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

June 24, 2020

TO: Year 2045 Long-Range Transportation Plan Technical Working Group

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

Due to the COVID-19 Public Health Emergency, the Metropolitan Transportation Planning Organization Year 2045 Long-Range Transportation Plan Technical Working Group will meet virtually on July 1, 2020 at **2:00 p.m.** The meeting will be conducted via communications media technology at the following formats:

https://global.gotomeeting.com/join/569221301

1.872. 240.3212 Access Code: 569-221-301

STAFF RECOMMENDATION

		Call to Order
	I.	Introductions (if needed)*
Page [#] 1	II.	Approval of Meeting Agenda APPROVE AGENDA
Page [#] 3	III.	Year 2045 Long-Range Transportation Plan Update REVIEW AND COMMENT Needs Plan Project Evaluation Criteria
		The Corradino Group, Inc. has developed Needs Plan project evaluation criteria that addresses federal requirements and is based on the criteria used for the Year 2040 Needs Plan evaluation.
Page [#] 21	IV.	Year 2045 Long-Range Transportation Plan Update - NO ACTION REQUIRED Next Steps
		The Corradino Group, Inc. and staff will discuss the next steps in the long-term transportation plan update process.
		Adjournment
		* No materials are provided for these agenda items



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June 24, 2020

TO:	Year 2045 Long-Range Transportation Plan Technical Working Group
FROM:	Scott R. Koons, AICP, Executive Director
	No. 2045 L. Bange Transportation Plan Undate Needs Plan Evaluation

SUBJECT: Year 2045 Long-Range Transportation Plan Update - Needs Plan Evaluation Criteria

STAFF RECOMMENDATION

Review and provide comment as necessary on the proposed Needs Plan evaluation criteria.

BACKGROUND

At its May 26, 2020 meeting, the Working Group requested an opportunity to review and comment on the 2045 Needs Plan project evaluation criteria for ranking projects as part of the Cost Feasible Plan analysis. The Corradino Group, Inc. has developed evaluation criteria that is based on the criteria used for the Year 2040 Long-Range Transportation Plan and addresses the Fixing America's Surface Transportation Act requirements. Please note that Needs Plan:

- bicycle and pedestrian "box fund" projects will be determined from the forthcoming Alachua Countywide Bicycle-Pedestrian Master Plan; and
- transit projects are identified in the Regional Transit System Transit Development Plan.

Therefore, the focus of the evaluation criteria is for projects on the roadway network with the Gainesville Metropolitan Area. Attached are the following exhibits:

Exhibit 1 is the proposed evaluation criteria;

Exhibit 2 is a scoring sheet for the evaluation criteria;

Exhibit 3 is the Year 2045 Vision Statement, Principles and Strategies; and

Exhibit 4 is the Year 2040 evaluation criteria and analysis.

Attachments

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EXHIBIT 1

Gainesville 2045 LRTP Update: Scoring Criteria Draft

The Metropolitan Transportation Planning Organization approved the Needs Plan on June 22, 2020. Subsequently, the approved Needs plan projects will need prioritization and cost estimates in order to proceed to a Cost Feasible Plan.

The following evaluation criteria and a matrix were developed to assist in prioritization or ranking of the Year 2045 Needs Plan projects.

The following ten (10) distinct evaluation criteria were developed:

- Partial funding of a Year 2040 Long-Range Transportation Plan and/or List of Priority Projects project or project funding commitment in Transportation Improvement Program;
- Project increases accessibility to economic hubs;
- Project reduces vehicle trips on major corridors;
- Congestion reduction on the regional system/Enhances Time Reliability;
- Project shifts mode from auto to other;
- Project does not adversely affect the environment;
- Project expands network connectivity;
- Project promotes eliminating fatalities and reducing serious injuries on all public roads;
- Project maintains Systemic State of Good Repair; and
- Public Input.

The evaluation criteria were then considered in relation to the Vision Statement, seven Principles and associated Strategies adopted by the Metropolitan Transportation Planning Organization on February 25, 2019, which are consistent with the Fixing America's Surface Transportation Act's ten planning factors.

The Principles are:

- Principle 1: Support economic vitality
- Principle 2: Increase safety and security for motorized and non-motorized users
- Principle 3: Increase the accessibility and mobility of people and freight
- Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Principle 6: Promote efficient system management and operation
- Principle 7: Emphasize the preservation of the existing transportation system

Using the evaluation criteria and the seven Principles, a matrix was developed. A score was given for how well the evaluation criteria addressed each of the seven Principles' strategies.

Nine of the criteria were utilized with this point system. An open circle, worth one point, equated to an evaluation criterion not addressing a Principle well. A half, worth three points, equated to an evaluation criterion addressing a Principle moderately well. A full circle, worth five points, equated to an evaluation criterion addressing a Principle very well. From there, an average weighted score was calculated for each of the evaluation criteria.

It was necessary to weight the criteria, as some were deemed more important than others when evaluating the Needs Plan projects. As shown, the total of all nine criteria equaled 30.2 points. The tenth criteria, Public Input will be utilized as a tie-breaker mechanism, and has a maximum base assigned value of five points. The points will be assigned based on public input of preference during the July 9, 2020 public workshop. Should project still be tied after public input mechanisms, tied-projects will be re-ranked manually.

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Exhibit 2: Criteria Scoresheet		r		î	Cri	teria T	r			
Adopted Principles and Strategies	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/ Enhances Time reliability	Project shifts mode from auto to other	Project does not adversely effect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input
Strategy 1.1: Support transportation projects that promote economic development	5	5 5	1	L	3 5	5 1	L 5	5 5	3	
and tourism. Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.	-				1		5		. 3	
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.							-		, , ,	
Principle 2: hurrease safety and security for motorized and non-motorized users					8 8)	t de la companya de l La companya de la comp	4)	4.	3,4	
Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.	2	5	3	1	3	3	1	1	; 3	
Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.		5	1	3	3	3	1	1	5 5	,
Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.		5	1	1	1	5	1	1	5 3	3
Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.		1	5	5	3	5	5	3	1 1	
Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.		1	3	5	5	1	1	5	5 5	5
Principle 3: Increase the accessibility and mobility of people and freight			4 3/338833		5 5 10000	3.06560666			7 завебное	
Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).		5	5	5	5	5	3	5	5 5	5
Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.		5	3	3	5	5	3	5	1	1
Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.		5	5	1	5	1	1	5	3	5
Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.		5	5	5	5	5	5	5	5	3
Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.		5	3	3	5	5	5	5	5	5

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.	5	3	3	5	1	5	5	3	3
Poinciple 4: Photesil and enhance the environment, promote energy conservation, immove the quality of life and promote constitutiony between transportation miprovements and State and local planned growth and economic development solutions	1.8			4				9.6	8.6
Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.	1	5	5	5	5	5	5	1	1
Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.	3	3	5	3	5	5	5	5	1
Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.	1	1	1	1	5	5	1	5	1
Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.	1	5	3	5	5	5	5	1	1
Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.	3	1	1	1	1	5	1	1	5
Pompie S. Enhance the integration and connectivity of the transportation system, across and between modes, for people and insight									
Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.	5	5	3	5	1	3	5	1	1
Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.	5	3	3	3	5	5	5	5	1
Principle I: Promote efficient system management and operation									
Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.	5	3	5	5	3	3	5	1	1
Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.	5	5	5	5	1	5	5	1	1
Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.	5	3	5	5	1	3	3	3	1
Principle 7: Emphasize the preservation of the existing transportation system		1.9	B	an Bi		2	E.	2) \$	
Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.	5	3	3	3	5	1	3	3	5
Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.	5	1	3	5	5	3	1	1	1
Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.	5	1	3	3	1	1	3	5	5
Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.	5	1	3	3	5	3	5	1	5
Criteria Average	4.3	3.4	3.0	3.6	3.3	3.0	4.0	2.9	2.6

Scoring (Projects)

Gainesville 2045 LRTP Update

			T				1			1						_
			Score We	1	1	1	1	1	1	1 1	1	1	0.5	Total Score	9.5	
Facility	From	То	Project Type	Partial Funding or Funding Commitment	Project increases accessibility to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System/Enhan ces Time reliability	Project shifts mode from auto to other	Project does not adversely effect the environment	Project expands network connectivity	Project promotes eliminating fatalities and reducing serious injuries on all public roads	Project Maintains Systemic State of Good Repair	Public Input		Total Scorir F	Rank
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Exhibit 3

Year 2045 Long-Range Transportation Plan Update Vision Statement, Principles and Strategies

As with previous Long-Range Transportation Plans, the vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the Year 2045 Needs and Cost Feasible Plans. The vision statement, principles and strategies are the policy statements of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to provide the framework for the development of the plan update. The Vision Statement for this plan update reads as follows:

A transportation system that is safe and efficient, serves the mobility needs of people and freight, and fosters economic prosperity while minimizing transportation-related fuel consumption and air pollution.

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

- Strategy 1.1: Support transportation projects that promote economic development and tourism.
- Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.
- Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and non-motorized users

- Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.
- Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.
- Strategy 2.3: Support projects that increase safety and security for all users of the nonmotorized transportation system.
- Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.
- Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

Principle 3: Increase the accessibility and mobility of people and freight

- Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.
- Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.
- Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.
- Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.
- Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.
- Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.
- Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.
- Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

Principle 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.
- Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

- Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.
- Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.
- Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
- Principle 7: Emphasize the preservation of the existing transportation system
- Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.
- Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.
- Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.
- Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.

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EXHIBIT 4

Year 2040 Long-Range Transportation Plan Evaluation Criteria and Analysis

Table 3: 2040 Long Range Transportation Plan Evaluation Criteria

	Partial funding or funding commitment	Project increases accessability to economic hubs	Project reduces vehicle trips on major corridors	Congestion reduction on the Regional System	Project shifts mode from auto to other	Project does not adversley effect the environment	Project expands network connectivity
Support economic vitality							
Support Transportation projects that promote economic development					0	0	
Consider capacity enhancement projects that allow for the epansion of existing commercial centers	•	•	0	0	0	Ŭ	-
Support projects that improve connectivity to existing or planned economic centers							
Increase Safety and Security for motorized and non-motorized users							
Support projects that increase safety for all users, such as improved access management to raduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.							
Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lang departures.	2	3	э	•	0	0	э
Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking. facilities.	J.	,					
Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.							
Coordinate with appropriate agencies to accommodate incident management and emergency management							
Increase the accessibility and mobility of people and freight							
Improve the favel of service for roads using transportion system management strategies (such as computerised traffic signal systems, motorist information systems and incident management systems) and transportation demand transagement strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).	•	٠	э		•	0	•
Encourage the construction of our carp (turnous) where pussion.							
Preserve the intended function of roads on the Florida Strategic intermodal system for intercicy travel and freight movement. Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel ention.							
Protect and enhance the environment, promote energy conservation, improve the quality of He and promote consistency between transportation improvements and State and local planned growth and economic development patterns							
Support land use designations and encourage development plans that reduce vehicle miles traveled and are							
transit-supportive. Develop and expand a network that provides multi-modal transportation opportunities for bicyclists and pedestrians. Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fraementation, wildlife collisions and non-point source poliution.	0	3	3	3	•	•	•
Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation model, consistent with local comprehensive plans.							
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight							
Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.		٠	0	•	•	9	•
Provide adequate sidewalks to all bus stops and bicycle racks on all buses.							
Promote efficient system management and operation							
Develop a transportation system that disperses traffic throughout the local transportation grid rather than proceeding traffic on a few major roads.	_				0	0	
Encourage the development and location of employment and service centers that reduce travel distances	•	•	•		0		-
from residential areas and to transit services. Continue to Implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.							
Emphasize the preservation of the existing transportation system							
Direct sufficient resources to preserve existing transportation infrastructure	٠	0	э	c	0	•	0
Protect existing and future road rights-of-way from building encroachment.							
Average Score (Weight)	41	٤٤	3.0	3.6	23	3.0	4.1

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Table 4: 2040 Long Range Transportation Needs Plan Project Scoring and Ranking

					Project	Project	Congo stilon		Disiect does	Project				
				Paptial funding	accessability	reduces vehicle trips	Congestion reduction on	Project shifts	not adversley	expands				
				or funding	to economic	on major	the Regional	mode from	effect the	network	STATE STREET			
			2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	commitment	hubs	corridors	System	auto to other	environment	connectivity	Tocal All Pro	ects Road	is Transit	BikePed
-		_	Average Svore (Weight)	4.1	3.9	3.0	3.6	33	3.0	4.1	25.0	and the second	ALC: NO.	
	1		Roadway Projects			2	Sure Ser		-	-	3000 Y U Y	0.11.10		
R-R	1	N	W 132" Street - Two-lane extension from Newberry Road to NW 39" Aversie	Check	Check	Check	Check	Check	Licheck	Ld Chick	17.9	28	1	1
R-F	2	2 N	W 13" Avenue - Two lane extension from NW 95" Screet to NW 121nd Screet	Ocer	Check	Chuck	Chek	Check	Check	Liona	7.7	71	33	1 - 21 - 11 - 11 - 11 - 11 - 11 - 11 -
R-G	3	3. N	W 13" Avenue - Two lane extension from NW 122nd Street to NW 143" Street	Check	Cont	Chuck	Check	Check	Costs	Check	7.7	79	32	
R-K		1 0	W 76" Boulevard - Two-lane extension from terminus to NW 63" Street Extension	Conck	Check	Check	Check	Check	Check	Check	18.1	26	10	11.5
R-L		5 N	W 83" Street - Two-lane extension from Newberry Road to NW 15" Place	Chuck	Cneck	2 Cad	Check	Check	Check	Check	20.9	21	5	
8-N	1 6	BN	W 53 ⁴⁴ Street - Two-lane extension from NW 15 ¹⁸ Place to NW 23 ¹⁴ Avenue	Chark:	Check	C Chuck	Chica	Creck	Conce	Check	16.7	37	16	
R-C		7 N	W 83" Street - Two-lane extension from NW 39" Avenue to Springhills Boulevard	Check	Chuck	Chieck	Check	Check	Chuck	Chuck	15.4	-25	9	
R-V		8 5	pringhilis Boulevard - New two lane roadway from NW 122" Street to NW 85" Street	Check	Chark	Check	Check	Chuck	Ches	Check	18.4	24	8	
8-0			WV 98" Street - Two-lane extension from NW 39" Avenue to Springhills Boulevard	Check	Check	Check	Chick	Chuck	Chek	Card .	12.1	65	28	
R-F	1	0 1	W gr Street - Two lane extension from terminus to Springhills Boulevard	Check	Check	Check	Chuck	Check	Check	[] CNCA	12.1	64	77	100 M
B-M		M	Spring bills Consector - New two-lane madway from Spring bills Boulevard to Millhopper Road	Check	Chuck	Check	Check	Check	Check	Check	154	38	7	2.12
8.6			W 13" Avenue - Widen to four lanes from NW 98" Street to NW 83" Street	Chuck	Chack Chack	Check.	Check	Check	Chuck	Check	94	63	26	4 C C C
8.0			NW 23" Avenue Widen to four lanes from NW 83" Street to NW 58" Boulevard	Check	Check	Check	Check	Check	Check	Check	84	62	25	
-			Archer Road - Widen to four lanes from Tower Road to SW 123 ⁴⁴ Street (MTPO boundary)	C chuck	Chert	Check	Check	Check	Check	Class	14.6	40	18	
			SW 20"/SW 24" Avenue - Widen to four lanes from SW 61" Street to SW 62" Boulevard	Check	C chuck	Check	Chick	Check	Check	0 card	20.9	20	4	بالكينية
-		6 0	SW 6 2 ¹⁸ Boulevani - Two-lane extension from Archer Road to SW 24 ¹⁹ Avenue	Check	Chuck	Check	Check	Chuck	Creck	Check	\$4.0	54	20	
			Million Dowd - Widow to four James from SW 53 ⁵⁶ Avenue to 575	Check	Check	Check	Check	Check	Check	Check	134	61	24	
H+F		17	State of Terrories Evenentian - Terrolane evension from Archer Boarlin Hull Stat	Check	Check	Chest	Chuck	Check	Chet	Check	21.7	7		Margel 4
		18		Check		Check	Check	Check	Chuck	Check	16.7	36	15	
		19 1	NW 83 Street - Woon to four lanes from NW 25 Avenue to NW 39 Avenue	Check	Check	Check	Check	Check	Check	Chuck	22.0	6		
R+C	.C :	20	SW62 Boblevaru - Pour-lane extension Pour and so DN 47 Stream	Churk	Check	Check	Check	2 Check	Down	C Check	18.4	28	7	More Dates
R-A	N	21	SW 14 AVENUE - INORALE EXCENSION SW 40 BOUNDARD COSH 4/ Contact	Church	Cinck	Check	Check	Chuck	Check	Check	17.9	27	11	
R-I	B :	22	Hull Road - Two lane extension from SW 35 Tenace to SW 43 Stores	Check R	Chuck	Check	Check	Charle	Charle	Check	18.4	22	6	10.10
R-	S :	23	Hado Hald - I wo lane extension from Sw 34 Sover to Hall Hoad	Check	Deve	CI Check	Ed Check	Check	Check	Chack	7.0	12		1
B-E	38	24	SW 47 Avenue - Iwo-lane extension from SW 34 Screet to Willscon road	Cher	Echeck	Check		Close	Elena de la companya	Chack	11.0	67	30	12112
R	т	25	SE 6 " Screet - New two-lane roadway incluse. Depot Avenue to SE 4 15 Avenue	CHICK CHICK	El check	(dictor)	Check	Check	Check	Col Check	14.0	51	10	1000
R-1	u	26	SE 11" Street - Two-lane extension from SE 8" Avenue to SE Hawthome Road	L ches	El chert	Down	Ficherk	Check	Dicheck	Dicheck	122	11	12	-
R-	Y	27	SW 20" Avenue - Widen to four lanes from SW 62" Bourevand to SW 43" Street	Check			8	Den	Elen	Diama	15/	10		1000
R-0	QD	28	SW 52" Boulevard Widen to four lanes from SW 20" Avenue to Newberry Road	Check	Chuck	Check	Check	Church Church	E Chart	Cherk	40-9	12	2	
R-	H	29	NW 34" Street - Widen to four lanes from University Avenue to NW to" Avenue	Check	COLORED COLORED	Conce -	Charle	Cil chart	Chuck	Ditters	1047	32		
R	-1	30	NW 34" Street Widen to four lanes from NW 16" Avenue to NW 39" Avenue	Chuck	(grace	(C) conce	Cloud	Cil chuch	Charle	Church	137			
R	J	31	NW 34" Street Widen to four lanes from NW 39" Avenue to US 441	Check	ED chica	ED CORK	El cinica		E conce		137	90	41	-
R	c	32	Intelligent Transportation Systems Program - Miscellaneous Intelligent Transportation Systems Projects	Conce.	LI Chark	Check	La check	Chica	Egistera .	Children	9.9	09	31	-
R	22	33	Resurfacing Program - Misceallaneous Roadway Maintenance Projects	() Chech	Check	Check	LI Chick	Li Cisca	Til cinex	L Chiefe	\$1.0	66	39	-
			Transit Projects			1		-	-	-		-	and the second	-
T-	K	34	Increase weekday frequencies on City routes (minimum 30 min. frequency)	Check	Lei Chuck	Check	Ld chuck	LE Chick	Cherk Cherk		16.7	34	the state	8
T	1	35	facrease weekday operating hours on City routes (minimum ta hours service)	Check	Chark	Check	Check	Check .	Co check	The context	16.7	33		n
T	0	36	Expand weekend service on City routes (minimum 60 min. frequency & to hrs service)	Check	Lei Check	Check	Le Check	La cher	LO CHICK	CHICK	-13.7	55	Total Party	24
т	S	37	Caks Mall Transic Center / Park & Ride Facility	Check	Check	Check	Chuck	Check	Check	Check	20,9	18	- MILLING	10
7	0	38	Excend regular service in southwest Gainesville (SW 40" Boulevard and SW 47" Avenue area)	Church	Check	Cluck	Check	Chuck	Check	Le Check	14.0	52	-	8
Т	H	39	Extend regular service in south Gainesville (South Main Street and Williston Road area)	Chuck	Chick	Check	Chack	Check	Check	Chack	14.0	51		22
T	0	40	Intendity Weekday Commuter Service tolfrom High Springs & Alachua	Chack	Check	Creach	Ches	Chick	Le Check	Check	14-3	50	_	21
T	-P	41	Intercey Weekday Commuter Service tolfrom Newberry	Chack	Le chick	Li Chiefa	Li Checa	La Chica	El Check	Lig chica	143	49	_	20
T	M	42	Intendity Weekday Commuter Service toffrom Archer	Check	Check	Check	Check	Chuck	Le Chack	Ed Chick	43	45	and the second	19
ा	-N	43	Interdity Weekday Commuter Service soffrom Hawthome	Chuck	Check	Check	Chack	Check	Chack	(Ouch	14-3	47	in the second	18
Ţ	9	44	Incercity Weekday Commuter Service toffrom Waldo	Chick	Check.	Check	Check	Chack	Lichet	La Coats	143	46	1000	17
т	W	45	University of Florida Transit Center	Check	Check	Check	Check	Chuck	Chack	Ed Chuck	25.0	5	the second	3
1	FT	46	Santa Fe College Transic Center	Check	Chack	Chick	Check	Check	Check	Check	20.9	17	-	9
1	L.I	47	Hawdoome Park & Ride Facility	Check	Check	Check	Check	Chuck	Check	Chuck	14-3	45	24.12	16
1	-8	48	Celebration Poince Park and Ride	Check	Check	Check	Check	Check	Check	Chuck	25.0	4	1.00	3
1 1		49	Springhills Area Park and Ride (North of 39" Ave)	Chack	Check	Check	Check	Chuck	Check	Chuck	25.0	3		
FT-	F-R	50	Newberry Wilage Park and Ride (Newberry Road just east of Fc. Clarke Bivd)	CHARN	Check	Check	Check	Chiefs	Chack	C CNICK	20.9	16		8
6	r-c	51	Eastside Activity Center Park and Ride (SE 43" St and Hawthorne Road)	Check	Check	Check	Check	Check	Check	Di Ches	143	44	1000	15
1	r-x	52	Waldo Park & Ride Facility	Chock	Check	Check	Check	Check	Check	Check	14.3	43		54

			Partial funding	Project Increases	Project reduces vehicle trips	Congestion	Project shifts	Project does	Project			
			orfunding	to economic	on major	the Regional	mode from	effect the	network			
		2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects	commitment	hubs	corridors	System	auto to other	environmene	Project expands network Total All Projects Roads Transit BikePed 2 Check 14-3 42 3 3 5 2 Check 20.9 13 5 7 2 Check 77.6 29 7 7 2 Check 25.0 1 2 14 3 Check 77.3 36 8 14 4 Check 20.9 10 5 14 3 Check 20.9 10 10 10 3 Check 134 59 12			
TA	23	Archer Fack & Hide Facility	Check	Check	Gl Charle	El com	Church Church	Flore	El com	14-3	42	9
1-2	54	Extend regular transit service through Celebration Poince		El Check	Cherk .	Check	Check	Elfort	Closet	20.9	15	1
1-2	55	Extend regular transic service through springhills	Check	El Charle	El Charle	Cherk	Citizen .	El cher	Girmet.	10.9	- 14	6
	50	Preve Pounds transmer scattom	Chicket	Row	El canto	Dichart	El chart	El casa	Class	10.9	9	2
1-4	1 57	Transe program - wescenameous cranse acuides and amenides, including ous purchases	CINER			- Martine	- Wester		and the second second	20.9	12	4
-	1.1	Howthome Braid - Extend CSX trail from NW (6 ¹⁸ Avenue to NW 20 ¹⁸ Avenue	17	Check	Ditterit	Check	Fal cherk	Dan	an		THE OWNER OF	The second second
BD.M	50	University Braid - New trail on Linbersity Avenue from Waldo Boad to NE ss [®] Blyd		Check	Check	Chuck	Chuck	Glowet	Dest	17.6	29	
BDA	59	Archer Braid Construct overpass of Hull Road / auf Street Intersection	Cines Cines	ElCheck	El Charle	Dichart	Content .	Eland	Down	14.3	41	n
	60	SW an th Blud - Convenuentral from SW as th Sense on Arthur Broud or SW an th Avenue	Charles	Ficherk	El Owt	Church	El cont	El Canca	El check	25.0		
DPL	67	Dedection Destroy Microllonous rideuells and observation and station and st	Check	Contract .	Ed Charle		(i) churk	El chuch	Class.	21.4	9	
DP-R	62	Tredeschan Program - Missellaneous Sidewalk and other projects	Check	Check	Chack	Check	Cilchert	El Chack	Check Check	17-3	31	9
DD N	64	The determinant france of the first of the second second from CE with America to NE with the second		Fileson	Flaut	Eleve		Date		17-3	30	0
801	64	An drimodal emphasis compart (satecy source) on NepSe watco road from se text Average to Archar Board	Chick Chick	12 CHER	Check	Check		El chuch	Tal chere	20.9	u	6
DP-4	05	Huddinadal Engliselis Conductor (Dis Const Cale) Lancanadas Malda Pand	Clean	Bow	El Check	Check Check	El chuck	El Check	El Check	20.9	10	3
BRD	60	Man Change Braid - Construct shared use noth on Clan Engineer Braid sounday from MM 2 4th Stream to MW 16th Termine	- Contre	Direct	Chark	Chuck	Dices	Fichel	Gi Cauch	25.0	1	
DP-D	61	Bluene Breid - Construct chared use notif on SW 12 rd Street from SW 12 rd Terrare to Archer Breid	Conce	El circa	Churk .	Dichel	Dichest	El chert	El conce	10-4	68	14
PD C	60	Proventienen and Anternational Communitiend State Can State in State of Anternational	E cier	Des	Check	Check	(R) Cherty	Row	(2) Charts	21.4		3
RRC	20	Millingene Braid - Construct bike Janes on NW is th Avenue from NW is th Screep on N Main Screep	Chart	Dow	Check	Denet	(dictor)	Dictoria	CI Church	14,5	39	10
DP-Q	70			() dente	El dest	David	El charte	The Character		13-4	60	3
01-14	1 /	Arakation Bolick (haved in in)	L'ente	The current of	El cince	L CHEL	C. CHEL	C. COLL	TT CHART	134	59	12
A-H	1	NW Sard Great - Provide dedicated transit lanes from NW sard Avenue to NW arch Avenue		Check	Check	Check	Chuck	Check	Chuck			
4.B	-	Calabration Police Boulavard, Provide dedicated transit lanes from SM 6 and Reviewerd to SM 6 scher Poad		Check	Check	Check	Check	Check	Check	0		
-A.A	+	Archar Dond. Drouide cladicated concil laner from Calabration Delive to CW out Stream		1 check	Check	Check	Chet	Check	Check	0		
A-K		SW deer Street, Provide dedicated transit lanes from SW Archer Boad to SW 46th Boulevard	Check	Dichart	Check	Check	Check	Check	Check	0		
A-I	-	Sw (sand Street - Provide dedicated transit lange from SW 45th Boulevard to SW such Avenue (namial new comidar)	Chack	Check	Check	Chuck	Check	Check	Check	0		
A.M	-	Childrand Central - Drouble dedicated transit lange from CM auth Burnus to Neukome Cond	Check	Dichark	Check	Check	Check	Check	Chuck	0		
-A-F	-	Newhenny Boad, Provide dedicated transit lange from Late to NW search Great		Check	Check	Dichark	Clease		Check	0		
AC	+	Fort Clade Boulevard, Braude realizated transic lange from NM and Avenue to NM arth Place	Dowt	Cloud K	Check	Check	Clowk	Check	Check	0		
A.F	+	NW set Place. Provide dedicated transit lance from Fort Clarke Boulevard to NW 15th Boulevard		D Check	Check	Chick	Check	Check	Check	0		
A-C	1	NW 76th Roulevard - Provide dedicated transit lanes from NW soft Place to Newberry Board			Check	Check	Chuck	Check	Check	0		
A.1	-	NW(1) and Streat, Drouids deriveted transferrance in Neuham Dath to Enringhills Reviewed		Check	Check	Chuck	Cherk	Dicheck	Check	0		
Al	1	Springhills Boulevard - Provide dedicated transit lanes from NW 122 ⁴⁴ Street to NW 83 ⁴⁴ Street		El Chark	Chuck	Check	Check	Check	Check	0		
	1	Haushama Boad, Provide dedicated transitiones from SE with Stream to SE and Stream			Check	Dichark	Ditter	Dicheck	C) Check	0		
	1	The second	Check	End of Help K		-				0		



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June 24, 2020

TO: Year 2045 Long-Range Transportation Plan Technical Working Group

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Year 2045 Long-Range Transportation Plan Update - Next Steps

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

The Corradino Group, Inc. and staff will provide an overview of the next steps for the Year 2045 Long-Range Transportation Plan update.



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