




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 Needs Plan Project Evaluation Criteria **REVIEW AND COMMENT**
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 - Next Steps **NO ACTION REQUIRED**
The Corradino Group, Inc. and staff will discuss the next steps in the long-term transportation plan update process.

Adjournment

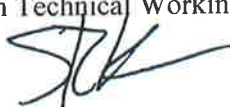
* No materials are provided for these agenda items



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June 24, 2020

TO: Year 2045 Long-Range Transportation Plan Technical Working Group
FROM: Scott R. Koons, AICP, Executive Director 
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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Dedicated to improving the quality of life of the Region's citizens,
by enhancing public safety, protecting regional resources,
promoting economic development and providing technical services to local governments.



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.

Exhibit 2: Criteria Scoresheet

Adopted Principles and Strategies	Criteria										
	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	
Principle 1: Support economic vitality											
Strategy 1.1: Support transportation projects that promote economic development and tourism.	5	5	1	3	5	1	5	5	3		
Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.	5	5	1	1	1	1	5	1	3		
Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.	5	5	1	1	3	1	5	3	5		
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.	5	3	1	3	3	1	1	5	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		
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		
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).	5	5	5	5	5	3	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		

Scoring (Projects)

Gainesville 2045 LRTP Update

Criteria

Facility	From	To	Project Type	Score	Weight	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	0.5	Total Score	9.5	Total Score	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 non-motorized 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.

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 accessibility 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 adversely effect the environment	Project expands network connectivity
Support economic vitality							
Support Transportation projects that promote economic development	●	●	○	○	○	○	●
Consider capacity enhancement projects that allow for the expansion of existing commercial centers	●	●	○	○	○	○	●
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 reduce 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 lane departures.	○	○	○	●	○	○	○
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.	○	○	○	●	○	○	○
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 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).	●	●	○	●	●	○	●
Encourage the construction of bus bays (turnouts) where possible.	●	●	○	●	●	○	●
Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.	○	○	○	○	○	○	○
Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.	○	○	○	○	○	○	○
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							
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 fragmentation, wildlife collisions and non-point source pollution.	○	○	○	○	○	○	○
Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, 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.	●	●	○	●	●	○	●
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 concentrating traffic on a few major roads.	●	●	●	●	○	○	●
Encourage the development and location of employment and service centers that reduce travel distances 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.	●	○	○	○	○	●	○
Protect existing and future road rights-of-way from building encroachment.	○	○	○	○	○	○	○
Average Score (Weight)	4.1	3.9	3.0	3.6	3.3	3.0	4.1

2040 Long Range Transportation Plan Update - Adopted Needs Plan Projects								Total	All Projects	Roads	Transit	BikePed	
			Partial funding or funding commitment	Project increases accessibility 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 adversely effect the environment	Project expands network connectivity				
T-A	53	Archer Park & Ride Facility	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14.3	47	13	
T-E	54	Extend regular transit service through Celebration Pointe	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20.9	15	7	
T-F	55	Extend regular transit service through Springhills	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20.9	14	6	
T-I	56	Five Points Transfer Station	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20.9	13	5	
T-V	57	Transit Program - Miscellaneous transit facilities and amenities, including bus purchases	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20.9	12	4	
Bicycle & Pedestrian Projects													
BP-F	58	Hawthorne Braid - Extend CSX trail from NW 16 th Avenue to NW 39 th Avenue	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17.6	29	7	
BP-M	59	University Braid - New trail on University Avenue from Waldo Road to NE 55 th Blvd.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14.3	41	11	
BP-A	60	Archer Braid - Construct overpass of Hull Road / 34 th Street intersection	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	25.0	2	2	
BP-L	61	SW 40 th Blvd - Construct trail from SW 34 th Street to Archer Braid at SW 30 th Avenue	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	21.4	9	4	
BP-K	62	Pedestrian Program - Miscellaneous sidewalk and other pedestrian projects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17.3	31	9	
BP-B	63	Bicycle Program - Miscellaneous bicycle lanes and facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17.3	50	8	
BP-H	64	Multimodal Emphasis Corridor (Safety Study) on NE/SE Waldo Road from SE 16th Avenue to NE 39th Avenue	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20.9	11	6	
BP-I	65	Multimodal Emphasis Corridor on NW/SW 13 th Street from NW 33 rd Avenue to Archer Road	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20.9	10	5	
BP-J	66	Multimodal Emphasis Corridor on SR 26 from Gale Lemerand to Waldo Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	25.0	1	1	
BP-D	67	Glen Springs Braid - Construct shared use path on Glen Springs Road corridor from NW 34 th Street to NW 16 th Terrace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	10.4	68	14	
BP-C	68	Bivens Braid - Construct shared use path on SW 23 rd Street from SW 13 rd Terrace to Archer Road	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	21.4	8	3	
BP-E	69	Glen Springs Braid - NW 19th Lane - Construct bicycle facility from NW 16th Terrace to NW 13th Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	14.6	39	10	
BP-G	70	Millhopper Braid - Construct bike lanes on NW 16 th Avenue from NW 13 th Street to N Main Street	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	13.4	60	13	
BP-N	71	Williston Road - Construct bicycle/pedestrian trail from I-75 to Waldo Road	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	13.4	59	12	
Aspirational Projects (beyond 2040)													
A-H		NW 83rd Street - Provide dedicated transit lanes from NW 23rd Avenue to NW 39th Avenue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-B		Celebration Pointe Boulevard - Provide dedicated transit lanes from SW 62nd Boulevard to SW Archer Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-A		Archer Road - Provide dedicated transit lanes from Celebration Pointe to SW 91st Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-K		SW 91st Street - Provide dedicated transit lanes from SW Archer Road to SW 46th Boulevard	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-L		SW 122nd Street - Provide dedicated transit lanes from SW 46th Boulevard to SW 24th Avenue (partial new corridor)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-M		SW 122nd Street - Provide dedicated transit lanes from SW 24th Avenue to Newberry Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-E		Newberry Road - Provide dedicated transit lanes from I-75 to NW 143rd Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-C		Fore Clarke Boulevard - Provide dedicated transit lanes from NW 23rd Avenue to NW 15th Place	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-F		NW 15th Place - Provide dedicated transit lanes from Fore Clarke Boulevard to NW 76th Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-G		NW 76th Boulevard - Provide dedicated transit lanes from NW 15th Place to Newberry Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-I		NW 122nd Street - Provide dedicated transit lanes from Newberry Road to Springhills Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-J		Springhills Boulevard - Provide dedicated transit lanes from NW 122 nd Street to NW 83 rd Street	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0			
A-D		Hawthorne Road - Provide dedicated transit lanes from SE 17th Street to SE 43rd Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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.

