Meeting Packet June 5, 2023 5:00 p.m.







Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



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May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Mary Alford, Chair

SUBJECT:

Meeting Announcement

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on <u>June 5, 2023 at 5:00 p.m.</u> This meeting will be held in the <u>John R. "Jack" Durrance Auditorium</u>, Alachua County Administration Building, Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

Attachments

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AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 5:00 p.m. June 5, 2023

STAFF RECOMMENDATION

Page #3

I. Approval of Meeting Agenda and Consent Agenda Items

APPROVE BOTH AGENDAS

The Metropolitan Transportation Planning Organization needs to approve the meeting agenda and the consent agenda items.

Page #85 II. Transportation Improvement Program for Fiscal Years 2023-24 to 2027-28

APPROVE JOINT RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to approve its Transportation Improvement Program in order to receive federal and state funds.

Page #89 III. Year 2045 Long-Range Transportation Plan Cost Feasible Plan Revision Public Hearing CONDUCT PUBLIC HEARING

At its February 6, 2023 meeting, the Metropolitan Transportation Planning Organization discussed revising the Year 2045 Long-Range Transportation Plan Cost Feasible Plan to add the four-laning of State Road 24 (Archer Road) from SW 122nd Street (Parker Road) to SW 75th Street (Tower Road).

- A. Year 2045 Transportation Cost Feasible Plan Proposed Revision
- B. Public Comments

The comment period is limited to three minutes for each individual.

C. Close Public Hearing

Page *89 IV. Year 2045 Long-Range Transportation Plan Cost Feasible Plan Revision APPROVE JOINT RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to take action concerning the Year 2045 Long-Range Transportation Plan Cost Feasible Plan revision.

3

Page #121 V. List of Priority Projects for Fiscal Years 2024-25 to 2028-29

APPROVE JOINT RECOMMENDATION

The Metropolitan Transportation Planning Organization needs to provide its List of Priority Projects to the Florida Department of Transportation.

Page *123 VI. Pedestrian Crosswalk Safety

NO ACTION REQUIRED

At its April 3, 2023 meeting, the Metropolitan Transportation Planning Organization discussed pedestrian crosswalk safety, including Crossing Guard Programs, and requested scheduling this topic for further discussion.

Page *155 VII. Florida Metropolitan Planning Organization Advisory Council - Weekend Institute Report

RECEIVE REPORT

A member of the Metropolitan Transportation Planning Organization requested an opportunity to report on the Weekend Institute training.

Back Cover

VIII. Next Meeting

NO ACTION REQUIRED

The next Metropolitan Transportation Planning Organization meeting is scheduled for August 7, 2023 at 3:00 p.m.

IX. Comments

- A. Florida Department of Transportation Report*
- B. Public Comment*

This agenda item provides an opportunity for the public to address the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area on any matter not included on the agenda. The comment period is limited to three minutes for each individual.

- C. Metropolitan Transportation Planning Organization Members*
- D. Chair's Report*

If you have any questions concerning agenda items, please contact Scott Koons, AICP, Executive Director, at 352.955.2200, extension 101.

^{*}No backup material included with the attached agenda material.



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CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 5:00 p.m. June 5, 2023

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - April 3, 2023

APPROVE MINUTES

This set of Metropolitan Transportation Planning Organization minutes is ready for review.

Page *15 CA. 2 Federal Transit Administration Funding
Direct Recipient Recognition

APPROVE RESOLUTION

The City of Gainesville Regional Transit System requested recognition from the Metropolitan Transportation Planning Organization as a direct recipient of Federal Transit Administration funding.

Page *21 CA. 3 Unified Planning Work Program Administrative FOR INFORMATION ONLY Modification Fiscal Year 2022-23 and Fiscal Year 2023-24

The Executive Director has administratively modified the Unified Planning Work Program for Fiscal Years 2022-23 and 2023-24 to address a City of Gainesville Regional Transit System request to update the due date for the Transit Development Plan and Alachua County becoming the responsible agency for the Alachua Countywide Bicycle/Pedestrian Master Plan.

Page *27 CA. 4 Florida Department of Transportation Performance Measures - April 2023 Update FOR INFORMATION ONLY

The Florida Department of Transportation has provided a Safety Performance Measure update that safety data is to be provided through the Signal Four Analytics website.

Page #31 CA. 5 Transportation Improvement Program Amendments for Fiscal Years 2023-24 to 2027-28 Florida Department of Transportation Response

FOR INFORMATION ONLY

The Florida Department of Transportation has provided scopes of work for the Interstate 75 planning projects and the Trail Rehabilitation Study.

Page #45 CA. 6 State Road 20 (NW 8th Avenue) Lane Repurposing FOR INFORMATION ONLY Meeting Materials

The Florida Department of Transportation and City of Gainesville jointly conducted a public meeting concerning the State Road 20 (NW 8th Avenue) Lane Repurposing project.

Page #59 CA. 7 Transit Ridership Status Report

FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization requested ridership reports to monitor ridership recovery amidst the Covid-19 pandemic.

Page *75 CA. 8 Transportation Disadvantaged Program - Alachua County Transportation
Disadvantaged Board Appointments

REAPPOINT TIFFANY MCKENZIE, CAROLINE RUFF-LOONEY AND ALBERT LINDEN

Tiffany McKenzie has reapplied to serve as the Community Action Agency voting representative. Caroline Ruff-Looney has reapplied to serve as the alternate Community Action Agency representative. Albert Linden has reapplied to serve as the Veterans voting representative.

Page #77 CA. 9 Transportation Disadvantaged Program - Status Report

FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program.

Consent

Agenda

Enclosures

MINUTES METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

MEMBERS ABSENT

Desmon Duncan-Walker

Ken Cornell

Harvey Ward

John R. "Jack" Durrance Auditorium Gainesville, Florida

April 3, 2023 3:00 p.m.

OTHERS PRESENT

STAFF PRESENT

Michael Escalante

See Exhibit A

Scott Koons

MEMBERS PRESENT

IN PERSON

Mary Alford, Chair

Ed Book

Achaia Brown/Greg Evans

Charles Chestnut IV Bryan Eastman

Cynthia Moore Chestnut

Anna Prizzia
Reina Saco
Marihelen Wheeler

Casey Willits

T.

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY

Linda Dixon/Curtis Reynolds Gloria James

CALL TO ORDER - April 3, 2023

Chair Mary Alford called the meeting to order at 3:03 p.m.

CALL TO OKDER - April 3, 2023

Chair Alford asked for approval of the meeting agenda and consent agenda. She noted a change to Item III stating that staff would be providing the Interstate 75 Master Plan Update - Status Report instead of the Florida Department of Transportation.

MOTION: Commissioner Saco moved to approve the Consent Agenda and Meeting Agenda. Commissioner Prizzia seconded the motion; motion passed unanimously.

APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Scott Koons, Executive Director, noted that Linda Dixon, University of Florida Planning Manager, was participating in the meeting via communications median technology

II. KERMIT SIGMON AWARD

Mr. Koons discussed the history of the Kermit Sigmon Citizens Participation Award and announced that the Citizens Advisory Committee has selected Jan Frentzen as the 2023 recipient of the award. He and Chair Alford presented the award to Mr. Frentzen.

Mr. Frentzen thanked the Metropolitan Transportation Planning Organization and Citizens Advisory Committee for the award. He also recognized the advocacy of Chandler Otis, a previous award recipient who recently died.

III. INTERSTATE 75 MASTER PLAN UPDATE - STATUS REPORT

Mr. Koons stated that the Florida Department of Transportation would provide an Interstate 75 Master Plan status report at a later date. He discussed Interstate 75 Master Plan implementation and answered questions.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT -

INTERSTATE 75 (STATE ROAD 93) ADD LANES AND RECONSTRUCTION PLANNING -

NORTH OF COUNTY ROAD 234 TO SOUTH OF STATE ROAD 121 (WILLISTON ROAD); AND SOUTH OF STATE ROAD 121 (WILLISTON ROAD) TO NORTH OF STATE ROAD 222 (NW 39TH AVENUE).

ALACHUA COUNTY TRAIL REHABILITATION STUDY

Mr. Koons stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Transportation Improvement Program to add Interstate 75 (State Road 93) Add Lanes And Reconstruction Planning for two segments - North of County Road 234 to South of State Road 121 (Williston Road) and South of State Road 121 (Williston Road) to North of State Road 222 (NW 39th Avenue), and also the Alachua County Trail Rehabilitation Study. He discussed the projects and answered questions. He noted that the Florida Department of Transportation has provided information requested in the second part of the motion and withdrew it from the staff recommendation.

Chris Dawson, Alachua County Transportation Planning Manager, discussed the proposals for extension of transit service hours.

MOTION: Commissioner Prizzia moved to approve the Transportation Improvement Program Amendment to add:

- 1. Interstate 75 (State Road 93) Add Lanes and Reconstruction Planning:
 - From North of County Road 234 to South of State Road 121 (Williston Road) [452700-1]; and
 - From South of State Road 121 (Williston Road) to North of State Road 222 (NW 39th Avenue) [452700-2]; and
- 2. Alachua County Trail Rehabilitation Study [4391817].

Commissioner Chestnut seconded the motion. Mr. Koons conducted a roll call vote.

City Member	Yes	No	County Member	Yes	No
Ed BOOK	X				
	A Paris		Charles CHESTNUT IV	X	
Bryan EASTMAN	X				TENE
Cynthia MOORE CHESTNUT	X				
			Anna PRIZZIA	X	
Reina SACO	X				
Messes comprehention as established		00,000	Marihelen WHEELER	X	
Casey WILLITS	X				
		This.	Mary ALFORD	X	
Totals	5	0		4	0

Motion passed unanimously.

Mr. Koons discussed the Transportation Management Area designation process and answered questions.

V. NEXT METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEETING

Mr. Koons stated that the next scheduled meeting is April 3, 2023 at 3:00 p.m.

VI. COMMENTS

A. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

There was no report.

B. PUBLIC

Christina Ramos, representing Touching Hearts at Home, noted that the group has adopted NW 83rd Street and supported modifications and safety improvements in the corridor.

Emily Hinds, Bicycle/Pedestrian Advisory Board member, discussed safety concerns, particularly speeding, on NW 16th Avenue and NW 34th Street.

C. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION MEMBERS

A member discussed transit ridership recovery from the Covid-19 Pandemic.

A member noted that the Bicycle/Pedestrian Advisory Board makes recommendations to the County. She also discussed modifications to NW 16th Avenue and school crossings.

Mr. Koons stated that the Bicycle/Pedestrian Advisory Board advises the City, County and Metropolitan Transportation Planning Organization.

A member noted that Alachua County is going to have a joint meeting with the School Board of Alachua County. She suggested having crosswalks as an agenda item for a future meeting.

A member discussed the Safe Routes to School Grant Program.

Mr. Koons reported that the City has made several Safe Routes to School grant applications and received several grant awards.

A member noted that he would be participating in the forthcoming Metropolitan Planning Organization Advisory Council Institute and would make a report on his participation. He asked about the status of NW 23rd Avenue modifications.

Mr. Dawson discussed the scope of work for the County NW 23rd Avenue project.

A member asked about the status of the Bicycle/Pedestrian Master Plan.

Mr. Dawson said that the interlocal agreement has been submitted to the City of Gainesville and University of Florida and will be on the Board of County Commissioners agenda later in April 2023.

A member discussed transit ridership and suggested providing service to outlying communities.

Mr. Koons stated that Commissioner Book and Chair Alford will be attending the forthcoming Metropolitan Planning Organization Advisory Council Weekend Institute training. He also noted that transit ridership within the state has declined for the past decade. He reported that transit ridership has not recovered to pre-Covid-19 Pandemic levels in both the state and nation.

A member discussed transit ridership.

Jesus Gomez, Regional Transit System Transit Director, noted that transit system routes have been modified to address a decline in ridership. He noted that the Regional Transit System has received a federal grant to develop a route restoration plan and will be issuing a request for proposals to prepare the plan. He also noted that the level of funding for the transit system from the University of Florida and Santa Fe College has remained constant over the years.

Ms. Dixon discussed the University's funding process for transit service.

Mr. Gomez discussed express bus service to outlying communities. He noted that ridership did not support the provision of the express routes.

D. CHAIR'S REPORT There was no Chair's Report. ADJOURNMENT - The meeting was adjourned at 4:23 p.m. Date Marihelen Wheeler, Secretary/Treasurer

EXHIBIT A

Interested Citizens	Alachua County	City of Gainesville	Florida Department of Transportation
Jan Frentzen Emily Hinds Christina Ramos	Corbin Hanson* Alan Yeatter Chris Dawson Alison Moss	Cynthia Curry* Jesus Gomez Deborah Leistner*	None

^{*} Via communications media technology # Provided written comments

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Metropolitan Transportation Planning Organization Minutes April 3, 2023 Serving Alachua

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CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

John R. "Jack" Durrance Auditorium Alachua County Administration Building Gainesville, Florida 3:00 p.m. April 3, 2023

STAFF RECOMMENDATION

Page #7 CA. 1 Minutes - February 6, 2023

APPROVE MINUTES

This set of Metropolitan Transportation Planning Organization minutes is ready for review.

Page *17 CA. 2 Certification - Metropolitan Transportation Planning Process Certification Statement

AUTHORIZE CHAIR SIGNATURE

Each year, the Metropolitan Transportation Planning Organization and the Florida Department of Transportation are required by federal law and regulation to jointly certify the transportation planning process.

Page #41 CA. 3 Bicycle/Pedestrian Advisory Board Vacant Position

APPOINT KAIDIAN BOUBACAR

Kaidian Boubacar has applied for appointment to the Bicycle/Pedestrian Advisory Board.

Page #45 CA. 4 Title VI/Nondiscrimination Policy Statement

FOR INFORMATION ONLY

On April 2, 2012, the Metropolitan Transportation Planning Organization authorized the Chief Staff Official to sign this policy statement each year.

Page #49 CA. 5 Transit Ridership Status Report

FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization requested ridership reports to monitor ridership recovery amidst the Covid-19 pandemic.

Page #59 CA. 6 State Road 24 (Waldo Road) Traffic Calming Letter

FOR INFORMATION ONLY

The Metropolitan Transportation Planning Organization has received a copy of the letter from State Representative Yvonne Hayes-Hinson to the Florida Department of Transportation District 2 concerning traffic calming on State Road 24 (Waldo Road).

Page *63 CA. 7 2020 Census Urban Areas Status Report
Metropolitan Planning Organization
Transportation Planning Process Timeline

FOR INFORMATION ONLY

The Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization an updated timeline for transportation planning activities that incorporate 2020 Census information.

FOR INFORMATION ONLY

Page #67 Advisory Council - Legislative Policy Positions 2023 The Florida Metropolitan Planning Organization Advisory Council has provided its legislative policies for the 2023 Legislative Session. Page #73 FOR INFORMATION ONLY CA. 9 Florida Department of Transportation Performance Measures - February 2023 The Florida Department of Transportation has provided updates to its Transportation Performance Measures. APPROVE Page #87 CA. 10 Florida Transportation Disadvantaged Program -Community Transportation Coordinator for Alachua County RESOLUTION The Metropolitan Transportation Planning Organization needs to recommend that the Florida Commission for the Transportation Disadvantaged designate MV Transportation, Inc. as the Community Transportation Coordinator for Alachua County for a five-year period commencing July 1, 2023. Page #93 **APPROVE** CA. 11 Transportation Disadvantaged Program - Fiscal Year 2023-24 RESOLUTION Planning Grant Program Agreement Resolution The Metropolitan Transportation Planning Organization needs to annually adopt a resolution authorizing the Chair to sign the Transportation Disadvantaged Program Planning Grant Agreement. **AUTHORIZE CHAIR** Page #99 CA. 12 Transportation Disadvantaged Program -Alachua County Transportation Disadvantaged Board **SIGNATURE Coordinating Board Membership Certification** The Metropolitan Transportation Planning Organization is required to annually certify the membership composition of the Transportation Disadvantaged Coordinating Board. APPOINT DIANA BURGOS-GARCIA Page #103 CA. 13 Transportation Disadvantaged Program -Alachua County Transportation Disadvantaged Board Appointment Diana Burgos-Garcia has applied to serve as the alternate Florida Agency for Persons with Disabilities. CA. 14 Transportation Disadvantaged Program -Page #105 APPROVE RESOLUTION OF APPRECIATION Alachua County Transportation Disadvantaged Board Resolution of Appreciation Sylvia Bamburg served as the alternate Florida Agency for Persons with Disabilities since February 2021. FOR INFORMATION ONLY Page #109 CA. 15 Transportation Disadvantaged Program -Status Report The Metropolitan Transportation Planning Organization has requested regular status reports concerning this program. FOR INFORMATION ONLY Page #117 CA. 16 Partnering with the Florida Department of Transportation: A Resource Guide for Local Governments The Florida Department of Transportation has distributed an updated local government resource guide.

CA. 8 Florida Metropolitan Planning Organization



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May 26, 2023

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons AICP, Executive Director FROM:

Federal Transit Administration Funding Direct Recipient Recognition SUBJECT:

STAFF RECOMMENDATION

Approve Resolution No. 2023-03 (Exhibit 1) to enable the City of Gainesville Regional Transit System to be a direct recipient of Federal Transit Administration funding.

BACKGROUND

The City of Gainesville Regional Transit System requested recognition from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that would enable it to be a direct recipient of Federal Transit Administration funding. Resolution No. 2023-03 authorizes the Regional Transit System being a direct recipient of Federal Transit Administration funding.

Attachment

RESOLUTION NO. 2023-03

A RESOLUTION OF THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA IN SUPPORT OF CONTINUITY OF THE CITY OF GAINESVILLE REGIONAL TRANSIT SYSTEM AS THE DESIGNATED RECIPIENT FOR FEDERAL TRANSIT BLOCK **GRANT** AND/OR STATE ADMINISTRATION AND/OR DISCRETIONARY GRANT FUNDING FOR PROJECTS THAT CONTRIBUTE TO THE IMPLEMENTATION OF TRANSIT AND/OR PARATRANSIT CAPITAL AND/OR SERVICE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA; ALACHUA COUNTY OR TO ANY OUTLYING COMMUNITIES IN ACCORDANCE WITH ITS TRANSIT DEVELOPMENT PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area provides oversight for the development and integrated management and operation of transportation systems and facilities, including public transit, pedestrian walkways and bicycle transportation facilities that utilize a process for developing such plans that provide consideration of all modes of transportation; that shall be continuing, cooperative and comprehensive, to the degree appropriate, based on the complexity of transportation problems to be addressed;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area ensures that the process is integrated with the statewide planning process; and identifies transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national state and regional transportation functions, including those facilities on the Strategic Intermodal System as designated under Section 339.63, Florida Statutes;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for comprehensive, cooperative and continuing planning process within its jurisdiction, the Gainesville Metropolitan Area, in accordance with Section 339.175, Florida Statutes;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area includes membership from the Alachua County Board of County Commissioners, the City of Gainesville Mayor and City Commissioners as voting members and the University of Florida Office of the President or his designee as non-voting members and that these entities submit applications for federal and state transportation funding;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee includes, in part, membership representing the Alachua County Department of Growth Management; Alachua County Department of Public Works; City of Gainesville Department of Sustainable Development; City of Gainesville Department of Transportation; Florida Department of Transportation; University of Florida Parking and Transportation Services; and University of Florida Planning, Design and Construction Division and that these entities prepare applications for federal and state transportation funding;

WHEREAS, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff shall continue to review federal and state funding support received by local transportation projects for consistency with its long-range transportation responsibilities and obligations;

NOW THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA:

- 1. That the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area in support of continuity of the City of Gainesville Regional Transit System as the designated recipient for Federal Transit Administration and/or state block grant and/or discretionary grant funding for projects that contribute to the implementation of transit and/or paratransit capital and/or service projects within the Gainesville Metropolitan Area, Alachua County or to any outlying communities in accordance with its Transit Development Plan as solicited by representatives of Alachua County Board of County Commissioners, City of Gainesville City Commission and the University of Florida; and
- 2. That this resolution shall take effect upon its adoption. DULY ADOPTED in regular session, this <u>5th</u> day of <u>June</u> A.D., 2023. METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA Mary Alford, PE, Chair ATTEST: Marihelen Wheeler, Secretary/Treasurer APPROVED AS TO FORM Corbin Hanson, Attorney Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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CERTIFICATE

The undersigned, as the duly qualified and acting Secretary of the Metropolitan Transportation Planning
Organization for the Gainesville Urbanized Area, hereby certifies that the annexed is a true and correct
copy of Resolution No. 2023-03, which was adopted at a legally convened meeting of the Metropolitan
Transportation Planning Organization for the Gainesville Urbanized Area, which meeting was held on the
<u>5th</u> day of <u>June</u> , A.D., 2023.
WITNESS my hand this 5th day of June, A.D., 2023.
Marihelen Wheeler Secretary/Treasurer



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May 26, 2023

Council

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Florida

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons AICP, Executive Director FROM:

Unified Planning Work Program Administrative Modifications SUBJECT:

STAFF RECOMMENDATION

For Information Only

BACKGROUND

The City of Gainesville Regional Transit System is in the process of updating its Transit Development Plan. The Regional Transit System requested an administrative modification to the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program to revise the due date for its Transit Development Plan to September 2024 for compliance with Federal Transit Administration requirements (see Exhibit 1).

In accordance with Resolution No. 2022-03, staff has modified the Fiscal Years 2022-23 and 2023-24 Unified Planning Work Program with the following administrative modifications:

- Task 5 (Page 21):
 - o Revised the Responsible Agency for the Alachua Countywide Bicycle/Pedestrian Master Plan to show that management has been changed to Alachua County and the project due date has been extended; and
 - o Extended the Route Restoration Plan due date;
- Appendix C (Page C-4) Revised the Transit Development Plan completion date to September 2024; and
- Appendix D (Page D-4) Updated Unified Planning Work Program Amendment Log.

Please note that there have been no changes to funding in the Unified Planning Work Program.

Attachments

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Unified Planning Work Program Fiscal Years 2022-23 and 2023-24

5.0 Special Project Planning

Task 5.0 Specia	l Project Planning	8. amp(32) = 1. 20 (1	
Purpose: Preparation of Special Project Planning documents the Long-Range Transportation Plan and contribut metropolitan planning process within the Gainesville	e to the continuous, cooperativ	the implementation of re and comprehensive	
Previous Work Completed:		1. Ch. dir namant	
Preparation of a Pedestrian Safety Action Plan and S	State Road 26 Multimodal Empha	asis Study report.	
Required Activities:			
 Preparation of special project plans as needed Preparation of special project plans as needed 			
Preparation of Route Restoration Plan	•		
End Products:	Completion Dates:	Responsible Agency:	
Bicycle/Pedestrian Master Plan	June 30, 2024	Alachua County	
Regional Transit System Route Restoration Plan	June 30, 2024	RTS	
Special Project Plans	June 30, 2024	82	

All required activities and end products will be completed by a transportation planning consultant.

MTPO- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area RTS - City of Gainesville Regional Transit System

Special Project Funding Participation

Alachua Countywide Bicycle/Pedestrian Master Plan

For the development of the Alachua Countywide Bicycle/Pedestrian Master Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has received the following local funding commitments:

- \$40,000 Alachua County;
- \$40,000 City of Gainesville; and
- \$20,000 University of Florida.

Regional Transit System Route Restoration Plan

For the development of the Regional Transit System Route Restoration Plan, the City of Gainesville Regional Transit System has been awarded a \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant. The Regional Transit System is the direct recipient of this grant and is, therefore, the responsible agency. There are no soft match funds for this grant.

7. Alachua Countywide Bicycle/Pedestrian Master Plan

Anticipated Completion Date - Alachua Countywide Bicycle/Pedestrian Master Plan - Update for the 2001 Alachua Countywide Bicycle Master Plan that will also address pedestrian facilities to be completed in 2024.

City Of Gainesville and Alachua County

1. Traffic Volume Surveillance

Anticipated Completion Date - annual

Expected Products - annual traffic counts

2. Accident Surveillance and Study Program

Anticipated Completion Date - annual

Expected Products - annual crash information

3. Transit Development Plan for the Regional Transit System

Completion Date - September 2024

Expected Products - annual transit service plan

4. Transportation Disadvantaged Service Plan

Anticipated Completion Date - annual

Expected Products - countywide short-range (one-year) paratransit service planning

Exhibit III

Unified Planning Work Program Amendment Log

Unified Planning Work Program Amendment		Amendment Description					
Number	Approval Date	Purpose	Task / Table Number	Task/Table Modification			
	Year One						
1	7/11/22	Add	Task 5.0 Summary Table 1 Pages 21, 22 & 37	Administrative modification to add \$300,000 American Rescue Plan Act of 2021-Federal Transit Administration grant award to the City of Gainesville Regional Transit System for Route Restoration Plan			
2	6/5/23	Product Due Date Changes	Task 5.0 Appendix C Pages 21 & C-4	Revised due dates for Route Restoration Plan and Alachua Countywide Bicycle/Pedestrian Master Plan; Change Alachua Countywide Bicycle/Pedestrian Master Plan Responsible Agency to Alachua County; and Update Transit Development Plan due date			
3		3.00.0	\$ P	-			
	Year Two						
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2	34	6	(e :	\$ \\\ \			
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North Central Florida Regional Planning Council

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May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Florida Department of Transportation Performance Measures - April 2023 Update

STAFF RECOMMENDATION

For Information Only

BACKGROUND

The Florida Department of Transportation has designated the Signal Four Analytics (Signal-4) website as the source for metropolitan planning organizations to collect safety target-related fatality and serious injury data for reporting progress towards achieving Target Zero. Exhibit 1 is the flyer provided by the Department. The Signal Four Analytics website, which is hosted by the University of Florida, can be accessed at the link below:

AhUnTDABHbJxAAcQFnoECA8QAQ&url=https%3A%2F%2Fsignal4analytics.com%2F&usg=AOvVa w3x-mM-Ub-DHJ io4ND-tA

Please note that there are registration requirements and conditions to access data from the Signal Four Analytics website.

Attachment

SAFETY All Public Roads



Data for MPO Safety Target Setting

April 2023

OVERVIEW

Florida remains committed to a target of zero for all five federally required safety performance measures. Florida's Metropolitan Planning Organizations (MPOs) have the option to support those statewide targets or to set their own targets for their planning area. For either approach, it is important for MPOs to have current data on safety trends and conditions in their planning area.

EXHIBIT 1

In Florida, fatality and serious injury data is collected through crash reports submitted by law enforcement officers and agencies throughout the state. Crash reports are collected either electronically or manually on paper crash report forms and submitted to the Florida Department of Highway Safety and Motor Vehicles (FLHSMV). FLHSMV makes this data available to partners, stakeholders, and the public for the purpose of understanding traffic safety trends and challenges.



Signal Four (S4) Analytics is FDOT's primary tool for summarizing and reporting Florida's traffic crash data.

WHAT IS SIGNAL FOUR ANALYTICS?

S4 is an interactive, web-based system designed to support the crash mapping and analysis needs of Florida government agencies. S4 provides information and visualization of crash and citation records (provided by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV)) combined with traffic and roadway network information in support of an evidence-based transportation planning process. This system is developed and hosted by the GeoPlan Center at the University of Florida and funded by FDOT.

Users of this system include law enforcement, civil engineers, transportation planners, university centers, and other organizations involved in traffic safety.

HOW CAN S4 SUPPORT PERFORMANCE ANALYSIS AND PLANNING ACTIVITIES?

S4 is a powerful data analysis tool populated with the latest available traffic records data provided by FLHSMV. Data analysis functionality encompasses crash point symbology, a query panel, custom geographic areas, exports to various formats including Excel and GIS, network extents, two-dimension charts and diagrams, locations, and attribute editing.

S4 can be a valuable tool for year-round, monitoring of the latest traffic crash trends for a variety of planning purposes, including support for safety plans, corridor plans, and performance monitoring. S4 can be used to conduct detailed analyses of safety performance trends to help inform the target setting and performance monitoring. It is important to note that records included in S4 are considered preliminary until the data is officially finalized by FLHSMV (typically between September and December of the following calendar year) and allocated by FDOT to specific MPO planning areas.

For the purposes of performance analysis and reporting, MPOs can use S4 for most activities, and then include the official data as finalized by FLHSMV in required system performance reports.



WHAT ARE THE LIMITATIONS OF SIGNAL FOUR ANALYTICS?

Beginning May 1, 2023, FLHSMV data will be provided to S4 60 days after the crash report submission date to comply with the provisions of <u>Florida Statutes 316.066 (2) & (3)</u>. S4 data will still be updated daily, however newly entered crashes will be no earlier than 60 days old.

HOW CAN I REQUEST AN S4 ACCOUNT?

The system requires a user to set up a login account to access the advanced data analysis capabilities. Local agency staff, including cities, counties, and MPOs, are eligible for user accounts. <u>Click here</u> to request a new user login account. Access is typically provided within 24-48 hours.

WHAT IS THE S4 PUBLIC DASHBOARD?

S4 has a public-facing dashboard with a map-centric interface panel and charts depicting crash visualizations annually, monthly, by day of the week, by hours of the day, and by age group based on the filters selected. The dashboard includes more than 10 years of crash records, starting in 2012. It allows users to narrow their search by county, MPO, law enforcement agency, Florida Strategic Highway Safety Plan emphasis areas, or type of crash (fatalities and serious injuries). The dashboard includes a Data Dictionary and allows users to download the data. The public facing dashboard is best used to monitor fatality and serious injury trends and conduct high-level safety performance monitoring. More detailed analysis should be conducted by S4 users within the S4 tool itself.

Click here to navigate the public dashboard and explore the features.



ADDITIONAL TRAINING AND RESOURCES

<u>Click here</u> to see the recorded video webinars of S4.

Additional information about S4 and other valuable tools can be found here.





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May 26, 2023

Council

North

Central

Florida

Regional Planning

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Transportation Improvement Program Amendments for Fiscal Years 2023-24 to 2027-28

Florida Department of Transportation Response -

Scopes of Work -

Interstate-75 (State Road 93) Add Lanes and Reconstruction Planning; and

Alachua County Trail Rehabilitation Study

Other Proposed Transportation Management Areas

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

At their respective March 15, 2023 and March 16, 2023 meetings, the Metropolitan Transportation Planning Organization Advisory Committees recommended approval of the Transportation Improvement Program Amendments and also:

- 1. Requested that the Florida Department of Transportation provide Alachua County and City of Gainesville staffs the scopes for these projects:
 - Interstate 75 (State Road 93) Add Lanes and Reconstruction Planning [452700-1 & 452700-2]; and
 - Alachua County Trail Rehabilitation Study [4391817]; and
- 2. Request that the Florida Department of Transportation provide an update/status report on the Interstate 75 Master Plan.

In addition, Florida Department of Transportation staff was asked what other proposed Transportation Management Areas were in the State of Florida.

At its April 3, 2023 meeting, the Metropolitan Transportation Planning Organization approved the Transportation Improvement Program Amendments and was informed by staff that the information requested from the Florida Department of Transportation had been provided (see attached Exhibits 1, 2 and 3).

Attachments

 $t:\scott\sk23\mbox{\em memo}\ lip_amend_mar15_comms-rex_fdot_info_mtpo_jun05_docx$

From: <u>Kutney, Victoria</u>
To: <u>Mike Escalante</u>

Cc: Brown, Achaia; Scott Koons
Subject: 03/15 TAC Question"s

Date: Monday, March 20, 2023 10:56:10 AM

Attachments: I-75 Planning Scope 452700-1 & 452700-2.pdf Scope of Services Stage 2 439181-2 Trails Inventory 2.pdf

Good Morning Mike,

Please see answers in red below in response to the questions that were raised during the 03/15 TAC meeting.

- 1. Please provide a scope of services for I-75 planning
 - a. Scope attached above.
- 2. Please provide a scope of services for the Trail Study
 - a. Scope attached above.
- 3. Please provide an update to the board regarding the I-75 planning
 - a. An update will be provided to the TPO board on the April $3^{\rm rd}$ meeting date.
- 4. What are all the newly designated TMA's in Florida due to the recent census
 - a. Navarre-Miramar Beach-Destin, FL (FL-AL TPO & OW TPO)
 - b. Gainesville, FL (Gainesville MTPO)
 - c. Deltona, FL (River to Sea TPO)

Please let us know if we missed any questions.

Thank you, Victoria

Victoria Kutney

Planning Specialist IV
Florida Department of Transportation- District 2
2198 Edison Avenue
Jacksonville, FL 32204
Office: (904) 360-5668
Victoria.kutney@dot.state.fl.us

Scope of Services FDOT FPID 452700-1 & 452700-2

I-75 Transportation Planning and Traffic Modeling Activities to From South of SR 121 to North of SR 222

This scope of services focuses on community engagement, traffic analysis and modeling, planning concept analysis and the documentation of existing conditions. This project is working to identify and develop planning concepts, for different areas within the project limits, including documentation of existing conditions.

Traffic Analysis and Modeling

- o Provide traffic analysis in the form of data collection, forecasting and travel time reliability.
- O Collect traffic counts and perform existing traffic operational performance.
- o Provide safety analysis for limits of planning study, inclusive of interchanges.
- Conduct traffic modeling during the planning study.

Community Engagement

- o Provide personnel and materials in support of community engagement and outreach.
- Craft and implement a strategic communications plan, including customized key messaging for all communication materials.
- o Provide graphic design support for study branding and visualization tools.
- Facilitate and conduct meetings with the public, elected and appointed officials, stakeholders, public interest groups and agencies.
- o Provide media relations support.
- O Develop study presentations, flyers, and brochures.

Documentation of Existing Conditions

- o Collect existing conditions data.
- O Access management assessment at interchanges.
- O Utilities data collection.

Planning Concept Analysis

- o Provide services for concept identification, including existing data collection.
- o Assembly of necessary data to support corridor planning activities.
- o Provide planning level concepts and estimates to recommend for further development.

EXHIBIT "A"

SCOPE OF SERVICES STAGE 2

FINANCIAL PROJECT ID#:

439181-2-22-01

DESCRIPTION:

URBAN AND RURAL COUNTIES TRAIL REHABILITAION STUDY

Exhibit "A"

Scope of Services/Stage 1

URBAN AND RURAL COUNTIES TRAIL REHABILITAION STUDY

Financial Project ID. 439181-2-22-01

1.0 PURPOSE:

The Department requires the professional services of a Consultant to act as an extension of the Department by providing technical personnel to perform services to support the Planning Department, specifically related to data collection and condition of roadways or shared use trails which are located on and off the State Highway System within District Two. The work will involve data collection and reporting for the following areas: Roadway Characteristics Inventory, Base Mapping, Trail Condition, and other related incidental tasks that may be assigned; PD&E services including design and Environmental Impact Studies. The Department will provide a project manager for this contract. The Consultant shall minimize the Department's need to apply its own resources to work performed under this contract.

The Consultant's work will be managed by the Department's Project Manager. All work performed under this contract is located within the 18-county area of District 2. Consultant staff may be required at times to be physically located in the Lake City District Office working directly with Department staff to perform the tasks in this contract. An in-district office will be advantageous.

2.0 REFERENCES

Transportation Statistics Roadway Characteristics Handbook: This Handbook is published by and available from the Department

Multimodal Data Inventory Evaluation to Improve FDOT'S RCI Classification Inventory

Quality Assurance Monitoring Plan

Topic No.: 525-020-310 General Interest Roadway Data

References shall be to the latest editions and as may be updated during the course of this contract.

3.0 SERVICES:

The following types of work elements will be assigned under the terms of this agreement:

A. SHARED USE TRAIL CHARACTERISTICS INVENTORY AND DATA COLLECTION:

- Perform an inventory of the general interest data for all trails State Owned or Local Government Owned in accordance with the Handbooks and District Guidance. Update the required physical features for the Trails in RCI within 30 days of inventory. Retain documentation for 10 years.
- 2. Resolve any discrepancies found in RCI within 30 days of notification of discrepancies.
- Provide support to the District Project Manager as may be required for the District to meet its responsibilities for data collection, Quality Assurance Review's, District Quality Evaluations, and requisite reporting.
- 4. Create a Video Log or equivalent approved by FDOT of all Trails. The Department shall have access to Video Logs of inventories at any time. Retain Video Logs for 10 years.

- 5. Provide support to the Department for Environmental Impact Studies and PD&E services for shared use trails in the District.
- Pedestrian traffic counts may be required to prioritize trail rehabilitation projects.
- 7. Provide recommendations to the Department for MRP compliance on all Trails in District 2.

The data to be collected under this task may include but is not limited to the following data characteristics: pavement condition, pavement widths, shoulder types and widths, intersection names and location, bridge number and locations, etc. Features collected will have a focus on Maintenance and Planning RCI Features and Characteristics. When possible, inventory will be done in county-by-county clusters or as determined by the Project Manager.

B: BASE MAPPING:

1. The Consultant may be required to assist in updating the GIS Linear Referencing System for the 18 counties within District Two. The Consultant will provide supporting documentation, maps, and update the RCI database.

4.0 EQUIPMENT:

The Consultant may be required to perform the above data collection activities using the following equipment: a vehicle equipped with a Global Positioning System (GPS), Distance Measuring Instrument, measuring wheel, 100-foot measuring tape, Video Logging hardware with necessary software, and other items necessary. The vehicle will be required to traverse shared use paths in which pickup trucks or passenger vehicles may not be able to travel. The vehicle must have sufficient seating capacity for consultant staff and QA/QC staff from the Department. All equipment shall be maintained in good working order and recalibrated as necessary to provide accurate data.

5.0 ELECTRONIC MAIL REQUIREMENTS:

The Consultant will be required to have the capabilities of communication with the Department through Electronic Mail (E-Mail).

6.0 SAFETY:

The Consultant will be required to perform the above tasks in adherence to all FDOT safety guidelines, policies, and procedures.

7.0 QUALITY CONTROL:

The Consultant will be required to provide quality control for all data collection activities to ensure that Departmental accuracy standards are maintained, and the data collected is provided to the Department in a timely manner.

The Consultant shall maintain a Quality Control Monitoring Plan. The plan shall be a comprehensive, well defined, written set of procedures and activities designed to produce services and products that meet the Districts accuracy standards. The Consultant shall conduct an on-going Quality Control program to monitor performance.

8.0 SUBCONTRACTING:

Services assigned to sub-consultants must be approved in advance by the Department. The sub-consultant must be qualified by the Department to perform all work assigned to them. Additional sub-consultants with specialized areas of expertise may be required by the Department or requested by the Consultant to complete specific Task Work Order assignments. Either the Department or the

Consultant may request, in writing, the need to hire the sub-consultant. Before the sub-consultant begins any work, the Department and Consultant Project Managers must agree in writing upon the work assignments to be performed.

9.0 KEY PERSONNEL:

The Consultant's work shall be performed and directed by key personnel identified in the proposal or Letter of Intent by the Consultant. Any changes in the indicated personnel shall be subject to review and approval by the Department.

10.0 RESPONSIBILITIES OF THE DEPARTMENT:

The Department will provide a Project Manager who shall be responsible for:

A. DEPARTMENT PROJECT MANAGER SHALL:

- 1. Responsible for day-to-day management of this contract.
- 2. Define the specific work to be performed and schedule for completion of such work.
- 3. Agree on the Consultant staffing and availability (including substitutions from the available staffing list provided).
- 4. Process Consultant invoices for payment.

B. TASK MANAGERS:

The Department will also provide Task Managers, when required, to provide support to the Project Manager for various Tasks.

C. SERVICES AND DATA:

- 1. The Department will provide all criteria and full information as to the Department's requirements for consultants and contractor's services including objectives, constraints, budgetary limitations and time restraints.
- 2. The Department will furnish all Department procedures, standards, and policies applicable to the services.
- 3. The Department will furnish maps, drawings, specifications, schedules, reports and other information prepared by and/or for the Department by others which are available to the Department and which the Department considers pertinent to the Consultant's responsibilities, as described herein.
- 4. The Department will furnish available traffic, planning, and maintenance data-

11.0 RESPONSIBILITIES OF THE CONSULTANT:

The Consultant shall provide an overall Project Manager who will:

A: CONSULTANT PROJECT MANAGER SHALL:

1. Be the primary point of contact for the Consultant for the scope, schedule, work force coordination, negotiation, and completion of all work under this contract.

2. Meet with the Department Project Manager regularly and shall provide weekly Progress Reports. These Progress Reports shall be the basis for evaluation and processing of invoices for payment.

B. LIST OF STAFF CLASSIFICATIONS FOR ASSIGNMENT TO TASK WORK ORDERS:

The Consultant shall provide and maintain a list of staff with the following classifications that are available for assignment to specific Task Work Orders:

- 1. Project Manager
- 2. Project Engineer
- 3. GIS/CADD Specialist
- 4. Computer Developer
- 5. Senior Technician
- 6. Technician
- 7. Clerical

Any classifications not listed above must be documented and agreed to by the Department's Project Manager. Rates for all classifications will be negotiated before beginning the contract.

C. PROVIDE SUFFICIENT STAFF:

- 1. The Consultant shall provide sufficient staff, either the specific staff person requested or acceptable staff at defined levels of expertise as agreed to by the Department's Project Manager, in a timely manner to complete all assigned work. If, at any time, the Department's Project Manager determines the number or expertise of particular staff assigned to a specific task is inadequate, the Project Manager shall coordinate with the Consultant Project Manager to remedy the situation to ensure the timely completion of the work.
- 2. As a minimum, Consultant staff gathering roadway data or inputting data into the RCI database, shall have completed the RCI training course provided by the Department. For any newly hired personnel performing work in the RCI that have not completed RCI training, they shall work under the direction of a trained person until such time as the newly hired personnel has completed RCI training.
- 3. The Consultant shall do all analyses, develop recommendations, and document all work within the required time schedule of this contract. The Consultant shall develop a work schedule detailing how the work will be accomplished in the prescribed period.
- 4. The Consultant shall promptly advise the Department if any work may present a conflict of interest or the appearance of conflict, with any other client of the Consultant or affiliated firms.
- 5. The Consultant will perform all tasks according to all FDOT Guidelines and Standards, applicable Florida Statutes and other state laws and policies.

12.0 COMPUTER SERVICES:

A. REQUIRED SOFTWARE:

The Consultant shall be required to use the following software in versions compatible with the District versions:

- 1. ARCMAP or Equivalent
- 2. Adobe Illustrator or Equivalent
- 3. Any other applicable software as may be required to perform the work in this contract.

B. OTHER:

- 1. Should the Consultant want to use any other Department programs; permission must be granted according to this agreement.
- 2. Computations based on computer programs other than the Department's must conform to all Department format requirements.



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May 26, 2023

Council

North

Central

Florida

Regional Planning

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

State Road 20 (NW 8th Avenue) Lane Repurposing Meeting Materials

STAFF RECOMMENDATION

For Information Only

BACKGROUND

On May 2, 2023, the Florida Department of Transportation and City of Gainesville jointly hosted a public meeting concerning the proposed State Road 20 (NW 8th Avenue) Lane Repurposing project. The Department and City were seeking public input for the lane reduction (4-lane to 2-lane) between NW 6th Street and North Main Street. Attachments include:

Exhibit 1 - State Road 20 (NW 8th Avenue) Lane Repurposing handout; and

Exhibit 2 - State Road 20 (NW 8th Avenue) Lane Repurposing presentation.

Attachments



State Road 20 (NW 8th Avenue) Lane Repurposing

Gainesville, Alachua County, Florida

Proposed Modifications

As part of Florida's Pedestrian and Bicycle Strategic Safety Plan (PBSSP) The Florida Department of Transportation (FDOT) and the City of Gainesville have partnered to propose a safety improvements project along NW 8th Avenue between NW 6th Street and N Main Street in Gainesville, FL.

FDOT and the City of Gainesville proposes the following modifications:

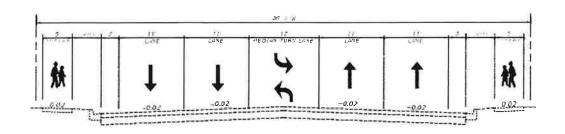
- eliminate a single eastbound and westbound lane of NW 8th Avenue
- add a 7-foot buffered bicycle lane in both directions throughout the project limits

(see back for a graphic depicting the proposed modifications)

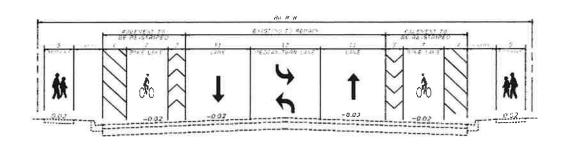
For more information, contact Debbie Leistner at leistnerdl@cityofgainesville.org

Attendees both in-person and virtually will have the opportunity to make an oral statement that will become part of the public record. Persons wishing to submit written statements or other exhibits in place of, or in addition to, oral statements may do so at the meeting or by sending them to Debbie Leistner at leistnerdl@cityofgainesville.org or via traditional mail at P.O. Box 490 MS 5, Gainesville, FL 32627, or at nflroads.com/vph. All exhibits or statements postmarked on or before May 13, 2023, will become part of the public meeting record.

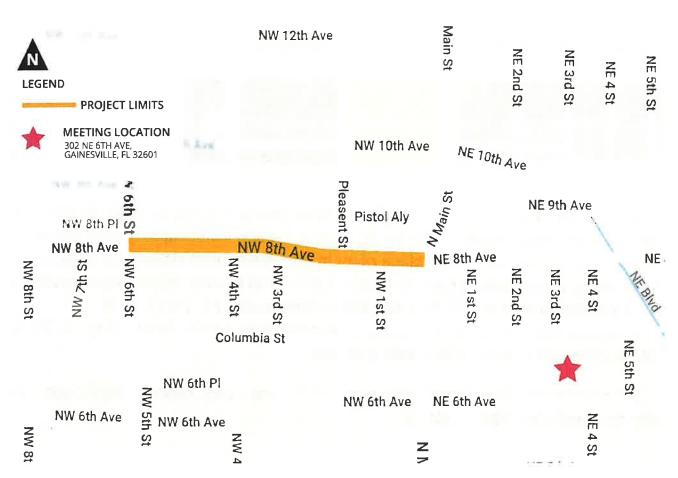
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.



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State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street Lane Repurposing

Access Management Public Meeting

Gainesville, Florida Alachua County May 2, 2023 Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street

Florida Department of Transportation Title VI (Six)

encouraged and solicited without regard to race, color, national origin, age, sex, religion, Public participation at this meeting is disability, or family status.

Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street



Florida Department of Transportation **Mission Statement**

transportation system that ensures the mobility prosperity and preserves the quality of our of people and goods, enhances economic "The Department will provide a safe environment and communities.

Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street





Project Information

Project limits: State F

State Road 20 (NW 8th Ave) from NW 6th Ave to N Main St

Safety Improvements

Project type:

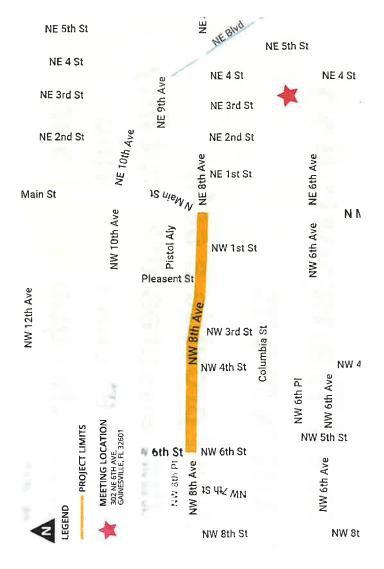
.

To be determined

Start date:

Estimated cost: \$65,000

*Details subject to change



Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street



Proposed Modifications

- Eliminate a single eastbound and westbound travel lane of NW 8th Avenue
- Add a 7-foot buffered bicycle lane both directions throughout the project limits

Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street



Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street

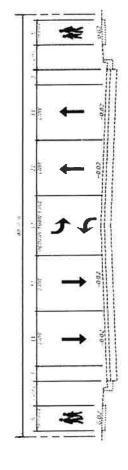


Gainesville

Proposed Modifications

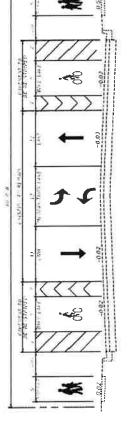






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Proposed Modifications



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Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street



Project Information

Written comments must be postmarked or submitted online at **nflroads.com/vph** by May 13, 2023 to be included in the public meeting record.

Public participation is sought without regard to race, color, religion, sex, age, national origin, disability or family status.

Access Management Public Meeting State Road 20 (NVV 8th Avenue) from NVV 8th Street



Project Information

Your comments may be mailed or emailed to

Debbie Leistner PTP P.O. Box 490 MS 5, Gainesville, FL 32627 leistnerdl@cityofgainesville.org

Comments may also be submitted online at www.nflroads.com/vph by May 13, 2023

Access Management Public Meeting State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street





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May 26, 2023

North

Central

Florida

Regional Planning Council

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Transit Ridership Status Report

STAFF RECOMMENDATION

For Information Only.

BACKGROUND

On June 21, 2021, a Metropolitan Transportation Planning Organization member requested updated transit ridership information in order to monitor Covid-19 Pandemic-impacted transit ridership recovery. Subsequently, the Metropolitan Transportation Planning Organization:

- Discussed and approved its most recent annual ridership report for the Regional Transit System at its July 11, 2022 meeting; and
- Received transit ridership status reports at its October 25, 2021, April 25, 2022, July 11, 2022, October 24, 2022, December 12, 2022, February 6, 2023, April 3, 2023 and June 5, 2023 meetings.

Below is the link to the Annual Transit Ridership Monitoring Report approved on July 11, 2022.

http://ncfrpc.org/mtpo/publications/Transit/2022/Transit Ridership Monitoring Report 2021a.pdf

Exhibit 1 shows Pre-Covid-19 Pandemic Fiscal Year 2018-19 and Pre-Covid-19 Pandemic Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership.

Exhibit 2 shows Covid-19 Pandemic-impacted Fiscal Year 2019-20 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership.

Exhibit 3 shows Covid-19 Pandemic-impacted Fiscal Year 2020-21 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership. This exhibit shows that ridership was recovering in Fiscal Year 2021-22.

Exhibit 4 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2021-22 sample transit ridership through September 2022. This exhibit shows that ridership was recovering, but was significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 5 shows Covid-19 Pandemic-impacted Fiscal Year 2021-22 sample transit ridership contrasted with Covid-19 Pandemic-impacted Fiscal Year 2022-23(First Quarter) sample transit ridership. This exhibit shows that ridership is recovering in Fiscal Year 2022-23.

Exhibit 6 shows Pre-Covid-19 Fiscal Year 2018-19 sample transit ridership contrasted with Covid-19 Pandemic-impacted plus Fare-Free Fiscal Year 2022-23 (First Quarter) sample transit ridership. This exhibit shows that ridership is recovering, but is significantly below Pre-Covid-19 Pandemic ridership.

Exhibit 7 shows information from Exhibit 4 plus monthly ridership percentage change.

Attachments

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2019-20

Fiscal Year 2019-20

	Fre	rre-Covid-17 rangemic Mucisin	, ramacini	CIONIA A					dimercian automated at 100					
Year	October	November	December	January	February	Sum	March	April	May	June	July	August	September	Sum
							Route 1			15				
2018-19	57,729	45,187	33,612	49,493	44,741	230,762	45,494	45,715	40,318	36,374	40,586	48,590	49,474	306,551
2019-20	53,894	43,234	33,824	48,595	43,437	222,984	27,967	14,903	14,446	19,961	22,080	23,102	19,656	142,115
Ridership I	Ridership Percentage Change	Change				-3.37%								-53.64%
							Route 9							
2018-19	62,927	44,318	16,932	46,596	48,371	219,144	38,866	44,830	16,982	14,972	18,390	35,417	53,054	222,511
2019-20	61,789	44,225	17,949	54,315	53,366	231,644	12,648	1,194	939	1,265	1,410	2,079	5,328	24,863
Ridership 1	Ridership Percentage Change	Change				5.70%								-88.83%
			23				Route 12							
2018-19	61,371	44,079	23,453	46,823	46,233	221,959	39,822	44,488	24,891	22,218	25,956	39,944	47,972	245,291
2019-20	56,108	41,878	22,499	49,368	48,322	218,175	17,817	4,121	3,673	4,471	5,194	5,884	8,714	49,874
Ridership	Ridership Percentage Change	e Change				-1.70%								~19.61%
							Route 20							
2018-19	95,974	680'02	35,864	77,928	79,744	359,599	62,709	77,050	50,881	45,356	56,389	68,388	85,809	451,582
2019-20	90,984	988'09	35,901	74,573	74,157	343,501	24,119	5,791	6,672	8,727	9,358	11,872	16,198	82,737
Ridership	Ridership Percentage Change	Change				-4.48%								-81.68%
							Route 35							
2018-19	73,633	51,313	24,843	60,267	60,804	270,860	48,281	55,332	35,377	32,927	39,683	48,400	60,736	320,736
2019-20	68,404	49,687	25,794	56,747	56,463	257,095	18,754	4,394	5,303	7,277	7,582	8,608	12,665	64,583
Ridership	Ridership Percentage Change	Change				-5.08%								~98.64-

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2020-21

000	November											
		December	January	February	March	April	May	June	July	August	September	Sum
					Route 1	te 1						
	43,234	33,824	48,595	43,437	27,967	14,903	14,446	19,961	22,080	23,102	19,656	365,099
	16,747	17,714	18,697	18,293	20,846	18,745	16,351	17,051	17,867	23,108	26,385	232,485
												-36.32%
					Route 9	te 9						
7019-20 01,789	44,225	17,949	54,315	53,366	12,648	1,194	939	1,265	1,410	2,079	5,328	256,507
2020-21 5,213	3 3,490	2,613	5,626	7,453	7,953	6,262	4,805	5,865	7,131	15,786	32,481	104,678
												-59.19%
					Route 12	te 12						
2019-20 56,108	90 41,878	22,499	49,368	48,322	17,817	4,121	3,673	4,471	5,194	5,884	8,714	268,049
2020-21 8,902	2 7,275	6,710	11,170	12,962	12,814	12,022	615,11	11,286	11,858	24,022	33,545	164,085
												-38.79%
					Rou	Route 20						
2019-20 90,984	84 67,886	35,901	74,573	74,157	24,119	5,791	6,672	8,727	9,358	11,872	16,198	426,238
2020-21 17,708	14,351	12,030	19,023	21,737	25,227	22,301	15,097	17,290	20,011	30,123	53,939	268,837
												-36.93%
					Rou	Route 35						
2019-20 68,404	04 49,687	25,794	56,747	56,463	18,754	4,394	5,303	7,277	7,582	8,608	12,665	321,678
2020-21 12,808	10,097	8,703	13,828	14,827	16,372	14,453	889'6	9,941	10,901	21,202	37,262	180,082
												-44.02%

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2021-22

				Covi	d-19 Pand	lemic Plu	Covid-19 Pandemic Plus Fare-Free Ridership	ee Riders	thip				
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Route 1	te 1		8				
2020-21	20,681	16,747	17,714	18,697	18,293	20,846	14,903	14,446	17,051	17,867	23,108	26,385	226,738
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership	Ridership Percentage Change	Change											25.73%
						Rou	Route 9						
2020-21	5,213	3,490	2,613	5,626	7,453	7,953	1,194	686	1,265	1,410	15,786	32,481	85,423
2021-22	26,184	25,425	12,283	966'61	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership	Ridership Percentage Change	Change											181.44%
						Rou	Route 12						
2020-21	8,902	7,275	6,710	11,170	12,962	12,814	4,121	3,673	4,471	5,194	24,022	33,545	134,859
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership	Ridership Percentage Change	Change											116.87%
						Rou	Route 20						
2020-21	17,708	14,351	12,030	19,023	21,737	25,227	5,791	6,672	8,727	9,358	30,123	53,939	224,686
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership	Ridership Percentage Change	Change											75.57%
						Rou	Route 35						
2020-21	12,808	10,097	8,703	13,828	14,827	16,372	4,394	5,303	7,277	7,582	21,202	37,262	159,655
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership	Ridership Percentage Change	Change								7 53			64.95%

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

		Pre	Pre-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridership Contrast	Pandemi	ic - Covid	-19 Pand	emic Plus	Fare-Fre	e Ridersł	nip Contr	ast		
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Ron	Route 1						
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	537,313
2021-22	24,956	20,475	20,100	20,632	110,22	24,642	23,995	24,412	24,315	23,758	29,374	26,412	285,082
Ridership	Ridership Percentage Change	Change											-46.94%
						Rou	Route 9						
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	441,655
2021-22	26,184	25,425	12,283	966'61	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	240,415
Ridership	Ridership Percentage Change	Change											-45.56%
						Ron	Route 12						
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	467,250
2021-22	27,098	24,798	15,456	24,998	29,317	26,291	25,100	14,008	15,970	17,166	30,258	42,010	292,470
Ridership	Ridership Percentage Change	Change											-37.41%
						Rou	Route 20						
2018-19	95,974	70,089	35,864	77,928	79,744	61,709	77,050	50,881	45,356	56,389	68,388	85,809	811,181
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	394,485
Ridership	Ridership Percentage Change	Change											-51.37%
						Rou	Route 35						
2018-19	73,633	51,313	3 24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	591,596
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	263,350
Ridership	Ridership Percentage Change	Change											-55.48%

Percentage Ridership Decrease Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2022-23

				Covic	1-19 Pand	lemic Plu	Covid-19 Pandemic Plus Fare-Free Ridership	ee Riders	hip				
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Route 1	te 1						
2021-22	24,956	20,475	20,100	20,632	22,011	23,995	24,412						156,581
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890						173,073
Ridership	Ridership Percentage Change	Change											10.53%
						Route 9	te 9						
2021-22	26,184	25,425	12,283	966'61	966'61	20,591	8,177						132,652
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716						218,247
Ridership	Ridership Percentage Change	Change											64.53%
						Route 12	te 12						
2021-22	27,098	24,798	15,456	24,998	29,317	25,100	14,008						160,775
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177						252,251
Ridership	Ridership Percentage Change	Change											56.90%
						Rout	Route 20						
2021-22	46,568	40,093	21,250	29,295	45,140	35,266	19,739						237,351
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468						275,592
Ridership	Ridership Percentage Change	Change											16.11%
						Rout	Route 35						
2021-22	32,792	24,004	14,684	27,295	26,962	22,799	13,515						162,051
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070						155,838
Ridership	Ridership Percentage Change	Change											-3.83%

Percentage Ridership Decrease

Ridership Increase [Full Month]

Transit Ridership with Covid-19 Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2022-23

-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridershin Contrast

		rre	Fre-Covid-19 Fallueillic - Covid-19 Fallueillic Files-Free Kingi Simp Contrast	Lalluciii	ic - Covid	1-17 F allu	eniic i ius	raic-ri	CC Mucis	III Com			
Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
				31		Route 1	te 1						
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715						321,971
2022-23	27,470	22,824	22,645	25,723	24,694	25,827	23,890						173,073
Ridership 1	Ridership Percentage Change	Change											-46.25%
						Rou	Route 9						
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830						302,840
2022-23	38,302	28,718	13,710	34,177	36,989	33,635	32,716						218,247
Ridership	Ridership Percentage Change	Change											-27.93%
						Roul	Route 12						
2018-19	61,371	44,079	23,453	46,823	46,233	39,822	44,488						306,269
2022-23	43,142	32,862	22,650	38,980	40,566	36,874	37,177						252,251
Ridership	Ridership Percentage Change	Change											-17.64%
						Rou	Route 20						
2018-19	95,974	70,089	35,864	77,928	79,744	61,709	77,050						504,358
2022-23	49,988	38,967	21,095	40,964	44,572	40,538	39,468						275,592
Ridership	Ridership Percentage Change	Change											-45.36%
						Rou	Route 35						
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332						374,473
2022-23	26,573	20,054	12,741	23,995	25,170	24,235	23,070						155,838
Ridership	Ridership Percentage Change	Change											-58.38%

Percentage Ridership Decrease

Ridership Increase [Full Month]

Transit Ridership with Covid-19 and Fare-Free Impacts - Sample Routes

Fiscal Year 2018-19 - Fiscal Year 2021-22

Pre-Covid-19 Pandemic - Covid-19 Pandemic Plus Fare-Free Ridership Contrast

Year	October	November	December	January	February	March	April	May	June	July	August	September	Sum
						Route 1	te 1						
2018-19	57,729	45,187	33,612	49,493	44,741	45,494	45,715	40,318	36,374	40,586	48,590	49,474	439,249
2021-22	24,956	20,475	20,100	20,632	22,011	24,642	23,995	24,412	24,315	23,758	29,374	26,412	229,296
% Change	-56.77%	-54.69%	-40.20%	-58.31%	-50.80%	-45.83%	-47.51%	-39.45%	-33.15%	-41.46%	-39,55%	-46.61%	-47.80%
						Route 9	te 9						
2018-19	62,927	44,318	16,932	46,596	48,371	38,866	44,830	16,982	14,972	18,390	35,417	53,054	353,184
2021-22	26,184	25,425	12,283	19,996	27,414	23,499	20,591	8,177	9,064	9,753	20,882	37,147	182,386
% Change	-58.39%	-42.63%	-27.46%	-57.09%	-43.33%	-39.54%	-54.07%	-51.85%	-39.46%	-46.97%	-41.04%	-29.98%	-48.36%
						Rout	Route 12						
2018-19	17£,19	44,079	23,453	46,823	46,233	39,822	44,488	24,891	22,218	25,956	39,944	47,972	379,334
2021-22	27,098	24,798	15,456	24,998	29,317	162'92	25,100	14,008	15,970	17,166	30,258	42,010	220,202
% Change	-55.85%	-43.74%	-34.10%	-46.61%	-36.59%	-33.98%	-43.58%	-43.72%	-28.12%	-33.87%	-24.25%	-12.43%	-41.95%
						Roul	Route 20						
2018-19	95,974	680'02	35,864	77,928	79,744	60,709	77,050	50,881	45,356	56,389	68,388	85,809	656,984
2021-22	46,568	40,093	21,250	29,295	45,140	39,114	35,266	19,739	21,324	21,603	27,937	47,156	319,392
% Change	-51.48%	-42.80%	-40.75%	-62.41%	-43.39%	-42.23%	-54.23%	-61.21%	-52.99%	-61.69%	-59.15%	-45.05%	-51.39%
						Rou	Route 35						
2018-19	73,633	51,313	24,843	60,267	60,804	48,281	55,332	35,377	32,927	39,683	48,400	60,736	482,460
2021-22	32,792	24,004	14,684	27,295	26,962	24,332	22,799	13,515	15,746	15,741	19,026	26,454	217,870
% Change	-55.47%	-53.22%	-40.89%	-54.71%	-55.66%	-49,60%	-58.80%	-61.80%	-52.18%	-60.33%	-60.69%	-56.44%	-54.84%

Percentage Ridership Decrease

Ridership Increase [Full Month]

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May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Transportation Disadvantaged Program - Alachua County

Transportation Disadvantaged Coordinating Board Reappointments

RECOMMENDATION

Reappoint the following individuals to the Alachua County Transportation Disadvantaged Coordinating Board for three-year terms ending June 30, 2026:

- Tiffany McKenzie as the voting Community Action Agency Representative;
- Caroline Ruff-Looney as the alternate Community Action Agency Representative; and
- Albert Linden as the voting Veterans Representative.

BACKGROUND

According to Rule 41-2.012 of the Florida Administrative Code, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, serving as the Designated Official Planning Agency for Alachua County, is responsible for appointing members to the Alachua County Transportation Disadvantaged Coordinating Board. The term of appointment for Albert Linden will expire on June 30, 2023. Mr. Linden has agreed to serve an additional three-year term on the Board. The term of appointment for Tiffany McKenzie will expire June 30, 2023. Ms. McKenzie has agreed to serve an additional three-year term on the Board. The term of appointment for Caroline Ruff-Looney will expire on June 30, 2023. Ms. Looney has agreed to serve an additional three-year term on the Board.

If you have any questions concerning this matter, please do not hesitate to contact me.

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May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons, AICP, Executive Director

SUBJECT:

Transportation Disadvantaged Program - Status Report

RECOMMENDATION

For Information Only.

BACKGROUND

Attached are the January - March 2023 Alachua County Transportation Disadvantaged Service Plan Standards Reports.

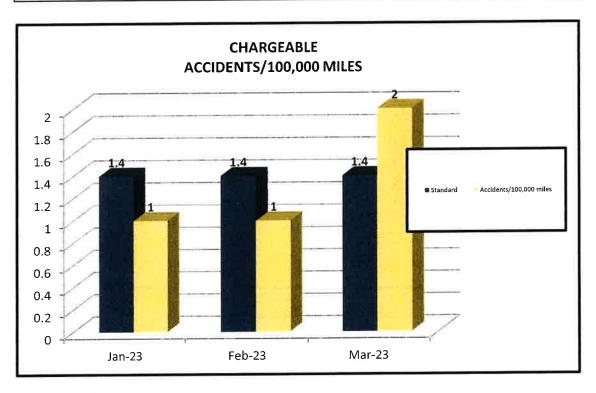
Attachments

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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY JANUARY 2023 - MARCH 2023

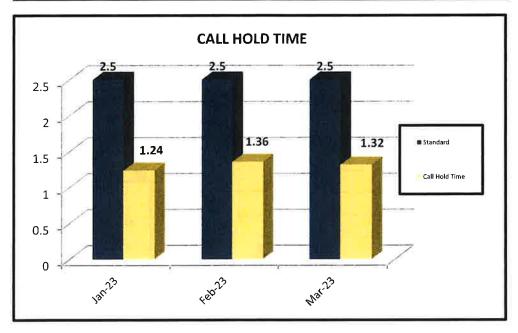
MONTH	STANDARD	CHARGEABLE ACCIDENTS/100,000 MILES
Jan-23	1.4	1
Feb-23	1.4	1
Mar-23	1.4	2



Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, JANUARY 2023 - MARCH 2023

MONTH	STANDARD	CALL HOLD TIME
Jan-23	2.5	1.24
Feb-23	2.5	1.36
Mar-23	2.5	1.32

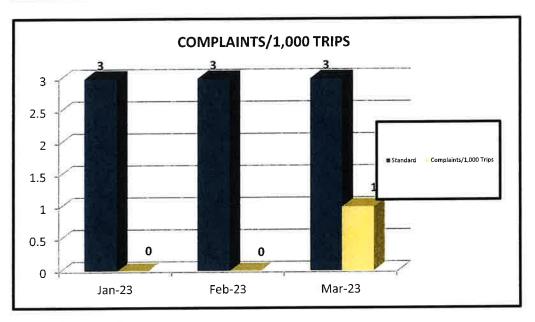


Source: MV Contract Transportation, Inc. Operations Report

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS

ALACHUA COUNTY, JANUARY 2023 - MARCH 2023

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
Jan-23	3	0
Feb-23	3	0
Mar-23	3	1

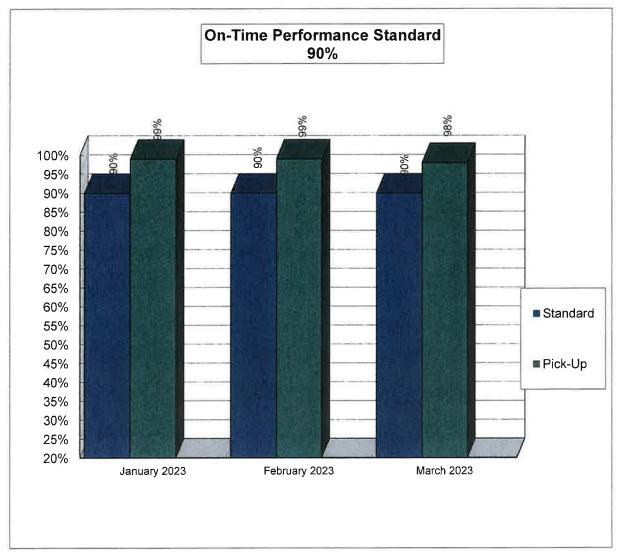


Source: MV Contract Transportation, Inc. Operations Report

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TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS OF PERFORMANCE **ALACHUA COUNTY**

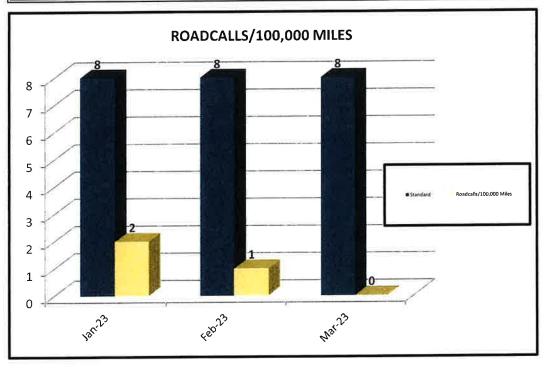
January 2023 - March 2023



Source: MV Contract Transportatio, Inc. On-Time Analysis

TRANSPORTATION DISADVANTAGED SERVICE PLAN STANDARDS ALACHUA COUNTY, JANUARY 2023 - MARCH 2023

MONTH	STANDARD	ROADCALLS/100,000 MILES
Jan-23	8	2
Feb-23	8	1
Mar-23	8	0



Source: MV Contract Transportation, Inc. Operations Report

Meeting

Agenda

Enclosures



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May 26, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Transportation Improvement Program for Fiscal Years 2023-24 to 2027-28

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program as modified to incorporate review agency comments.

BACKGROUND

Please find a draft copy of the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program (Exhibit 1) at the following website:

http://ncfrpc.org/mtpo/FullPackets/MTPO/2023/TIPDOC23dft.pdf

The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 2 is a copy of the advertisement for publication in The Gainesville Sun on May 11, 2023 and in The Independent Florida Alligator on May 15, 2023.

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Attachments

 $t:\scott\sk23\mtpo\memo\tip_jun05_mtpo.docx$

PUBLIC MEETING NOTICE TRANSPORTATION IMPROVEMENT PROCRAM RISCAL VEAS 2003-24 TO 2023-28 RECERAL GALGATIONS REPORTS Gainewills Metropolitan A Rest Area Modification Sciencik / Biorde Pedietrical Project Williams Project

COMMUNITY TRANSPORTATION MEETING

June 5, 2023 at 5:00 p.m.

John R. "Jack" Durrance Auditorium, Alachua County Administration Building 12 SE 1st Street, Gainesville, Florida

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2023-24 to 2027-28. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2045 Long-Range Transportation Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2045. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program will satisfy the Program of Projects.

The Federal Obligations Reports are included in Appendix B of the Transportation Improvement Program. These Reports show the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2021 through September 30, 2022.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation alternatives; and transit projects, including transportation disadvantaged projects.

The meeting is broadcast live on Cox Channel 12 and is also available on the Alachua County Video on Demand Website [link below]

https://alachuacounty.us/Pages/AlachuaCounty.aspx

Public comment and/or exhibits on the draft Transportation Improvement Program in advance of its approval shall be provided:

- in written format one business day (Friday, June 2, 2023 by 5:00 p.m.) prior to the meeting to escalante@ncfrpc.org; or
- in written and/or oral presentation in-person at the June 5, 2023 meeting in the John R. "Jack" Durrance Auditorium.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. Copies of the meeting agenda will also be posted at the above address. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Michael Escalante at 352.955.2200, extension 114, at least 48 hours before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and a rural community advisor. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.



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May 26, 2023

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area TO:

Scott R. Koons, AICP, Executive Director FROM:

Year 2045 Long-Range Transportation Plan SUBJECT:

Cost Feasible Plan Revision

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area administratively modify its Year 2045 Long-Range Transportation Plan Cost Feasible Plan (see Exhibit 1) to include the following footnote:

The State Road 24 (Archer Road) four-lane capacity project between the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) and SW 75th Street (Tower Road) from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

			SW 91st Street	SW 75th Street	Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan]	1.5	
10*	14.1	Archer Road (SR 24)	SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	\$52.6

TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area not administratively modify its Year 2045 Long-Range Transportation Plan Cost Feasible Plan) to include the footnote concerning State Road 24 (Archer Road) capacity project.

ADDITIONAL BICYCLE/PEDESTRIAN ADVISORY BOARD RECOMMENDATION

The Bicycle/Pedestrian Advisory Board recommends that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area have the State Road 24 (Archer Road) capacity project designed and constructed as a Complete Street.

BACKGROUND

At its August 24, 2020 meeting, the Metropolitan Transportation Planning Organization approved the Year 2045 Long-Range Transportation Plan Cost Feasible Plan:

- 1. Year 2045 Cost Feasible Plan consisting of the (see Exhibit 2):
 - A. Florida Transportation Plan Strategic Intermodal System Projects within the Gainesville Metropolitan Area;
 - B. Transit Development Plan project implementation funding in the amount of \$66.7 million present value allocation (State Revenue Forecast Table 5);
 - C. Proposed Alachua Countywide Bicycle-Pedestrian Master Plan "Box Funds" in the amount of \$20.2 million present value allocation (ten percent);
 - D. Projects within in the \$182.1 million present value cost estimate (State Revenue Forecast Table 5); and
- 2. Include in the Year 2045 Cost Feasible Plan Final Report:
 - A. Unfunded Year 2045 Needs Plan Projects;
 - B. Discretionary Projects (discretionary funding-eligible projects; and
 - C. Aspirational Projects (projects beyond Year 2045 Cost Feasible Plan horizon, projects lacking transit-oriented population (and density), and projects on roadways not in Federal Aid-Eligible Report).

At its February 3, 2023 meeting, the Metropolitan Transportation Planning Organization discussed congestion and safety issues on State Road 24 (Archer Road). A public hearing has been scheduled to consider revising the Year 2045 Long-Range Transportation Plan Cost Feasible Plan to add a footnote demonstrating the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the four-lane capacity project on State Road 24 (Archer Road) between the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) and SW 75th Street (Tower Road) in the Year 2050 Cost Feasible Plan Update.

Additional background materials include the:

- Exhibit 3 Year 2045 Cost Feasible Plan Revision Display Advertisement;
- Exhibit 4 Long-Range Transportation Plan State Road 24 (Archer Road) Capacity Project Timeline;
- Exhibit 5 Year 2045 Needs Plan;
- Exhibit 6 Alachua County Comprehensive Plan excerpts;
- Exhibit 7 City of Archer Comprehensive Plan excerpt; and
- Exhibit 8 Written public comment.

The Year 2045 Cost Feasible Plan includes the top nine projects from the Year 2045 Needs Plan. The State Road 24 (Archer Road) capacity project is the tenth-ranked project in the Year 2045 Needs Plan.

Attachments

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN ADOPTED COST FEASIBLE PLAN PROJECTS



Florida Transportation Plan Strategic Intermodal System Projects Marion Countyline Williston Road Managed Lanes Williston Road U.S. Highway 441 Managed Lanes At: Williston Road Interchange Modification At: Williston Road Interchange Modification At: Systemwide Iransit Administration Formula Grant and State Transit Block Grant At: Systemwide Transit Development Plan Implementation At: Gainesville Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Metropolitan Area Implementation	Transportation Plan Strateg Williston Road NW 39th Avemue U.S. Highway 441 Federal Transit Administrati
Marion Countyline Williston Road Managed Williston Road NW 39th Avemue Managed NW 39th Avemue U.S. Highway 441 Managed At: Williston Road Interchange Managed At: Systemwide Transit Administration Formula Grant and State Transit Administration Formula Grant Allocation) At: Gainesville Proposed Alachua Countywide Bicy Metropolitan Area	Marion Countyline Williston Road Williston Road NW 39th Avemue NW 39th Avemue At: Williston Road At: Williston Road At: Systemwide At: Gainesville At: Gainesville
Williston Road NW 39th Avemue Managed I NW 39th Avemue U.S. Highway 441 Managed I At: Williston Road Interchange Mo I Project Revenues - Federal Transit Administration Formula Grant and State Trans At: Systemwide Transit Development Plan Implement At: Gainesville Proposed Alachua Countywide Bicyc Metropolitan Area Implementation	Williston Road NW 39th Avemue NW 39th Avemue U.S. Highway 441 At: Williston Road At: Systemwide At: Systemwide Bicycle and Pedestrian Projects
At: Gainesville NW 39th Avemue U.S. Highway 441 At: Williston Road Interchange Interchange Interchange Interchange Transit Administration Formula Grant and State T Transit Development Plan Imples Transit Development Plan Imples Transit Development Plan Imples Transit Development Plan Imples At: Gainesville Metropolitan Area Implementation	At: Williston Road At: Systemwide At: Systemwide At: Gainesville
At: Williston Road Intercha Project Revenues - Federal Transit Administration Formula Grant and Stat At: Systemwide Transit Administration Formula Grant and Stat At: Gainesville Projects (Ten Percent Allocation) Metropolitan Area Implementation Metropolitan Area Intercha	ransit Project Revenues - Federal Transit Administrati At: Systemwide Bicycle and Pedestrian Projects At: Gainesville
t Project Revenues - Federal Transit Administration Formula Grant and St. At: Systemwide Bicycle and Pedestrian Projects (Ten Percent Allocation) At: Gainesville Metropolitan Area Implementation	At: Systemwide At: Gainesville
vide Bicycle and Pedestrian Projects ille Area	At: Systemwide Bicycle and Pedestrian Projects At: Gainesville
Bicycle and Pedestrian Projects	Bicycle and Pedestrian Projects At: Gainesville
ille Area	At: Gainesville
	Area
Cost Feasible Plan-Eligible Congested Corridors	Cost Feasible Plan-Eligible Congested Corridors
W 23rd Avenue NW 39th Avenue Widen to 4 lanes/2 dedicated transit lanes	
W S9th Terrace NW 83rd Street New Construction 3 Iane Complete Street/replace 2 Iane rural section	
Widen to 4 lanes, with bridge with dedicated transit lanes; median included	SW 20th Avenue Clark Butler Boulevard
NW 39th Avenue	
NW 39th Avenue	
	Newberry Road NW 39th Avenue
Main Street	NW 39th Avenue Main Street
Clark Butler Boulevard NW 39th Avenue	SW 20th Avenue Clark Butler Boulevard
	SW 20th Avenue
	NW 59th Terrace SW 20th Avenue
W 59th Terrace V 20th Avenue wherry Road	
151 5 1 2 1 5	
W 83rd Street W 23rd Avenue	
21.3 NW 83rd Street NW 23rd Avenue 19.6 SW 62nd Roulevard	21.3 NV 19.6 NV

^{*} Does not include local funding for right-of-way and dedicated transit lane construction

Administrative Modification -June 5, 2023

The State Road 24 (Archer Road) capacity project from the Year 2045 Needs Plan is notated with the Year 2045 Cost Feasible Plan in order to demonstrate the intent of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to include the project in the Year 2050 Cost Feasible Plan Update.

		SW 91st Street	SW 75th Street	Widen to 4 Janes/2 dedicated transit Janes [Mobility Plan]	1.5	
*01	Archer Road (SR 24)	SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	\$52.6

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN ADOPTED COST FEASIBLE PLAN PROJECTS

Rank	Score	Facility	From	e.	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
ř			Florida Trans	ida Transportation Plan Strategic Intermodal System Projects	rmodal System Projects		
	,	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	٠	\$280.3
	90	Interstate 75	Williston Road	NW 39th Avemue	Managed Lanes		\$487.1
,	ij	Interstate 75	NW 39th Avemue	U.S. Highway 441	Managed Lanes	٠	\$20.0
,	į)	Interstate 75	At: Williston Road	3100	Interchange Modification	7.	\$18.1
1			nsit Project Revenues - Feder	al Transit Administration For	Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant		
	(0)	Regional Transit System	At: Systemwide	*	Transit Development Plan Implementation	•	2.99
1			Bicycle a	Bicycle and Pedestrian Projects (Ten Percent Allocation)	Percent Allocation)		
*		Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	Ŷ.	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	Tita	20.2
			Cost	t Feasible Plan-Eligible Congested Corridors	sted Corridors		
*	21.3	21.3 NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6
2	19.6	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	1.5	\$11.2
3	17.6	17.6 SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with dedicated transit lanes; median included	0.25	\$17.0
4	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8
5	16.6	16.6 NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
*9	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6
7	14.3	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/ replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	1.75	\$46.5
∞	14.2	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/ replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	0.4	\$16.1
6	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes, with dedicated transit lanes; median included	1.50	\$31.3

YEAR 2045 GAINESVILLE METROPOLITAN AREA LONG RANGE TRANSPORTATION PLAN **COST FEASIBLE PLAN AMENDMENT PUBLIC HEARING NOTICE**

June 5, 2023 at 5:00 p.m.

John R. "Jack" Durrance Auditorium 12 SE 1st Street, Gainesville, Florida

Audio/Video - Cox Channel 12, Facebook and the Alachua County Video on Demand Website [link below]

https://alachuacounty.us/Pages/AlachuaCounty.aspx

Oral and Written Public Comment will be accepted at the Public Hearing. Written Public Comment delivered to the Metropolitan Transportation Planning Organization office (2009 NW 67th Place, Gainesville, FL 32653) by end-of-business (5:00 p.m.) on June 2, 2023 will be provided to members at the Public Hearing.

We need your opinion. Come share your ideas.

The Gainesville City Commission and the Alachua County Commission [sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area] will consider amending its Year 2045 Long-Range Transportation Plan for the Gainesville Metropolitan Area. This Public Hearing is to consider the addition of a State Road 24 (Archer Road) capacity project to the Year 2045 Cost Feasible Plan. This public hearing is your opportunity to provide input concerning the inclusion of the State Road 24 (Archer Road) capacity project in the Year 2045 Long-Range Transportation Cost Feasible Plan before the decision to approve the amendment is taken by

the Metropolitan Transportation Planning Organization. The Metropolitan Transportation Planning Organization encourages your participation in its long-range transportation planning process.

Come to this public hearing and share your ideas.

Visit our Long-Range Transportation Plan website at http://ncfrpc.org/mtpo/LRTP.html

More detailed information concerning this public hearing can be obtained in several ways: by visiting the website at www.ncfrpc.org (click Metropolitan Transportation Planning); by writing to the Metropolitan Transportation Planning Organization, 2009 NW 67th Place Gainesville, Florida 32653; or by calling 352.955.2200. Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge), to participate in this public hearing should contact Michael Escalante at 352.955.2200, extension 114, at least 48 hours before the public hearing.

EXHIBIT 4

State Road 24 (Archer Road) Capacity Project in Long-Range Transportation Plan Timeline

PLAN	PLAN DATES	PLAND	PLAN DOCUMENT
ADOPTION	HORIZON	NEEDS PLAN	COST FEASIBLE PLAN
2020	2045	Yes - 4-Lane^	No - Express Bus to Archer
2015	2040	Yes - 4-Lane^	Yes - 4-Lane^
2010	2035	Yes - 4-Lane^ + Bus Rapid Transit Study	Yes - 4-Lane^ + Bus Rapid Transit Study
2005	2025	Yes - 4-Lane*	No
2000	2020	Yes - 4-Lane^	No - Express Bus to Archer
1996	2020	Yes - 4-Lane^	Yes - 4-Lane^
1993	2015	Yes - 4-Lane^	Yes - 4-Lane^
1982	2005	Yes - 4-Lane	Yes - 4-Lane^
1976	2000	Yes - 4-Lane	Yes - 4-Lane*

^{*} Gainesville Metropolitan Area Boundary to SW 75th Street (Tower Road)

Yellow-shaded rows indicate years long-range transportation planning addressed the usage of University of Florida Student Activity Fees to supplement Regional Transit System funding. Green-shaded rows indicate years long-range transportation planning addressed the usage of University of Florida Student Activity Fees and Santa Fe College Transportation Fees to supplement Regional Transit System funding.

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[^] SW 122nd Street (Parker Road to SW 75th Street (Tower Road)

Technical Report 6. Year 2045 Preliminary and Final Needs Plan

Table 1: Year 2045 Needs Plan Projects and Cost Estimates (in Year 2020 Dollars)

EXHIBIT 5

noi	with 22' ction for cost will aditional or transit)	Arterkal	VIB cost	alan and	parking erial with	as based with 22" uction for cost will additional or transity	dlan and roxlmate es and a sinforced	dian and le 21,600 and a 22'	NIB cost
Noiss (tem Flotida Depariment of Transportation Long-Range Estimating or for clarification)	For the purpose of this cost featible plan the cost was based on what 2 tone bridged with 22 Median 4 Rike Lanes; U20, The tolat cost of construction for widening and the transit lanes is \$16.7 Million. This cost will asso include New Construction Erra Cost for Additional Lane on Urban Asteria; U10 (two additional case for transit) + 50% of the right of way cost. The transit costs have been set aside as a separate liem.	New Construction 3 tane Undivided Utban Arterial with Center Lane and 4" Bike Lanes: UO2	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction plus the bridge and structure construction cost	New Construction 4 Lane Utban Road with 22' Median and 4' Bike Lanes; U05	Assume complete steets Implementation with parking. Remove 2 lanes from existing 4-lane unalwided arterial with 4 protected bike lanes: U19	For the purpose of this cost feasible plan the cost was based with 22 Median. A Widen I Can the bivided with 72 Median. 4 Bike tames, U20. The total cost of construction for widening and the transit lanes is \$16.7 Million. This cost will ago include New Consthuction Eyra Cost for Additional Lane on Uborn Arferiate. 110 (two additional brase for transit + 50% of the right of way cost. The transit costs have been set asked as a separate flem.	New Construction 4 Lane Urban Road with 22: Median and 4' Bike Lanes, 1065 + Bildge Replacement, approximate 39,000 ag 1f (500' long with 4-12' lanes, 2-4' bike fanes and a 22' median (total of 78 widening)) at \$ 192/sq If (Reinforced concrete with phased construction)	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes, UGA-Bidge Wideling, opproximate 21,600 sq ft (400' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 54' widening)) at \$180/sq ft	Cost based on cost per mile as provided in HNTB cost estimate for roadway construction
Cumulative Cost (\$ in Millons)	\$10.6	\$21.7	\$38.7	\$63.5	866.0	576.6	\$123,1	\$139.2	\$170.5
Total Cosi (\$ in Millians)	\$10.6	\$11.2	817.0	\$24.8	\$2.5	\$10.6	\$46.5	ીં 918	\$31.3
Right of Way Cosi (25-100%)	\$2,314,941,62	\$1,798,578.78	\$7,382,224.54	\$3,870,752,50	N/A	\$2.314,941,62	\$16,226,005,31	\$5,471,731,50	\$13,627,169,46
Construction Engineering Inspection Cost (15%)	\$1,388,964,98	\$1,079,147.27	\$1,107,333.68	\$2,322,451,50	\$294,100.44	\$1,388,964,98	\$3,245,201,06	\$1,094,346.30	\$2,044,075,42
Design Cosl (10-20%)	\$925,976.65	\$719,431,51	\$738,222,45	\$1,548,301,00	\$196,066,96	\$925,976.65	\$3,245,201.06	\$1,459,128.40	\$1,362,716.95
Project Development and Environment Cost (5-10%)	\$462.988.30	\$359,715.76	\$369,111.23	\$1,548,301,00	\$98,033,48	\$462,98B.30	\$2,163,467,37	\$729,564.20	\$681,358.47
Construction	\$5,497,096.70	\$7,194,315.13	\$7,382,224,54	\$15,483,010.00	81,960,669.58	S5,497,096,70	\$21,634,673,75	\$7,295,642,00	\$13,627,169,46
Project Length In Miles	O.	5.	0.25	2.0	0.4	0.1	1,75	0,4	1.50
Proposed Modification	Widen to 4 lanes/2 dedicated Inansit lanes	New Construction 3 lane Complete Street/replace 2 lane rural section	Widen to 4 lanes, with bridge with BRT lanes; median included	New construction 4 Idnes/replace a 2-tane rural section	Two Lane reduction/Complete Streets	Widen to 4 lanes/2 dedicated transit lanes	New construction 4 lanes/leplace a 2-fane rural section with replacement of current bidge due to deficiency with bidge that spans over SW 38th Terrace	New construction 4 lanes/replace a 2-lane rural section, including bridge over 1-75 + Transit Pre-emption Provisions	Widen to 4 lanes with BRT lanes; median included
To	NW 39th Avenue	NW 83rd Street	Clark Butler Boulevard	NW 39th Avenue	Main Street	NW 23rd Avenue	SW 34th Street	FI. Clarke Boulevard	SW 20th Avenue
From	NW 23rd Avenue	NW 59th Terrace	SW 20th Avenue	Newberry Road	NW 6th Street	Newberry Road	SW 62nd Boulevard	NW 83rd Street	Newberry Road
Facility	NW 83rd Street	NW 23rd Avenue	SW 62nd Boulevard	NW 98th Street	NW 8th Avenue (State Road 20)	Ft, Clark Boulevard	SW 20th Avenue	NW 23rd Avenue	SW 62nd Boulevard
Score	21.3	9.61	17.6	17.4	16,6	14.6	14.3	14.2	14.2
Rank		2	es es	4	so.	.9		œ	٥

Technical Report 6. Year 2045 Preliminary and Final Needs Plan

Notes (from Florida Department of Fransportation Long-Range Estimating or for clarification)	New Constitution 4 Lane Urban Road With 22' Median and 4' Bike Lanes; UG	New Construction 4 Lane Urban Road with 22' Median and 4' 8lke Lanes: UOS	New Constituction 4 Lane Urban Road with 22 Median and 4' Bike Lanes: U05	New Construction 4 Lane Urban Road with 22 Median and 4' Bike Lanes: UG5 + Bidge Wildening, approximate 8, 100 sq ff (150' long with 2-12' lanes, 2-4' bike lanes and a 22' median (total of 34' widening)) at \$180/sq ff	New Construction & Lane Utban Road with 22' Median and 4' Bike Lanes: UG5	New Construction 4 Lane Urban Rood with 22' Median and 4' Bike Lanes: UO5	New Construction 4 Lane Urban Rood with 22' Median and 4' Bike Lanes: UC5	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side),with 4' Bike Lanes: U19	New Construction 2 Lane Undivided Utban Artetial with 4" Bike Lanes: U02	New Construction 4 Lane Urban Road with 22: Median and 4' Bike Lanes; UC6	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: UC6 + Bidge Widening, approximate 24,300 sq ff (450' long with 2-12' lanes; 2-4' bike lanes and a 22' median (total of 54' widening)) at \$180/sq ft
Cumulative Cost (\$ in Millions)	\$223.2	\$255.4	\$288.4	\$305,2	\$327.8	\$354,2	\$373.4	5381,7	\$384.6	\$390.6	\$443.6
Total Cost (\$ in Millions)	\$52,6	\$32.2	\$33,0	\$16.8	\$22.6	\$26.4	\$19,2	SB.3	\$2.9	86.0	\$53,0
Right of Way Cost (25-100%)	\$7,741,605,00	\$8,709,193,12	\$5,322,284,69	\$4,658,072.50	\$5,806,128,75	\$6.773,816.87	\$2,903,064,37	\$1,225,418,49	\$753,817,83	\$967,688,12	\$18.058,261,87
Construction Engineering Inspection Cost (15%)	\$4,644,903,00	\$2,612,757.94	\$3,193,370,81	81,397,421,75	\$1,741,838,62	\$2,032,145.06	\$1,741,838.62	\$735,251,09	\$226,145.35	\$580,612.87	\$3,611,652,37
Design Cost (10-20%)	\$6,193,204.00	\$1,741,838.62	\$2,128,913,87	\$931,614,50	\$2,322,451,50	\$2,709,526,75	\$1,741,838,62	\$980,334,79	\$226,145,35	\$387,075,25	\$4,815,536,50
Project Development and Environment Cosl (5-10%)	\$3,096,602,00	\$1,741,838,62	\$1,064,456,94	\$465,807.25	\$1,161,225,75	\$1,354,763,37	\$1,161,225,75	\$490,167.40	\$150.763.57	\$193,537.62	\$2,407,768.25
Construction Cost	\$30,906,020,00	\$17,418,386.25	\$21,289,138,75	\$9,316,145.00	\$11,612,257.50	\$13,547,633.75	\$11,612,257.50	84,901,673.96	\$1,507,635,66	\$3,870,752,50	\$24,077,682.50
Project Length in Miles	4.0	2.25	2.75	0:1	1.5	1,75	1.5	1.0	0.3	0.5	2.5
Proposed Modilication	New construction 4 lanes/replace a 2-lane rural section	New construction 4 lanes/replace a 2-lane rural section	New construction 4 lanes/teplace a 2-lane rural section	New construction 4 lanes/replace a 2-lane rual section, including the widening of bridge over Hog fown Creek	New construction 4 Idnes/replace a 2-lane rural section	New construction 4 Idnes/replace a 2-lane rural section	New construction 4 lanes/replace a 2-lane rural section	Widen to 4 lanes	Two-Lane Extension	New construction 4 Ianes/replace a 2-lane rural section	New construction 4 lanes/teplace a 2-lane rural section, including the widening of bridge over Hogrown Creek
<u>s</u>	SW 75th Straet (Tower Road)	SW 20th Avenue	NW 55th Street	NW 13th Street	NW 53rd Avenue	NW 77 Avenue	Hull Road	SW 34th Street	SW 43rd Street	SW 35th Drive	NW 31st Boulevard
From	Parker Road	SW 91st Street	NW 98th Street	NW 22nd Street	NW 31st Boulevard	NW 53rd Avenue	Willston Road	SW 43rd Street	SW 20th Avenue	SW 40Ih Sheet	W University Avenue
Facility	Archer Road (State Road 24)	SW 8th Avenue	NW 23rd Avenue	NW 23rd Boulevard	NW 34th Street (State Road 121)	NW 34th Boulevard (State Road 121)	SW 23rd Terrace	SW 24th Avenue	Hull Road	Williston Road (State Road 331)	NW 34th Street (State Road 121)
Score	14.1	14,1	тз	11.3	113 -	11.2	na	nii.	10.9	10,5	7.6
Rank	<mark>Q</mark>	ı	21	13	14	15	91	11	81	6	50

Technical Report 6. Year 2045 Preliminary and Final Needs Plan

Facility From SW 34th Place Street	From SW 34th Street	10 10 10 10	To SW 27th Street	Proposed Madilication New construction 4 Incress page 2-4 ane rural	Project Length In Miles	Construction Cost \$5,806,128,75	Project Development and Environment Cost (5-10%)	Design Cost (10-20%) \$580,612.87	Construction Engineering Inspection Cost (15%)	Right of Way Cost (25-100%) \$2,903,064,37	Total Cost (\$ In Millians)	Cumulative Cost (\$ in Millions)	Notes (from Florida Department of Transportation Long-Range Estimaling or for clarification) New Construction 4 Lane Urban Road with 22" Median and 4" Bike Lanes: USS
	Ft. Clarke Boulevar	0.0	NW 98th Street	section New construction 4 lanss/feplace a 2-lane rural section	0.5	\$3,870,752,50	\$193,537.62	\$387,075.25	\$580,612.87	\$967,688.12	\$6.0	\$460.3	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: UCS
NW 53rd NW 52nd Avenue Terrace	NW 52 Terrac	Pu e	NE 15 ist Street (not found) SR 24/Waldo Road (I think this is what you meant)	New construction 4 Iames/teplace a 2-lane rural section	7.25	\$56,125,911,24	\$5.612,591,12	\$8,418,886,69	\$6,418,886.69	\$14,031,477,81	\$92.6	8552.9	New Construction 4 Lane Utban Road With 22" Median and 4" Bike Lanes, UG5
SW 75th Street (Tower Road)	SW 7	# +	SW 8th Avenue	Widen to 4 lanes	3.25	\$15,930,440.37	\$1,593,044,04	\$1,593,044.04	\$2,389,566,06	\$3,982,610,09	\$25.5	\$578.4	Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side),with 4' Bike Lanes: U19
SW 20th SW 62nd Avenue I-75 Avenue	SW 6	Snd	SW 52nd Avenue	New construction 4 lanss/replace a 2-lane rural section, including the widening of bridge over F/75	0.5	\$7,020,032,50	\$702,003,25	\$1,404,006.50	\$1,053,004,87	\$3,510,016,25	\$13.7	\$692.1	New Construction & Lane Urban Road with 22" Median and 4" Bite Lanes; UGS - Bridge Widening, approximate 16,200 as 1f (300' long with 2-12' Lanes, 2-4' bite lanes and a 22' median (1otal of \$4' widening)) at \$180/sq ft
NW 39th SW 1 Avenue Stree	SW 1	SW 143rd Street	NW 105th Street	New construction 4 lanes/replace a 2-lane rural section	2,5	\$19,353,762,50	\$1,935,376.25	\$1,935,376.25	\$2,903,064.37	\$4,838,44D,62	\$31.0	\$623.1	New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes; U05
 TOTAL Cost of 2045 Needs Plan Projects (in 2020 dollars, Millions)	2045 Ne	eds Pic	I n Projects (in 2020	dollars, Millons)							\$449.7		

EXHIBIT 6

How Can We Help You? ▼ County Offices ▼ Business Resources ▼ Contact Us ▼ (http://alachuacounty.us/contactus/Pages/contactus aspx) (http://www.

We are continuouslly learning and making our very best effort to ensure WCAG 2.0 guidelines are met at all times. If you have any questions or are experiencing any issues, please call us

at 352-374-5249 for in-person assistance.

Comprehensive Plan 2019-2040

Transportation Mobility

GOAL

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, MOTORIZED-VEHICLE USERS, USERS OF RAIL AND AVIATION FACILITIES, AND IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF ALACHUA COUNTY.

AUTOMOBILE, BICYCLE AND PEDESTRIAN CIRCULATION

PRINCIPLE 1

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM FOR ALL USERS THAT IS CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

PRINCIPLE 2

TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH THE PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

PRINCIPLE 3

DISCOURAGE SPRAWL AND ENCOURAGE THE EFFICIENT USE OF THE URBAN CLUSTER BY DIRECTING NEW DEVELOPMENT AND INFRASTRUCTURE TO AREAS WHERE MOBILITY CAN BE PROVIDED VIA MULTIPLE MODES OF TRANSPORTATION.

PRINCIPLE 4

TO REPEAL TRANSPORTATION CONCURRENCY AND PROVIDE FOR AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION FUNDING SYSTEM THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREAS, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS. CONGESTION ALONG SOME ROADWAYS IS THE TRADEOFF BETWEEN ADDING ROADWAY CAPACITY ON CONGESTED CORRIDORS AND DEVELOPING AN INTERCONNECTED NETWORK OF ROADWAYS, BICYCLE AND PEDESTRIAN FACILITIES AND RAPID TRANSIT FACILITIES SERVED BY EFFICIENT TRANSIT SERVICE.

1.0 TRANSPORTATION SYSTEM CAPACITY

OBJECTIVE 1.1 Urban Transportation Mobility Districts

Urban Transportation Mobility Districts encourage future land use and transportation patterns that emphasize mixed-use, interconnected developments, promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

Policy 1.1.1 The Urban Cluster Area as identified on the Future Land Use Map of the Comprehensive Plan shall serve as the boundary for the Urban Transportation Mobility Districts. Urban Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.

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Policy 1.1.2 Urban Transportation Mobility Districts are designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multi-modal transportation system that reduces per capita greenhouse gas emissions by encouraging walking, bicycling and driving short distances between residential, retail, office, educational, civic and institutional uses and utilizing transit to commute to regional employment, educational and entertainment destinations.

Policy 1.1.3 The intent of Urban Transportation Mobility Districts are:

- a) To provide for mobility within urban areas through the development of an interconnected network of:
 - (1) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).
 - (2) Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.
 - (3) Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.
- (b) To recognize that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining roadway level of service on those corridors.
- (c) To utilize features of an alternative mobility funding system per F.S. 163,3180.
- (d) Reduce vehicle miles of travel and per capita greenhouse gas emissions through compact, mixed-use, interconnected developments served by multiple modes of transportation.
- (e) Reduce sprawl and encourage urban development by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.
- (f) Reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive developments in the Urban Cluster served by transit service that connects to regional employment and educational destinations,
- (g) To provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.

Policy 1.1.4 Within the Urban Cluster, the County adopts multi-modal level of service (LOS) guidelines for the following:

	Level of Service (LOS)	Standard of Measure
Pedestrian	В	Based on Presence of a pedestrian facility
Bicycle	В	Based on Presence of a bike lanes / paved shoulders
Express Transit	8	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis

Guideline applies to Collector and Arterial Roads

- (a) In order to achieve the level of service guideline for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2040, not a standard that is intended to be achieved on an annual basis for each roadway.
- (b) Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be a goal achieved within the Urban Cluster on each of the routes shown on the Express Transit Corridors map by 2030. The peak hour frequency for each route shall be a minimum of 30 minutes and may be increased to additional service to meet demand and maintain up to fifteen (15) minute headways based on the capacity and productivity of the service.
- (c) Within each Urban Transportation Mobility District, achievement of the LOS for all functionally classified roadways shall be based on an Areawide LOS. The Areawide LOS shall be determined by dividing the sum (Σ) of total traffic by the sum (Σ) of the total maximum service volume at the adopted LOS guideline for all functionally classified roadways.

Policy 1.1.5 Over the time horizon of the Comprehensive Plan, as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing new capital infrastructure for a multi-modal transportation network to providing frequent transit service along rapid transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to provision of transportation services.

Policy 1.1.6 The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service guidelines and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2040.

Policy 1.1.6.1 Updates of the Capital Improvements Element (CIE) shall include a roadway LOS analysis that demonstrates that the Areawide LOS for each Transportation Mobility District is being achieved, Updates shall also demonstrate that progress is being made toward achieving the identified bicycle, pedestrian and transit LOS. To measure and evaluate the effectiveness of the Transportation Mobility Districts policies, updates of the CIE shall also include a vehicle miles of travel (VMT) and mode share analysis for each Transportation Mobility District and the Urban Cluster.

Policy 1.1.6.2 Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

Policy 1.1.6.3 With the exception of Interstate 75, roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall contain provisions for transit, bicycle lanes, sidewalks and/or multi-use paths.

Policy 1.1.6.4 The time frame for construction of the projects identified in the Capital Improvements Element is intended to be flexible to address impact from development as it occurs. Should development activity increase, then the identified projects will be constructed earlier in the time period; conversely, should development activity be below normal rates, then the construction start dates will be pushed back to a later period.

Policy 1.1.6.5 The County intends to engage in Public/Private Partnerships to develop an interconnected roadway network in undeveloped and underdeveloped portions of the Urban Cluster to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways.

Policy 1.1.6.6 Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS guideline, then the County shall as a part of its update to the Capital Improvements Element either identify additional motor vehicle capacity projects or additional bicycle, pedestrian and transit projects in order to provide enhanced mobility.

Policy 1.1.6.7 A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from the alignment shown to serve a Transit Oriented Development, Traditional Neighborhood Development or Activity Center. A Comprehensive Plan amendment shall be required to modify dedicated transit lane(s) for transportation uses other than provision of transit service.

Policy 1.1.6.8 Dedicated transit lane(s) shall be designed and constructed in conjunction with any new roadway projects consistent with the Rapid Transit Corridors map.

Policy 1.1.6.9 The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps.

Policy 1.1.6.10 Bicycle and Pedestrian facilities shall be provided in accordance with Objective 1.6.

Policy 1.1.6.11 Large Scale Comprehensive Plan amendments to the Future Land Use Element or Map that result in a greater transportation impact shall require the entity requesting the amendment to demonstrate that the adopted LOS guidelines for the affected Urban Transportation Mobility District are achieved and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the Comprehensive Plan Amendment.

Policy 1.1.6.12 Requests to expand the Urban Cluster Boundary, whether by public or private entities, shall require the entity to demonstrate that the adopted LOS guidelines for the affected Urban Transportation Mobility District are achieved and that additional required infrastructure is fully funded. The entity shall also be required to construct or fully fund bicycle and pedestrian facilities necessary to achieve the adopted LOS from the proposed newly included properties to an existing facility or a logical terminus within the existing Urban Cluster Boundary. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the request to expand the Urban Cluster Boundary. This requirement is in addition to all other conditions of the Comprehensive Plan, including Policy 7.1.3 of the Future Land Use Element in order amend the Comprehensive Plan to the expand the Urban Cluster.

Policy 1.1.6.13 For Annexations within the Urban Cluster the County shall coordinate with applicable jurisdictions to incorporate the transportation infrastructure improvements into the jurisdictions Capital Improvements Element. The County shall not expend any funds for transportation projects within annexed areas or to mitigate the impact of developments within municipalities, unless an intergovernmental agreement is established with the municipality to have developments fund their proportionate share of the cost to address the

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developments impact.

Policy 1.1.6.14 Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS standards can be meet and that the amendment is in keeping with providing mobility by multiple modes of transportation within the Urban Cluster.

Policy 1.1.7 A mobility fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system.

- (a) Development shall satisfy transportation impact mitigation obligations through payment of a mobility fee.
- (b) Modes of transportation to be addressed by the mobility fee shall be consistent with the modes identified in Policy 1.1.4.
- (c) The mobility fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

Policy 1.1.8 The following are internal street network requirements for all development within the Urban Cluster:

- (a) Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.
- (b) Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.
- (c) A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles.
- (d) Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.
- (e) Internal streets shall connect to stub-outs provided by adjacent developments.
- (f) Developments shall provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.
- (g) A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.
- **Policy 1.1.9** Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.

Policy 1.1.10 A development greater than 1,000 dwelling units or 350,000 sq ft of non-residential uses shall be required to either:

- (a) Mitigate its proportionate share cost for all significant and adverse impacts to roadways, interstates, intersections and interchanges not addressed through the multi-modal transportation fee. Significant and adverse impacts to roadways, intersections, interstates and interchanges shall include all roadways where the development generates traffic that is five (5) percent or more of the Florida Department of Transportation Generalized Tables capacity at the adopted roadway level of service guideline. Adverse roadways are roadways that operate below that adopted roadway level of service guideline. The Florida Department of Transportation shall be consulted on impacts to Strategic Intermodal System (SIS) facilities, or
- (b) Construct and fund multi-modal improvements, to the extent permitted by law, as described below (capital projects shall be consistent with the Capital Improvements Element):
 - (1) Construct one of the following:
 - a. Construct an overpass over Interstate 75 that accommodates at least three of the following modes of travel: walking, biking, driving or riding transit, or -
 - construct two (2) miles of an off-site roadway capacity project, or
 - c. Construct four (4) miles of single track or two (2) miles of dual track off-site dedicated transit lanes.

- (2) Construct an off-site multi-use trail connecting two pedestrian generators.
- (3) Fund four (4) hybrid or alternative fuel buses.
- (4) Construct a surface park and ride lot designed to accommodate a multi-story parking structure at a future date, the multi-story parking structure may be constructed in-lieu of the surface lot.
- (5) All projects, regardless of proximity to interstate 75, shall be required to fund transit for a cumulative twenty (20) year period. The funding of transit shall be phased in such a manner to increase service frequency coincident with the construction of the development up to eventual 10 minute headways along Rapid Transit Corridors from the development site to a centrally located transit hub on the University of Florida Campus and the Eastside Activity Center. Timing of the commencement of transit service shall be scheduled to begin when there are sufficient users projected to utilize the service.

Policy 1.1.11 Developments may receive mobility fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.10.3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD) or Transportation Improvement District (TID) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, mobility fee credit, development entitlements, and funding mechanisms.

Objective 1,2 Transportation Management Outside of Urban Cluster Mobility Areas

OBJECTIVE 1.2 - Rural Transportation Mobility Districts

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure can be provided in a financially feasible manner, the unincorporated area outside the Urban Cluster as identified in the Comprehensive Plan shall be established as Rural Transportation Mobility Districts. Developments within Rural Transportation Mobility Districts are required to mitigate impacts to roadways within the Rural and Urban Transportation Mobility Districts as established in the adopted Mobility Fee.

Policy 1.2.1 Alachua County shall adopt the following level of service guidelines based on daily traffic for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities:

Mode of Travel	Level of Service (LOS)
Motor Vehicle	С

Policy 1.2.2 Alachua County has established level of service guidelines for rural areas to coordinate capital improvement planning and land use to ensure that growth does not occur faster than the County's ability to provide for infrastructure in a financially feasible manner. The level of service guidelines shall not compel or require the County to widen or construct new roadways outside of the Urban Cluster in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties.

Policy 1.2.3 Amendments to the Future Land Use Element and/or Map, including Sector Plans and Special Area Plans, will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level of service of individual affected roads based on the roadway functional classification and number of lanes.

Policy 1.2.4 Where the evaluation of a proposed Future Land Use amendment indicates that the level of service on affected individual roads segments would be reduced below the adopted level of service guidelines, the amendment shall be accompanied by corresponding amendments to identify roadway modifications needed to maintain the existing individual segment by segment level of service guideline, as well as the scheduling of such modifications in Alachua County's Five Year Capital Improvement Program.

OBJECTIVE 1.3

To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation



Policy 1.3.1 Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations.

Policy 1.3.2 Access to roadways shall be controlled in order to maximize the efficiency of the transportation network. The FDOT Access Management Classification System and Standards shall be incorporated and utilized for reviewing plans submitted to the DRC for review and approval. All development orders shall meet at a minimum the FDOT requirements.

Policy 1.3.3 Alachua County will incorporate within their Land Development Regulations provisions which address the following:

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- (a) frontage road, joint access, or cross access easement requirements, where appropriate.
- (b) mandatory off-street loading and parking
- (c) intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges
- (d) building setback requirements
- (e) design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
- (f) intersection spacing standards
- (g) minimum maintenance responsibility requirements
- (h) sight distance standards
- (i) incentives to mitigate poor traffic access/hazardous situations
- (j) standards to eliminate traffic conflicts with bicyclists and pedestrians
- (k) highway safety for all users
- (l) commercial signage/utilities restrictions within rights-of-way
- (m) FDOT Access Management Classification System and Standards
- (n) cross-access and stub-outs to adjacent parcels
- **Policy 1.3.4** Development shall be required to address operational site related improvements and operational affects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the limits for major intersections to be addressed and the extent of required operational improvements to ensure safe operations for motor vehicles, pedestrians, and bicyclists. Operational improvements are considered site related requirements. The addition of through motor vehicle lanes not directly related to facilitating access to the site are considered capacity projects and shall be credited accordingly.
- Policy 1.3.5 The land development regulations shall include standards, criteria, and procedures to ensure that an adequate system of roads functionally classified as local provides safe and maintainable access to new development that will use such roads. These regulations shall include design standards to ensure that the structural integrity and volume capacity of such roads are adequate based on projected trips to and from such development and shall take into account requirements for fire-fighting and other emergency vehicle access. Evaluation and approval of new development proposals shall include assessment of impact on and capacity of directly connected existing local roads.
- Policy 1.3.6 The land development regulations shall include guidelines, standards, and procedures for the identification of existing local graded roads providing access to existing development that are deficient based on findings that the condition of such roads is below or is projected to be below that required to meet minimum standards for public safety based on factors such as accidents, indications of inaccessibility to emergency vehicles, indications of inability to properly maintain, and projected traffic volumes in relation to the condition of the road. A management program for such roads identified as deficient shall be developed by the Alachua County Public Works Department for consideration as part of the annual Capital Improvements Program update. This shall include identification of the cost of required maintenance or improvements necessary to remedy identified deficiencies, identification of existing or proposed sources of funding such expenditures, and identification of areas proposed for deferral of further development pending remedy of existing local road deficiencies.
- **Policy 1.3.7** Development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones, stormwater, utilities, sidewalks and multi-use paths. Sidewalks and multi-use paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive areas, and natural features.
- Policy 1.3.8 Developments that are twenty-five (25) or more residential units in size or that generate more than 250 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where infeasible due to original tract dimensions, environmental or topography constraints or existing development patterns.

Objective 1.4 Future Transportation Circulation Maps (FTCM)

OBJECTIVE 1.4

To provide for support for the continued electrification of the vehicle fleet.

Policy 1.4.1 The land development regulations shall require a minimum provision of Level 2 Charging Stations (240v) be provided in new multifamily and TND/TOD developments with multifamily components.

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Objective 1.5

OBJECTIVE 1.5

Avoid, minimize, and mitigate adverse impacts upon natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use the transportation system to enhance natural and historic resources and scenic quality where possible.

- **Policy 1.5.1** Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts Conservation and Preservation areas consistent with Objective 3.6 of the Conservation and Open Space Element.
- **Policy 1.5.2** Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality, consistent with Objectives 5.3 and 5.4 of the Conservation and Open Space Element.
- **Policy 1.5.3** The county determines through the adoption of this Comprehensive Plan that there is no need for, or public purpose for any new turnpikes, expressways or toll roads in Alachua County that are significantly outside of the rights of way of existing highways. This policy constitutes a finding of fact that the construction of any new expressways, turnpikes or toll roads significantly outside of existing highway rights of way by any agency of government or other entity does not serve a public purpose, and would be inconsistent with this adopted Comprehensive Plan.

OBJECTIVE 1.6

Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.

- **Policy 1.6.1** Transportation facilities shall be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, calm traffic, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses. Where possible, the existing natural landscape shall be retained or appropriately replicated in roadway design so as to maintain the sense of place and environmental heritage of Alachua County.
- Policy 1.6.2 The County shall strive to achieve Platinum Level Bicycle Friendly Community Status from the League of American Bicyclists.
- **Policy 1.6.3** Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element.
- **Policy 1.6.4** New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.
- **Policy 1.6.5** Streets and roads shall be designed such that automobile and non-automobile modes of transportation are equitably served to the greatest extent possible. Design will include public and emergency vehicle access. Such designs shall include strategies to calm automobile traffic, provide a pleasant pedestrian environment, and create safe, balanced, livable streets, such as:
 - (a) narrow travel lane width,
 - (b) minimum turning radius,
 - (c) bike lanes,
 - (d) pedestrian-friendly frontage uses and design,
 - (e) street trees, street furniture, and landscaping,
 - (f) wide sidewalks,
 - (g) crosswalks, and/or
 - (h) gridded street system of short blocks.
- Policy 1.6.6 The preferred location for sidewalks and multi-use paths is the edge of the right-of-way, behind existing or proposed vegetation

Policy 1.6.7 The minimum width for multi-use paths is eight (8) feet. In recognition of the difficulty in retrofitting existing roadway, the width of the multi-use path may be decreased to five (5) feet in specific locations to address utilities, stormwater facilities, and right-of-way constraints.

- **Policy 1.6.8** Inside the Urban Cluster, on existing open drainage collector and arterial roadways, bicycle lanes or paved shoulders shall be provided:
 - (a) whenever auxiliary lanes or medians are constructed unless prohibited due to stormwater, environmental or right-of-way constraints.
 - (b) on reconstruction projects unless prohibited due to stormwater, environmental or right-of-way constraints.

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- (c) with resurfacing projects unless prohibited due to stormwater, environmental, or right-of-way constraints; except where a benefit cost analysis prepared using a professionally accepted methodology considering benefits and costs that accrue to the general public as well as to the County itself does not support the installation of a paved shoulder, the County may consider an adjacent or parallel multi-use path.
- **Policy 1.6.9** The County shall incorporate bikeways, trails, and scenic corridors into the greenways system as provided in Objective 6.3 of the Conservation and Open Space Element.
- **Policy 1.6.10** Bicycle and pedestrian access for recreation and transportation throughout the community shall be incorporated into a linked open space network, or greenways system, consistent with Objective 6.3 of the Conservation and Open Space Element and the County's Greenways Master Plan.
- Policy 1.6.11 The County shall design and locate recreation sites to encourage and expand bicycle and pedestrian access consistent with the Recreation Element.
- **Policy 1.6.12** Developments are encouraged to utilize the sidewalk mitigation fund in lieu of constructing a sidewalk along property boundaries with an external roadway.

Objective 1.7

OBJECTIVE 1.7

To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

- Policy 1.7.1 In developing Alachua County's transportation plan, the following plans shall be considered:
 - (a) The Florida Department of Transportation's adopted Five-Year Work Program;
 - (b) the annual Transportation Improvement Program and Long Range Transportation Plan of the Metropolitan Transportation Planning Organization;
 - (c) the transportation plans of the municipalities within Alachua County; and
 - (d) the transportation plans of adjacent counties.
- Policy 1.7.2 Alachua County will coordinate transportation modifications with state, local, and regional plans. Regional plans shall be coordinated through the MTPO for the urbanized area. For other areas of the County, transportation improvements shall be coordinated through mutual review of proposed modification programs on an annual basis with affected municipalities and the state. Alachua County shall consider the Long Range Transportation Plan in the development of its Transportation Improvement Program (TIP) for County maintained facilities in the municipalities.
- **Policy 1.7.3** Road projects may be constructed by private development interests to provide access to properties for the purposes of development in accordance with the Future Land Use Element. These roads must be constructed to appropriate County standards for the anticipated long-range need of the road projects.
- Policy 1.7.4 In order to assess intergovernmental traffic impacts, Alachua County shall continue to coordinate with the following entities concerning the indicated facilities:
 - (a) the FDOT for state-maintained roads in the unincorporated area,
 - (b) municipalities in Alachua County for County-maintained roads within the municipality and municipal roads which may impact those County-maintained roads, and;
 - (c) adjacent counties for inter-county roads, where appropriate.

The coordination shall include provisions for:

- (1) Periodic monitoring reports to be prepared by Alachua County for use by the FDOT in determining road modifications needs in their five-year work program.
- (2) Reporting of development activity from the entity approving development orders that would result in additional traffic on County roads to monitor the capacity of County-maintained facilities and for use in capital improvement programming.
- (3) Procedures for verification with the County of road capacity for developments whose approval by the entity would generate traffic exceeding more than five percent (5%) of the maximum capacity of the road based on the adopted minimum level of service guidelines.
- (4) Bicycle facilities and sidewalks

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Policy 1.7.5 Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by

the County with access to SIS and state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.

Policy 1.7.6 Alachua County will continue to participate in and support the efforts of the Metropolitan Transportation Planning Organization (MTPO) through provision of the County's proposed transportation modification program to the MTPO for review, exchange of information such as traffic counts, accident data necessary for planning by the MTPO, and participation in the MTPO technical advisory committee and on the MTPO.

Policy 1.7.7 Citizen participation shall be a part of the traffic circulation planning process. This shall include, but not be limited to, citizen participation in the Capital Improvement Element review process, conducted in accordance with Policy 1.6.1 of the Capital Improvement Element.

OBJECTIVE 1.8 SAFETY

To provide a safe transportation network that supports the needs of all system users.

- **Policy 1.8.1** Alachua County shall strive to minimize the number of crashes resulting in fatalities and severe injuries for all transportation network users. This shall include a system wide approach.
- **Policy 1.8.2** The County supports a multi-disciplinary approach to safety that includes engineers, planners, law enforcement and public health representatives and other community partners. The County will establish a task force or workgroup that includes agency and community representatives to aid in identification of specific strategies that may be available to minimize the number of fatalities and severe injuries on the County's transportation network.
- **Policy 1.8.3** The Board of County Commissioners shall receive a report, annually, identifying all fatalities and severe injuries that occur on the County's roadway network. The report shall include an analysis of whether any specific system-wide improvements can be identified to reduce problem areas or corridors.
- **Policy 1.8.4** Alachua County recognizes the disadvantage that pedestrians and bicyclists have when crashes occur and shall work with local and State agencies to identify cost-effective improvements to the transportation network that will result in the reduction in severity of crashes.
- **Policy 1.8.5** It shall be the Policy of the Board of County Commissioners that speeds on County roads shall be the minimum necessary to ensure safe and efficient travel. Roads and streets shall be designed with context sensitivity using the techniques in Transportation Mobility Element Policy 1.6.5 to encourage reduced speeds. The County's general policy shall be that proposed posted speed increases shall be brought to the Board for approval along with suggested alternatives.
- **Policy 1.8.6** Alachua County shall, in conjunction with the FDOT and the municipalities within the County, continue to identify and maintain data on locations of current high concentrations of crashes. This information shall be used as part of the identification of projects for Transportation System Management programs.
- **Policy 1.8.7** Alachua County shall develop a long range program in conjunction with the Capital Improvement Element to improve County-maintained roadways/intersections identified as having safety problems. Alachua County shall notify the FDOT of the need for modifications for safety problems identified on state-maintained roadways.

Objective 1.9

OBJECTIVE 1.9

To provide for the acquisition and protection of existing and future rights-of-way from development, including building encroachment.

- **Policy 1.9.1** The Future Transportation Corridor Map incorporated herein will be used to identify right-of-way needs along given transportation corridors.
- Policy 1,9.2 Alachua County shall protect existing and future rights-of-way through its development review process. Rights-of-way necessary for County-maintained projects shall be acquired as soon as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed developments or modifications are adjacent to state-maintained roadways. The County will coordinate with the Regional Transit Service to determine right-of-way needs when proposed developments or modifications are adjacent to future transit corridors. Alachua County shall encourage the FDOT to acquire rights-of-way necessary for state-maintained projects soon as funds become available for such specific projects.
- Policy 1.9.3 Standards for roadway construction and development will be established as part of the land development regulations providing for the protection of existing and future rights-of-way and easements. This policy shall be applied through the County's Development Review process.

Objective 2.1 Transit

OBJECTIVE 2.1 - TRANSIT

To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

- **Policy 2.1.1** Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.
- Policy 2.1.2 Alachua County shall continue to promote the enhancement of transit through the Long Range Transportation Plan.
- Policy 2.1.3 Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes.
- **Policy 2.1.4** Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.

Objective 2.2

OBJECTIVE 2.2 - Transportation Disadvantaged

To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged.

- Policy 2.2.1 Alachua County will assist the Metropolitan Transportation Planning Organization and the Florida Department of Transportation in planning services for the transportation disadvantaged.
- Policy 2.2.2 Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.

Objective 2.3

OBJECTIVE 2.3 - Rail Transportation

To promote an appropriate rail transportation system.

- Policy 2.3.1 Alachua County shall promote MTPO activities to coordinate with Federal, State, regional, and local agencies to study the feasibility of a regional light rail system.
- **Policy 2.3.2** Alachua County shall encourage continued provision of existing freight and passenger railroad service in the County and promote the expansion of freight and passenger railroad service in the County and explore the possibility of intercity high speed rail.

3.0 AVIATION

OBJECTIVE 3.1

To coordinate improvements or expansions of aviation facilities with the Comprehensive Plan; and to prevent obstructions to airport operations.

- Policy 3.1.1 The land development regulations shall provide for airport protection zoning regulations and airport land use compatibility zoning regulations in order to protect designated airport hazard areas from potential obstructions to airport operations, and to prevent incompatible land uses in the vicinity of public use airports. Such land development regulations shall be adopted or amended, as needed, administered, and enforced in accordance with the interlocal agreement for airport zoning regulations between Alachua County, the City of Gainesville, and the Gainesville-Alachua County Regional Airport Authority, as required by Chapter 333, Florida Statutes. Such land development regulations shall be based on the most current Gainesville Regional Airport Part 150 Noise Study that has been determined to be compliant by the FAA and the most current version of the Gainesville Regional Airport Master Plan.
- Policy 3.1.2 Alachua County shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and any approved mitigation plan, consistent with the Conservation and Open Space Element
- Policy 3.1.3 Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Alachua County Board of County Commissioners in accordance with the Land Development Regulations.
- Policy 3.1.4 Alachua County will notify with the Gainesville Regional Airport Authority and the Flying Ten Airport concerning proposed changes in land use within designated runway protection zones, and any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County. All other (private) air facilities identified in the most recent report for the Continuing Florida Aviation System Planning Process shall be notified of any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County.

Policy 3.1.5 Surface transportation access to aviation facilities shall be coordinated with the traffic circulation system shown on the traffic circulation maps.

Policy 3.1.6 Alachua County shall coordinate its transportation planning efforts with the Gainesville-Alachua County Regional Airport
Authority, the City of Gainesville, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Florida
Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

Objective 3.3

OBJECTIVE 3.2

To coordinate the capital improvement plans associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, the City of Gainesville, Alachua County, and the Multi-County Regional Airport Task Force.

Policy 3.2.1 Fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, shall be reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Alachua County Capital Improvement Element.

Policy 3.2.2 The County shall encourage and support appropriate funding applications submitted by the Airport Authority to the appropriate agencies.

Policy 3.2.3 Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or modifications to the traffic system to support the facility.

Policy 3.2.4 The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the Alachua County Capital Improvement Program.

Transportation Mobility Element Map Series

- 1. Future Transportation Functional Classifications (2025)
- 2. Future Transportation Functional Classifications (2040)
- 3. Future Transportation Circulation Map (Number of Traffic Lanes) (2025)
- 4. Future Transportation Circulation Map (Number of Traffic Lanes) (2025)
- 5. Express Transit Corridors
- 6 Rapid Transit Corridors
- 7. RTS Routes
- 8. Existing & Future Bicycle and Pedestrian Network
- 9. Existing and Projected Major Trip Generators and Attractors
- 10. Transportation Mobility Districts

Future Aviation and Related Facilities Map Series

- 11: Air Facilities Locator Map, Alachua County
- 12. Gainesville Regional Airport Ingress/Egress

Тор

Map 1. Future Transportation Functional Classifications (2025)

EXHIBIT 7

II TRANSPORTATION ELEMENT

INTRODUCTION

A traffic circulation system which provides for the safe and efficient movement of people and goods is needed to support existing and future development. The purpose of this plan element is to identify the types, locations and extent of existing and proposed major thoroughfares and transportation routes in the City and establish a framework for making policy decisions in planning for future transportation needs. The data collected for this plan element and analysis of this data, contained in the Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for this portion of the Comprehensive Plan.

The Transportation Element is closely related to the Future Land Use Element. This is due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities, with more intensive land uses generating more traffic and requiring greater degrees of accessibility. Conversely, the transportation network affects land use in that access provided by transportation facilities (existing or proposed) influences the use of land located adjacent to these facilities.

In addition to the Future Land Use Element, the Transportation Element is coordinated and consistent with the remaining plan elements as required by the Community Planning Act. Further, the City's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

The following goal, objectives and policies of this plan element are intended to serve as the plan for traffic circulation needs. The objectives and policies herein provide a basis for addressing transportation needs within the City.

TRANSPORTATION GOAL OBJECTIVES AND POLICIES

GOAL II - PROVIDE FOR A TRANSPORTATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES

OBJECTIVE II.1 The City shall establish a safe, convenient and efficient level of service standard which shall be maintained for all motorized and non-motorized

transportation systems.

Policy II.1.1 Establish Level of Service Standard at peak hour as defined within the most

recent version of the Florida Department of Transportation Quality/ Level of Service Handbook for the following roadway segments within the City:

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT DESCRIPTION	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
Ĩ.	U.S. 41/S.R. 45 (from north city limits to south city limits)	2U	Principal Arterial	Community	С
2	S.R. 24 (from east city limits to west city limits)	2U	Minor Arterial	Community	D
3	C.R. 241 (from C.R. 346 to south city limits)	2U	Collector	Rural	С
4	C.R. 346 (from U.S. 41/S.R. 45 to east city limits)	2U	Collector	Rural	С
5	C.R. 241 (from U.S. 41 to north city limits)	2U	Collector	Rural	С

U - Undivided Roadway

Policy II.1.2	The City shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads. For State Roads, the number and frequency of connections and access points shall be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, as amended.
Policy II.1.3	The City shall require the provision of safe and convenient off street parking and loading standards, which includes the provision for non-motorized vehicle parking.
Policy II.1.4	The City shall include requirements for additional right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.
Policy II.1.5	The City shall negotiate with the state to extend the rails to trails program from Gainesville to the City.
Policy II.l.6	The City should plan for the development of biking and jogging paths through the City as part of a "linear park."
Policy II.1.7	The City shall encourage safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy II.1.8

The City shall encourage sidewalk connections from the development to existing and planned public sidewalk along the development frontage.

OBJECTIVE II.2

The City shall, require that all traffic circulation improvements be consistent with and complement the future land uses on the future land use plan map.

Policy II.2.1

The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plans are not consistent with the provisions of the future land use plan element.

Policy II.2.2

The City shall negotiate with the Florida Department of Transportation to fourlane State Road 24 through the City to the west city-limits.

OBJECTIVE II.3

The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-, 10- and 20-year Transportation Plans.

Policy II.3.1

The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements which will be completed as part of the implementation of the Florida Department of Transportation Five-Year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.

OBJECTIVE II.4

The City shall control the number and frequency of connections and access points of driveways and roadways to arterial and collector roads.

Policy II.4.1

The City shall be consistent with the regulations of the Florida Department of Transportation pertaining to Access Management. The City has established that access points or curb breaks shall be regulated as follows:

- 1. 1 curb break permitted for a single property;
- 2. 2 curb breaks with a minimum distance of 75 feet;
- 3. 3 curb breaks with a minimum distance of 150 feet; and
- 4. More than 3 curb breaks with a minimum distance of 300 feet.

Policy II.4.2

The Supplementary District Regulations found within the City's land development code shall require all structures along all new or realigned arterial roadways to provide adequate setbacks for the future need of additional right-of-way.

Policy II.4.3

Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.

Policy II.4.4	Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.
Policy II.4.5	Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.
Policy II.4.6	Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.
Policy II.4.7	Adequate corner clearance shall be maintained at crossroad intersections with arterials.
Policy II.4.8	The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
Policy II.4.9	The City shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.
OBJECTIVE II.5	The City will attempt to ensure that transportation plans made by other units of government do not have a detrimental effect on city residents.
Policy II.5.1	The City shall require developers, who put in anything more intensive than one dwelling per four acres and with more than two units, be required to pave the roads into and through the development.
Policy II.5.2	In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2., Florida Statutes, as amended, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.

EXHIBIT 8

From:

Scott Koons

To: Subject: Date: Mike Escalante (escalante@ncfrpc.org)
FW: NCF transportation, Archer Road

Thursday, May 25, 2023 2:47:33 PM

From: Frank Setliff [mailto:setliff@aol.com] Sent: Thursday, May 25, 2023 2:30 PM

To: Scott Koons

Subject: NCF transportation, Archer Road

Dear Mr. or Ms. Koons:

I live in Hickory Forest, at SW 81st. St. off Archer Road and have been a resident for 19 years. Archer Road has become increasingly difficult to access, especially the past six ,months. Our subdivision, along with Mentone, has petitioned for a stoplight for a number of years at the intersection with SW 81st. St. and Archer Road. We were told it would take a fatality for us to ever get a stoplight. That happened about ten years ago. Since then, more and more subdivisions have been approved along Archer Road. You have sent crews out to monitor the traffic...between 10 am and 2 pm, when it used to be fairly easy to exit onto Archer Road. Lately, there is a minimum four minute wait due to traffic going east and west bound at any hour. We do not have a lane we can pull into to make a left turn (eastbound). This delay and inability to go east or west is bound to affect businesses. We do not have an option of mass transit as there are no bus routes that serve this area of Archer Road. Please consider us and those who live further west along Archer Road in your planning and provide us with the transportation services our taxes should have been providing. There have been numerous accidents at our intersection and this monetary cost does not seem to factor into decision making either.

Thank you.

Sincerely,

Carol Setliff 6222 SW 86th Way Gainesville, FI 32608 352-375-7257 Setliff@aol.com



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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

List of Priority Projects for Fiscal Years 2024-25 to 2028-29

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and Staff recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2024-25 to 2028-29 List of Priority Projects.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five-Year Work Program. The draft List of Priority Projects can be viewed at the following website link:

http://ncfrpc.org/mtpo/FullPackets/MTPO/2023/LOPP23dft.pdf

Please note that the draft List of Priority Projects for Fiscal Years 2024-25 to 2028-29 differ from the current List of Priority Projects as follows:

- The Year 2045 Long-Range Transportation Plan Needs Plan State Road 24 (Archer Road) capacity project as a new Priority 30; and
- The SW 47th Avenue Extension from SW 34th Street to State Road 121 (Williston Road) is added as Priority 20.

Attachment



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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

May 26, 2023

TO:

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM:

Scott R. Koons AICP, Executive Director

SUBJECT:

Pedestrian Crossing Safety

STAFF RECOMMENDATION

No Action Required

BACKGROUND

At its April 3, 2023 meeting, the Metropolitan Transportation Planning Organization listened to public comments concerning bicycle and pedestrian safety on NW 16th Avenue and NW 334th Street. During the Member Comments portion of the meeting, several members discussed pedestrian safety issues, including:

- Pedestrian Crosswalks;
- School Zone Crossings; and
- School Crossing Guards.

Staff has contacted the Crossing Guard Coordinators from the Alachua County Sheriff's Office and the Gainesville Police Department, and School Board of Alachua County representatives to the Alachua County Traffic Safety Team to request their attendance at the Metropolitan Transportation Planning Organization June 5, 2023.

Below are materials concerning locations of crossing guard program, crosswalks and school zones:

Exhibit 1 - Florida Department of Transportation School Crossing Guard website excerpt;

Exhibit 2 - Alachua County Sheriff's Office School Crossing Guard website excerpt;

Exhibit 3 - Gainesville Police Department School Crossing Guard website excerpt;

Exhibit 4 - School Board of Alachua County safety brochure; and

Exhibit 5 - Florida Department of Transportation Speed Zoning excerpt.

Attachments

EXHIBIT 1

Florida School Crossing Guard Training Program

In 1992, the Florida legislature passed the "Ramon Turnquest School Crossing Guard Act." This law (now incorporated in Section 316.75, F.S.) requires most local governmental entities that administer school crossing guard programs to train their guards according to Florida School Crossing Guard Training Guidelines [En Espanol] developed by the Florida Department of Transportation (FDOT). The FDOT encourages local governmental entities and private schools with crossing guard programs not covered by the law to train their guards according to these Guidelines. Uniform training promotes the consistent, effective operation of guarded school crossings throughout the state.

Motor Vehicles - State Uniform Traffic Control 316.75 School crossing guards. —The Department of Transportation shall adopt uniform guidelines for the training of school crossing guards. Each local governmental entity administering a school crossing guard program shall provide a training program for school crossing guards according to the uniform guidelines. Successful completion of the training program shall be required of each school guard except for the following:

- (1) A person who received equivalent training during employment as a law enforcement officer.
- (2) A person who receives less than \$5,000 in annual compensation in a county with a population of less than 75,000.
- (3) A student who serves in a school patrol.

Upon contract, school crossing guard training programs may be made available to nonpublic schools.

Crossing Guard Recruitment About the Program

The Florida School Crossing Guard Training Program (FSCGTP) was established to train and certify local school crossing guard trainers in accordance with the Training Guidelines. Certified trainers, in turn, train guards for their local agencies. The program aims to establish school crossing guard guidance and provide standardized training to local agency trainers to ensure school crossing guards throughout the State of Florida understand proper crossing procedures and recognize and properly handle hazardous situations.

Crossing Guard agencies throughout the state register their staff to attend a training course developed and provided by The Florida Department of Transportation (FDOT) Safety Office. The FDOT trainer training includes both classroom instruction and practical training. The program offers statewide "train-the-trainer" training throughout the year, covering the state equitably.

Attendees acquire background information and the knowledge and skills needed to administer a school crossing guard training program. To request trainer training, an agency may contact the program administrator or log on to the Training Management Tool.

Trainer Requirements

Once registered by their agency, a prospective trainer must complete the FDOT-developed School Crossing Guard Trainer Certification course. Attendees acquire background information and the knowledge and skills needed to present school crossing guard training. The training includes both classroom instruction and practical training. A prospective trainer must pass the final written test with a minimum score of 85 percent and pass the practical training skill examination with all satisfactory marks.

School Crossing Guard Requirements

High standards for the selection of adult crossing guards are essential. To be considered for a position as a school crossing guard, a person should possess the following qualifications, among others outlined in the Manual on Uniform Traffic Control Devices (2009):

Per the requirements of the Manual on Uniform Traffic Control Devices (2009), candidates for a school crossing guard position will be evaluated for the following:

- * Good physical condition, including sight, hearing, and ability to move and maneuver quickly in order to avoid danger from errant vehicles;
- * Ability to control a STOP paddle effectively to provide approaching road users with a clear, straightforward view of the paddle's STOP message during the entire crossing movement;
- * Ability to communicate specific instructions clearly and courteously;
- * Ability to recognize potentially dangerous traffic situations and warn and manage students in sufficient time to avoid injury,
- * Good character;
- * Dependability; and
- * An overall sense of responsibility for the safety of students.

In most cases, passing a physical examination and a criminal background check are conditions for employment as a School Crossing Guard.

Additionally, most local crossing guard training is subject to requirements and recommendations outlined in the Florida School Crossing Guard Training Guidelines. This training is conducted by a certified crossing guard trainer and includes three certification requirements: classroom instruction, practical training, and supervised duty. The training begins with classroom instruction followed by practical training. As outlined in the Guidelines, the prospective guard must pass a final written test with a minimum score of 75 percent and pass a practical training skill examination. The final step towards guard certification requires completing "supervised duty" within four weeks of the guard's assignment. A trainer observes whether the guard satisfactorily performs crossing skills at the guard's assigned post. Annual recertification is required for a continuing guard.

If you want to become a school crossing guard in Florida, you can contact your city, county agency, or private agency administering a school crossing guard program to learn more about their hiring needs and employment requirements. Often, a local law enforcement agency such as the municipal Police Department or county Sheriff's Office administers the local crossing guard program and may be the best place to begin your search for crossing guard opportunities.

Florida School Crossing Guards are trained and certified in-house by the agency that employs them.

Exhibit 2

Patrol Operations Division

The Patrol Operations Division is comprised of Uniform Patrol, Field Service Technicians, the Rural Services Unit and School Crossing Guards and is commanded by Captains Becky Bustcher and Jayson Levy.

Patrol Operations Division Commander – Captain Becky Butscher Patrol Operations Division Commander – Captain Jayson Levy

School Crossing Guards

School Crossing Guards are assigned to Elementary and Middle Schools within Alachua County to ensure the safety of the children in designated School Crossing Zones. These Sheriff's Office employees are not only enhance awareness around our schools, but also serve as a familiar, friendly face for students and parents every morning and afternoon.



Alachua County Sheriff's Office Administration Building 2621 SE Hawthorne Road Gainesville, FL 32641 (352) 367-4000

t:\scott\sk23\mtpo\memo\ped_crossing_x2_acso_crossing_guard_mtpo_jun05_docx

Exhibit 3

Gainesville Police Department School Crossing Guard Job Description

Job Details:

This is work using safe gaps and, when necessary, creating safe gaps in vehicular traffic flow to help students cross streets safely. This is part-time (less than 30 hours/week) seasonal work (while schools are in session). Positions allocated to this classification report to a designated supervisor and work under limited supervision. Work in this class is distinguished from other classifications by its emphasis on School Crossing Guard tasks.

Job Description:

NATURE OF WORK

This is work using safe gaps and, when necessary, creating safe gaps in vehicular traffic flow to help students cross streets safely.

CLASSIFICATION STANDARDS

This is part-time (less than 40 hours/week) seasonal work (while schools are in session). Positions allocated to this classification report to a designated supervisor and work under limited supervision. Work in this class is distinguished from higher classes by its lack of supervisory duties and from lower classes by its emphasis on School Crossing Guard tasks.

ESSENTIAL JOB FUNCTIONS

Places school sentinel signs in roadway at designated points near school crossing and removes them before going off duty.

Controls vehicular traffic at designated crossing to allow children to cross safely.

Controls children using crossing to assure that they conform to traffic regulations.

Reports to immediate supervisor those children who fail to cooperate.

Attends work on continuous and regular basis.

NON-ESSENTIAL JOB FUNCTIONS

Performs other related duties as assigned.

MINIMUM REQUIREMENTS

Graduation from high school or possession of an acceptable equivalency diploma preferred, some experience with children and or road safety, or an equivalent combination of training and experience which provide the required knowledge, skills and abilities.

LICENSES/CERTIFICATES

Successful completion of the Criminal Justice Standards and Training Commission's (CJSTC) approved 8-hour Traffic Control Procedures program within one year of appointment.

Successful completion of the Federal Department of Transportation's (FDOT) 8-hour School Crossing Guard certification within one year of appointment.

NOTES

Work requires performance of tasks outdoors under varying climatic conditions.

Work requires performing tasks in and around heavy traffic.

SELECTION FACTORS

Some knowledge of traffic rules and regulations.

Ability to stand for periods of two to three hours or otherwise react rapidly to any unexpected event while presenting an exemplary public image.

Ability to work with and enlist the cooperation of children.

** This section of the job description is not intended to be a comprehensive list of duties and responsibilities of the position. The omission of a specific job function does not absolve an employee from being required to perform additional tasks incidental to or inherent in the job.

Student Conduct:

School staff, parents, and students are all responsible for creating a culture of positive behavior. Discuss with your child the student conduct information below.

Parents and students must follow the school district's Student Code of Conduct. A frequent form of misconduct is

What is bullying?

enough to create an intimidating, hostile, or offensive edu-Unwanted and repeated written, verbal, or physical behav cational environment, cause discomfort or humiliation, or unreasonably interfere with the individual's school perforior, including any threatening, insulting, or dehumanizing gesture by an adult or student that is severe or pervasive mance or participation.

Where Does Most Bullying Occur?

playground, in bathrooms, in locker rooms, in cafeterias, in As with most harmful behavior among children, in general bullying occurs wherever there is the least structure and adult supervision. Most incidents tend to occur on the cyberspace, at bus stops, and in the school bus.

What Can Parents and Students Do? Fips for Parents.

 Encourage your child to talk to you. Praise your child for positive communication and behavior.

- Provide/ensure adequate supervision,
- Teach your child to be assertive rather than aggressive or violent when confronted by a bully.
- Verify that consistent messages about rules and safety are practiced in your child's school and staff is trained in bullying prevention.
- Build a relationship with your child's teachers and ministrators.

Tips for Students:

- Stay away from bullles.
- Tell an adult.
- Avoid bad situations. Make friends,
- If bullied, tell the bully to stop; then walk away.

Did you know that research shows



Did you know that according to the National Mental Health and Education Center, direct, physical bullying increases in elementary school. peaks in middle school, and declines in high school?

from Sexual Offenders Protecting Children and Predators – Tips for Parents and Students:

Florida has the strongest laws in the country to protect its youthful citizens from being abducted. However, parents and children themselves are the first line of defense. Talk to your children about following these rules:

- Stay away from any unfamiliar person who is trying to trick you or force you to go with him or her.
- Let your parents and other trusted adults know about any suspicious persons or situations.
- Learn to describe people and vehicles.
- Know where to run and how to forcibly resist capture.
 - Scream to be seen and to scare a stranger away
- Stay with a buddy, a group, or parents at the bus stop.
- Report anyone hanging around or passing by regularly.
- Accept a ride only from someone approved by the
- · Walk or bike only along a route that your parents or the school has determined is safe,
- Lock the door and never tell callers you are home





For More Information:

If you want more information on staying safe between home and school, check out these websites: Florida Department of Education School Transportation Office http://www.fldpe.org/transportation

Safe Schools Office http://www.fldoe.org/safeschools

http://www.dot.state.fl.us/safetv/ped_blke/ped_blke.shtm Transportation Pedestrian/Bicycle Safety Program Florida Department of

Safe Routes to School Florida http://www.dot.state.fl.us/Safety/SRTS_files/SRTS_shtm.

Community Traffic Safety Teams (CTSTs)

http://www.dot.state.fl.us/safety/CTSI/ctst.shtm

Florida Department of Highway Safety and Motor Vehicles (FDHSMV; licensing and teen drivers) www.hsmv.state.fl.us

Safe Kids USA

http://www.usa.safekids.org/

National Center for Missing and Exploited Children

www.missingkids.com
1-800-THE-LOST (843-5678)

Missing Endangered Persons Information Clearinghouse

www.stopbullvingnow.com

Centers for Disease Control & Prevention

National Highway Traffic Safety Administration http://www.nhtsa.dot.gov/

Florida Association for Pupil Transportation

Florida School Bus Safety

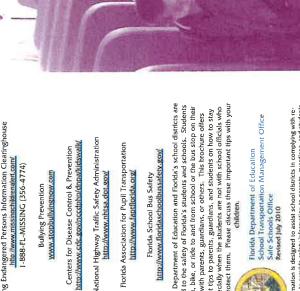
The Florida Department of Education and Florida's school districts are can help protect them. Please discuss these important tips with your committed to the safety of Florida's students and schools. Students often walk, bike, or ride to and from school or the bus stop on their safe, especially when the students are not with school officials who important tips to parents, guardians, and students on how to stay own or with parents, guardians, or others. This brochure offers



Florida Department of Education

'This information is designed to assist school districts in complying with re-quirements to provide safety information to parents, guardians, and students (Rule 6A-3.0121, Florida Administrative Code).





Tips for School Bus Riders:

School officials, bus operators, parents, and students themselves are all responsible for ensuring that school bus riders follow these safety tlps:

Ar the bus stop;

- Students and parents are responsible for safety and proper behavior going to and from the stop and while walting for the bus.
- Students must stand off the roadway while waiting
 - Students must respect other people's property.
 - Students must not push, shove, or engage in
- Parents should supervise children at the stop if horseplay.
- Students must arrive at the bus stop at least five minutes prior to the scheduled pickup time.
- Students must wait for and get off the bus only at approved stop locations.

During loading and unloading:

around the bus, except when you are directed by the Always stay away from the 10 foot "danger zone" driver to get on or off the bus.

classroom

- NEVER pick up an object that you drop under or near the bus. Ask the driver for help.
- Always be sure the driver can see you.
- Make sure clothing and backpacks have no loose drawstrings or long straps that could catch in the handrail or bus door.
- When you see the bus coming, stand at the stop and wait for the bus to come to a complete stop,
- Always walt for the driver to signal that it is safe to cross the road and/or load into the bus.
- then left again; cross only if approaching traffic has When crossing a traffic lane, always look left, right,
- Never walk behind the bus or along the side of the
- Only board your assigned bus, unless other arrangements are approved by your school.





During the bus ride:

- Always follow the driver's directions.
- Never distract the driver from driving unless there is Immediate danger to you or others.
- Remain seated and keep the aisles clear.
- Eating, drinking, and chewing gum are prohibited.
- Never bring unsafe or unauthorized items Into the
- Always wear your seat belt if you have one.
- Always keep your arms, legs, and head inside the
- Keep conversation at a reasonable level and remain quiet at railroad crossings. The Student Code of Conduct applies in the bus as well as in the Always show respect for your fellow students.

Did you know that the familiar yellow school approximately 500 school-age children are killed in the using other modes of transportation. Only about two percent of the total deaths occur in or around school buses. United States during school transportation hours while bus is the safest way to and from school? Each year

Tips for Riders in Cars, SUVs, and Trucks:

- transporting children needs a child safety seat, booster Drivers and passengers in cars, SUVs, and trucks must seat, or safety belt, depending on children's sizes and always use appropriate safety restraints. Anyone
- such as a rear-facing infant seat, rear-facing convertible seat, forward-facing convertible seat, or forwardfacing-only seat appropriate to their age and weight Preschool age children should always be restrained properly in a secured child safety restraint system,
- All children who have outgrown child safety seats should be properly restrained in booster seats until they are at least 8 years old, unless they are at least 4' 9" tall.
- age 12 and under should ride properly restrained in back. Infants riding in rear-facing seats must NEVER be The back seat is the safest place in a crash.. Children placed in front of an air bag.

Tips for Parent Drivers and Teen Drivers:

To reduce energy usage, pollution, and traffic congestion in neighborhoods, consider walking or bicycling with your children or having them take the school bus. If you need to drive, follow these safety tips:

- When picking up children in the afternoon don't arrive too early and hinder the movement of traffic in the neighborhood around the school.
- Wait in a single line and leave enough room so an emergency response vehicle would be able to get
- Don't block driveways, sidewalks, mailboxes, disabled parking spaces, or fire hydrants, and don't park on
- Don't block access to or the view from side streets.
- Don't back out onto any street from the school parking lot or from a side street
- Try to arrange your drop off/pickup time after the peak rush hour and use designated loading and unloading
- Always heed signs and the directions of school and law enforcement officials,
- Always obey posted speed limits and other traffic laws
 - Act as you would want people to act if it were your neighborhood.
- Be patient and understand that walkers, blcyclists, and school buses are trying to exit the school, too
- Always ensure that you and your passengers buckle up.
 - Never talk on a cell phone, text, or engage in other distractions while driving.

other drivers. Most of the fatalities involving young drivers ers are involved in three times as many fatal crashes as all 20-years old, are especially vulnerable to death and injury Did vou know that young drivers, ages 15- to of death for teenagers in America. Mile for mile, teenagon our roadways? Traffic crashes are the leading cause are the young drivers themselves and their passengers.



Tips for Walking and Biking Safely

Walking and biking to and from school can be a great way to get exercise, interact with your children, and teach them lifelong traffic safety skills. Know your child's abilities and remember your child's limitations. Children under 10 years of age are developmentally limited when it comes to judging speed and distance accurately.



Walking

Teach, practice, and remind children to:

- Walk with an adult or responsible older child at all
- Children under 10 years old should cross the street only with an adult,
- Walk on the sidewalk if there is one.
- Walk facing the traffic, as far from the road/traffic as possible, if no sidewalk is available
- Use traffic signals and marked crosswalks if available.
- Stop at the curb or edge of the road and look left, right and left for traffic before crossing the street,
- Walk; don't run.
- Give drivers time to see you before crossing the street
 - Keep looking for cars while you are crossing.
- Wear white clothing or reflectors when walking in the dark or In low light.

Bicycles are vehicles and riders must follow Florida Traffic

Teach, practice, and remind children to: Laws.

- Always wear a helmet that is properly fitted.
- Whenever possible, ride with an adult or responsible Always obey all traffic signs and signals. older student.
- Ride on the right side of the road or trail in a single file (one blcycle behind another).
- Ride In the same direction as other vehicles
- Always use proper hand signals when turning and stop-Go straight across railroad tracks.
- Yield to pedestrians and alert them with a bicycle bell or your voice when passing.

Topic No. 750-010-002, Rule 14-15.012, F.A.C. Speed Zoning for Highways, Roads, and Streets in Florida Establishing School Zones and School Crossings March 1997 Revised: July 2017

Chapter 15 ESTABLISHING SCHOOL ZONES AND SCHOOL CROSSINGS

15.1 DEFINITIONS

The definitions contained herein are consistent with Part 7 of the MUTCD:

Eligible Safe Routes To School (SRTS) Crossing. A pedestrian crossing for a roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur, where the segment is eligible for FDOT's SRTS program to provide safe walking environments within a 2-mile radius of school campuses.

School Area. Areas along streets and highways that include school buildings or grounds, a school crossing, or school related activity adjacent to the street or highway.

School Crossing. The location of a crossing where school children cross that portion of a street or highway that is within or adjacent to a School Area or School Zone and is also marked.

School Speed Limit. The reduced posted speed limit within a school zone that is active at the time just before, during, and after school activities, pursuant to <u>Section 316.1895</u>, <u>F.S.</u>, which has been identified through an engineering study and has been properly signed and marked in accordance with this manual.

School Zone. That portion of a street or highway located within a school area that includes an established school speed limit posted thereof with signs and flashing beacons. A school zone may be established at other locations when justified by an engineering study. School zones are not to be applied in a blanket manner for all streets and highways within a school area.

15.2 ELIGIBLE SCHOOL ZONE LOCATIONS

- Only public or private elementary, middle schools (Jr. High), or federally funded Headstart facilities providing a full-time educational program are eligible for the markings, signs, and other traffic control devices referenced in this Chapter.
- (2) High schools should be addressed on a case by case basis and justified by an engineering study.

(3) Except as noted above, other educational institutions and facilities are not eligible for the traffic control devices referenced in this Chapter. These include universities, vocational technical schools, junior colleges, community colleges, nursery schools, and day cares. These institutions may be considered for other types of traffic control devices such as PEDESTRIAN CROSSING Sign (MUTCD W11-2).

15.3 ESTABLISHING SCHOOL ZONES

- (1) School zones are determined based on an engineering study of the specific site. At a minimum, the engineering study should include a <u>Vehicle Spot Speed</u>

 <u>Study</u> (Figure 7-1 of this Manual), a <u>Gap Study</u> (Manual on Uniform Traffic Studies (MUTS) Chapter 8), and a <u>Pedestrian and Bicycle Volume Sheet</u>

 <u>Form</u> (MUTS Chapter 9).
- (2) Reduced speed limits for school zones are necessary due to the fact that children have difficulties with the following:
 - (a) Lack of experience and premature judgement;
 - (b) Seeing and evaluating traffic conditions because of their height;
 - (c) Processing information because of their limited peripheral vision and visual acuity;
 - Perceiving correctly the direction and sound of traffic; and
 - (d) Understanding the use of traffic control devices and crosswalks.
- (3) In addition to the posted speed limit, the observed 85th percentile speed, and 10 mph pace, the decision to establish a school zone should take the following conditions into consideration:
 - (a) Age of children
 - (b) Normal approach speed of traffic
 - (c) Sight distance
 - (d) Number of vehicles
 - (e) Width of street
 - (f) Presence of other traffic control devices
 - (g) Use of adult crossing guards.

- March 1997 Revised: July 2017 Establishing School Zones and School Crossings
- School zones and signalized intersections are independent traffic control (4) devices, and the use of one neither requires nor precludes the use of the other. Whenever possible, if a school crossing is warranted, it should be located at a signalized intersection. However, all traffic control signal installations must meet one or more of the MUTCD's signal warrants.
- When school zones are warranted on the state highway system, a speed limit (5) regulation shall be established by the District Traffic Operations Engineer (DTOE).

15.4 SCHOOL TRAFFIC CONTROL REGULATIONS

- The requirements for installation of traffic control devices for all new school (1) areas, school crossings and school zones shall become effective upon adoption of this manual on or before July 1st, 2017. For existing school areas, school crossings and school zones, the requirements set forth in this chapter shall have a compliance date of July 1st, 2022. All existing school pavement markings shall be updated in accordance with this Chapter during the next resurfacing cycle when pavement markings are replaced.
- The spacing for all school-related traffic control devices shown in the figures (2) contained in this Chapter shall be in accordance with Table 15-1.

Table 15-1 Device Spacing For School Advance Warning Signs, School Crossings and School Zones

	School Advance Warning Sign Placement				
Posted Speed		Distance B			
(MPH)	Distance A	15 MPH*	20 MPH		
35 or less	100 ft	100 ft	100 ft		
40	125 ft	100 ft	100 ft		
45	175 ft	125 ft	100 ft		
50	250 ft	200 ft	175 ft		
55	325 ft	275 ft	225 ft		

^{*}Based on 10 MPH from MUTCD Table 2C-4.

15.4.1 SCHOOL AREAS AND SCHOOL CROSSINGS

- (1) When a school crossing is located at a signalized intersection, the traffic engineer should determine if traffic turning movement restrictions are justified. Permissive left-turns may be restricted during school zone operating hours and right-turn-on-red may be prohibited at some intersections based on engineering judgement. Field observations and analysis of all such crossings are recommended.
- Where a school zone is not warranted based on engineering study, SCHOOL ENTRANCE WARNING signs shown in *Figure 15-2* may be considered on a case-by-case basis for schools with low volumes of walking students. Supplemental plaques indicating an advisory speed 10 mph below the posted speed, AHEAD, or defining a distance may also be used.

Figure 15-2
School Entrance Warning Sign (FTP 33-06)



- (3) Supplemental flashing beacons may be used with School Signs (MUTCD S1-1) to enhance conspicuity on roadway approaches with posted speeds of 45 mph or greater and without school zones. In rural areas where roadway approach speeds are 45 miles per hour or greater, flashing beacons should be used to increase the conspicuity of school crossings or school entrances without school zones.
- (4) Figure 15-3 depicts the signing and marking requirements for a marked school crossing at a signalized intersection without a school zone.
- (5) Figure 15-4 depicts the signing and marking requirements for a marked school crossing at a stop controlled intersection without a school zone.

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- March 1997 Revised: July 2017
- (6) If a 2-lane, 2-way roadway with a posted speed limit of 45 mph or less has an established school crossing without a school zone, Rectangular Rapid Flashing Beacons (RRFB) are optional at the location of the school crossing, as shown in *Figure 15-5*, for only those school crossings located on the State Highway System. For established school crossings without a school zone that are not located on the State Highway System, the local maintaining agency must receive approval from the Federal Highway Administration (FHWA) for the use of any RRFB at crosswalks.
- (7) For marked crosswalks within 2-miles of a school that do not include a school zone, the In-Street Pedestrian Crossing sign (MUTCD R1-6a) with supplemental SCHOOL plaque (MUTCD S4-3P) may be used as shown in Figures 15-4 and 15-5.
- (8) The location of In-Street Pedestrian Crossing signs (MUTCD R1-6a) shall be in accordance with Section 2B.12 of the MUTCD which states, "If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway."
- (9) Additionally, <u>Section 2B.12 of the MUTCD</u> requires that "An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk."
- (10) Where a school bus stop is not visible for a distance of 500' in advance of the student pick up or discharge area, the SCHOOL BUS STOP AHEAD sign (MUTCD S3-1) shall be installed in advance of the location as shown in Figure 15-6. These signs are intended for use only where terrain and roadway features limit the approach sight distance and where there is no opportunity to relocate the student pick up or discharge area to another location with adequate visibility.

Figure 15-3
School Crosswalks at a Signalized Intersection Without a School Zone

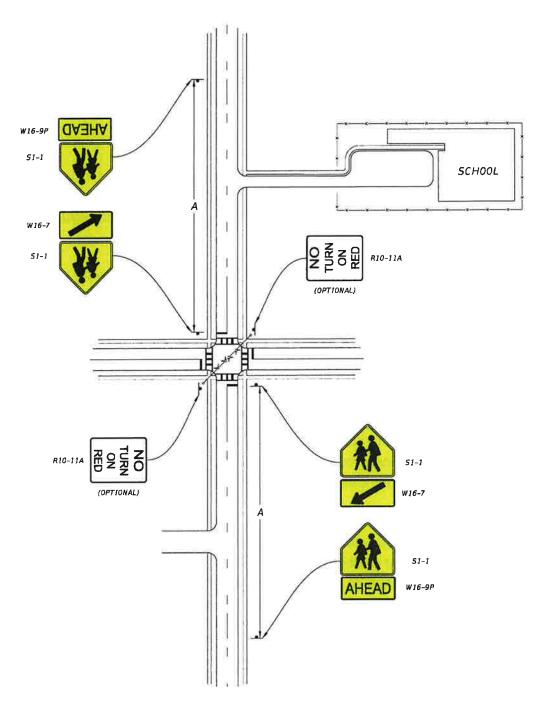


Figure 15-4
School Crosswalks at a Stop Controlled Intersection Without a School Zone

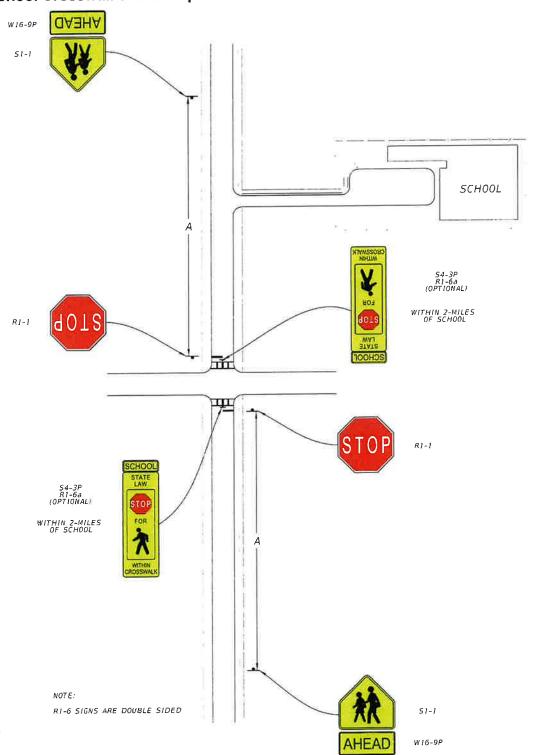


Figure 15-5
Midblock School Crosswalks Without a School Zone

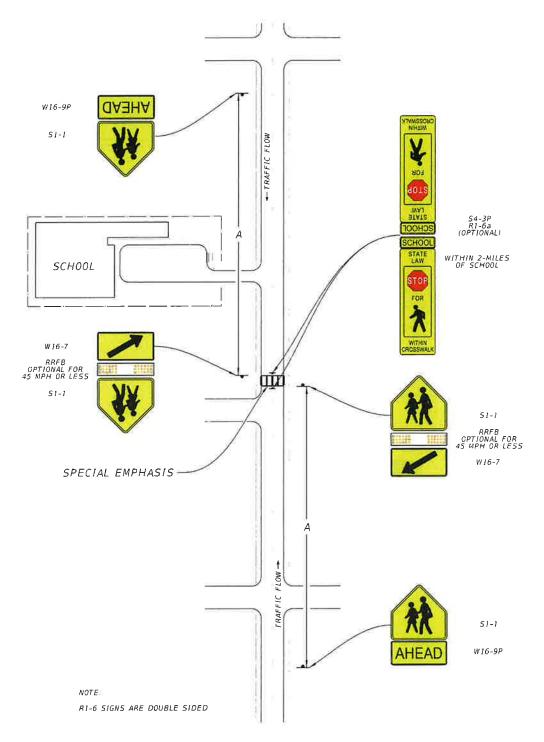
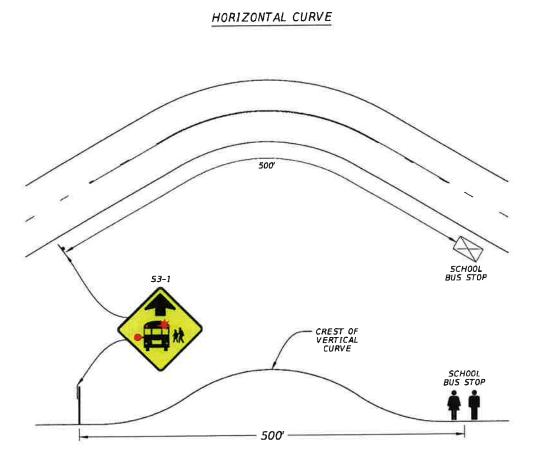


Figure 15-6
Traffic Control Devices at Typical School Bus Stop Locations



VERTICAL CURVE

15.4.2 SCHOOL ZONES

- (1) Establishment of school zones shall be in accordance with <u>Section 316.1895</u>, <u>F.S.</u>, and all traffic control devices used for school areas, school crossings and school zones, including flashing beacons, signs and pavement markings, are described in this Chapter.
- (2) In accordance with <u>Section 316.1895, F.S.</u>, "A school zone speed limit may not be less than 15 miles per hour except by local regulation. No school zone speed

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limit shall be more than 20 miles per hour in an urbanized area, as defined in Section 334.03, F.S. Such speed limit may be in force only during those times 30 minutes before, during, and 30 minutes after the periods of time when pupils are arriving at a regularly scheduled breakfast program or a regularly scheduled school session and leaving a regularly scheduled school session."

- (3) For posted speeds of 35 mph or greater, a school zone speed limit of 20 mph shall be used. For posted speeds less than 35 mph, a 15 mph school zone speed limit shall be used, except as allowed in <u>Section 316.1895, F.S.</u>
- (4) In rural areas where roadway approach speeds are 45 mph or greater, a Variable Speed Limit (VSL) application may be used in advance of the school zone consistent with **Section 10.1** of this **Manual**.
- (5) In accordance with <u>Section 316.1895(6), F.S.</u>, as of July 1, 2008, for any newly established school zone or any school zone in which the signing has been replaced, a sign stating SPEEDING FINES DOUBLED signs as shown in *Figures 15-7A and 15-7B* shall be installed within the school zone. The SPEEDING FINES DOUBLED sign shall be mounted on the same pole with the SCHOOL ZONE FLASHING BEACON assembly.

Figure 15-7A
Speeding Fines Doubled Sign (Ground-Mounted Option – FTP 38-06)



Figure 15-7B
Speeding Fines Doubled Sign (Overhead Option – FTP 39-06)



(6) For all school zones, the beginning point of the school zone shall be identified using the SCHOOL ZONE FLASHING BEACON assembly shown in *Figures 15-8A through 15-8D* and a "SCHOOL" pavement message as shown in *Figures 15-14A and 15-14B*. The end point of the school zone shall be identified using END SCHOOL ZONE sign (*FTP 34-06*) shown in *Figures 15-9A or 15-9B*. Sign plaques indicating the specific periods of the day and/or days of the week when the reduced school speed limit is in effect shall not be permitted.

Figure 15-8A
15 MPH School Zone Roadside Flashing Beacon Assembly (MUTCD S5-1)



Figure 15-8B
20 MPH School Zone Roadside Flashing Beacon Assembly (MUTCD S5-1)



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Figure 15-8C
15 MPH School Zone Flashing Beacon Assembly (Overhead Option FTP 31-06)

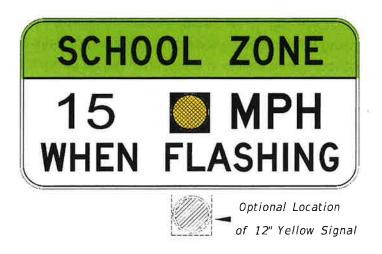


Figure 15-8D
20 MPH School Zone Flashing Beacon Assembly (Overhead Option FTP 31-06)

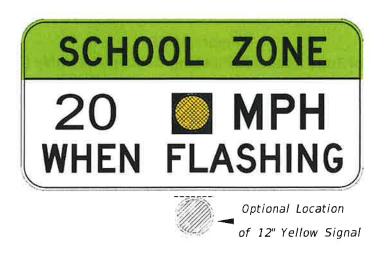


Figure 15-9A
End School Zone Sign (Ground-Mounted Option – FTP 34-06)

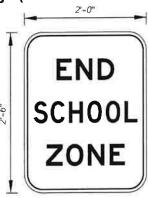
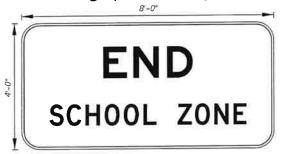


Figure 15-9B
End School Zone Sign (Overhead Option – FTP 32-06)



- (7) For 2-way roadways with one travel lane in each direction, the begin and end points for school zone limits shall be identified using roadside options for the flashing beacon assembly (MUTCD S5-1), the SPEEDING FINES DOUBLED sign (FTP 38-06) and the END SCHOOL ZONE sign (FTP 34-06) shown in Figures 15-7A, 15-8A or 15-8B and 15-9A.
- (8) For multilane roadways with 2 or more travel lanes in each direction, the begin and end points for school zone limits shall be identified using the overhead options for the flashing beacon assembly (FTP 31-06), the SPEEDING FINES DOUBLED sign (FTP 39-06) and the END SCHOOL ZONE sign (FTP 32-06) shown in Figures 15-7B, 15-8C or 15-8D and 15-9B.
- (9) For multilane divided roadways with 2 or more travel lanes in each direction, where engineering judgement determines an overhead structure is not suitable or cannot be installed due to site restrictions, the roadside flashing beacon assembly (MUTCD S5-1), the SPEEDING FINES DOUBLED sign (FTP 38-06)

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and the END SCHOOL ZONE sign *(FTP 34-06)* shall be installed on both the right shoulder and the raised median as a substitution for the overhead structure.

(10) For multilane roadways with 2 or more travel lanes in each direction, where engineering judgement determines an overhead structure is either not suitable, cannot be installed due to site restrictions or a raised median of sufficient width does not exist, an additional school zone flashing beacon assembly may be installed in advance of the school zone limits as shown in *Figure 15-10*. The advanced school zone flashing beacon assembly shall consist of the School Advance Crossing sign (*MUTCD S1-1*) with AHEAD plaque (*MUTCD W16-9P*) and alternating flashing warning beacons above and below the sign assembly. Placement for the additional advanced school zone flashing beacon assembly shall be in accordance with *Table 15-1* of this *Chapter*.

Figure 15-10
School Advance Crossing Sign with Flashing Beacon Assembly Used for Additional School Zone Warning on Multilane Roadways



- (11) Where multiple schools are in close proximity and located on the same roadway, combining multiple school zones should be given the following considerations:
 - (a) Length of each school zone;
 - (b) Start and end time of the school period; and
 - (c) Separation between the school zones.
- (12) School zones should be kept as short as practical and should not necessarily extend along the entire highway frontage of the school property. Research has shown that speeds are approximately 1 mph higher for every 500 feet driven

within a school zone and longer school zones are associated with greater speed variability within the zone. Consideration should be given to supplement the initial flashing beacon on the approach with an additional school zone flashing beacon assembly if the school zones are more than ¼ mile (1,320 feet) long.

(13) Electronic Speed Feedback signs as shown in *Figure 15-11* (see also *Section 16.3(2)* of this *Manual*) on the Department's *Approved Product List (APL)* may be used in conjunction with the roadside SCHOOL ZONE FLASHING BEACON assembly shown in *Figure 15-8A* and 15-8B provided they meet the guidelines set forth in *Part 7B.15 of the MUTCD* and this Manual. Electronic Speed Feedback signs used at school zones shall only be activated during the hours when the school zone speed limit is in effect.

Figure 15-11
Electronic Speed Feedback Signs for School Zones



- (14) When Electronic Speed Feedback signs are used, they shall be mounted on the same pole with the SCHOOL ZONE FLASHING BEACON assembly shown in *Figure 15-8A or Figure 15-8B* only, and the SPEEDING FINES DOUBLED sign placed 100 feet downstream of the SCHOOL ZONE FLASHING BEACON assembly as shown in *Figures 15-12 and 15-13*. Electronic Speed Feedback signs shall not be used in conjunction with overhead (spanwire or cantilever) school zone flashing beacon assemblies. When Electronic Speed Feedback signs are not used, the SPEEDING FINES DOUBLED sign shall be mounted on the same pole with the SCHOOL ZONE FLASHING BEACON assembly.
- (15) For marked crosswalks within a school zone, the In-Street Pedestrian Crossing sign (MUTCD R1-6c) may be used, as shown in Figure 15-12 and 15-14.
- (16) Illustrations of traffic control devices for school zones with and without school crossings are included as *Figures 15-12 through 15-14* in this Chapter.
 - 1. Fitzpatrick, K., N.A. Brewer (Speeds in School Zones Report #0-5470-1)

Figure 15-12

Typical School Zone With School Crossing (2- or 3-Lane, 2-Way)

(40 mph or less) Mid-block or on Thru Street at an Intersection

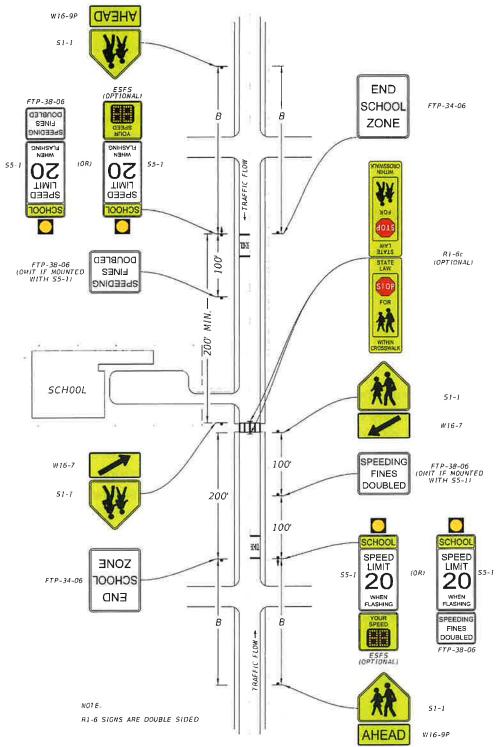
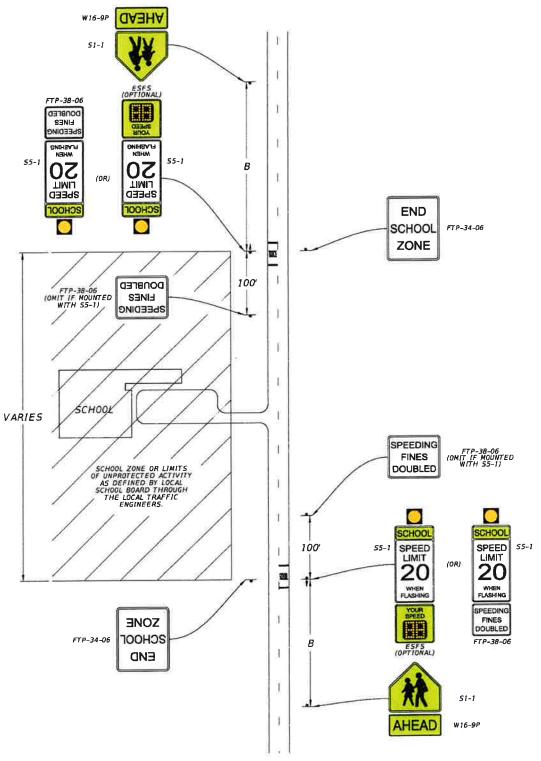


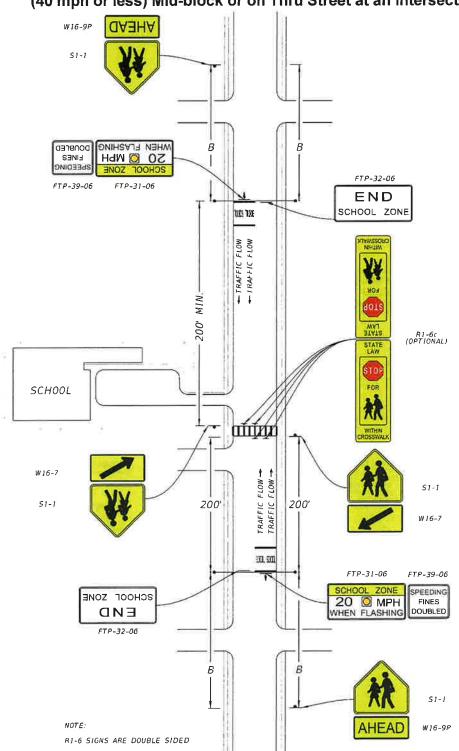
Figure 15-13

Typical School Zone Fronting the School Property Without a School Crossing



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Figure 15-14
Typical School Zone With School Crossing (4- or 5-Lane Undivided)
(40 mph or less) Mid-block or on Thru Street at an Intersection



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15.5 TRAFFIC CONTROL DEVICES

- (1) Standard school-related traffic control devices such as signs, markings, and signals must comply with the <u>Part 7 of the MUTCD</u>, except as amended herein through the approval of specific signs and markings, as shown in this Chapter.
- (2) All traffic control devices shall be listed on the Department's Approved Product List (APL) or Innovative Product List (IPL), in accordance with <u>Section 316.0745</u> <u>F.S.</u>
- (3) Additional traffic control device requirements for flashing beacon assemblies are provided in the <u>Department's Design Standards</u>, <u>Index No. 11862</u> for the given conditions that apply.
- (4) Sign sheeting materials shall comply with <u>Section 700 of the Department's</u>

 <u>Standard Specifications</u> for retro-reflective sign sheeting. All school-related sign sheeting shall meet minimum Type IV yellow-green fluorescent sheeting. Signs having fluorescent yellow-green sheeting should not be mixed with signs having yellow retroreflective sheeting.
- (5) The "SCHOOL" pavement message placed at the beginning of all school zones shall comply with *Figures 15-15A* and 15-15B. The double lane "SCHOOL" pavement message shown in <u>Part 7C of the MUTCD</u> may be substituted for 2 lane approaches only, on a case-by-case basis. The SCHOOL pavement message shall not extend into the opposing travel lanes.

Figure 15-15A.
School Pavement Message Details

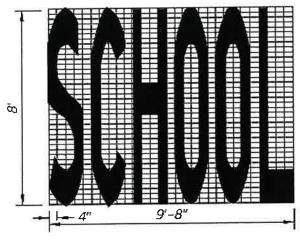
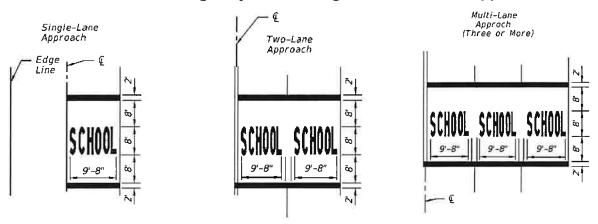


Figure 15-15B
School Pavement Message Layouts for Single and Multi-Lane Approaches



15.6 RESPONSIBILITIES AND MAINTENANCE

- (1) <u>Section 1013.33, F.S.</u> places the basic responsibility for school site planning with each local school board in cooperation with the appropriate municipal, county, regional, or state agencies.
- (2) In accordance with <u>Section 316.1895, F.S.</u>, school zones shall be maintained by the respective government entity having responsibility. Maintenance and replacement of traffic control devices shall be done in a timely manner.
- (3) Before the start of the school year, the Department recommends local agencies should arrange for an annual inspection by an appropriate expert in traffic control, of school zones under their jurisdiction. This person should be a representative of the city or county engineering department who fully understands the standards for signing and pavement markings for school zones in accordance with this Chapter.

15.7 PORTABLE SIGNS AND TRAFFIC CONES

- (1) Portable signs indicating the begin and end points of school areas, school zones or the location of school crossings shall not be used on roadways in Florida.
- (2) In lieu of portable signs, school officials may use approved 36-inch orange traffic cones or 28-inch approved school zone vertical panels within the roadway during

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approved school hours, when the need to emphasize school zones or school crossings exists. These devices shall be placed in both directions on the centerline at the advance school zone crossing sign when accentuation is needed. On multilane divided roadways, these devices may be placed on each lane line of the school zone or school crossing. The legend "SCHOOL" may be printed on the cone in four inch black vertical lettering.

- (3) Traffic cones must be used in accordance with <u>Section 6F.59 of the MUTCD</u>.
- (4) Stop Paddles (MUTCD R1-1) may be used by adult crossing guards only. Stop Paddles shall be in accordance with <u>Section 7D.05 of the MUTCD</u> including:
 - (a) The STOP paddle shall be an octagonal shape.
 - (b) The background of the STOP face shall be red with at least 6-inch series upper-case white letters and border.
 - (c) The paddle shall be at least 18 inches in size and have the word message STOP on both sides.
 - (d) The paddle shall be retro-reflectorized or illuminated when used during hours of darkness.



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May 26, 2023

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Metropolitan Planning Organization Advisory Council Weekend Institute Report

STAFF RECOMMENDATION

Receive Report

BACKGROUND

A member of the Metropolitan Transportation Planning Organization recently participated in a session of the Metropolitan Planning Organization Advisory Council Weekend Institute. He requested an opportunity to discuss his participation at the Weekend Institute. Attached is a copy of materials provided from the Weekend Institute (Exhibit 1). Also, attached is a summary (Exhibit 2) of the Weekend Institute prepared by the attending member.

Attachments



OBJECTIVE Deepen your knowledge and understanding of transportation planning processes, as it relates to your role as a governing board member, in an interactive and open discussion format.

WHAT IS THE MPOAC?

Florida Metropolitan Planning Organization Advisory Council

- Statewide transportation planning and policy organization created by the Florida Legislature under Section 339.175(11), Florida Statutes.
- Augment the role of individual MPOs in the cooperative transportation planning process.
- Assist in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.



SPEAKERS



Ysela Llort



Frank Kalpakis

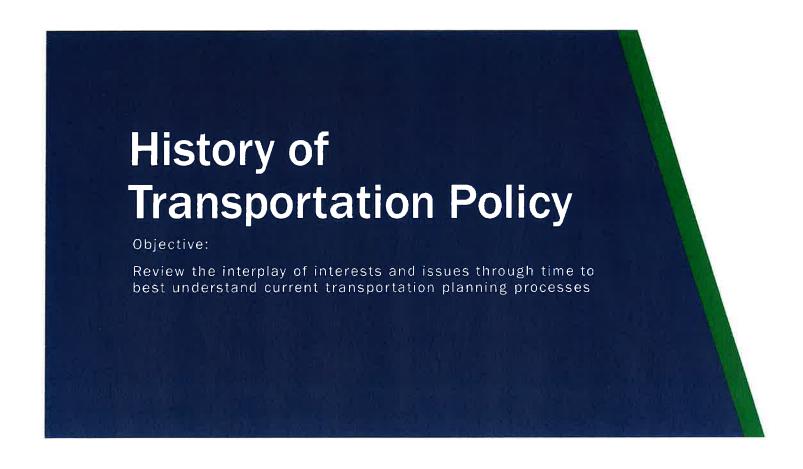


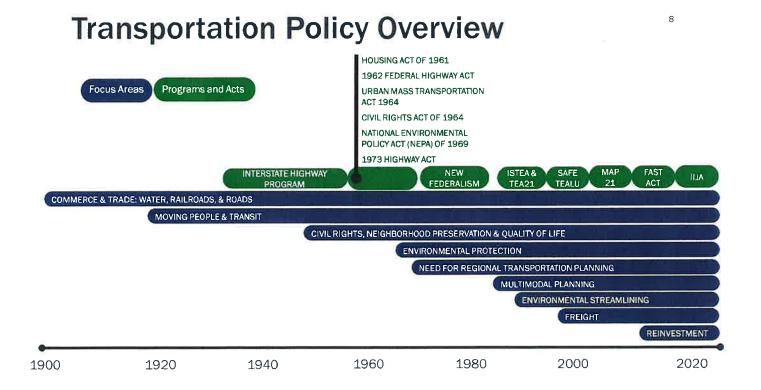
Nicole Estevez



Agenda

Time	Activity
9:00 am - 12:00 pm	Training Session, Legends 1 Baliroom
	History of Transportation Planning
	 MPO Authority and Responsibilities
	Discussion & Questions
12:00 pm - 1:00 pm	Break for lunch. Participants are responsible for their own lunch.
1:00 pm - 5:00 pm	Training Session, Legends 1 Ballroom
	MPO Products and Processes
	MPO Funding Overview
	Discussion & Questions
	Wrap-up





1800s Rail and Waterways

Railways and waterways were vital links for trade, commerce, and travel





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10

Early 20th Century Transportation

- Creating better country roads for cars
- Connecting farms to markets
- The federal government gave money to states







The Situation In Cities - 1900-1960

- · Cities responsible for their own streets
- Essentially, no state or federal assistance
- First road problem identified was the rural road problem.
- Resulted in rural dominance in legislatures



on the second						
1900	1920	1940	1960	1980	2000	2020

12

Early 20th Century Transit

- Thriving privately owned and operated services
 - Within cities
 - · Between cities
- · Government role
 - Granting franchises
 - Regulating services



Emergence of the Interstate Highways Program 1940s and 1950s

- 1940s focus:
 - Promote commerce and trade
- 1950s focus:
 - Provide for national defense
 - Promote commerce and trade
 - Promote economic activity and job creation
- 1956 41,000-mile system approved
 - Highway Trust Fund established



1900	1920	1940	1960	1980	2000	2020

14

The Interstate Highways Program

- Coordinated planning required for the first time
- · Route choice was left to the states





The Interstate Highways Program

- · Conflicts arise over Interstate plans
 - Cities were bypassed
 - · Communities bulldozed, divided
- · Cities (and counties) sought a voice
 - Used existing regional advisory bodies, like Councils of Government
- Regional bodies had no policy-making authority and were a venue for information sharing



					The state of the s	
1900	1920	1940	1960	1980	2000	2020

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Transit Enters the Federal Policy Picture

- By mid-century, very few transit systems were financially successful due to the increase in automobile ownership and suburban living
- By the early 1960s, many cities took over transit services to preserve it as a travel option
- Cities turned to the federal government for help



Emerging Federal Transportation Policy The Early 1960s

- Transit was defined as an urban problem and cities sought help
- Federal and state transportation agencies were still focused on highways and were not equipped to support transit
- First federal support for transit comes in the Housing Act of 1961
 - Provided modest funding for capital investments
 - Supported metro-level planning



Miami-Dade County Metropolitan Transit Authority bus in 1964

1900 1920 1940 1960 1980 2000 2020

Emerging Federal Transportation PolicyThe Early 1960s

• 1962 Federal Highway Act established the '3 C' regional planning requirement for the transportation planning process to be:

- Continuous
- Comprehensive
- Cooperative
- The '3 C' process still guides transportation planning today



Urban Mass Transportation Act of 1964

- First mass transportation act providing \$375 million in capital assistance over three years
- Ushered in the modern era of financing public transit
- Beginning of the public transportation program managed and run today by what is now known as the Federal Transit Administration (FTA)



On July 9, 1964, President Lyndon B. Johnson signed the Urban Mass Transportation Act of 1964.

1900 1920 1940 1960 1980 2000 2020

Civil Rights Act of 1964 (Title VI)

- · Civil rights reform
- Agencies were not considering the impacts of regional highways on communities
- Required that programs receiving federal assistance not discriminate based on "race, color, or national origin"



Half of Overtown's population was displaced to make way for interstate construction

Growing Tension Over the Urban Interstate

- · Divergent priorities
- Urban communities pitted against highway projects

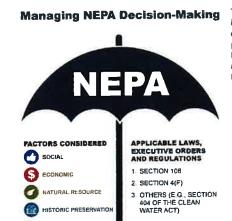


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Environmental Protection Reform

- National Environmental Policy Act (NEPA) of 1969
 - Mandated consideration of potential effects of transportation projects to natural, cultural, and community resources
 - Alternatives evaluation to avoid and minimize effects
 - Determine a preferred alignment
- Several states, including the State of Florida, FDOT, have NEPA Assignment
 - Transfers approval authority over NEPA documents from federal to state transportation agency



The NEPA "umbrella" illustrates the factors considered in the NEPA process and applicable laws, executive orders, and regulations in the NEPA process.

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New and Renewed Policy Priorities 1970s



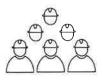
Energy conservation



Environmental preservation



Reducing pollution



Job creation

1900 1920 1940 1960 1980 2000 2020

The Origin of the MPO: Regional and Urban Focus

- Need for regional transportation planning recognized
- In the early 1970s, Congress decided a new form of government was needed for regional coordination and urban influence
 - Regional focus on connectivity
 - Urban focus on congestion and mobility



The Creation of MPOs: 1973 Highway Act

- Mandated MPOs for urban areas of over 50,000 in population
- Required MPOs to approach transportation planning in a multi-modal manner
- Allocated Planning (PL) funds from the Highway Trust Fund to fund the planning activities of MPOs



View of the 36th Street Interchange (now known as SR 112) in Mlami-Dade County, circa 1970

1900 1920 1940 1960 1980 2000 2020

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1980s: New Federalism

- · Reduced federal regulation
- Pushed programs down to the state and local governments
- · Pressure to cut federal spending
- Transportation programs successfully defended
- Highway and transit legislation become unified
- Increased transit investments that change the landscape for mid-sized cities.



"In Miami, the \$1 billion subsidy helped build a system that serves less than 10,000 daily riders. That comes to \$100,000 per passenger. It would have been a lot cheaper to buy everyone a limousine."

Ronald Reagan referring to the Metrorail

ISTEA: Intermodal Surface Transportation Efficiency Act of 1991

- Created more authority and responsibility for MPOs
- Greater flexibility in the spending of federal dollars by moving funds from one program to another
- Established more stringent guidelines six major elements for transportation planning process
- Encouraged decision making to consider relationship of transportation, environmental preservation and economic prosperity



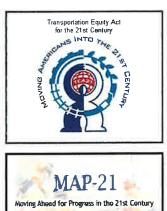
1900 1920 1940 1960 1980 2000 2020

Reauthorization Since ISTEA: TEA-21, SAFETEA-LU, and MAP-21

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- TEA-21 Preserved the enhanced role of MPOs established under ISTEA
- SAFETEA-LU Streamlined and reduced regulation of the planning process
- MAP-21 Introduced performance-based planning
 - Align transportation system performance with plan goals
 - Ensure investments improve performance and achieve plan objectives





FAST Act - 2015 Fixing America's Surface Transportation

- Continues performance-based planning and programming
- Created the National Highway Freight Program
- Transfers funds from General Fund to Highway Trust Fund





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Infrastructure Investment and Jobs Act 2021

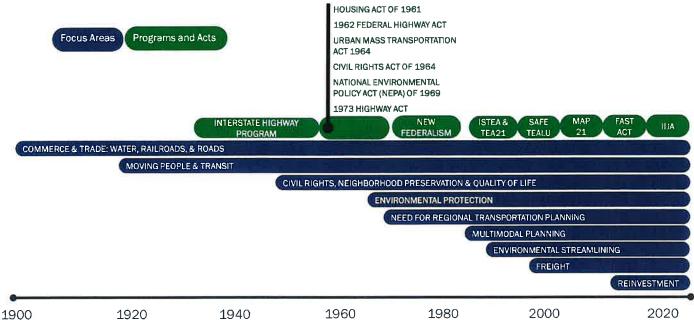
- Signed into law on November 15, 2021
- aka...Bipartisan Infrastructure Law (BIL or IIJA)
- Largest long-term investment in Nation's infrastructure and economy
- Provides \$550 billion in new federal investment in infrastructure (FY22-26)
- Continues 3C framework for making transportation investment decisions in metropolitan areas





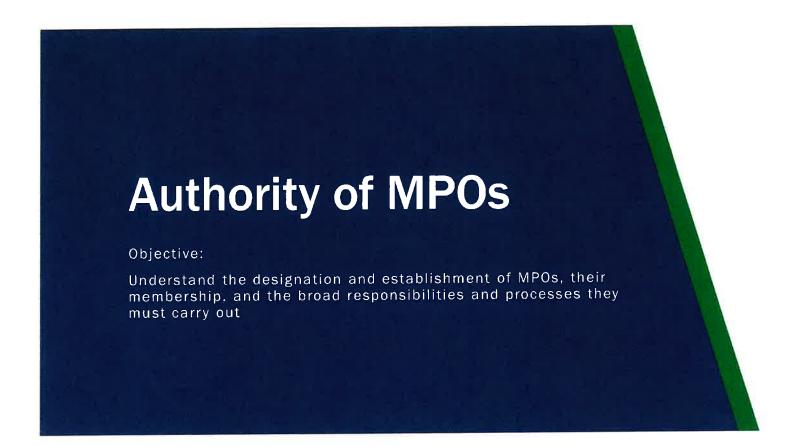






Summary

- Transportation interests and issues have evolved over time, resulting in a layered and complex transportation planning process.
- The 1960s and 1970s brought a lot of change with adopting six federal programs and acts. The 1973 Highway Act authorized the creation of MPOs.
- The 1980s ushered in a new mood in the nation to decentralize control and authority and to reduce federal intrusion into local decision-making resulting in a weakened transportation program and process.
- ISTEA reversed the trend of the 1980s deterioration with its renewed emphasis on the metropolitan transportation planning process.
- The Acts that have followed ISTEA continue to reinforce the 3Cs and introduce new focus areas in the transportation planning process.



Topics

Authority and responsibilities

Establishment of MPOs

Membership

Organizational requirements

Process requirements

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Authority and Responsibility

Federal: 23 USC 134

Contains most of the authority and responsibility of MPOs

State: Florida Statute 339.175

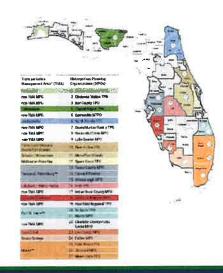
Additional references to MPOs appear throughout Florida Statutes

Local

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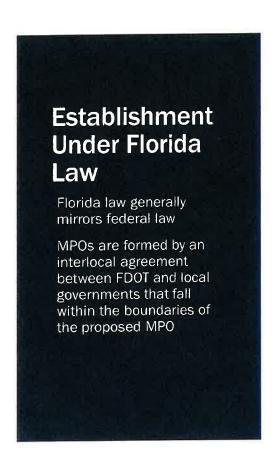
Establishment of MPOs Under Federal Law

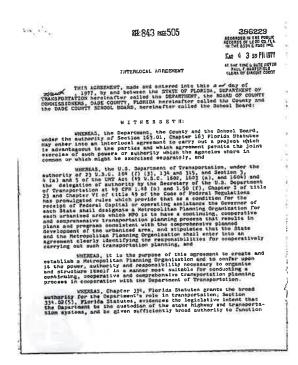
- Areas with 50,000+ population must have or be a part of at least one MPO/TPO
- Areas 200,000+ population are Transportation Management Areas (TMAs):
 - TMAs have more responsibility and independent authority.
 - They must:
 - Expand the MPO board membership
 - Include additional details in their plans and work program, like cost estimates
 - Develop a Congestion Management Process
- MPO/TPOs are designated by agreement of governor and local governments



MIAMI-DADE TPO GOVERNING BOARD TRAINING WORKSHOP

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Membership - Federal Law

Per 23 CFR § 450.310, the MPO Governing Board membership in TMA areas must include:

Local elected officials

Agencies operating major modes of transportation

Appropriate state officials

Membership - Florida Law

- In general, there are different ways to organize the membership of an MPO per Florida law:
 - 5 to 25 members
 - Voting members must be elected officials of general-purpose local governments
 - County commissioners shall compose at least one-third of the MPO governing board membership
 - Alternation of municipal representation permitted

- Area modal authorities <u>may</u> have voting membership
- MPOs contained entirely within a charter county of over 1 million population may reapportion under certain conditions per Florida Statutes 339.175(3)(c)

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Additional Organizational Requirements – Federal and Florida Law

TRANSPORTATION ADVISORY COMMITTEE (TAC)

- · Federally and state-mandated
- Advisory committee for the MPO Governing Board
- Responsible for the overall technical adequacy of the MPO's planning program and products

MEMBERSHIP

- Planners
- Engineers
- Modal agencies (local ports and public transit authorities/departments)
- School superintendent or designee of each county within the jurisdiction of the MPO
- Other appropriate representatives of affected local governments

Additional Organizational Requirements – Federal and Florida Law

CITIZENS' ADVISORY COMMITTEE (CAC)

- Federally and state mandated
- Ensures that proposed transportation projects are responsive to community's perceived needs / goals
- Evaluates recommendations generated during the Long Range Transportation Plan (LRTP) development
- Serves as a public forum to raise issues pertinent to the planning process

MEMBERSHIP

- Appointed by the Governing Board
- Representatives must reflect a broad cross-section of local residents
- "Minorities, the elderly, and the handicapped must be adequately represented."
- Members serve at the pleasure of the Governing Board

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Broad Responsibility - Federal Law

- Manage the '3 C' planning process: Continuing, Comprehensive, and Cooperative
- Provide a "forum for cooperative decision-making by officials of the affected governmental entities"
- Produce plans and programs that "give emphasis to facilities that serve important national, state, and regional transportation functions"
- Produce plans and programs consistent with approved local government comprehensive plans



Process Requirements - Federal Law

- Planning products and programs must consider:
 - · Civil rights
 - Environmental impacts and preservation
 - Consistency with adopted growth management and economic development plans
- Emerging focus areas include equity and sustainability
- · Open, public, and inclusive process



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Process Requirements - Federal Law

Plans and programs need to consider the following **Planning Factors:**

- 1. Economic Vitality
- Safety
- 3. Security
- 4. Accessibility and mobility options
- Environment, energy conservation, quality of life, and consistency with other plans
- 6. Integration and connectivity of the transportation system
- 7. Efficient management and operation of the system
- 8. Preservation of the system
- System resiliency and reliability; stormwater management
- 10. Enhance travel and tourism

Process Requirements - Florida Law

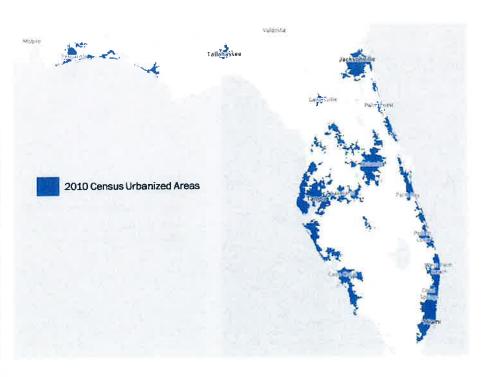
- Must participate in the planning and programming of multimodal and intermodal transportation facilities
- Must fulfill all requirements necessary to receive federal aid
- Must abide by state public records and sunshine law
 - Applies to any gathering of two or more members of the same board to discuss some matter which may foreseeably come before that board for action
 - "reasonable" public notice is required for all meetings subject to the Sunshine Law



4

Urbanized Areas and MPO Boundaries

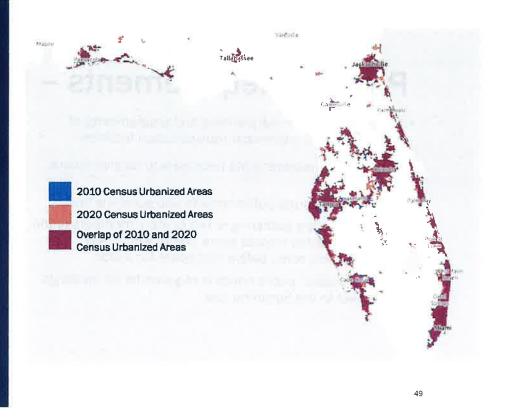
- The Census defines the boundaries of an Urbanized Area
- As urbanized areas grow together, economic synergies strengthen
- Some areas with more than one urbanized area and/or MPO are planning as "regions"

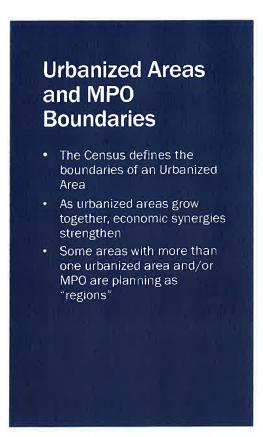


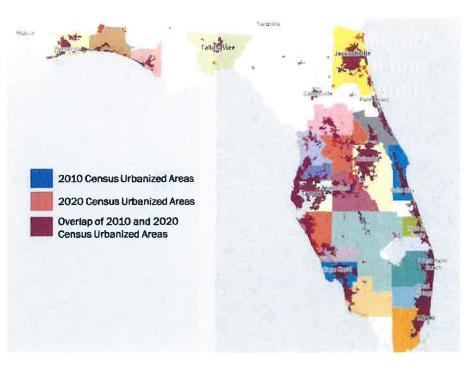
Urbanized Areas and MPO Boundaries The Census defines the boundaries of an Urbanized Area As urbanized areas grow together, economic synergies strengthen Some areas with more than one urbanized area and/or

MPO are planning as

"regions"

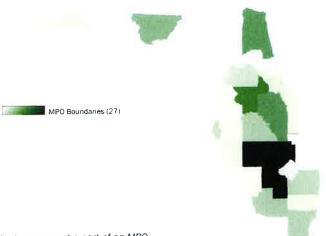






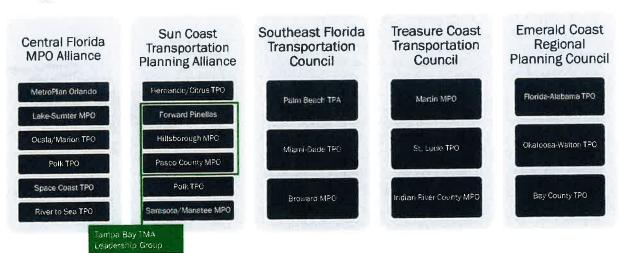
MPO Configuration in Florida*

- 27 designated MPOs
- 9 non-TMA MPOs (under 200K pop.)
- 18 TMA MPOs (over 200.000 pop.)
- 10 multi-county MPOs
- 16 hosted by an RPC, county or city



*Based on 2010 Census information. The areas in Florida not shaded in green are not a part of an MPO.

Regional Transportation Planning



Statewide Coordination

- Statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes
- Augments the role of individual MPOs in the cooperative transportation planning process
- Facilitates regional and statewide coordination



Florida Metropolitan Planning Organization Advisory Council

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Partnership with FDOT

- FDOT's continuing mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
- Florida Transportation Plan:
 - A statewide long range transportation plan
 - Goals and objectives to guide transportation planning & investment decisions
 - Guides FDOT and other transportation agencies' planning and policy-making decisions
- Mutually beneficial partnerships between MPOs, local FDOT District Offices, and the Central Office



Coordination and Representation at the State and National Level

- Association of Metropolitan Planning Organizations (AMPO)
- National Association of Regional Councils (NARC)
- Mileage-Based User Fee Alliance (MBUFA)
- Floridians for Better Transportation (FBT)
- Florida Public Transportation Association (FPTA)
- Intelligent Transportation Society of Florida (ITS Florida)

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Summary

- MPOs are created through federal enabling legislation.
- The US Census defines Urbanized Area boundaries used to support MPO boundary designation.
- There are 27 MPOs in Florida, 18 of them are also within a TMA. TMAs have more authority and more responsibilities.
- MPOs are charged with carrying out a continuing, comprehensive and cooperative planning process at the local level, regionally, and statewide.

Responsibilities of MPOs

Objective:

Understand the core responsibilities and products an MPO must meet to fulfill its obligations under federal and state legislation and to meet the transportation needs of the metropolitan area it serves

Broad Responsibility of MPOs

Continuing

Comprehensive

Cooperative

Produce plans and programs that "give emphasis to facilities that serve important national, state, and regional transportation functions"

Produce plans and programs consistent with approved local government comprehensive plans

Provide a "forum for cooperative decision-making by officials of the affected governmental entities"

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Core Federal Requirements

Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP)

List of Program Priorities (LOPP)

Unified Planning Work Program (UPWP)

Public Participation Plan (PPP) Congestion Management Process (CMP)

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Core Federal Requirement

- Long Range Transportation Plan (LRTP)
 - Serves as a 20-year framework, at a minimum, for transportation projects, improvements, and plans
 - Updated at least every 5 years
 - Affordable based on reasonably expected financial resources
 - · Performance-based



Core Federal Requirement

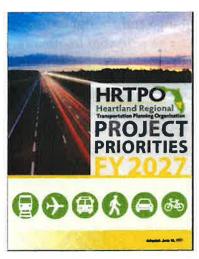
- Transportation Improvement Program (TIP)
 - Covers a 5-year period as federally mandated to cover the fiscally constrained portion of the LRTP
 - Prioritizes and funds transportation improvement projects for federal, state, and local funding, including:
 - Roadway
 - Ports (Seaport and Airport)
 - Transit
 - Bridge
 - Bike and Pedestrian
 - Updated annually and amended as needed
 - Projects in the TIP are included in the Statewide Transportation Improvement Program (STIP) to receive federal transportation funds



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Core State Requirement

- List of Priority Projects (LOPP)
 - Each MPO is required to develop a LOPP in coordination with the FDOT District Planning staff
 - Due to the respective District by August 1 of each year, as required by FS Chapter 339.175 Section 8,b
 - The LOPP represents those projects that have not yet been programmed but are considered high priorities by the MPO to be implemented or advanced
 - Needs to be approved annually by the MPO Governing Board



Core Federal Requirement

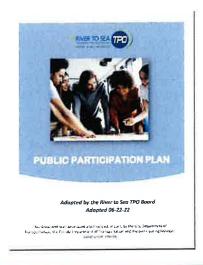
- Unified Planning Work Program (UPWP)
 - Required by regulation (not law)
 - Lists the work activities to be performed by TPO staff, like technical studies
 - Covers 2 years of planning activities



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Core Federal Requirement

- Public Participation Plan (PPP)
 - Documents MPO public involvement process and activities
 - Must coordinate with other planning agencies
 - Engage the public when developing the Plan



Core Federal Requirement

- Congestion Management Process (CMP)
 - Technical process that identifies congested portions of the transportation system
 - Emphasis on management and operational strategies for reducing congestion
 - Only MPOs within a TMA are required to produce a CMP



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Summary

- MPOs must produce:
 - LRTP that outlines transportation goals, objectives, and strategies for the metropolitan area for at least 20 years. The plan must be updated at least every five years.
 - TIP that lists the transportation projects that will be funded over the next four years.
 - LOPP that lists the priority projects for the to be implemented or advanced.

- UPWP that outlines the planning activities and tasks that will be undertaken over the next fiscal year.
- PPP that outlines how the public will be involved in the transportation planning process.
- CMP, if designated as a TMA, that provides for effective management and operation of the transportation system and identifies areas where improvements are most needed.

Transportation Funding for MPOs

Objective:

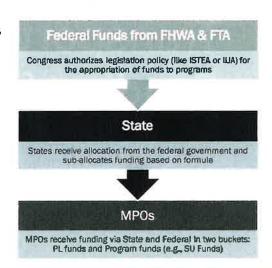
Understand where funding for MPO activities comes from, the different types of funding available, and how MPOs use their funding.

Overview

- MPOs are the custodian of the federal transportation planning process
- · MPOs must:
 - Follow federal and state rules and regulations for many transportation programs
 - Lead a cooperative and continuing process with partner agencies
- MPOs make most transportation funding decisions, but FDOT is responsible for some funding decisions
- Funding for MPOs comes from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the state (FDOT)
- MPOs receive money to:
 - Develop core federal planning requirements
 - Fund priority projects as outlined in its plans

Flavor of Money

- Federal money is distributed to states, then to MPOs by:
 - · Discretionary Program
 - · Formula
 - · Or by need
- · All federal funds have rules and criteria
 - Distribution of the money
 - · Applicability of the money
 - · Coordination and decision rules
 - · Match requirements
- State funding is similarly structured to federal programs



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Two Buckets for Funding Decisions

PLANNING DOLLARS (PL FUNDS)

- PL Funds can only be used to fund core federal requirements:
 - LRTP, TIP, PPP, and UPWP
 - $^\circ\,$ Staff and other planning support
- · Distributed by formula
 - Baseline allocation for all MPOs (\$350,000)
 - Additional monies allocated based on population

FUNDING FOR PROJECTS

- Includes all other funding sources (federal, state, tolls, and local sources) for the projects in the TIP, including
 - Construction, ROW acquisition, design, planning
 - Operations and maintenance
 - All related expenses to expand/maintain the transportation systems
- · Local Funds:
 - · Transit Surtax
 - Road Impact Fee
 - Local Tolls
 - MPO Membership Dues

Flavor of Money: State to MPOs

PLANNING DOLLARS (PL FUNDS) TO MPO

- The state receives an allocation from Federal Highway Administration:
 - In the fiscal year 2023/2024, the State of Florida is allocated: \$28,417,382
- FDOT then distributes funding based on an agreed-upon methodology. The current methodology includes:
 - Set-aside allocation for the MPOAC and membership dues to AMPO and NARC
 - Even base distribution to each MPO plus additional funding based on the proportion of the population.

- MPOAC receives: \$652,952
- · Each MPO receives:
- An annual base apportionment of \$350,000
- Additional funds proportionate to MPO Urbanized Area population v. Urbanized Area population in the state
- · MPOs that merge retain the base allocation
- One-time allocation for MPOs extending boundaries to include new UAs: \$350,000

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Observations on Funding

It's complex and complicated

Large projects often require cobbling together many different funds

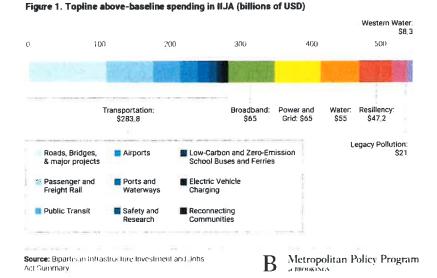
Partnerships are key

Staff is knowledgeable on funding opportunities Current bill (IIJA) has more resources and opportunities for grants than ever before

Grants are good, but consistent, repeatable funds are **GREAT**

Current Bill – Infrastructure Investment and Jobs Act (2021 – 2026)

- Over half of new spending on IIJA is transportationfocused
- Includes 13 existing and 21 new transportation-related, competitive grant programs totaling \$187 billion in potential funding
- Estimated to bring \$16.7 billion in transportation formula funds to Florida



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Summary

- MPOs are the custodian of the federal transportation planning process. They must:
 - Follow federal and state rules and regulations for many transportation programs
 - Lead a cooperative and continuing process with partner agencies
- · MPOs receive money to:
 - · Develop core federal planning requirements
 - Fund priority projects as outlined in its plans and coordinated locally
- Funding is complex and complicated and requires key partnerships. MPO staff is knowledgeable of requirements.
- Current bill (IIJA) has more resources and opportunities for grants than ever before



The MPO and Board Members in the Big Picture

FINAL THOUGHTS

8

Fundamental Roles of the MPO

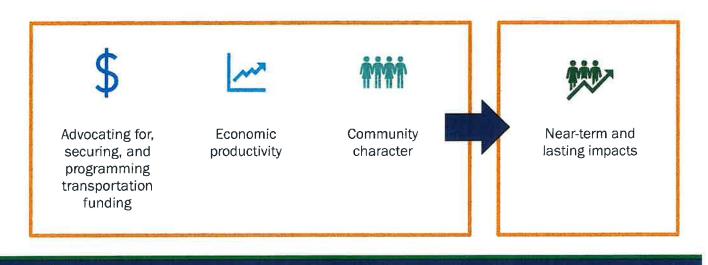
Make and convene planning and programming decisions

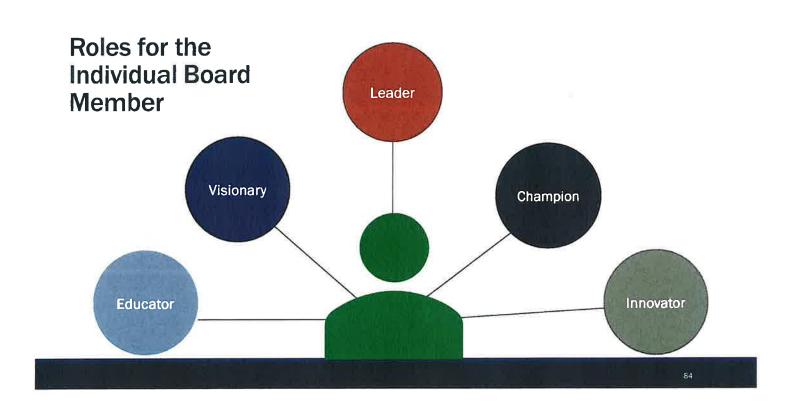
Ensure alignment with other agencies' plans and programs

Inform and educate the public about the transportation planning process

Understand and integrate community desires and challenges into the transportation planning process

Fundamental MPO Impact





Congratulations on completing the MPOAC Weekend Institute!

Florida MPOAC Training

EXHIBIT 2 Orlando, April 15, 2023

Executive Summary

MPOAC

Florida Metropolitan Planning Organization Advisory Council

Urbanized area transportation process

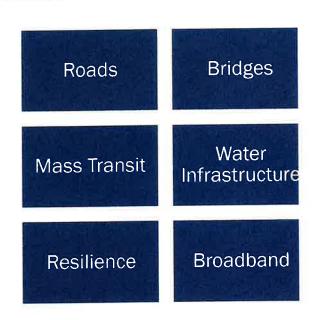
History

Travel

Background

1800's	Rail & Waterways primary transportation		
Early 20 th Century	Create better country roads	Feds provide monies to States	
,	Connect farm to markets	Cities responsible for their streets	
1940's – 1950's	Emergence of Interstate Roads	First coordinated planning	
	~	States determine route choices	
		Cities bypassed / communities bulldozed	
1960's	Cities need assistance for urban transit	1961 - Housing Act – 1 st Fed support	
		Supports metro-level planning	
	C's-Continuous, Comprehensive, Cooperative	1962 – Fed Highway Act	
1970's	Regional transportation planning recognized	Regional focus – connectivity	
	Transfer and the second	Urban focus – congestion & mobility	
1973	Create mandated MPO's	For over 50k population	
1373	Multi-modal transportation planning	Funds from Highway Trust Fund	
1991	MPO's more authority & guidelines	ISTEA: Intermodal Surface Transportation Efficiency	
1331	The Same additional and same	Act	
		Transportation Planning Process – 6 Major Elements	
2021	Long-term investment infrastructure &	Bipartisan Infrastructure Law	
2021	economy	FY 22-26 \$550B Fed investment	





MPO Authority & Responsibility

Federal State 23 USC 134 FSS 339.175 Contains most authority/responsibility of MPO's

- MPO / TPO Areas with 50k+ Must have or be part of an MPO
- Members of general purpose local governments & 5-25 members
- Required committees: Transportation Advisory Committee (TAC) for tech adequacy & Citizen's Advisory Committee (CAC) community responsiveness & evaluate Long Range Transportation Plan (LRTP)
- ..."emphasis to facilities that serve important national, state, and regional transportation function."
- Ensure consistency with local government comprehensive plans

- Must consider: civil rights, environment, consistency with adopted growth management & economic development plans
- Emerging trends to consider: equity & sustainability

Process Requirements - Federal Law

Plans and programs need to consider the following Planning Factors:

- 1. Economic Vitality
- 2. Safety
- 3. Security
- 4. Accessibility and mobility options
- Environment, energy conservation, quality of life, and consistency with other plans
- 6. Integration and connectivity of the transportation system
- Efficient management and operation of the system
- 8. Preservation of the system
- System resiliency and reliability; stormwater management
- 10. Enhance travel and tourism

Florida MPO's

Census defines boundaries of an urbanized area.

27 MPO's in Florida.

Ours is 1 of 10 that are multi-county

MPOAC – Statewide policy organization, aguments MPO's, & facilitates regional & statewide coordination FDOT Partnership:

Mission: Safe transportation, mobility, economic prosperity, preserve environment, & communities. Statewide long range transportation planning

Core Federal Requirements

Long Range Transportation Plan (LRTP) Transportation Improvement Program (TIP)

List of Program Priorities (LOPP)

Unified Planning Work Program (UPWP) Public Participation Plan (PPP)

Congestion Management Process (CMP)

LRTP – 20 year framework – update at least every 5 years – affordable based on financial resources

TIP - Covers 5 year period - updated annually

Prioritizes projects for roadways, ports, transit, bridges, & bikes & pedestrian

LOPP - Due annually each August. Projects not funded but a high priority

UPWP – Work activities of TPO staff for 2 years at a time.

PPP – Document MPO process & activities (minutes), coordinate with other agencies, & engage the public

CMP – Identify congested areas, strategies to manage & operate.



SCHEDULED 2023 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 18	CANCELLED	February 6 at 3:00 p.m.
APRIL	March 15	March 16	April 3 at 3:00 p.m.
JUNE	May 17	May 18	June 5 at 5:00 p.m.
AUGUST	July 19	July 20	August 7 at 3:00 p.m.
OCTOBER	September 13	September 14	October 2 at 3:00 p.m.
DECEMBER	November 15	November 16	December 4 at 5:00 p.m.*

Note, unless otherwise scheduled:

- 1. Technical Advisory Committee meetings are conducted in the Room 5264 Regional Transit System Administration Building, 34 SE 13th Road, Gainesville, Florida;
- 2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida; and
- 3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida unless noted.

MTPO means Metropolitan Transportation Planning Organization TAC means Technical Advisory Committee CAC means Citizens Advisory Committee B/PAB means Bicycle/Pedestrian Advisory Board NCFRPC means North Central Florida Regional Planning Council TMC means City of Gainesville Traffic Management Center

^{*}December 4, 2023 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653