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May 10, 2023

TO: Technical Advisory Committee
 Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On May 17, 2023, the Technical Advisory Committee will meet at 2:00 p.m. in the **Regional Transit System Administration Building, Room 5234, 34 SE 13th Road, Gainesville, Florida.**

Also on May 17, 2023, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building, 12 SE 1st Street, Gainesville, Florida..** Times shown on this agenda are for the Citizens Advisory Committee meeting. In-person quorums are required.

These meetings will also be conducted via the following communications media technology:

DIAL IN NUMBER: Toll free 1.888.585.9008
CONFERENCE CODE: 568 124 316

STAFF RECOMMENDATION

7:00 p.m.	I.	Introductions (if needed)*	
Page #1 7:05 p.m.	II.	Approval of Meeting Agenda	APPROVE AGENDA
Page #3 7:10 p.m.	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #11 7:15 p.m.	IV.	Transportation Improvement Program for Fiscal Years 2023-24 to 2027-28	APPROVE STAFF RECOMMENDATION

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

Page #15
7:20 p.m.

V. **Year 2045 Long-Range Transportation Plan
Cost Feasible Plan Amendment -
State Road 24 (Archer Road) Capacity Enhancement**

**APPROVE STAFF
RECOMMENDATION**

The Metropolitan Transportation Planning Organization has requested that an amendment to the Year 2045 Long-Range Transportation Plan Cost Feasible Plan be scheduled for a public hearing to add a project to increase capacity on State Road 24 (Archer Road) within the Gainesville Metropolitan Area.

Page #41
7:25 p.m.

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

**APPROVE STAFF
RECOMMENDATION**

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

Page #43
7:30 p.m.

VII. **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 #47
7:35 p.m.

VIII. **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 #61
7:40 p.m.

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

FOR INFORMATION ONLY

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.

X. **Information Items**

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #77
Page #79

- A. Advisory Committee Attendance Records
- B. Meeting Calendar - 2023

*No handout included with the enclosed agenda item.

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Regional Transit System Administration Building
34 SE 13th Road
Gainesville, Florida

March 15, 2023
2:00 p.m.

MEMBERS PRESENT

MEMBERS ABSENT

OTHERS PRESENT

STAFF PRESENT

Achaia Brown
Dekova Batey
Chris Dawson
Ronald Fuller
Deborah Leistner, Chair
Rachel Mandell
Jason Simmons
Thomas Strom, Vice-Chair

Aaron Carver
Yaima Droese

Victoria Kutney
Jeremiah McInnes
Alison Moss

Michael Escalante
Scott Koons*

*Participation via communications media technology

CALL TO ORDER

Chair Deborah Leistner, City of Gainesville Transportation Manager, called the meeting to order at 2:08 p.m.

I. INTRODUCTIONS

Chair Leistner announced herself and other members in attendance.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Chris Dawson moved to approve the meeting agenda. Dekova Batey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the January 18, 2023 minutes were ready for consideration for approval by the Technical Advisory Committee.

MOTION: Chris Dawson moved to approve the January 18, 2023 Technical Advisory Committee minutes as written and circulated. Thomas Strom seconded; motion passed unanimously.

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

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation is requesting that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add two Interstate 75 (State Road 93) capacity enhancement planning projects and a countywide bicycle/pedestrian trail rehabilitation study. He said this amendment is needed because these new projects are federally-funded. He discussed the project and answered questions.

MOTION: Chris Dawson moved to recommend that the Metropolitan Transportation Planning Organization:

1. **Amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the following projects in Fiscal Year 2022-23:**
 - A. **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**
 - B. **Alachua County Trail Rehabilitation Study [4391817];**
2. **Request 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**
3. **Request that the Florida Department of Transportation provide an update/status report on the Interstate 75 Master Plan.**

Ron Fuller seconded; motion passed unanimously.

V. 2020 CENSUS URBAN AREAS STATUS REPORT - METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING PROCESS TIMELINE

Mr. Escalante stated that at its February 6, 2023 meeting, the Metropolitan Transportation Planning Organization was informed that, on December 29, 2022, the U.S. Census Bureau published its 2020 Census Urban Area populations in the Federal Register. He said that notification stated that the 2020 Census Gainesville Urban Area population is 213,748 persons, which is above the Transportation Management Area population threshold of 200,000 persons. He reported that since then, the Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization with a timeline for transportation planning process activities. He discussed the timeline and answered questions. He said that reapportionment information would be provided to Committee members.

A member requested that the Florida Department of Transportation provide the list of other small Florida metropolitan planning organizations that, in accordance with the 2020 Census of Population, have surpassed the Transportation Management Area Designation population threshold of 200,000.

VI. STATE ROAD 24 (WALDO ROAD) TRAFFIC CALMING LETTER

Mr. Escalante stated that, at its December 12, 2023 meeting, the Metropolitan Transportation Planning Organization reviewed the draft Florida Department of Transportation Five-Year Tentative Work Program and approved a motion to send a letter to State Representative Yvonne Hayes-Hinson asking her to intervene concerning transportation safety concerns along State Road 24 (Waldo Road) adjacent to the East Gainesville Sports Complex expansion. He said that the Metropolitan Transportation Planning Organization received a copy of her letter to the Florida Department of Transportation District 2 Government Affairs Liaison concerning traffic calming along State Road 24 (Waldo Road).

Chair Leistner and Chris Dawson, Alachua County Transportation Planning Manager, discussed State Road 24 (Waldo Road) corridor safety-related projects.

VII. FLORIDA DEPARTMENT OF TRANSPORTATION PERFORMANCE MEASURES - FEBRUARY 2023

Mr. Escalante stated that the Florida Department of Transportation has provided updated performance measure information.

Ron Fuller, University of Florida Transportation and Parking Services Associate Director, discussed the University of Florida's scooter program.

VIII. INFORMATION ITEMS

Mr. Escalante announced that the next Technical Advisory Committee meeting is scheduled for May 17, 2023 at 2:00 p.m.

ADJOURNMENT

The meeting was adjourned at 2:50 p.m.

Date

Deborah Leistner, Chair

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

March 15, 2023
7:00 p.m.

MEMBERS PRESENT

Nelle Bullock
Charles Dean Covey
Gilbert Levy
Ruth Steiner, Chair
Chris Towne

MEMBERS ABSENT

Craig Brashier

OTHERS PRESENT

Yue Dong
Alexander Mumby
Siying Wu

STAFF PRESENT

Michael Escalante

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:06 p.m.

I. INTRODUCTIONS

Chair Steiner introduced herself and asked members and visitors to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

MOTION: Chris Towne moved to approve the meeting agenda. Dean Covey seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner asked for approval of the January 18, 2023 Citizens Advisory Committee meeting minutes.

MOTION: Chris Towne moved to approve the January 18, 2023 Citizens Advisory Committee minutes as written and circulated. Dean Covey seconded; motion passed unanimously.

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).

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MOTION: Dean Covey moved to recommend that the Metropolitan Transportation Planning Organization:

1. **Amend its Fiscal Years 2022-23 to 2026-27 Transportation Improvement Program to add the following projects in Fiscal Year 2022-23:**
 - A. **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**
 - B. **Alachua County Trail Rehabilitation Study [4391817];**
2. **Request 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**
3. **Request that the Florida Department of Transportation provide an update/status report on the Interstate 75 Master Plan.**

Nelle Bullock seconded; motion passed unanimously.

V. 2020 CENSUS URBAN AREAS STATUS REPORT - METROPOLITAN PLANNING
ORGANIZATION TRANSPORTATION PLANNING PROCESS TIMELINE

Mr. Escalante stated that at its February 6, 2023 meeting, the Metropolitan Transportation Planning Organization was informed that, on December 29, 2022, the U.S. Census Bureau published its 2020 Census Urban Area populations in the Federal Register. He said that notification stated that the 2020 Census Gainesville Urban Area population is 213,748 persons, which is above the Transportation Management Area population threshold of 200,000 persons. He reported that since then, the Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization with a timeline for transportation planning process activities. He discussed the timeline and answered questions.

VI. STATE ROAD 24 (WALDO ROAD) TRAFFIC CALMING LETTER

Mr. Escalante stated that, at its December 12, 2023 meeting, the Metropolitan Transportation Planning Organization reviewed the draft Florida Department of Transportation Five-Year Tentative Work Program and approved a motion to send a letter to State Representative Yvonne Hayes-Hinson asking her to intervene concerning transportation safety concerns along State Road 24 (Waldo Road) adjacent to the East Gainesville Sports Complex expansion. He said that the Metropolitan Transportation Planning Organization received a copy of her letter to the Florida Department of Transportation District 2 Government Affairs Liaison concerning traffic calming along State Road 24 (Waldo Road). He reported State Road 24 (Waldo Road) corridor safety-related projects that were discussed at the Technical Advisory Committee meeting.

VII. FLORIDA DEPARTMENT OF TRANSPORTATION PERFORMANCE MEASURES -
FEBRUARY 2023

Mr. Escalante stated that the Florida Department of Transportation has provided updated performance measure information.

VIII. INFORMATION ITEMS

Mr. Escalante announced that the next Citizens Advisory Committee meeting is scheduled for May 17, 2023 at 7:00 p.m.

ADJOURNMENT

The meeting was adjourned at 7:40 p.m.

Date

Ruth Steiner, Chair



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

May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

FROM: Scott R. Koons AICP, Executive Director

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

STAFF RECOMMENDATION

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 as an attachment to the meeting packet a draft copy of the Fiscal Years 2023-24 to 2027-28 Transportation Improvement Program (see Exhibit 1).

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 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

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May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

FROM: Scott R. Koons, AICP, Executive Director 

SUBJECT: Year 2045 Long-Range Transportation Plan Update
Year 2045 Cost Feasible Plan Amendment

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN STAFF RECOMMENDATION

Amend the Year 2045 Long-Range Transportation Plan Cost Feasible Plan (see Exhibit 1) to:

- **Add as the new Priority 1 - State Road 24 (Archer Road) from:**
 - the Gainesville Metropolitan Area boundary - SW 122nd Street (Parker Road) to SW 91st Street - Urban Cross-Section 4-Lane Divided with Bicycle Lanes and Sidewalks; and
 - SW 91st Street to SW 75th Street (Tower Road) - Urban Cross-Section 4-Lane Divided with Bicycle lanes and Sidewalks Reconstruction for Accommodation of Bus Rapid Transit Lanes in the median;
- **Delete the following projects and renumber Cost Feasible Plan priorities:**
 - NW 23rd Avenue Widen to 4-Lane Urban Cross-Section (including Bridge) with Transit Signal Preemption Provisions from Fort Clarke Boulevard to NW 83rd Street; and
 - SW 62nd Boulevard Widen to 4-Lane with Bus Rapid Transit Lanes in the Median project from SW 20th Avenue to State Road 26 (Newberry Road);
- **Delete from Technical Report 7 Unfunded Year 2045 Needs Plan Project - State Road 24 (Archer Road) from the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) to SW 91st Street - Extension of Urban Cross-Section 4-Lane Divided with Bicycle Lanes and Sidewalks; and**
- **Add to Technical Report 7 Unfunded Year 2045 Needs Plan Project - NW 23rd Avenue Widen to 4-Lane Urban Cross-Section (including Bridge) with Transit Signal Preemption Provisions from Fort Clarke Boulevard to NW 83rd Street; and SW 62nd Boulevard Widen to 4-Lane with Bus Rapid Transit Lanes in the Median project from SW 20th Avenue to State Road 26 (Newberry Road).**

Please note that the:

- A. NW 23rd Avenue Widen to 4-Lane Urban Cross-Section (including Bridge) with Transit Signal Preemption Provisions; and SW 62nd Boulevard Widen to 4-Lane with Bus Rapid Transit Lanes in the Median projects remain in the adopted Year 2045 Long-Range Transportation Plan Needs Plan; and

B. Following project lists in the Year 2045 Long-Range Transportation Plan Cost Feasible Plan Technical Report 7 are not affected by this amendment:

- Discretionary Projects (discretionary funding-eligible projects; and
- 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).

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) and directed staff to prepare materials for a Year 2045 Long-Range Transportation Plan Cost Feasible Plan amendment and schedule a public hearing to add a project for adding capacity on State Road 24 (Archer Road) between the Gainesville Metropolitan Area boundary SW 122nd Street (Parker Road) and SW 91st Street.

Additional background materials include the:

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

\$175.7 million replaces the \$182.1 million present value (Year 2020) being used for cost feasibility. This plan amendment uses the costs analyses developed for the Year 2045 Cost Feasible Plan project list in 2020.

Attachments

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EXHIBIT 1

YEAR 2045 LONG-RANGE TRANSPORTATION PLAN AMENDMENT
PROPOSED COST FEASIBLE PLAN PROJECTS

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
Florida Transportation Plan Strategic Intermodal System Projects							
-	-	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	-	\$280.3
-	-	Interstate 75	Williston Road	NW 39th Avenue	Managed Lanes	-	\$487.1
-	-	Interstate 75	NW 39th Avenue	U.S. Highway 441	Managed Lanes	-	\$20.0
-	-	Interstate 75	At: Williston Road	-	Interchange Modification	-	\$18.1
Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant							
-	-	Regional Transit System	At: Systemwide	-	Transit Development Plan Implementation	-	66.7
Bicycle and Pedestrian Projects (Ten Percent Allocation)							
-	-	Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	-	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	-	20.2
Cost Feasible Plan-Eligible Congested Corridors							
1*		Archer Road (SR 24)	SW 91st Street	SW 75th Street	Widen to 4 lanes/2 dedicated transit lanes [Mobility Plan]	1.5	\$52.6
			SW 122nd Street	SW 91st Street	Widen to 4 lanes divided	2.5	
2*	14.1	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	1.0	\$10.6
3	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
4	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
5	17.4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/ replace a 2 lane rural section	2.0	\$24.8
6	16.6	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
7*	14.6	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes plus 2 dedicated transit lanes	1.0	\$10.6
8	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

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

EXHIBIT 2

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

Rank	Score	Facility	From	To	Proposed Modification	Project Length in Miles	Total Cost (\$ in Millions)
Florida Transportation Plan Strategic Intermodal System Projects							
-	-	Interstate 75	Marion Countyline	Williston Road	Managed Lanes	-	\$280.3
-	-	Interstate 75	Williston Road	NW 39th Avenue	Managed Lanes	-	\$487.1
-	-	Interstate 75	NW 39th Avenue	U.S. Highway 441	Managed Lanes	-	\$20.0
-	-	Interstate 75	At: Williston Road	-	Interchange Modification	-	\$18.1
Transit Project Revenues - Federal Transit Administration Formula Grant and State Transit Block Grant							
-	-	Regional Transit System	At: Systemwide	-	Transit Development Plan Implementation	-	66.7
Bicycle and Pedestrian Projects (Ten Percent Allocation)							
-	-	Bicycle and Pedestrian Project "Box Funds"	At: Gainesville Metropolitan Area	-	Proposed Alachua Countywide Bicycle-Pedestrian Master Plan Implementation	-	20.2
Cost Feasible Plan-Eligible Congested Corridors							
1*	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	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	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	0.4	\$2.5
6*	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
8	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
9	14.2	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes, with dedicated transit lanes; median included	1.50	\$31.3

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

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>

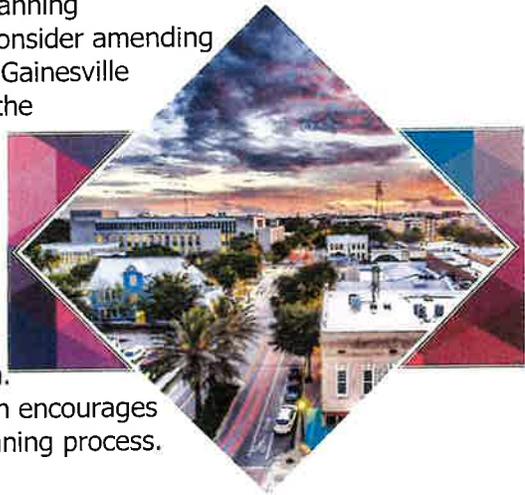
**Oral and Written Public Comment will be accepted at the Public Hearing.
Written Public Comment delivered to the Metropolitan Transportation Planning Organization
office (2009 NW 67th Place, Gainesville, FL 32653) by end-of-business (5:00 p.m.) on June
2, 2023 will be provided to members at the Public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

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

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EXHIBIT 5



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

(<http://www.alachua.gov>)

We are continuously 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](tel:352-374-5249) for in-person assistance. ([search](#))

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

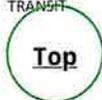
TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH THE PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO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

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	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	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

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 met 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 -
 - b. 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.

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- (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	C

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 system



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:

- (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

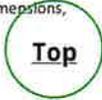
Policy 1.3.4 Development shall be required to address operational site related improvements and operational affects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the limits for major intersections to be addressed and the extent of required 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.

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 roadways, 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.

- (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.

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

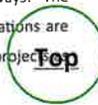
To provide for the acquisition and protection of existing and future rights-of-way from development, including building encroachment.

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



Map 1. Future Transportation Functional Classifications (2025)

EXHIBIT 6

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
1	U.S. 41/S.R. 45 (from north city limits to south city limits)	2U	Principal Arterial	Community	C
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	C
4	C.R. 346 (from U.S. 41/S.R. 45 to east city limits)	2U	Collector	Rural	C
5	C.R. 241 (from U.S. 41 to north city limits)	2U	Collector	Rural	C

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.1.6 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 four-lane 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.

**VI**

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May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

FROM: Scott R. Koons AICP, Executive Director *SKK*

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

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2024-25 to 2028-29 List of Priority Projects as modified per the outcome of the Year 2045 Long-Range Transportation Plan Cost Feasible Plan Amendment public hearing scheduled to be held on June 5, 2023.

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 is an attachment to the meeting packet (see Exhibit 1).

Please note that the List of Priority Projects for Fiscal Years 2024-25 to 2028-29 document transmitted to the Florida Department of Transportation will include revisions consistent with action taken by the Metropolitan Transportation Planning Organization from its Year 2045 Long-Range Transportation Plan Cost Feasible Plan Amendment public hearing scheduled to be held on June 5, 2023.

Attachment

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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.

-41-
-41-



May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

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:

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUK_EwiC4azHouT-AhUnTDABHbJxAAcQFnoECA8QAQ&url=https%3A%2F%2Fsignal4analytics.com%2F&usg=AOvVaw3x-mM-Ub-DHJ_io4ND-tA

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

Attachment

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SAFETY

All Public Roads

EXHIBIT 1



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.

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.



-45-

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 [Florida Statutes 316.066 \(2\) & \(3\)](#). S4 data will still be updated daily, however newly entered crashes will be no earlier than 60 days old.

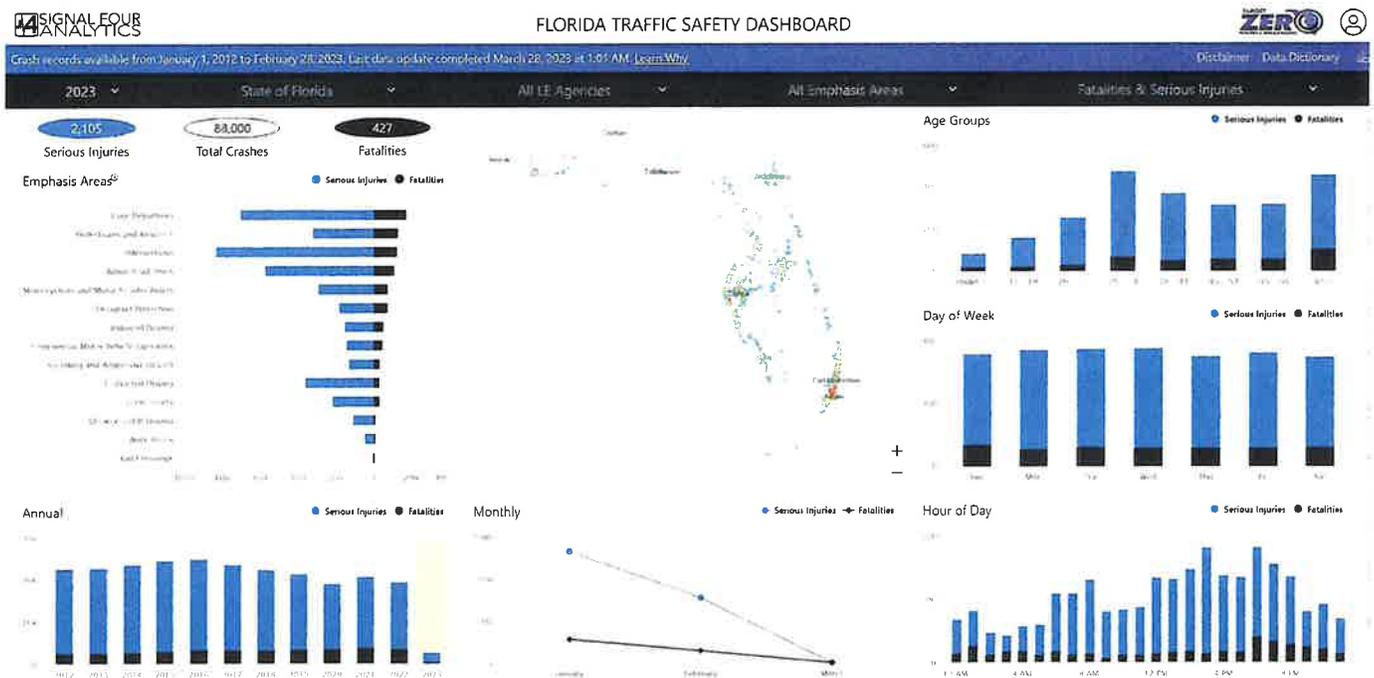
HOW CAN I REQUEST AN S4 ACCOUNT?

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. [Click here](#) 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

[Click here](#) to see the recorded video webinars of S4.

Additional information about S4 and other valuable tools can be found [here](#).





May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

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

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EXHIBIT 1

From: [Kutney, Victoria](#)
To: [Mike Escalante](#)
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 3rd 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

EXHIBIT 2

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

- ❖ **Community Engagement**
 - 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.
 - 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.
 - Provide media relations support.
 - Develop study presentations, flyers, and brochures.

- ❖ **Documentation of Existing Conditions**
 - Collect existing conditions data.
 - Access management assessment at interchanges.
 - Utilities data collection.

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

EXHIBIT 3

EXHIBIT "A"

**SCOPE OF SERVICES
STAGE 2**

FINANCIAL PROJECT ID#:

439181-2-22-01

DESCRIPTION:

URBAN AND RURAL COUNTIES TRAIL REHABILITATION STUDY

Exhibit "A"

Scope of Services/Stage 1

URBAN AND RURAL COUNTIES TRAIL REHABILITATION 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:

1. 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.
3. 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.
6. 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.



IX

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May 10, 2023

TO: Technical Advisory Committee
Citizens Advisory Committee
Bicycle/Pedestrian Advisory Board

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

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DISTRICT TWO

EXHIBIT 1

**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:

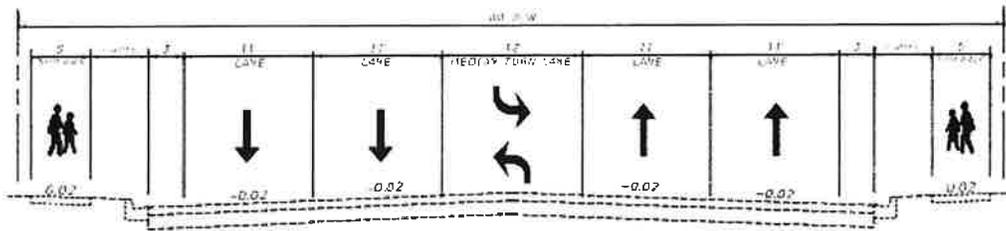
- eliminate a single eastbound and westbound lane of NW 8th Avenue
- add a 7-foot buffered bicycle lane in both directions throughout the project limits

(see back for a graphic depicting the proposed modifications)

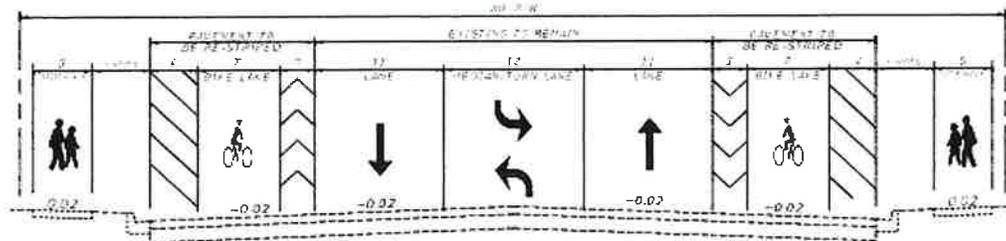
For more information, contact Debbie Leistner at leistnerdl@cityofgainesville.org

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.



EXISTING TYPICAL SECTION
 SEE DRAWING SHEET 1
 FROM NW 6TH ST
 TO A 1/4 MILE STREET



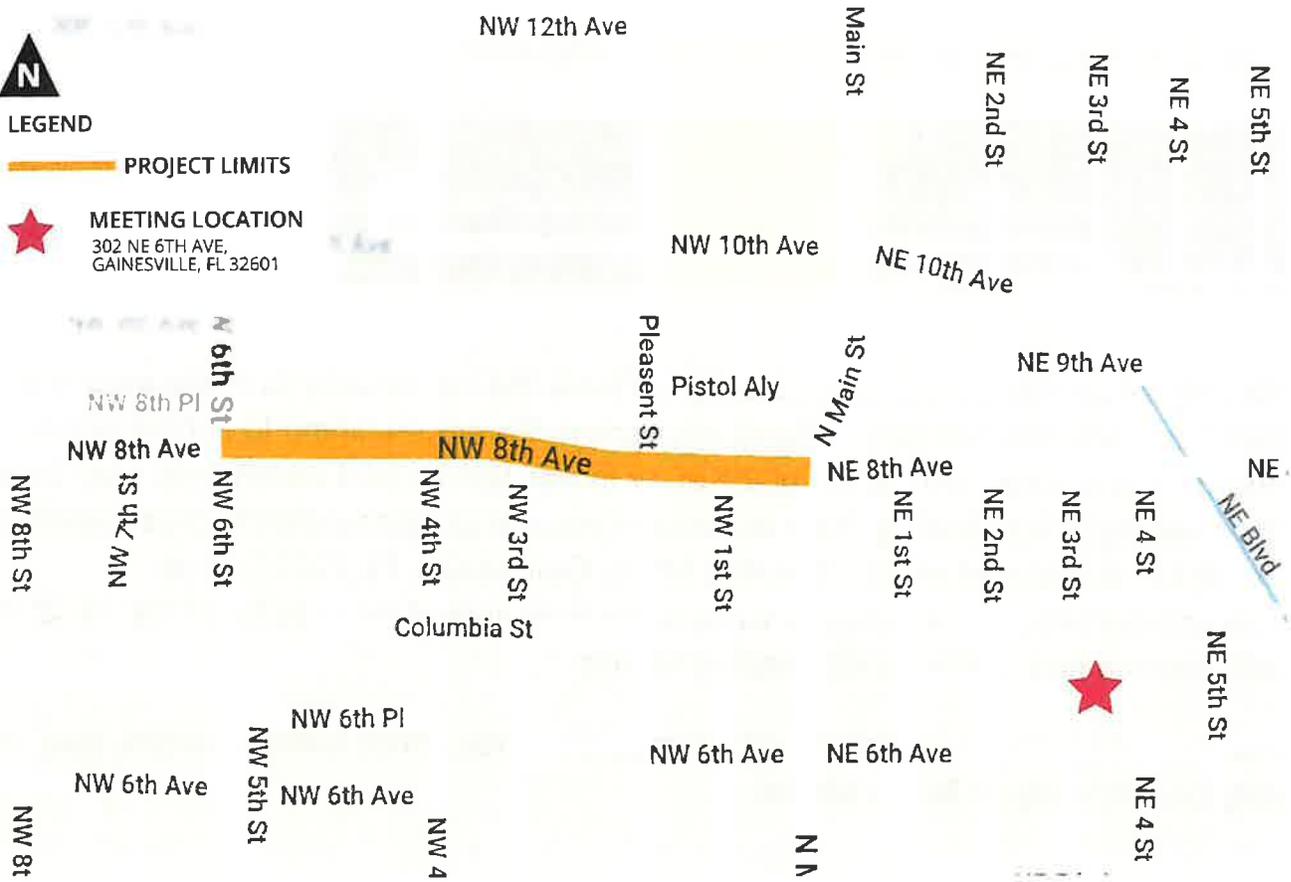
PROPOSED TYPICAL SECTION
 SEE DRAWING SHEET 1
 FROM NW 6TH ST
 TO A 1/4 MILE STREET



LEGEND

PROJECT LIMITS

MEETING LOCATION
 302 NE 6TH AVE,
 GAINESVILLE, FL 32601





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



City of
Gainesville

Florida Department of Transportation Title VI (Six)

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

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



Florida Department of Transportation Mission Statement

“The Department will 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.”



Project Information

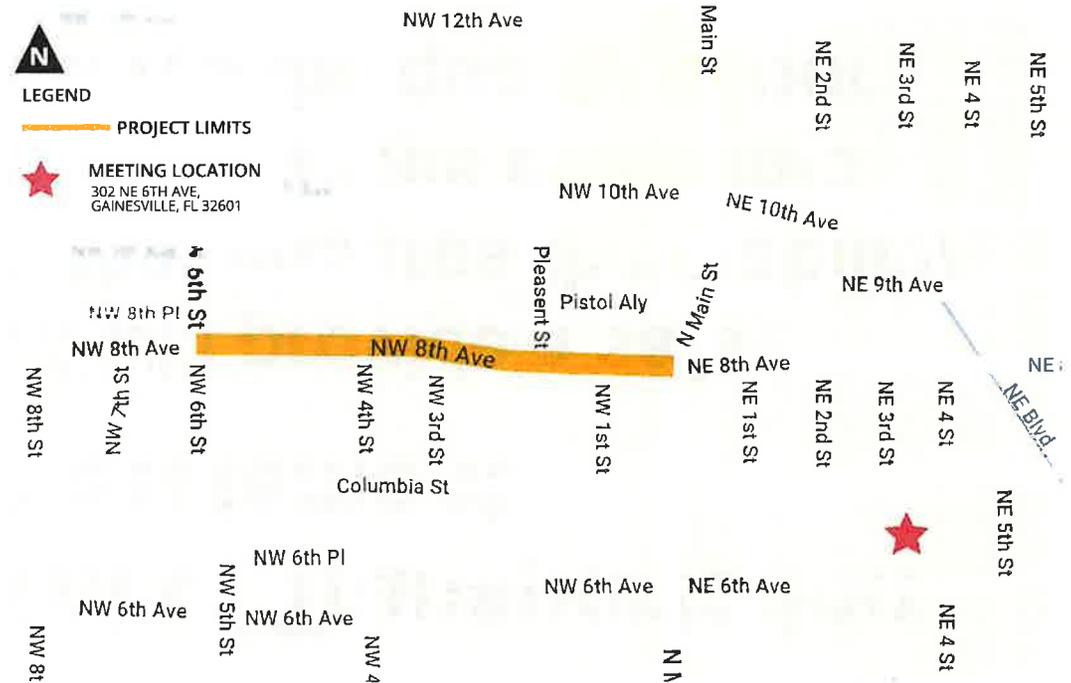
Project limits: State Road 20
(NW 8th Ave) from
NW 6th Ave to N Main St

Project type: Safety Improvements

Start date: To be determined

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**



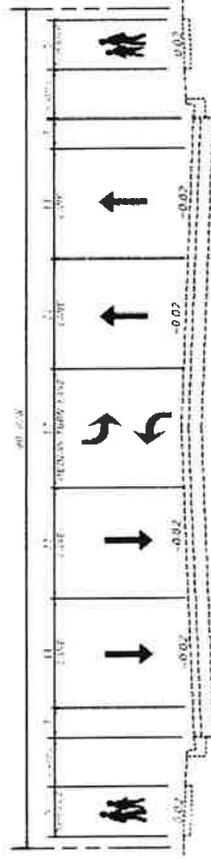
Proposed Modifications



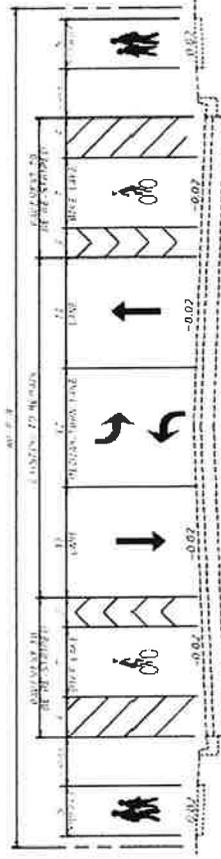
Access Management Public Meeting
State Road 20 (NW 8th Avenue) from NW 6th Street to N Main Street



Proposed Modifications



EXISTING TYPICAL SECTION
S.E. MAIN ST. BEYOND
N.W. 8th STREET



PROPOSED TYPICAL SECTION
S.E. MAIN ST. WITH THE
10' WIDE BIKE LANE
TO N.W. 8th STREET

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 (NW 8th Avenue) from NW 6th Street to N Main 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



Comments or Speakers?

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



DISTRICT TWO

EXHIBIT 1

**State Road 20 (NW 8th Avenue)
Lane Repurposing
Gainesville, Alachua County, Florida**

Proposed Modifications

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(see back for a graphic depicting the proposed modifications)

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

**TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD**

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 1/18/2023	MEETING DATE 3/15/2023	IN VIOLATION IF ABSENT AT NEXT MEETING?
MARI DANIELS Alt - Chris Dawson Alt - Alison Moss	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
JAMES TONY FLEGERT Alt - Thomas Strom (Vice Chair) Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
Dekova Batey	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Sustainable Development	P	P	NO
DEBORAH LEISTNER (Chair) Alt - Jesus Gomez Alt - Scott Wright	City of Gainesville Department of Transportation [Operations, Planning and Transit] Department of Public Works [Engineering, Maintenance, Pavement Management]	P	P	NO
AARON CARVER Alt - Suzanne Schiemann Alt - Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	NO
ACHAIA BROWN Alt - Victoria Kutney	Florida Department of Transportation	A	P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
RACHEL MANDELL Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
RON FULLER Alt - Scott Fox Alt - Jeremiah McInnes	University of Florida Transportation & Parking Services	P	P	NO

LEGEND KEY - P = Present A = Absent * = New Member

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Italics indicates participation via communications media technology

Attendance Rule:

- Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	10/5/2022	1/18/2023	3/15/2023	Violation If Absent At Next Meeting 5/17/2023
Craig Brashier	23-Dec	P	E	E	No
Nelle Bullock	25-Dec	P	P	P	No
Charles Dean Covey	23-Dec	P	P	P	No
Gilbert Levy	23-Dec	P	P	P	No
Ruth Steiner	24-Dec	P	P	P	No
Chris Towne	23-Dec	P	P	P	No
VACANT	23-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	22-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

\\mike\em23\cac\attd_cac051723.xls

ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are hereby defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are hereby defined to be unexcused.

Please note that attendance is recorded for all scheduled Citizens Advisory Committee meetings whether or not a quorum is met.

ADDITIONAL NOTE: Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

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.

