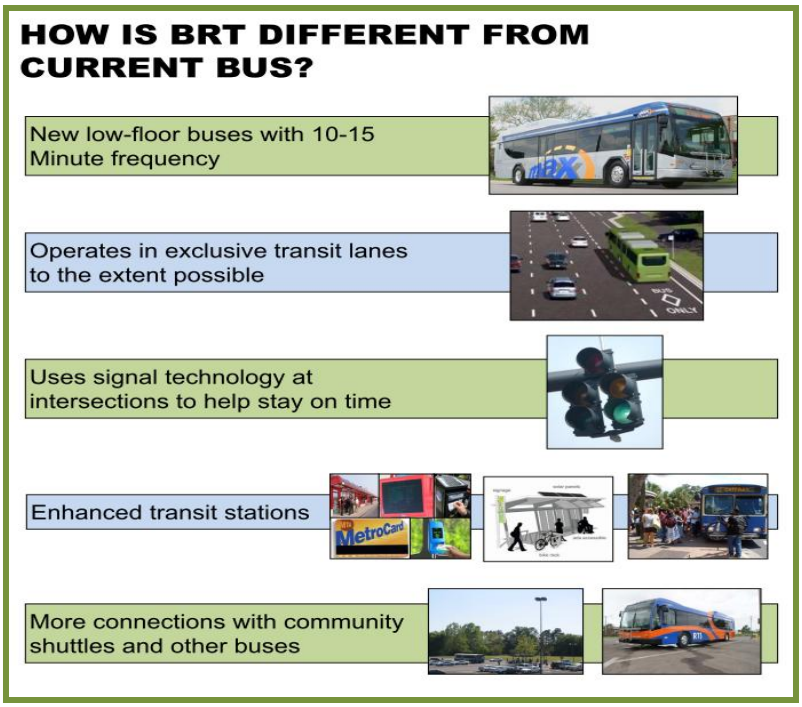
- Streetcar service would be slower due to its single lane, mixed traffic restriction.
- Streetcar capital and operating costs far exceed those of BRT and therefore BRT is the most financially feasible premium transit mode given the probable funding available in the future for transit improvements in Gainesville.

### 4.3.7 Enhanced Bus Service

Enhanced bus service is another option that will be evaluated as a baseline or Transportation System management (TSM) improvement alternative to BRT. Enhanced bus service can include a range of operational modifications designed to enhance efficiency and customer convenience, like new bus routes, express bus improvements during peak periods, or adding new buses along existing routes to reduce wait times. It could also involve longer operating hours or more operating days, amenity additions at bus stops, new bus and traffic management software systems.

The principal advantage of Enhanced Bus Service is that it can be upgraded in shorter period of time than the other premium transit enhancements. Additionally, improvements may be made incrementally to provide a basis for future fixed guideway investments, “if and only if” ridership warrants a more significant improvement and funding sources are identified. When designed properly, these Enhanced Bus Service improvements may also offer an opportunity to incrementally implement a more expansive BRT vision for a lower initial cost and shorter timeframe. Figure 4-3 highlights the principal distinctive features associated with BRT service that are not typically associated with enhanced bus service.

**Figure 4-3: Comparison of BRT to Enhanced Bus**



# 5.0 TIER 2 SCREENING

## 5.1 Overview

The Tier 2 screening evaluated 22 subarea routing alternatives advanced from the Tier 1 screening. They were evaluated based upon the 28 measures summarized in Table 5-1, which have been related to the different goals and objectives developed related to premium transit service in the east-west corridor in Gainesville, previously reviewed and approved by the Study Technical Advisory Committee and Project Advisory Working Group. Some measures are applicable to more than one objective, and were applied to both existing streets and planned streets where BRT could operate in the future (such as the SW 62nd Blvd. Extension), recognizing that certain measures, such as traffic calming treatments, only would relate to existing streets.

At the conclusion of the Tier 2 screening, the goal was to preserve at least two of the highest ranked routing alternatives across each subarea. These small sets of alternatives were then assembled into routing alternatives that spanned all six subareas, from Spring Hill or Santa Fe College to the Gainesville Airport. These complete corridor alternatives will be reviewed with the TAC and PAWG to confirm those alternatives for further definition and evaluation in the Tier 3 assessment.

## 5.2 Technical Analysis Tools

A geospatial analysis of the various routing alternatives under consideration was conducted using readily available data from the City of Gainesville, Alachua County, and the MTPO for the Gainesville Urbanized Area, UF, Florida Geographic Data Library (FGDL) and the United States Census Bureau (Census, 2010). Statewide geospatial datasets were obtained from FGDL, focusing on the data layers that are used for FDOT's Efficient Transportation Decision Making (ETDM) Process. These data layers have been reviewed and approved by the Process' Environmental Technical Advisory Team (ETAT), which consists of experts from state, regional, and federal agencies. The data analyzed during Tier 2 is summarized in Table 5-2. Where GIS buffering was applied, the proportion of certain measures (such as population or employment) was applied based on the relative area of a traffic analysis zone or census tract included within the buffer.

## Table 5-1: Alternatives Evaluation Framework (Tier 2)

| GOAL | OBJECTIVE | TIER 2 SCREENING MEASURE (BY CORRIDOR SUBAREA) |
|---|---|---|
| **1. Improve Mobility and Transit Accessibility In the Study Area** | 1. Improve travel circulation by connecting major activity centers in the study area | • No. of existing/planned major activity centers served within ¼ mile |
| | 2. Provide an effective connection to existing and future regional transit services | • No. of connections to existing bus service<br>• No. of high ridership stop locations served |
| | 3. Improve transit travel times between existing and future major trip destinations | • Existing/year 2035 population within ½ mile buffer<br>• Existing/year 2035 employment within ¼ mile buffer<br>• No. of intersections traversed<br>• No. of railroad crossings<br>• No. of turns<br>• % of corridor with 20 MPH speed limit<br>• No. of traffic calming treatments |
| | 4. Accommodate variable travel demand associated with UF, Santa Fe College, and special events | • No. of campus buildings/venues within ¼ mile (only where applicable) |
| **2. Assure Equitable Transportation Options for the Community** | 1. Provide additional services for the transit dependent population | • Existing % transit dependent population within ½ mile buffer |
| | 2. Provide equitable transportation services and benefits | • Existing % of population in Title VI area within ½ mile buffer |
| | 3. Provide equitable sharing of costs for transportation improvements among those who benefit from them | • Not applied |
| **3. Enhance the Quality of the Environment** | 1. Improve transportation mobility while achieving a balance of environmental preservation and compact development in transit supportive areas | • No. of planned roadway/intersection improvements in corridor |
| | 2. Provide a transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | • No. of student population within ½ mile buffer<br>• No. of major employers within ¼ mile buffer |
| | 3. Minimize encroachment on environmentally-sensitive lands and parklands | • No. of river/creek crossings along corridor<br>• No. of environmentally-sensitive features/parks<br>• No. of historic structures |
| | 4. Improve air quality by reducing automobile emissions and pollutants | • Length of corridor<br>• % of corridor with weekday peak LOS E or F |

## Table 5-1: Continued

| GOAL | OBJECTIVE | TIER 2 SCREENING MEASURE (BY CORRIDOR SUBAREA) |
|---|---|---|
| **4. Enhance Community Cohesion** | 1. Support development of a pedestrian environment around stations to increase transit use and promote more walking | • Sidewalk connections per segment mile<br>• Bike facility miles per segment mile |
| | 2. Serve existing and support future high-density land uses (e.g. mixed-use, residential, commercial, office, and institutional use) | • No. of existing/planned community facilities within ¼ mile buffer |
| | 3. Provide transit investments supportive of City and County redevelopment/development and land use plans | • No. of high density residential land uses served in ½ mile buffer<br>• % of corridor with transit supportive areas served |
| **5. Develop Transportation Options that are Cost Effective, Promote Private Investment and Financially Viable** | 1. Identify a strategy for local agencies to fund the estimated local share of capital costs | • Not applied |
| | 2. Identify a strategy for local agencies and the private sector to fund estimated operating and maintenance (O&M) costs | • Not applied |
| | 3. Develop transit improvements in the most cost-effective manner | • Conceptual capital cost estimate based on length |
| | 4. Maximize the economic benefits gained from transit capital investments | • Not applied |
| | 5. Implement transit improvements in a timely manner | • Not applied |

## Table 5-2: Tier 2 Evaluation Data Inputs

| Criteria | Dataset Year | Buffer Width from Road C/L | Analysis Measure | Originator | Data Source (GIS Filename) |
|---|---|---|---|---|---|
| ***Length of corridor*** | 2010/2011 | Measured along C/L from beginning of segment to end of segment | Use roadway centerline to measure distance for each segment (by sheet). | Florida Department of Transportation, Transportation Statistics Office (TRANSTAT) | FUNCLASS_FEB11 |
| ***# connections to existing bus service*** | 2012 | 1/4 mile from C/L | Number of intersecting (perpendicular) RTS bus routes | City of Gainesville | RTS_CityRoutes_Merge_fall2012 |
| ***Existing population*** | 2010 | 1/2 mile from C/L | Number of persons located in a buffer that measures 1/2 mile from each side of the centerline for the corridor ***segments. (Use block group data)*** | U.S. Census "CENBLK2010_AUG11" | 2010 US Census Blocks in Florida (with Selected Fields from 2010 Redistricting Summary File and Summary File 1) |
| ***2035 population*** | 2009 | 1/2 mile from C/L | Number of persons projected to be located in the buffer for the corridor segments. (Use TAZ data) | Prepared for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area by the North Central Florida Regional Planning Council Marlie Sanderson (Sanderson@ncfrpc.org) | 2007 and 2035 ZData by TAZ (new TAZs) |
| ***Existing employment*** | 2009 | 1/4 mile from C/L | Number of jobs/ employees located in the buffer presented by segment. (Use TAZ data) | Prepared for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area by the North Central Florida Regional Planning Council Marlie Sanderson (Sanderson@ncfrpc.org) | 2007 and 2035 ZData by TAZ (new TAZs) |
| ***2035 employment*** | 2009 | 1/4 mile from C/L | Number of jobs/ employees projected to be located in the buffer presented by segment. (Use TAZ data) | Prepared for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area by the North Central Florida Regional Planning Council Marlie Sanderson (Sanderson@ncfrpc.org) | 2007 and 2035 ZData by TAZ (new TAZs) |
| ***# campus buildings/ venues*** | 2009-2012 | 1/4 mile from C/L | Use available UF data | Use available UF data | UF Campus Buildings |
| ***# of signalized intersections traversed*** | 2011 | Count of intersections | Count of signalized intersections located along corridor | FDOT | Signal Locations |
| ***% corridor with weekday peak LOS E or F*** | 2011 | Percent of roadway operating at LOS E and/or F | Congested roadway legth compared to total segment length. Measure along corridor C/L length of roadway operating at LOS E and/or F. | Data Developed for the Existing/Future Conditions Report | Gville LOS E - F |
| ***# of turns*** | 2012 | Count of all turns included in corridor segment | A count of all locations where the corridor segment turns either right or left, located within a segment. | Florida Department of Transportation, Transportation Statistics Office (TRANSTAT) | FUNCLASS_FEB11 |
| ***# railroad crossings*** | 2012 | Count of rail crossings | A count of all locations where the corridor segment crosses a railroad at grade located within a segment. | U.S. Department of Transportation, Bureau of Transportation Statistics, Federal Railroad Administration | RAIL_XING_2012 |

## Table 5-2: Continued

| Criteria | Dataset Year | Buffer Width from Road C/L | Analysis Measure | Originator | Data Source (GIS Filename) |
|---|---|---|---|---|---|
| *# traffic calming treatments in corridor* | 2012 | Count of improvements (Includes traffic circles, chicanes, speed humps, narrow lanes, | A count of all traffic calming treatments located within a segment. | Field data collection | Field data collection |
| *Existing transit dependent population served* | 2009-2012 | 1/4 mile from C/L | U. S. Census Data for under 18, over 65, very low low income, disabled, or zero car households | U.S. Census Bureau | Population data from Census - multiple GIS layers. |
| *Transit-Supportive Areas* | 2012 | Count of Transit Supportive Areas and transit hubs served by the segment. | City | City | Gville TSA and Transit transfer stops |
| *# planned new developments directly served* | 2009 - 2012 | 1/4 mile from C/L | Use City, County, MTPO, RPC and Chamber Data | City, County, Chamber, and consider NCFRPC as a data source | Multiple sources of data and GIS layers |
| *# of planned roadway/intersection improvement* | 2009 - 2012 | 1/4 mile from C/L | Use City, County, MTPO, and FDOT Data | City/County/MTPO/FDOT as data sources | Multiple sources of data and GIS layers |
| *Student population* | 2009 | 1/2 mile from C/L | Use available UF data | University of Florida | UF Student Pop |
| *# environmentally-sensitive features/parks* | 2009 - 2012 | 1/4 mile from C/L | Use available City, County, FGDL data for parks, trails, managed lands, etc. | Multiple ETAT sources. | Multiple sources of data and GIS layers |
| *River/Creek crossings* | 2009 - 2012 | 1/4 mile from C/L | Use available FDEP data for river and creek crossings | Multiple ETAT sources. | Multiple sources of data and GIS layers |
| *% corridor with direct sidewalk connections* | 2009 - 2012 | 1/4 mile from C/L | Use City/County data | City/County data | Multiple sources of data and GIS layers |
| *# existing community facilities* | 2009 - 2012 | 1/4 mile from C/L | Use available City, County, FGDL data for parks, trails, managed lands, etc. | FGDL, City, County | Multiple sources of data and GIS layers |
| *# high density residential served* | 2012 | 1/4 mile from C/L | Use City/County data for FLU designation and UMU-1 and UMU-2 zoning | City/County data | Multiple sources of data and GIS layers |
| *Conceptual capital cost estimate (BRT vs. Streetcar for entire corridor)* | 2010 - 2012 | not applicable | Cost per mile from recent studies | Recent Studies | Multiple sources of data and GIS layers |
| *Analysis along corridor should reflect 1/2 mile buffer for population as measured from center line.* | | | | | |
| *Analysis along corridor should reflect 1/4 mile buffer for other measures (where applicable) as measured from center line* | | | | | |
| *Analysis should be performed segment by segment and for each alternative considered in each of the 6 segments* | | | | | |

## 5.3 Tier 2 Screening Measures

The analyses performed were calculated in terms of length, distance, dollars, quantities or counts, as described in Table 5-2. Geospatial buffers have been developed to calculate the area or quantity located proximate to the alternative. For example, a ½ mile buffer as measured from the centerline of the roadway was used for population analysis. The ½ mile buffer was used to replicate average walking and cycling distances to stations. In Gainesville, the average bicycle mode share is five percent which is above national averages. All other measures such as jobs were calculated using a buffer that measures ¼ mile from the centerline. For the various counts, the numbers reflect the instances where an alternative passes a given point. The results identify the "most promising" routing alternatives in each subarea.

For each screening measure, the routing alternatives have been rated on a scale of "Good", "Better", and "Best", with the "Best" rating representing the most improvement over current conditions and "Good" representing the least improvement. If the differences are too small on one or more of the measures to differentiate among the alternatives in a meaningful way, then all of the alternatives were given identical ratings. The project team has presented a summary matrix of the ratings for each measure by subarea routing alternative using a sample provided by RTS staff. The poorest performers are recommended for elimination from further consideration. The best performing corridor segments were then packaged together into assembled full corridor alternatives across all six subareas. Because of the subjective nature of the rating scale, the evaluation criteria have not been weighted or scored numerically apart from a count of the "good," "better," and "best" scores for each routing alternative. Refer to Appendix A for specific measure calculations.

## 5.4 Tier 2 Screening Outcomes

The outcome of the Tier 2 screening was two refined complete routing alternatives. The recommended alternatives are illustrated in Figure 5-1 and labeled as Alternative A and Alternative B.

It is important to note that qualitative considerations were taken into account after each subarea routing alternative had been scored. While the quantitative measures outlined above strongly reflect the opinion of RTS, TAC, and PAWG some items could not be captured in the GIS alone For example, key congestion intersections have been identified by the TAC and overpasses that extend over I-75 elicited strong opinions. Additionally, connections to existing and planned transit stations and park-and-ride locations have been identified. Specifically, connections to the Rosa Parks Downtown Transit Station and the planned Five Points transit station (identified in the Plan East Gainesville study) are shown. Taking these factors into consideration, the routing alternatives with the highest number of “best” and “better” ratings were combined into “full-length alternatives” and the results of this Tier 2 screening were aggregated.

### 5.4.1 Subarea 1 – Most Promising Alternatives

Table 5-3 presents the results of the Subarea 1 Tier 2 screening. In Subarea 1, there are only two routing options, Alternatives 1-1 and 1-2, and given that one goal of the screening methodology was to maintain two routing options in each subarea they were both moved forward.

**Table 5-3: Subarea 1 Screening Results**

| Subareas | Subarea 1 | |
|---|---|---|
| Alternatives | 1-1 | 1-2 |
| Best | 10 | 9 |
| Better | 3 | 2 |
| Good | 15 | 17 |
| Best and Better | 13 | 11 |

### 5.4.2 Subarea 2 – Most Promising Alternatives

Table 5-4 presents the results of the Subarea 2 Tier 2 screening. Alternatives 2-1 and 2-5 are recommended as the most promising options to carry forward into the next stage of analysis. The three routing options that scored the highest in terms of the number of "best" and "better" ratings for this subarea included Alternatives 2-1, 2-2, and 2-7. However, Alternative 2-5 provides a direct connection through the proposed Newberry Village development and takes advantage of a proposed overpass across I-75 that would avoid congestion along West Newberry Road. This routing alternative would use SW 75th Street/Tower Road and West University to circumnavigate traffic and reach the transfer station located on the south side of the Oaks Mall.

**Table 5-4: Subarea 2 Screening Results**

| Subareas | Subarea 2 | | | |
|---|---|---|---|---|
| Alternatives | 2-1 | 2-2 | 2-5 | 2-7 |
| Best | 8 | 7 | 7 | 7 |
| Better | 11 | 11 | 10 | 11 |
| Good | 9 | 10 | 11 | 10 |
| Totals | 19 | 18 | 17 | 18 |

### 5.4.3 Subarea 3 – Most Promising Alternatives

Table 5-5 presents the results of the Subarea 3 Tier 2 screening. In Subarea 3, four routing options (Alternatives 3-4, 3-4(a), 3-6 and 3-6(a)) scored the highest in terms of the number of "best" and "better" ratings for this subarea. However, Alternatives 3-6 and 3-6(a) would traverse the severely congested SW 34th Street/Archer Road intersection, and as long as one alternative utilizing the SW 62nd Blvd. Extension was identified for further evaluation, it was felt these two alternatives could be dropped from further consideration. In their place, Alternatives 3-3 and 3-3(a), utilizing SW 20th Avenue, are proposed for further consideration as they provide an alternate routing (particularly in the short-term) if the SW 62nd Blvd. Extension is not developed in a timely manner.

**Table 5-5: Subarea 3 Screening Results**

| Subareas | Subarea 3 | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | 3-3 | 3-3a | 3-4 | 3-4a | 3-6 | 3-6a |
| Best | 9 | 9 | 11 | 11 | 9 | 9 |
| Better | 6 | 7 | 7 | 7 | 8 | 10 |
| Good | 13 | 12 | 10 | 10 | 11 | 9 |
| Best and Better | 15 | 16 | 18 | 18 | 17 | 19 |

### 5.4.4 Subarea 4 – Most Promising Alternatives

Table 5-6 presents the results of the Subarea 3 Tier 2 screening. In Subarea 4, Alternatives 4-2 and 4-4 are recommended as the most promising options to carry forward into the next stage of analysis. The three routing options that scored the highest in terms of the number of "best" and "better" ratings for this subarea included Alternatives 4-1, 4-4, and 4-9. Alternatives 4-1and 4-9 however, would operate along a longer section of Archer Road which is very highly congested; moreover, field investigations suggest that creating a transit and bicycle trail along Old Archer Road could result in significant adverse impacts to properties along this corridor. Alternative 4-2 would preserve one option through the UF Campus while Alternative 4-4 would allow the student housing of Archer Road to be served along with Shands Hospital.

**Table 5-6: Subarea 4 Screening Results**

| Subareas | Subarea 4 | | | | | |
|---|---|---|---|---|---|---|
| Alternatives | 4-1 | 4-2 | 4-2a | 4-4 | 4-7 | 4-9 |
| Best | 10 | 9 | 8 | 12 | 10 | 8 |
| Better | 14 | 14 | 12 | 13 | 8 | 17 |
| Good | 4 | 5 | 8 | 3 | 10 | 3 |
| Best and Better | 24 | 23 | 20 | 25 | 18 | 25 |

### 5.4.5 Subarea 5 – Most Promising Alternatives

Table 5-7 presents the results of the Subarea 5 Tier 2 screening. In Subarea 5, only two alternatives were evaluated in detail – 5-1 and 5-6, both utilizing SW Depot Avenue to access the Rosa Parks Downtown Transit Station. Alternative 5-1 which would serve downtown scores higher because of the greater employment served. Both alternatives are recommended to be carried into the Tier 3 evaluation.

**Table 5-7: Subarea 5 Screening Results**

| Subareas | Subarea 5 | |
|---|---|---|
| Alternatives | 5-1 | 5-6 |
| Best | 7 | 6 |
| Better | 16 | 14 |
| Good | 5 | 8 |
| Best and Better | 23 | 20 |

### 5.4.6 Subarea 6 – Most Promising Alternatives

Table 5-8 presents the results of the Subarea 3 Tier 2 screening. In Subarea 6, Alternatives 6-3 and 6-4 are recommended as the most promising options to carry forward into the next stage of analysis. The advantage of both routing options is the circulation through the airport and connectivity with the Alachua County Fairgrounds.

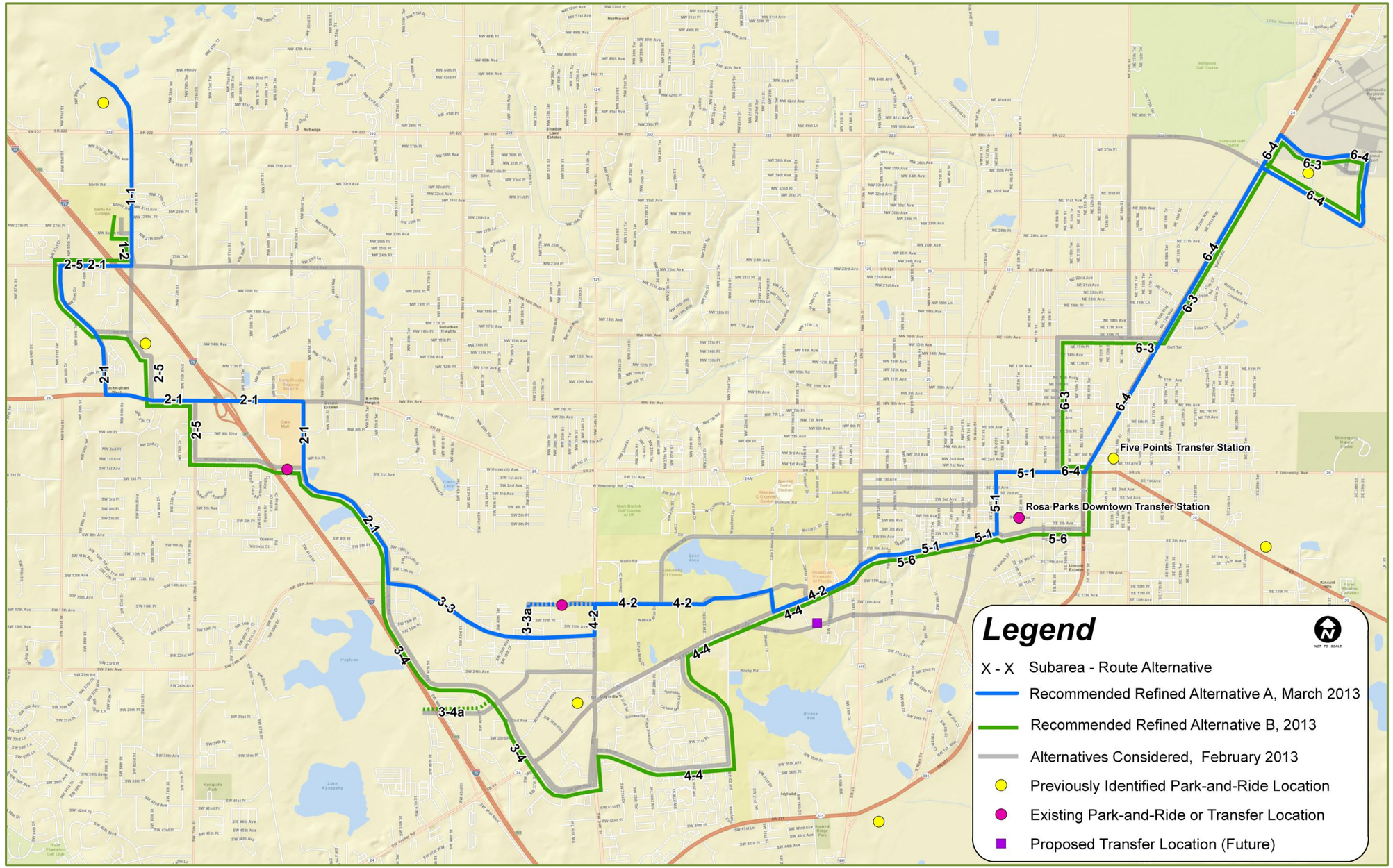
**Table 5-8: Subarea 6 Screening Results**

| Subareas | Subarea 6 | | |
|---|---|---|---|
| Alternatives | 6-3 | 6-4 | 6-5 |
| Best | 8 | 11 | 9 |
| Better | 8 | 4 | 3 |
| Good | 12 | 13 | 16 |
| Best and Better | 16 | 15 | 12 |

## 5.5 Tier 2 Summary

As presented in this Section, 14 subarea routing alternatives have been recommended for further consideration in Tier 3. These routing options have been combined into two “full-length” routing alternatives (Alternative A and Alternative B) and presented below in Figure 5-9. By combining the best performing routing alternatives, the Tier 3 screening evaluation will be able to consider the advantages and disadvantages of two corridors with the highest potential to perform well against the purpose and need for this project.

**Figure 5-9: Recommended Complete Corridor Alternatives for Tier 3 Evaluation**



# 6.0 TIER 3 SCREENING

## 6.1 Overview

During the Tier 3 screening, the alternatives will be refined, by identifying conceptual station locations and conducting a limited level of conceptual engineering. These details will be needed to provide a basis for ridership and travel demand forecasting, capital cost estimating, operations and maintenance costs estimating, and financial analysis. A qualitative assessment of the local ability to fund capital and operating costs will also be undertaken for the refined alternative(s).

## 6.2 Tier 3 Evaluation

The Tier 3 evaluation measures will include some Tier 2 measures as well as some new measures. A final set of measures will be presented in the Detailed Definition of Alternatives Report. The Tier 3 analysis will first define station location and concepts, size and type of vehicles, and running-way details based on additional engineering and operational analysis to better define the recommended alternatives. The Tier 3 screening will also provide a relative comparison between the No Build Alternative, TSM and the Tier 3 Refined Build Alternatives.

## 6.3 Tier 3 Outcome

The Tier 3 screening will be completed after consultation with the TAC and the PAWG. The Tier 3 screening will lead to the recommendation of a single Locally Preferred Alternative (LPA) for the study corridor as a whole, defined in terms of mode, general alignment and logical termini.

# Appendix A: Detailed Screening Results

## Discussion of the Detailed Screening Results

The detailed Tier 2 screening results of the routing alternatives carried forward after the Tier 1 screening are provided on the following six pages. Each page presents the results for one subarea.

The results are provided in two formats. The numerical result for each area of analysis is included by routing alternative. For example, the number of major activity centers served ranges from 0 to 4. Some other ranges are much larger. For example, the number of employees that have been projected to be working at jobs located within a quarter mile of a routing alternative ranges from 850 to over 20,000.

Since the ranges vary widely, symbols were added to the chart to color code the results as being "Good," "Better," or "Best." The ranges were established for each analysis for all routing alternatives in all subareas. Conditional formatting was employed such that for broad ranges of data, a "Good" score was assigned to results measuring less than 35 percent of the range on a positive measure. For example, if the student population located within a quarter mile of the routing alternative was lower than 35 percent of the highest population concentration of students for a routing option then it was rated as "Good" and coded with a red symbol. Similarly, if the result for a routing alternative was between 36 percent and 75 percent of the range, then the routing alternative was scored as "Better" and a yellow symbol is presented next to the numerical result. For a result that was the most supportive of transit, a routing option with a result that was higher than 75 percent of the range, a "Best" rating was assigned and a green symbol is presented.

In some instances, the evaluation criteria would be more supportive of transit if the numerical result was lower. For example, fewer turns and signalized intersection or a shorter alignment would allow transit vehicles to operate faster. In these instances, a lower number is "Better" or "Best." As such, the symbols were reversed using the same methodology. The "Best" results were still denoted with a green symbol when the numerical rating criteria were below 35 percent. A "Better" result is denoted with a yellow symbol when the numerical results are between 36 percent and 75 percent of the range for all routing options. A "Good" result is denoted with a red symbol, when the numerical result is 76 percent or higher for items where higher numbers are not as supportive of transit.

There are some analysis areas where the range of numerical results is quite small. In these instances, the percentile ranges were changed to zero to 15 percent; 16 percent to 85 percent; and 86 percent or above. These modifications were made to try and reflect a more reasonable data distribution. These symbols are similarly reflected with the "Best" results assigned a green symbol and the least transit supportive results assigned a "Good" result with a red symbol.

The results presented to the public will use only the "Good", "Better" and "Best" format.

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 1 | |
|---|---|---|---|---|
| | | | 1-1 | 1-2 |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 2 | 1 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 1 | 0 |
| | | No. of high ridership stop locations served | 1 | 1 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 3634 | 2113 |
| | | 2035 population within 1/2 mile buffer | 6186 | 3291 |
| | | Existing employment within 1/4 mile buffer | 1004 | 587 |
| | | 2035 employment within 1/4 mile buffer | 1460 | 849 |
| | | No. of signalized intersections traversed | 5 | 3 |
| | | No. of railroad crossings | 0 | 0 |
| | | No. of turns | 1 | 2 |
| | | % of corridor with 20MPH speed limit | 0 | 44 |
| | | No. of traffic calming treatments | 0 | 0 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 1 | 1 |
| | Objective 5: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 1.6 | 0.45 |
| | | % of corridor with weekday LOS E or F | 63 | 56 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 98.6% | 98.3% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 0.0% | 0.0% |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 0 | 0 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 2 | 1 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 70 | 54 |
| | | No. of major employers within 1/4 mile buffer | 1 | 1 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 18 | 8 |
| | | No. of historic structures | 2 | 2 |
| | | No. of river/creek crossings along corridor | 0 | 0 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 7.7 | 9 |
| | | Bike Facility Miles per Segment Mile | 5.14 | 8.39 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 30 | 15 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 406 | 164 |

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 2 | | | |
|---|---|---|---|---|---|---|
| | | | 2-1 | 2-2 | 2-5 | 2-7 |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 3 | 3 | 2 | 2 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 0 | 0 | 0 | 0 |
| | | No. of high ridership stop locations served | 2 | 2 | 2 | 2 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 13764 | 13544 | 14420 | 14637 |
| | | 2035 population within 1/2 mile buffer | 17121 | 16855 | 17802 | 18065 |
| | | Existing employment within 1/4 mile buffer | 5975 | 5984 | 4525 | 4515 |
| | | 2035 employment within 1/4 mile buffer | 7753 | 7785 | 5817 | 5785 |
| | | No. of signalized intersections traversed | 17 | 16 | 9 | 10 |
| | | No. of railroad crossings | 0 | 0 | 0 | 0 |
| | | No. of turns | 3 | 7 | 8 | 5 |
| | | % of corridor with 20MPH speed limit | 0 | 0 | 0 | 0 |
| | | No. of traffic calming treatments | 2 | 1 | 1 | 2 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 3 | 3 | 2 | 2 |
| | Objective 5: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 4.83 | 4.84 | 4.79 | 4.78 |
| | | % of corridor with weekday LOS E or F | 42 | 35 | 18 | 26 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 87.1% | 86.6% | 87.0% | 87.2% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 24.8% | 25.1% | 28.1% | 28.2% |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 52 | 52 | 52 | 51 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 3 | 3 | 2 | 2 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 1523 | 1516 | 1341 | 1561 |
| | | No. of major employers within 1/4 mile buffer | 2 | 2 | 2 | 2 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 47 | 46 | 44 | 45 |
| | | No. of historic structures | 3 | 3 | 3 | 3 |
| | | No. of river/creek crossings along corridor | 0 | 0 | 0 | 0 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 46.32 | 44.61 | 27.58 | 29.29 |
| | | Bike Facility Miles per Segment Mile | 5.57 | 6.78 | 6.15 | 4.94 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 147 | 146 | 62 | 61 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 2741 | 2778 | 3457 | 3420 |

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 3 | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | 3-3 | 3-3a | 3-4 | 3-4a | 3-6 | 3-6a |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | | | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 0 | 0 | 1 | 2 | 1 | 2 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 0 | 0 | 1 | 1 | 1 | 1 |
| | | No. of high ridership stop locations served | 3 | 3 | 8 | 8 | 3 | 3 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 8122 | 7806 | 14559 | 14789 | 12185 | 12414 |
| | | 2035 population within 1/2 mile buffer | 12871 | 13593 | 16079 | 16332 | 13745 | 13998 |
| | | Existing employment within 1/4 mile buffer | 1417 | 1350 | 4678 | 4770 | 4808 | 4900 |
| | | 2035 employment within 1/4 mile buffer | 2397 | 2450 | 9112 | 9272 | 9870 | 10030 |
| | | No. of signalized intersections traversed | 4 | 3 | 4 | 4 | 4 | 4 |
| | | No. of railroad crossings | 0 | 0 | 0 | 0 | 0 | 0 |
| | | No. of turns | 1 | 1 | 1 | 2 | 1 | 2 |
| | | % of corridor with 20MPH speed limit | 0 | 0 | 0 | 0 | 0 | 0 |
| | | No. of traffic calming treatments | 3 | 1 | 0 | 0 | 0 | 0 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 13 | 81 | 1 | 2 | 1 | 2 |
| | Objective 5: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 1.66 | 1.92 | 2.74 | 3.34 | 2.55 | 3.15 |
| | | % of corridor with weekday LOS E or F | 100 | 60 | 0 | 0 | 0 | 0 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | | | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 88.1% | 90.1% | 71.5% | 76.5% | 77.4% | 81.5% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 86.6% | 81.2% | 83.9% | 81.3% | 86.1% | 83.1% |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 67 | 58 | 39 | 32 | 34 | 28 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | | | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 3 | 5 | 0 | 0 | 1 | 1 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 3363 | 1965 | 3495 | 3514 | 3173 | 3192 |
| | | No. of major employers within 1/4 mile buffer | 0 | 0 | 0 | 0 | 0 | 0 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 30 | 35 | 49 | 49 | 45 | 45 |
| | | No. of historic structures | 8 | 6 | 6 | 7 | 7 | 8 |
| | | No. of river/creek crossings along corridor | 0 | 0 | 0 | 0 | 0 | 0 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | | | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 21.48 | 22.64 | 33.66 | 33.66 | 39.16 | 40.37 |
| | | Bike Facility Miles per Segment Mile | 10.32 | 8.40 | 7.76 | 12.35 | 8.84 | 13.43 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 19 | 21 | 30 | 31 | 13 | 16 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 2324 | 2127 | 2640 | 2699 | 1981 | 2039 |

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 4 | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | 4-1 | 4-2 | 4-2a | 4-4 | 4-7 | 4-9 |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | | | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 2 | 3 | 3 | 2 | 3 | 2 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 0 | 0 | 0 | 1 | 0 | 0 |
| | | No. of high ridership stop locations served | 0 | 0 | 0 | 0 | 0 | 0 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 13,014 | 10,902 | 10,839 | 21,536 | 7,672 | 12,566 |
| | | 2035 population within 1/2 mile buffer | 15,859 | 13,805 | 13,736 | 23,589 | 10,425 | 14,229 |
| | | Existing employment within 1/4 mile buffer | 17,779 | 17,682 | 17,876 | 18,517 | 17,054 | 17,081 |
| | | 2035 employment within 1/4 mile buffer | 21,918 | 20,793 | 20,798 | 22,293 | 19,780 | 20,895 |
| | | No. of signalized intersections traversed | 11 | 11 | 10 | 11 | 6 | 10 |
| | | No. of railroad crossings | 0 | 0 | 0 | 1 | 0 | 2 |
| | | No. of turns | 1 | 4 | 4 | 3 | 3 | 4 |
| | | % of corridor with 20MPH speed limit | 0 | 50 | 65 | 0 | 78 | 0 |
| | | No. of traffic calming treatments | 0 | 3 | 6 | 1 | 6 | 0 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 413 | 645 | 647 | 431 | 615 | 403 |
| | **Goal 3: Enhance the Quality of the Environment** | | | | | | | |
| | Objective 4: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 2.78 | 2.7 | 2.65 | 3.76 | 2.21 | 2.48 |
| | | % of corridor with weekday LOS E or F | 41 | 58 | 73 | 6 | 78 | 46 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | | | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 90.3% | 92.6% | 91.8% | 81.4% | 93.7% | 90.5% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 65.9% | 53.1% | 53.6% | 55.2% | 49.7% | 58.2% |
| | **Goal 4: Enhance Community Cohesion** | | | | | | | |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 100 | 61 | 59 | 88 | 57 | 81 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | | | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 2 | 5 | 5 | 3 | 5 | 5 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 5,002 | 4,946 | 6,532 | 8,074 | 3,339 | 5,146 |
| | | No. of major employers within 1/4 mile buffer | 2 | 3 | 3 | 2 | 3 | 2 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 36 | 52 | 52 | 58 | 66 | 30 |
| | | No. of historic structures | 32 | 42 | 42 | 41 | 29 | 30 |
| | | No. of river/creek crossings along corridor | 0 | 0 | 0 | 0 | 0 | 0 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | | | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 214.37 | 226.60 | 189.78 | 187.20 | 103.04 | 119.70 |
| | | Bike Facility Miles per Segment Mile | 92.00 | 119.23 | 98.37 | 86.95 | 63.87 | 44.27 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 53 | 54 | 53 | 54 | 49 | 51 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 2,301 | 1,068 | 1,053 | 4,537 | 566 | 2,219 |

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 5 | | |
|---|---|---|---|---|---|
| | | | 5-1 | 5-5 | 5-6 |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 2 | 3 | 2 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 1 | 2 | 1 |
| | | No. of high ridership stop locations served | 1 | 1 | 1 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 10,981 | 11,563 | 11,494 |
| | | 2035 population within 1/2 mile buffer | 12,915 | 13,491 | 13,438 |
| | | Existing employment within 1/4 mile buffer | 7,920 | 11,028 | 8,545 |
| | | 2035 employment within 1/4 mile buffer | 9,295 | 12,903 | 10,070 |
| | | No. of signalized intersections traversed | 11 | 12 | 14 |
| | | No. of railroad crossings | 1 | 3 | 3 |
| | | No. of turns | 5 | 5 | 6 |
| | | % of corridor with 20MPH speed limit | 0 | 0 | 0 |
| | | No. of traffic calming treatments | 0 | 0 | 1 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 87 | 52 | 87 |
| | **Goal 3: Enhance the Quality of the Environment** | | | | |
| | Objective 4: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 2.21 | 2.89 | 3.29 |
| | | % of corridor with weekday LOS E or F | 0 | 0 | 0 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 92.4% | 99.0% | 94.8% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 53.9% | 55.3% | 57.7% |
| | **Goal 4: Enhance Community Cohesion** | | | | |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 79 | 74 | 85 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 6 | 7 | 5 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 3,449 | 3,894 | 3,454 |
| | | No. of major employers within 1/4 mile buffer | 3 | 3 | 3 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 44 | 63 | 62 |
| | | No. of historic structures | 485 | 429 | 553 |
| | | No. of river/creek crossings along corridor | 1 | 1 | 2 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 250.06 | 239.40 | 272.28 |
| | | Bike Facility Miles per Segment Mile | 67.00 | 64.22 | 73.12 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 96 | 96 | 106 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 1,506 | 2,116 | 1,540 |

| | OBJECTIVES | TIER 2 SCREENING MEASURES (BY CORRIDOR SUBAREA) | Subarea 6 | | |
|---|---|---|---|---|---|
| | | | 6-3 | 6-4 | 6-5 |
| Access / Mobility | **Goal 1: Improve Mobility and Transit Accessibility in Study Area** | | | | |
| | Objective 1: Improve travel circulation by connecting major activity centers in the study area | No. of existing/planned major activity centers served within 1/4 mile buffer | 3 | 4 | 4 |
| | Objective 2: Provide an effective connection to existing and future regional transit services | No. of connections to existing bus service | 1 | 0 | 0 |
| | | No. of high ridership stop locations served | 0 | 0 | 0 |
| | Objective 3: Improve transit travel times between existing and future major trip destinations | Existing population within 1/2 mile buffer | 8,866 | 7,216 | 9,963 |
| | | 2035 population within 1/2 mile buffer | 9,705 | 8,052 | 11,546 |
| | | Existing employment within 1/4 mile buffer | 3,164 | 3,035 | 2,809 |
| | | 2035 employment within 1/4 mile buffer | 3,625 | 3,657 | 3,632 |
| | | No. of signalized intersections traversed | 5 | 7 | 10 |
| | | No. of railroad crossings | 1 | 1 | 1 |
| | | No. of turns | 5 | 3 | 6 |
| | | % of corridor with 20MPH speed limit | 0 | 0 | 0 |
| | | No. of traffic calming treatments | 1 | 0 | 0 |
| | Objective 4: Accommodate variable travel demand associated with UF, Santa Fe College, and special events | No. of campus buildings/venues within 1/4 mile buffer | 29 | 32 | 16 |
| | **Goal 3: Enhance the Quality of the Environment** | | | | |
| | Objective 4: Improve air quality by reducing automobile emissions and pollutants | Length of corridor | 5.64 | 5.02 | 6.33 |
| | | % of corridor with weekday LOS E or F | 0 | 0 | 0 |
| Equitable Transportation | **Goal 2: Assure Equitable Transportation Options for the Community** | | | | |
| | Objective 1: Provide additional services for the transit dependent population | Existing % transit dependent population within 1/2 mile buffer | 99.4% | 99.9% | 100.4% |
| | Objective 2: Provide Equitable transportation services and benefits | Existing % of population in Title VI area within 1/2 mile buffer | 78.4% | 89.9% | 88.3% |
| | **Goal 4: Enhance Community Cohesion** | | | | |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | % of corridor with transit supportive areas served | 22 | 35 | 21 |
| Environmental | **Goal 3: Enhance the Quality of the Environment** | | | | |
| | Objective 1: Improve transportation mobility while achieving a balance of | No. of planned roadway/intersection improvements in corridor | 2 | 2 | 2 |
| | Objective 2: Provide transit alternative to single occupant automobile use that serves the University of Florida and Santa Fe College campuses, downtown and other major activity centers such that mode shares are shifted | No. of student population within 1/4 mile buffer | 546 | 291 | 351 |
| | | No. of major employers within 1/4 mile buffer | 5 | 5 | 4 |
| | Objective 3: Minimize encroachment on environmentally-sensitive lands and parklands | No. of environmentally-sensitive features/parks | 38 | 41 | 59 |
| | | No. of historic structures | 168 | 54 | 45 |
| | | No. of river/creek crossings along corridor | 1 | 1 | 3 |
| Social Integrity/Urban Community | **Goal 4: Enhance Community Cohesion** | | | | |
| | Objective 1: Support development of a pedestrian environment around stations to increase transit use and promote more walking | Sidewalk Connections per Segment Mile | 78.71 | 65.96 | 26.15 |
| | | Bike Facility Miles per Segment Mile | 45.88 | 40.27 | 45.63 |
| | Objective 2: Serve existing and support future high-density land uses (e.g. mixed use, residential, commercial, office, and institutional use) | No. of existing community facilities within 1/4 mile buffer | 59 | 56 | 78 |
| | Objective 3: Provide transit investments supportive of City and County redevelopment/development and land use plans | No. of high density residential land uses served within 1/2 mile buffer | 337 | 337 | 490 |