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North Central Florida Regional Planning Council

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September 18, 2024

TO: Technical Advisory Committee
Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Meeting Announcement and Agenda

On September 25, 2024, 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 September 25, 2024, 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 **II.** **Approval of Meeting Agenda** **APPROVE AGENDA**
7:05 p.m.

Page #3 **III.** **Approval of Committee Minutes** **APPROVE MINUTES**
7:10 p.m.

Page #23 **IV.** **Subtask 5.1 State Road 24(Archer Road) Plan - Scope of Services / Request for Proposal** **APPROVE STAFF RECOMMENDATION**
7:15 p.m.

The Metropolitan Transportation Planning Organization has allocated funding for a consultant to develop a Complete Streets planning study for State Road 24 (Archer Road) corridor between State Road 121 (SW 34th Street)) and State Road 25 (SW 13th Street.

Page #49 **V.** **Subtask 5.2 State Road 25-(SW 13th Street) Plan - Scope of Services/ Request for Proposal** **APPROVE STAFF RECOMMENDATION**
7:25 p.m.

The Metropolitan Transportation Planning Organization has allocated funding for a consultant to develop a Complete Streets planning study for State Road 25 (SW 13th Street) corridor between State Road 331 (Williston Road) and State Road 24 (Archer Road).

Page #75 **7:30 p.m.**	**VI.**	**Year 2050 Long-Range Transportation Plan Update - Draft Vision, Principles and Strategies**	**APPROVE STAFF RECOMMENDATION**

The long-range transportation plan federal and state requirements remain unchanged for the Year 2050 update. Therefore, the draft year 2050 Vision, Principles and Strategies remain the same.

Page #89 **7:35 p.m.**	**VII.**	**Florida Department of Transportation Response - NW 83rd Street Capacity Project Funding Request**	**NO ACTION REQUIRED**

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request to fund the Number One priority in the Year 2045 Long-Range transportation Plan.

VIII. Information Items

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

Page #93 A. Advisory Committee Attendance Records
Page #95 B. Meeting Calendar - 2024

*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

July 17, 2024
2:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Deborah Leistner, Chair	Aaron Carver		Michael Escalante
Jeremiah McInnes	Yaima Droese		Scott Koons*
Alison Moss	Rachel Mandell		
Thomas Strom, Vice-Chair	Jason Simmons		
Brian Waterman*			
Seth Wood			

*Participation via communications media technology

CALL TO ORDER

Chair Deborah Leistner, City of Gainesville Transportation Manager, called the meeting to order at 2:11 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. She requested the addition of a List of Priority Projects Amendment agenda item.

MOTION: Alison Moss moved to approve the meeting agenda amended to add as item X.B List of Priority Projects Amendment. Thomas Strom seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the May 22, 2024 minutes were ready for consideration for approval by the Technical Advisory Committee.

MOTION: Alison Moss moved to approve the May 22, 2024 Technical Advisory Committee minutes. Jeremiah McInnes seconded; motion passed unanimously.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program for several roll forward projects. He discussed the projects to be rolled forward into Fiscal Year 2024-25 and answered questions. He said that in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program.

MOTION: Seth Wood moved to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the Roll Forward projects shown in Exhibit 1. Alison Moss seconded; motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION BUS LOW AND NO-EMISSION GRANT AWARD FOR FISCAL YEAR 2024

Mr. Escalante stated that the Federal Transit Administration has announced the recipients of several federal grants. He said that the City of Gainesville Regional Transit System is the recipient of a Section 5339(b) Bus Low- and No-Emission and Solar Canopy Grant Award.

MOTION: Alison Moss moved to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the City of Gainesville Federal Transit Administration Bus Low- and No-Emission and Solar Canopy Grant Award. Seth Wood seconded; motion passed unanimously.

VI. GAINESVILLE URBAN AREA AND FUNCTIONAL CLASSIFICATION MAPS

Mr. Escalante stated that the Florida Department of Transportation has completed the draft Gainesville Urban Area and Functional Classification Maps. He discussed the maps and answered questions.

MOTION: Alison Moss moved to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation include the recently completed SW 62nd Boulevard Connector segment in the Gainesville Urban Area and Roadway Functional Classification Map Series (Alachua Countywide Gainesville Metropolitan Planning Area Map, Alachua County Map and Gainesville, Florida Map). Seth Wood seconded; motion passed unanimously.

VII. NEWBERRY ROAD (STATE ROAD 26) CONCEPT FROM NW 43RD STREET TO NW 38TH STREET

Mr. Escalante stated that the Florida Department of Transportation has submitted a Newberry Road (State Road 26) Concept from NW 43rd Street to NW 38th Street. He discussed the offstreet multi-use path concept and answered questions.

MOTION: Alison Moss moved to recommend that the Metropolitan Transportation Planning Organization approve the Florida Department of Transportation offstreet State Road 26 (Newberry Road) Multi-Use Concept Plan from NW 43rd Street to SW 38th Street. Seth Wood seconded; motion passed unanimously.

VIII. SUBTASK 5.1 STATE ROAD 24 (ARCHER ROAD) PLAN - SCOPE OF SERVICES

Mr. Escalante stated that the Metropolitan Transportation Planning Organization approved a Complete Streets Corridor Study for Archer Road from SW 34th Street to SW 13th Street. He noted that the outcome of the study would be to provide projects that could be included in the List of Priority Projects. He asked for suggestions for the scope of services for the study.

MOTION: Alison Moss moved to recommend that that staff develop a State Road 24 (Archer Road) Complete Streets Study Plan Request for Proposal Scope of Services based upon City of Gainesville comments. Thomas Strom seconded; motion passed unanimously.

IX. SUBTASK 5.2 STATE ROAD 24-STATE ROAD 331 (WALDO ROAD-WILLISTON ROAD) PLAN - SCOPE OF SERVICES

Mr. Escalante stated that the Metropolitan Transportation Planning Organization approved a Complete Streets Corridor Study for State Road 24-State Road 331 (Waldo Road-Williston Road) Plan from SE 4th Street to NE 39th Avenue. He noted that the outcome of the study would be to provide projects that could be included in the List of Priority Projects. He asked for suggestions for the scope of services for the study.

Chair Leistner noted that there was an ongoing study in the State Road 24 (Waldo Road) corridor related to Citizens Field modifications. She discussed delaying the study until recommendations could be ascertained from the ongoing study.

Mr. Escalante stated that the Unified Planning Work Program would have to be revised.

MOTION: Alison Moss moved to recommend that the Metropolitan Transportation Planning Organization administratively modify its Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26 to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) Corridor.

Seth Wood seconded; motion passed unanimously.

X. FREIGHT MOBILITY AND TRADE PLAN

Mr. Escalante stated that the Florida Department of Transportation has opened the comment period on the draft Freight Mobility and Trade Plan.

X.B LIST OF PRIORITY PROJECTS AMENDMENT

Mr. Escalante stated that the City of Gainesville was pursuing federal grants for two bicycle/pedestrian trail segments. He noted that it was typical for projects for which grants were being applied for would at a minimum need to be in the List of Priority Projects.

MOTION: Alison Moss moved to recommend that the Metropolitan Transportation Planning Organization amend its List of Priority Projects for Fiscal Years 2025-26 to 2029-30 Table 5 Discretionary Projects to add the City of Gainesville:

- **Sweetwater Greenway Multi-Use Trail Project as Priority 17; and**
- **Waldo Greenway Trail Rehabilitation Project as Priority 18.**

Jeremiah McInnes seconded; motion passed unanimously.

XI. INFORMATION ITEMS

Mr. Escalante announced that the next Technical Advisory Committee meeting is scheduled for September 18, 2024 at 2:00 p.m.

ADJOURNMENT

The meeting was adjourned at 3:45 p.m.

_____ _____

Date Deborah Leistner, Chair

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EXHIBIT 1
Roll Forward Projects

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Bicycle and Pedestrian Projects															
439181 7	Alachua County Trail Rehabilitation Study At: County wide	Bike Path/Trail	0.000	P D & E P D & E	SA TALU	FDOT FDOT	No	0 187,500	**5,000** 0	0 0	0 0	0 0	0 0	0 0	5,000 187,500
439934 1	Archer Road [SR 24] From: SW 75 Terrace To: SW 41 Boulevard	Bike Path/Trail	0.000	CST CST CST PE PE PE	DIH DS TLWR DIH DS TLWR	FDOT FDOT FDOT FDOT FDOT FDOT	No	1,292 17,129 13,651 35,770 6,062 428,659	**14,098** 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	15,390 17,129 13,651 35,770 6,062 428,659
432240 6	SW 13 Street [SR24/US441/MLK Jr Hwy] From : SW 11 Avenue To: Museum Road	Bike Path/Trail	0.323	PE PE	ACSU SA	FDOT FDOT	No	260,961 0	**239,039** **5,000**	0 0	0 0	0 0	0 0	0 0	500,000 5,000
430542 2	Newberry Road [SR26] From: West of NW 80 Boulevard To: SW 38 Street	Sidewalk	2.852	CST CST CST CST PE PE PE ROW ROW ROW	DDR DIH DS LF DDR DIH DS DDR DIH DS	FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT FDOT	Yes	1,858,586 119,057 855,509 5,032 503,464 64,275 815,996 1,641,198 329,031 495,524	0 0 0 0 0 0 0 **354,719** **11,191** 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	1,858,586 119,057 855,509 5,032 503,464 64,275 815,996 1,995,917 340,222 495,524
207611 7	NE 39 Avenue [SR 222] At: NE 28 Drive	Pedestrian Safety Improvement	0.093	CST CST CST PE PE RRU	ACSS DS HSP DIH DS DDR	FDOT FDOT FDOT FDOT FDOT FDOT	No	778,837 30,277 11,419 2,846 5,466 15,254	**154,004** 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	932,841 30,277 11,419 2,846 5,466 15,254
441160 1	NW 42 Avenue From: NW 13 Street [SR 25] To: NW 6 Street	Sidewalk	0.300	CST CST PE PE PE PE	SR2T SR2T ACSA LF SR2T SR2T	Gainesville FDOT Gainesville FDOT Gainesville FDOT	No	254,470 0 24,516 622,940 38,581 9,443	0 **5,264** 0 0 0 **2,237**	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	254,470 5,264 24,516 622,940 38,581 11,680

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Construction Projects															
207798 6	SR45(US27)(US41)	Right-of-Way	1.073	ROW	DIH	FDOT	No	10	490	0	0	0	0	0	500
	SR45(US27)(US41)			ROW	LF	FDOT		90,819	0	0	0	0	0	0	90,819
207850 2	SR26 Corridor	Add Lanes &	4.031	CST	ART	FDOT	Yes	0	0	0	56,283,539	0	0	0	56,283,539
	From: Gilchrist Countyline	Reconstruct		CST	DIH	FDOT		0	0	0	976,721	0	0	0	976,721
	To: CR26A East of Newberry			CST	LF	FDOT		0	0	0	8,881	0	0	0	8,881
				ENV	DDR	FDOT		16,805	0	0	0	0	0	0	16,805
				P D & E	DDR	FDOT		1,294,434	0	0	0	0	0	0	1,294,434
				P D & E	DIH	FDOT		348,169	177	0	0	0	0	0	348,346
				P D & E	DS	FDOT		108,566	0	0	0	0	0	0	108,566
				PE	DDR	FDOT		3,952,220	0	0	0	0	0	0	3,952,220
				PE	DI	FDOT		2,158,755	0	0	0	0	0	0	2,158,755
				PE	DIH	FDOT		95,350	365,699	0	0	0	0	0	461,049
				PE	DS	FDOT		82,048	0	0	0	0	0	0	82,048
				RRU	ART	FDOT		1,050,001	0	0	7,500,112	0	0	0	8,550,113
				RRU	DDR	FDOT		80,000	0	0	0	0	0	0	80,000
				RRU	DS	FDOT		193,106	0	0	0	0	0	0	193,106
				RRU	LF	FDOT		126,540	0	0	0	0	0	0	126,540
				ROW	ART	FDOT		5	49,995	2,218,969	98,380	0	0	0	2,367,349
				ROW	BNIR	FDOT		679,263	2,259,598	0	0	0	0	0	2,938,861
				ROW	DDR	FDOT		122,851	7,852,810	0	0	0	0	0	7,975,661
				ROW	DIH	FDOT		725,851	346,649	0	0	0	0	0	1,072,500
				ROW	DS	FDOT		598,288	94,376	0	0	0	0	0	692,664
435564 1	SR200(US301)	Bridge - Painting	0.097	CST	BRRP	FDOT	Yes	1,201,712	5,000	0	0	0	0	0	1,206,712
	At: SR24 CSXRR Bridge No.260001			CST	DIH	FDOT		26,726	6,633	0	0	0	0	0	33,359
	At: SR25(US441) Pedestrian Overpass			CST	DS	FDOT		10,192	0	0	0	0	0	0	10,192
	Bridge No. 260003			PE	BRRP	FDOT		118,727	0	0	0	0	0	0	118,727
				PE	DIH	FDOT		28,696	0	0	0	0	0	0	28,696
				PE	DS	FDOT		15,061	0	0	0	0	0	0	15,061
				RRU	BRRP	FDOT		300,000	0	0	0	0	0	0	300,000
215599 4	West University Avenue [SR 26]	Urban Corridor	5.509	PE	ACSU	Gainesville	Yes	1,511,724	0	0	0	0	0	0	1,511,724
	From: NW 34 Street	Planning		PE	SA	Gainesville		0	1,001	0	0	0	0	0	1,001
	To: SE 31 Street														
439489 1	Waldo Road [SR24]	Lighting	2.640	CST	ACSS	FDOT	Yes	1,211	1,559	0	0	0	0	0	2,770
	From: University Avenue [SR26]			CST	DDR	FDOT		42,996	0	0	0	0	0	0	42,996
	To: NE 39 Avenue [SR222]			CST	DIH	FDOT		2,111	0	0	0	0	0	0	2,111
				CST	DS	FDOT		24,429	0	0	0	0	0	0	24,429
				CST	HSP	FDOT		690,416	424	0	0	0	0	0	690,840
				ENV	HSP	FDOT		3,182	0	0	0	0	0	0	3,182
				PE	DIH	FDOT		619	0	0	0	0	0	0	619
				PE	DS	FDOT		45,417	0	0	0	0	0	0	45,417
				PE	HSP	FDOT		299,993	0	0	0	0	0	0	299,993
				RRU	DS	FDOT		66,454	0	0	0	0	0	0	66,454

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447005 1	State Road 24 From: Seydel Street To: US 301	Traffic Control Devices/System	0.603	PE	DIH	FDOT	No	0	**1,000**	0	0	0	0	0	1,000
445061 1	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	0.425	CAP	TSM	FDOT	No	800,000	0	0	0	0	0	0	800,000
				CST	SA	FDOT		3,630	**1,370**	0	0	0	0	0	5,000
				CST	TSM	FDOT		100,000	0	0	0	0	0	0	100,000
				ROW	SA	FDOT		1,151	0	0	0	0	0	0	1,151
445061 2	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	1.121	CAP	DITS	FDOT	No	999,990	0	0	0	0	0	0	999,990
				CST	TSM	FDOT		98,237	**1,763**	0	0	0	0	0	100,000
435889 1	NW 13 Street [SR 25, US 441] AT: NW 23 Avenue [SR 120]	Traffic Signal Update	0.285	CST	DDR	FDOT	No	0	0	0	0	**2,372,313**	0	0	2,372,313
				CST	DIH	FDOT		0	0	0	0	**40,990**	0	0	40,990
				PE	DDR	FDOT		432,046	0	0	0	0	0	0	432,046
				PE	DIH	FDOT		64,148	**2,973**	0	0	0	0	0	67,121
				PE	DS	FDOT		11,324	0	0	0	0	0	0	11,324
				ROW	DIH	FDOT		20,168	**5,616**	0	0	0	0	0	25,784
				ROW	DS	FDOT		24,010	0	0	0	0	0	0	24,010
				ROW	SA	FDOT		116,274	**271,691**	0	0	0	0	0	387,965
439490 1	NW 34 Street [SR 121] From: NW 16 Avenue To: US 441	Traffic Operations Improvement	3.332	CST	ACSS	FDOT	No	119,646	**3,697**	0	0	0	0	0	123,343
				CST	DDR	FDOT		314,554	0	0	0	0	0	0	314,554
				CST	DS	FDOT		80,361	0	0	0	0	0	0	80,361
				CST	HSP	FDOT		6,966,482	0	0	0	0	0	0	6,966,482
				CST	LF	FDOT		24,118	0	0	0	0	0	0	24,118
				PE	DDR	FDOT		86,578	0	0	0	0	0	0	86,578
				PE	DS	FDOT		97,141	0	0	0	0	0	0	97,141
				PE	HSP	FDOT		1,048,790	0	0	0	0	0	0	1,048,790
428682 1	NW 39 Avenue [SR 2222] From: 100' West of NW 10 Street To: 100' East of NW 10 Street	Special Surveys	0.040	PE	DIH	FDOT	Yes	0	**2,151**	0	0	0	0	0	2,151
				PE	DS	FDOT		7,294	0	0	0	0	0	0	7,294
447475 1	NW 39 Avenue [SR 222] At: NW 97 Boulevard	Intersection Improvement	0.151	CST	ACSS	Alachua County	No	728,221	**496**	0	0	0	0	0	728,717
				CST	ACSS	FDOT		0	**15,871**	0	0	0	0	0	15,871
				PE	ACSS	FDOT		7,244	**5,160**	0	0	0	0	0	12,404
				PE	HSP	Alachua County		178,366	0	0	0	0	0	0	178,366
				PE	HSP	FDOT		224	0	0	0	0	0	0	224
439300 1	State Road 45 [US 27] At: SW 15 Avenue	Add Right Turnlanes	0.115	CST	DDR	FDOT	No	702,138	0	0	0	0	0	0	702,138
				CST	DIH	FDOT		33,872	**3,290**	0	0	0	0	0	37,162
				CST	DS	FDOT		28,533	0	0	0	0	0	0	28,533
				PE	DIH	FDOT		42,449	0	0	0	0	0	0	42,449
				PE	DS	FDOT		173,532	0	0	0	0	0	0	173,532
				ROW	DDR	FDOT		112	0	0	0	0	0	0	112
				ROW	DIH	FDOT		5,197	0	0	0	0	0	0	5,197
				ROW	DS	FDOT		5,374	0	0	0	0	0	0	5,374

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447629 4	State Road 45 [US 27] At: SW 15 Avenue	Traffic Signal Update	0.088	PE	DIH	FDOT	No	0	**1,001**	0	0	0	0	0	1,001
447131 2	East University [SR 26] From: NE 26 Terrace To: SE 26 Terrace	Traffic Control Devices/System	0.355	ROW	DIH	FDOT	No	1,478	**1,522**	0	0	0	0	0	3,000
				ROW	DS	FDOT		1,628	**181**	0	0	0	0	0	1,809
447629 3	Williston Road [SR 331/SR 24A] Att: Hawthorne Trail Crossing	Traffic Signal Update	0.229	CST	ARPA	FDOT	Yes	745,053	0	0	0	0	0	0	745,053
				CST	DDR	FDOT		94,645	0	0	0	0	0	0	94,645
				CST	DIH	FDOT		54,240	**6,073**	0	0	0	0	0	60,313
				CST	DS	FDOT		725	0	0	0	0	0	0	725
				PE	DIH	FDOT		10,747	**7,253**	0	0	0	0	0	18,000
				PE	DS	FDOT		5,448	0	0	0	0	0	0	5,448
				RRU	DS	FDOT		13,484	0	0	0	0	0	0	13,484
				ROW	DIH	FDOT		1,760	**240**	0	0	0	0	0	2,000
				ROW	DS	FDOT		513	**151**	0	0	0	0	0	664
Road Landscaping Projects															
435929 1	Archer Road [SR 24] From: SW 78 Street To: SW 16 Street	Landscaping	5.144	CST	DDR	FDOT	No	815,954	0	0	0	0	0	0	815,954
				CST	DIH	FDOT		59,934	**3,178**	0	0	0	0	0	63,112
				CST	DS	FDOT		1,915	0	0	0	0	0	0	1,915
				PE	DDR	FDOT		124,986	0	0	0	0	0	0	124,986
				PE	DIH	FDOT		16,343	0	0	0	0	0	0	16,343
				PE	DS	FDOT		257,456	0	0	0	0	0	0	257,456
439533 1	Hawthorne Road [SR20] From: East of US 301 To: Putnam Countyline	Landscaping	1.399	CST	DDR	FDOT	Yes	1,234,414	0	0	0	0	0	0	1,234,414
				CST	DIH	FDOT		2,680	**64,589**	0	0	0	0	0	67,269
				CST	DS	FDOT		82,761	0	0	0	0	0	0	82,761
				PE	DDR	FDOT		302,289	0	0	0	0	0	0	302,289
				PE	DIH	FDOT		12,052	**2,948**	0	0	0	0	0	15,000
				PE	DS	FDOT		25,495	0	0	0	0	0	0	25,495
439527 1	SW 16 Avenue [SR 226] From: Archer Road [SR 24] To: Main Street [SR 329]	Landscaping	1.651	CST	DDR	FDOT	No	301,024	0	0	0	0	0	0	301,024
				CST	DIH	FDOT		8,033	**19,089**	0	0	0	0	0	27,122
				CST	DS	FDOT		46,374	0	0	0	0	0	0	46,374
				PE	DDR	FDOT		111,313	0	0	0	0	0	0	111,313
				PE	DIH	FDOT		15,302	0	0	0	0	0	0	15,302
				PE	DS	FDOT		20,155	0	0	0	0	0	0	20,155

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Resurfacing Projects															
439344 1	Archer Road [SR 24]	Resurfacing	6.868	CST	ACSN	FDOT	No	34,656	0	0	0	0	0	0	34,656
	From: State Road 45 [US27/US41]			CST	DDR	FDOT		124,472	0	0	0	0	0	0	124,472
	To: East of SW 81 Street			CST	DS	FDOT		53,402	0	0	0	0	0	0	53,402
				CST	GFSN	FDOT		1,422,191	0	0	0	0	0	0	1,422,191
				CST	SA	FDOT		26,223	**13,823**	0	0	0	0	0	40,046
				CST	SN	FDOT		2,651,187	0	0	0	0	0	0	2,651,187
				PE	DDR	FDOT		977,242	0	0	0	0	0	0	977,242
				PE	DIH	FDOT		45,480	0	0	0	0	0	0	45,480
				PE	DS	FDOT		27,122	0	0	0	0	0	0	27,122
443258 1	Hawthorne Road [SR 20]	Resurfacing	5.375	CST	ACNP	FDOT	Yes	29,548	0	0	0	0	0	0	29,548
	From: County Road 325			CST	ACSA	FDOT		429,955	0	0	0	0	0	0	429,955
	To: West of US 301			CST	DDR	FDOT		384,816	0	0	0	0	0	0	384,816
				CST	DIH	FDOT		0	**15,390**	0	0	0	0	0	15,390
				CST	DS	FDOT		36,216	0	0	0	0	0	0	36,216
				CST	NHPP	FDOT		6,265,161	**5,989**	0	0	0	0	0	6,271,150
				CST	SA	FDOT		300,933	**60,195**	0	0	0	0	0	361,128
				PE	DDR	FDOT		721,470	0	0	0	0	0	0	721,470
				PE	DS	FDOT		71,274	0	0	0	0	0	0	71,274
				PE	SA	FDOT		21,967	0	0	0	0	0	0	21,967
447032 1	NW 39 Avenue [SR 222]	Resurfacing	3.451	CST	ACNP	FDOT	Yes	2,246,409	0	0	0	0	0	0	2,246,409
	From: NW 95 Boulevard			CST	ACNR	FDOT		4,520,248	0	0	0	0	0	0	4,520,248
	To: NW 40 Terrace			CST	DDR	FDOT		2,083,904	0	0	0	0	0	0	2,083,904
				CST	DIH	FDOT		0	**54,305**	0	0	0	0	0	54,305
				CST	DS	FDOT		2,696,335	0	0	0	0	0	0	2,696,335
				CST	LF	FDOT		72,402	0	0	0	0	0	0	72,402
				CST	SA	FDOT		75,753	**112,992**	0	0	0	0	0	188,745
				PE	ACSA	FDOT		208,907	0	0	0	0	0	0	208,907
				PE	DDR	FDOT		868,755	0	0	0	0	0	0	868,755
				PE	DS	FDOT		70,889	0	0	0	0	0	0	70,889
				PE	SA	FDOT		46,240	**80,067**	0	0	0	0	0	126,307
				ROW	DDR	FDOT		516	0	0	0	0	0	0	516
				ROW	DIH	FDOT		1,694	315	0	0	0	0	0	2,009
				ROW	DS	FDOT		9,053	0	0	0	0	0	0	9,053
207798 7	State Road 45 [US 41]	Resurfacing	4.161	CST	ACNR	FDOT	No	3,674,457	0	0	0	0	0	0	3,674,457
	From: Levy Countyline			CST	DDR	FDOT		178,605	0	0	0	0	0	0	178,605
	To: Archer Road [SR 24]			CST	DIH	FDOT		0	**14,010**	0	0	0	0	0	14,010
				CST	DS	FDOT		518,088	0	0	0	0	0	0	518,088
				CST	SA	FDOT		100,929	**57,552**	0	0	0	0	0	158,481
				PE	DDR	FDOT		315,765	0	0	0	0	0	0	315,765
				PE	DIH	FDOT		19,413	0	0	0	0	0	0	19,413
				PE	DS	FDOT		238,083	0	0	0	0	0	0	238,083
				PE	SA	FDOT		20,028	0	0	0	0	0	0	20,028
				RRU	DDR	FDOT		50,000	0	0	0	0	0	0	50,000
				RRU	DS	FDOT		2,406	0	0	0	0	0	0	2,406

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Resurfacing Projects															
439499 1	SW 170 Street [CR 241]	Widen/	2.600	CST	ACSS	Alachua County	No	0	**2,577**	0	0	0	0	0	2,577
	From: Levy Countyline	Resurface		CST	ACSS	FDOT		16,320	0	0	0	0	0	0	16,320
	To: South of Archer	Existing Lanes		CST	HSP	Alachua County		3,925,773	0	0	0	0	0	0	3,925,773
				CST	HSP	FDOT		36,120	**5,975**	0	0	0	0	0	42,095
				PE	DS	Alachua County		2	0	0	0	0	0	0	2
				PE	HSP	Alachua County		219,667	0	0	0	0	0	0	219,667
				PE	HSP	FDOT		1,844	0	0	0	0	0	0	1,844
				PE	SA	Alachua County		7,426	0	0	0	0	0	0	7,426
207794 3	State Road 200 (US 301)]	Resurfacing	8.716	CST	ACNR	FDOT	Yes	0	13,833,262	0	0	0	0	0	13,833,262
	From: State Road 20			CST	DDR	FDOT		0	**1,585,937**	0	0	0	0	0	1,585,937
	To: State Road 26			CST	DIH	FDOT		0	**69,417**	0	0	0	0	0	69,417
				CST	DS	FDOT		0	**2,316,785**	0	0	0	0	0	2,316,785
				CST	SA	FDOT		0	**293,487**	0	0	0	0	0	293,487
				PE	ACSA	FDOT		65,578	**229,100**	0	0	0	0	0	294,678
				PE	DDR	FDOT		279,712	0	0	0	0	0	0	279,712
				PE	DIH	FDOT		5,375	**94,649**	0	0	0	0	0	100,024
				PE	DS	FDOT		633,178	0	0	0	0	0	0	633,178
				PE	SA	FDOT		379,041	0	0	0	0	0	0	379,041
				RRU	DS	FDOT		50,000	0	0	0	0	0	0	50,000
447964 1	Waldo Road [SR 24]	Resurfacing	10.711	CST	ACNR	FDOT	Yes	15,464,213	0	0	0	0	0	0	15,464,213
	From: NE 39 Avenue [SR 222]			CST	DDR	FDOT		478,997	0	0	0	0	0	0	478,997
	To: State Road 200 [US301]			CST	DIH	FDOT		0	**256,300**	0	0	0	0	0	256,300
				CST	DS	FDOT		6,119,230	0	0	0	0	0	0	6,119,230
				CST	LF	FDOT		8,008	0	0	0	0	0	0	8,008
				CST	SA	FDOT		312,132	**178,417**	0	0	0	0	0	490,549
				PE	DDR	FDOT		503,000	0	0	0	0	0	0	503,000
				PE	DIH	FDOT		4,011	0	0	0	0	0	0	4,011
				PE	DS	FDOT		124,376	0	0	0	0	0	0	124,376
				PE	SA	FDOT		1,286,883	0	0	0	0	0	0	1,286,883
Transit Projects															
215546 1	Gainesville Regional Transit System SECT 5	Operating for	0.000	OPS	DS	Gainesville	No	1	0	0	0	0	0	0	1
	Section 5307 Formula Grant	Fixed Route		OPS	FTA	Gainesville		5,600,000	**1,800,000**	0	0	0	0	0	7,400,000
	Operating Assistance			OPS	LF	Gainesville		5,600,000	**1,800,000**	0	0	0	0	0	7,400,000
441520 2	Gainesville Regional Transit System	Transit	0.000	CAP	FTA	Gainesville	No	0	10,660,817	0	0	0	0	0	10,660,817
	Section 5339(B) Transit Improvement	Improvement													

MINUTES

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

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

July 17, 2024
7:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Gilbert Levy Ruth Steiner, Chair		None	Michael Escalante Scott Koons*

*Participation via communication media technology

CALL TO ORDER

Chair Ruth Steiner called the meeting to order at 7:08 p.m.

I. INTRODUCTIONS

There were no introductions.

II. APPROVAL OF THE MEETING AGENDA

Chair Steiner asked for approval of the agenda.

Michael Escalante, Senior Planner, reported that the Technical Advisory Committee added an agenda item to revise the List of Priority Projects

It was a consensus of the Citizens Advisory Committee to approve the meeting agenda.

III. APPROVAL OF COMMITTEE MINUTES

Chair Steiner stated that the May 22, 2024 minutes were ready for consideration for approval by the Citizens Advisory Committee.

It was a consensus of the Citizens Advisory Committee to approve the May 22, 2024 Citizens Advisory Committee minutes.

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - ROLL FORWARD PROJECTS

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has requested an amendment to the Transportation Improvement Program for several roll forward projects. He discussed the projects to be rolled forward into Fiscal Year 2024-25 and answered questions. He said that in order for federal and state transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the Roll Forward projects shown in Exhibit 1.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FEDERAL TRANSIT ADMINISTRATION BUS LOW AND NO-EMISSION GRANT AWARD FOR FISCAL YEAR 2024

Mr. Escalante stated that the Federal Transit Administration has announced the recipients of several federal grants. He said that the City of Gainesville Regional Transit System is the recipient of a Section 5339(b) Bus Low- and No-Emission and Solar Canopy Grant Award.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization amend its Fiscal Years 2024-25 to 2028-29 Transportation Improvement Program to add the City of Gainesville Federal Transit Administration Bus Low- and No-Emission and Solar Canopy Grant Award.

VI. GAINESVILLE URBAN AREA AND FUNCTIONAL CLASSIFICATION MAPS

Mr. Escalante stated that the Florida Department of Transportation has completed the draft Gainesville Urban Area and Functional Classification Maps. He discussed the maps and answered questions.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation include the recently completed SW 62nd Boulevard Connector segment in the Gainesville Urban Area and Roadway Functional Classification Map Series (Alachua Countywide Gainesville Metropolitan Planning Area Map, Alachua County Map and Gainesville, Florida Map).

VII. NEWBERRY ROAD (STATE ROAD 26) CONCEPT FROM NW 43RD STREET TO NW 38TH STREET

Mr. Escalante stated that the Florida Department of Transportation has submitted a Newberry Road (State Road 26) Concept from NW 43rd Street to NW 38th Street. He discussed the offstreet multi-use path concept and answered questions.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization recommend the implementation of the protected instreet bicycle lanes within the State Road 26 (Newberry Road) corridor between NW 43rd Street and SW 38th Street as previously requested by the Metropolitan Transportation Planning Organization.

VIII. SUBTASK 5.1 STATE ROAD 24 (ARCHER ROAD) PLAN - SCOPE OF SERVICES
[Technical Advisory Committee Only Item]

IX. SUBTASK 5.2 STATE ROAD 24-STATE ROAD 331 (WALDO ROAD-WILLISTON ROAD) PLAN - SCOPE OF SERVICES

Mr. Escalante stated that this item was to be a Technical Advisory Committee Only Item. He said that during the Technical Advisory Committee discussion, City of Gainesville staff requested that to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) - Corridor. He noted that this change would require revision to the Unified Planning Work Program.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization administratively modify its Unified Planning Work Program for Fiscal Year 2024-25 and Fiscal Year 2025-26 to move the U.S. Highway 441 (State Road 25/SW 13th Street/Martin Luther King, Jr. Boulevard) Corridor Complete Streets planning study to Year One (Fiscal Year 2024-25) and to move the State Road 24 (Waldo Road) - State Road 331 (Williston Road) Corridor Complete Streets planning study to Year Two (Fiscal Year 2025-26) in order to coordinate it with the current study underway in the State Road 24 (Waldo Road) - Corridor.

X. FREIGHT MOBILITY AND TRADE PLAN

Mr. Escalante stated that the Florida Department of Transportation has opened the comment period on the draft Freight Mobility and Trade Plan.

X.B LIST OF PRIORITY PROJECTS AMENDMENT

Mr. Escalante stated that the City of Gainesville was pursuing federal grants for two bicycle/pedestrian trail segments. He noted that it was typical for projects for which grants were being applied for would at a minimum need to be in the List of Priority Projects.

It was a consensus of the Citizens Advisory Committee to recommend that the Metropolitan Transportation Planning Organization amend its List of Priority Projects for Fiscal Years 2025-26 to 2029-30 Table 5 Discretionary Projects to add the City of Gainesville:

- **Sweetwater Greenway Multi-Use Trail Project as Priority 17; and**
- **Waldo Greenway Trail Rehabilitation Project as Priority 18.**

XI. INFORMATION ITEMS

Mr. Escalante announced that the next Citizens Advisory Committee meeting is scheduled for September 18, 2024 at 7:00 p.m.

ADJOURNMENT

The meeting was adjourned at 7:50 p.m.

_____
Date

_____
Ruth Steiner, Chair

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EXHIBIT 1
Roll Forward Projects

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Bicycle and Pedestrian Projects															
439181 7	Alachua County Trail	Bike Path/Trail	0.000	P D & E	SA	FDOT	No	0	**5,000**	0	0	0	0	0	5,000
	Rehabilitation Study			P D & E	TALU	FDOT		187,500	0	0	0	0	0	0	187,500
	At: County wide														
439934 1	Archer Road [SR 24]	Bike Path/Trail	0.000	CST	DIH	FDOT	No	1,292	**14,098**	0	0	0	0	0	15,390
	From: SW 75 Terrace			CST	DS	FDOT		17,129	0	0	0	0	0	0	17,129
	To: SW 41 Boulevard			CST	TLWR	FDOT		13,651	0	0	0	0	0	0	13,651
				PE	DIH	FDOT		35,770	0	0	0	0	0	0	35,770
				PE	DS	FDOT		6,062	0	0	0	0	0	0	6,062
				PE	TLWR	FDOT		428,659	0	0	0	0	0	0	428,659
432240 6	SW 13 Street [SR24/US441/MLK Jr Hwy]	Bike Path/Trail	0.323	PE	ACSU	FDOT	No	260,961	**239,039**	0	0	0	0	0	500,000
	From : SW 11 Avenue			PE	SA	FDOT		0	**5,000**	0	0	0	0	0	5,000
	To: Museum Road														
430542 2	Newberry Road [SR26]	Sidewalk	2.852	CST	DDR	FDOT	Yes	1,858,586	0	0	0	0	0	0	1,858,586
	From: West of NW 80 Boulevard			CST	DIH	FDOT		119,057	0	0	0	0	0	0	119,057
	To: SW 38 Street			CST	DS	FDOT		855,509	0	0	0	0	0	0	855,509
				CST	LF	FDOT		5,032	0	0	0	0	0	0	5,032
				PE	DDR	FDOT		503,464	0	0	0	0	0	0	503,464
				PE	DIH	FDOT		64,275	0	0	0	0	0	0	64,275
				PE	DS	FDOT		815,996	0	0	0	0	0	0	815,996
				ROW	DDR	FDOT		1,641,198	**354,719**	0	0	0	0	0	1,995,917
				ROW	DIH	FDOT		329,031	**11,191**	0	0	0	0	0	340,222
				ROW	DS	FDOT		495,524	0	0	0	0	0	0	495,524
207611 7	NE 39 Avenue [SR 222]	Pedestrian	0.093	CST	ACSS	FDOT	No	778,837	**154,004**	0	0	0	0	0	932,841
	At: NE 28 Drive	Safety		CST	DS	FDOT		30,277	0	0	0	0	0	0	30,277
		Improvement		CST	HSP	FDOT		11,419	0	0	0	0	0	0	11,419
				PE	DIH	FDOT		2,846	0	0	0	0	0	0	2,846
				PE	DS	FDOT		5,466	0	0	0	0	0	0	5,466
				RRU	DDR	FDOT		15,254	0	0	0	0	0	0	15,254
441160 1	NW 42 Avenue	Sidewalk	0.300	CST	SR2T	Gainesville	No	254,470	0	0	0	0	0	0	254,470
	From: NW 13 Street [SR 25]			CST	SR2T	FDOT		0	**5,264**	0	0	0	0	0	5,264
	To: NW 6 Street			PE	ACSA	Gainesville		24,516	0	0	0	0	0	0	24,516
				PE	LF	FDOT		622,940	0	0	0	0	0	0	622,940
				PE	SR2T	Gainesville		38,581	0	0	0	0	0	0	38,581
				PE	SR2T	FDOT		9,443	**2,237**	0	0	0	0	0	11,680

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Construction Projects															
207798 6	SR45(US27)(US41)	Right-of-Way	1.073	ROW	DIH	FDOT	No	10	**490**	0	0	0	0	0	500
	SR45(US27)(US41)			ROW	LF	FDOT		90,819	0	0	0	0	0	0	90,819
207850 2	SR26 Corridor	Add Lanes &	4.031	CST	ART	FDOT	Yes	0	0	0	56,283,539	0	0	0	56,283,539
	From: Gilchrist Countyline	Reconstruct		CST	DIH	FDOT		0	0	0	**976,721**	0	0	0	976,721
	To: CR26A East of Newberry			CST	LF	FDOT		0	0	0	**8,881**	0	0	0	8,881
				ENV	DDR	FDOT		16,805	0	0	0	0	0	0	16,805
				P D & E	DDR	FDOT		1,294,434	0	0	0	0	0	0	1,294,434
				P D & E	DIH	FDOT		348,169	**177**	0	0	0	0	0	348,346
				P D & E	DS	FDOT		108,566	0	0	0	0	0	0	108,566
				PE	DDR	FDOT		3,952,220	0	0	0	0	0	0	3,952,220
				PE	DI	FDOT		2,158,755	0	0	0	0	0	0	2,158,755
				PE	DIH	FDOT		95,350	**365,699**	0	0	0	0	0	461,049
				PE	DS	FDOT		82,048	0	0	0	0	0	0	82,048
				RRU	ART	FDOT		1,050,001	0	0	**7,500,112**	0	0	0	8,550,113
				RRU	DDR	FDOT		80,000	0	0	0	0	0	0	80,000
				RRU	DS	FDOT		193,106	0	0	0	0	0	0	193,106
				RRU	LF	FDOT		126,540	0	0	0	0	0	0	126,540
				ROW	ART	FDOT		5	**49,995**	**2,218,969**	**98,380**	0	0	0	2,367,349
				ROW	BNIR	FDOT		679,263	**2,259,598**	0	0	0	0	0	2,938,861
				ROW	DDR	FDOT		122,851	**7,852,810**	0	0	0	0	0	7,975,661
				ROW	DIH	FDOT		725,851	**346,649**	0	0	0	0	0	1,072,500
				ROW	DS	FDOT		598,288	**94,376**	0	0	0	0	0	692,664
435564 1	SR200(US301)	Bridge - Painting	0.097	CST	BRRP	FDOT	Yes	1,201,712	**5,000**	0	0	0	0	0	1,206,712
	At: SR24 CSXRR Bridge No.260001			CST	DIH	FDOT		26,726	**6,633**	0	0	0	0	0	33,359
	At: SR25(US441) Pedestrian Overpass			CST	DS	FDOT		10,192	0	0	0	0	0	0	10,192
	Bridge No. 260003			PE	BRRP	FDOT		118,727	0	0	0	0	0	0	118,727
				PE	DIH	FDOT		28,696	0	0	0	0	0	0	28,696
				PE	DS	FDOT		15,061	0	0	0	0	0	0	15,061
				RRU	BRRP	FDOT		300,000	0	0	0	0	0	0	300,000
215599 4	West University Avenue [SR 26]	Urban Corridor	5.509	PE	ACSU	Gainesville	Yes	1,511,724	0	0	0	0	0	0	1,511,724
	From: NW 34 Street	Planning		PE	SA	Gainesville		0	**1,001**	0	0	0	0	0	1,001
	To: SE 31 Street														
439489 1	Waldo Road [SR24]	Lighting	2.640	CST	ACSS	FDOT	Yes	1,211	**1,559**	0	0	0	0	0	2,770
	From: University Avenue [SR26]			CST	DDR	FDOT		42,996	0	0	0	0	0	0	42,996
	To: NE 39 Avenue [SR222]			CST	DIH	FDOT		2,111	0	0	0	0	0	0	2,111
				CST	DS	FDOT		24,429	0	0	0	0	0	0	24,429
				CST	HSP	FDOT		690,416	**424**	0	0	0	0	0	690,840
				ENV	HSP	FDOT		3,182	0	0	0	0	0	0	3,182
				PE	DIH	FDOT		619	0	0	0	0	0	0	619
				PE	DS	FDOT		45,417	0	0	0	0	0	0	45,417
				PE	HSP	FDOT		299,993	0	0	0	0	0	0	299,993
				RRU	DS	FDOT		66,454	0	0	0	0	0	0	66,454

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447005 1	State Road 24 From: Seydel Street To: US 301	Traffic Control Devices/System	0.603	PE	DIH	FDOT	No	0	**1,000**	0	0	0	0	0	1,000
445061 1	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	0.425	CAP	TSM	FDOT	No	800,000	0	0	0	0	0	0	800,000
				CST	SA	FDOT		3,630	**1,370**	0	0	0	0	0	5,000
				CST	TSM	FDOT		100,000	0	0	0	0	0	0	100,000
				ROW	SA	FDOT		1,151	0	0	0	0	0	0	1,151
445061 2	City of Gainesville / University of Florida Arterial corridor	Traffic Control Devices/System	1.121	CAP	DITS	FDOT	No	999,990	0	0	0	0	0	0	999,990
				CST	TSM	FDOT		98,237	**1,763**	0	0	0	0	0	100,000
435889 1	NW 13 Street [SR 25, US 441] AT: NW 23 Avenue [SR 120]	Traffic Signal Update	0.285	CST	DDR	FDOT	No	0	0	0	0	**2,372,313**	0	0	2,372,313
				CST	DIH	FDOT		0	0	0	0	**40,990**	0	0	40,990
				PE	DDR	FDOT		432,046	0	0	0	0	0	0	432,046
				PE	DIH	FDOT		64,148	**2,973**	0	0	0	0	0	67,121
				PE	DS	FDOT		11,324	0	0	0	0	0	0	11,324
				ROW	DIH	FDOT		20,168	**5,616**	0	0	0	0	0	25,784
				ROW	DS	FDOT		24,010	0	0	0	0	0	0	24,010
				ROW	SA	FDOT		116,274	**271,691**	0	0	0	0	0	387,965
439490 1	NW 34 Street [SR 121] From: NW 16 Avenue To: US 441	Traffic Operations Improvement	3.332	CST	ACSS	FDOT	No	119,646	**3,697**	0	0	0	0	0	123,343
				CST	DDR	FDOT		314,554	0	0	0	0	0	0	314,554
				CST	DS	FDOT		80,361	0	0	0	0	0	0	80,361
				CST	HSP	FDOT		6,966,482	0	0	0	0	0	0	6,966,482
				CST	LF	FDOT		24,118	0	0	0	0	0	0	24,118
				PE	DDR	FDOT		86,578	0	0	0	0	0	0	86,578
				PE	DS	FDOT		97,141	0	0	0	0	0	0	97,141
				PE	HSP	FDOT		1,048,790	0	0	0	0	0	0	1,048,790
428682 1	NW 39 Avenue [SR 2222] From: 100' West of NW 10 Street To: 100' East of NW 10 Street	Special Surveys	0.040	PE	DIH	FDOT	Yes	0	**2,151**	0	0	0	0	0	2,151
				PE	DS	FDOT		7,294	0	0	0	0	0	0	7,294
447475 1	NW 39 Avenue [SR 222] At: NW 97 Boulevard	Intersection Improvement	0.151	CST	ACSS	Alachua County	No	728,221	**496**	0	0	0	0	0	728,717
				CST	ACSS	FDOT		0	**15,871**	0	0	0	0	0	15,871
				PE	ACSS	FDOT		7,244	**5,160**	0	0	0	0	0	12,404
				PE	HSP	Alachua County		178,366	0	0	0	0	0	0	178,366
				PE	HSP	FDOT		224	0	0	0	0	0	0	224
439300 1	State Road 45 [US 27] At: SW 15 Avenue	Add Right Turnlanes	0.115	CST	DDR	FDOT	No	702,138	0	0	0	0	0	0	702,138
				CST	DIH	FDOT		33,872	**3,290**	0	0	0	0	0	37,162
				CST	DS	FDOT		28,533	0	0	0	0	0	0	28,533
				PE	DIH	FDOT		42,449	0	0	0	0	0	0	42,449
				PE	DS	FDOT		173,532	0	0	0	0	0	0	173,532
				ROW	DDR	FDOT		112	0	0	0	0	0	0	112
				ROW	DIH	FDOT		5,197	0	0	0	0	0	0	5,197
				ROW	DS	FDOT		5,374	0	0	0	0	0	0	5,374

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Intersection Projects															
447629 4	State Road 45 [US 27] At: SW 15 Avenue	Traffic Signal Update	0.088	PE	DIH	FDOT	No	0	**1,001**	0	0	0	0	0	1,001
447131 2	East University [SR 26] From: NE 26 Terrace To: SE 26 Terrace	Traffic Control Devices/System	0.355	ROW	DIH	FDOT	No	1,478	**1,522**	0	0	0	0	0	3,000
				ROW	DS	FDOT		1,628	**181**	0	0	0	0	0	1,809
447629 3	Williston Road [SR 331/SR 24A] Att: Hawthorne Trail Crossing	Traffic Signal Update	0.229	CST	ARPA	FDOT	Yes	745,053	0	0	0	0	0	0	745,053
				CST	DDR	FDOT		94,645	0	0	0	0	0	0	94,645
				CST	DIH	FDOT		54,240	**6,073**	0	0	0	0	0	60,313
				CST	DS	FDOT		725	0	0	0	0	0	0	725
				PE	DIH	FDOT		10,747	**7,253**	0	0	0	0	0	18,000
				PE	DS	FDOT		5,448	0	0	0	0	0	0	5,448
				RRU	DS	FDOT		13,484	0	0	0	0	0	0	13,484
				ROW	DIH	FDOT		1,760	**240**	0	0	0	0	0	2,000
				ROW	DS	FDOT		513	**151**	0	0	0	0	0	664
Road Landscaping Projects															
435929 1	Archer Road [SR 24] From: SW 78 Street To: SW 16 Street	Landscaping	5.144	CST	DDR	FDOT	No	815,954	0	0	0	0	0	0	815,954
				CST	DIH	FDOT		59,934	**3,178**	0	0	0	0	0	63,112
				CST	DS	FDOT		1,915	0	0	0	0	0	0	1,915
				PE	DDR	FDOT		124,986	0	0	0	0	0	0	124,986
				PE	DIH	FDOT		16,343	0	0	0	0	0	0	16,343
				PE	DS	FDOT		257,456	0	0	0	0	0	0	257,456
439533 1	Hawthorne Road [SR20] From: East of US 301 To: Putnam Countyline	Landscaping	1.399	CST	DDR	FDOT	Yes	1,234,414	0	0	0	0	0	0	1,234,414
				CST	DIH	FDOT		2,680	**64,589**	0	0	0	0	0	67,269
				CST	DS	FDOT		82,761	0	0	0	0	0	0	82,761
				PE	DDR	FDOT		302,289	0	0	0	0	0	0	302,289
				PE	DIH	FDOT		12,052	**2,948**	0	0	0	0	0	15,000
				PE	DS	FDOT		25,495	0	0	0	0	0	0	25,495
439527 1	SW 16 Avenue [SR 226] From: Archer Road [SR 24] To: Main Street [SR 329]	Landscaping	1.651	CST	DDR	FDOT	No	301,024	0	0	0	0	0	0	301,024
				CST	DIH	FDOT		8,033	**19,089**	0	0	0	0	0	27,122
				CST	DS	FDOT		46,374	0	0	0	0	0	0	46,374
				PE	DDR	FDOT		111,313	0	0	0	0	0	0	111,313
				PE	DIH	FDOT		15,302	0	0	0	0	0	0	15,302
				PE	DS	FDOT		20,155	0	0	0	0	0	0	20,155

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Resurfacing Projects															
439344 1	Archer Road [SR 24]	Resurfacing	6.868	CST	ACSN	FDOT	No	34,656	0	0	0	0	0	0	34,656
	From: State Road 45 [US27/US41]			CST	DDR	FDOT		124,472	0	0	0	0	0	0	124,472
	To: East of SW 81 Street			CST	DS	FDOT		53,402	0	0	0	0	0	0	53,402
				CST	GFSN	FDOT		1,422,191	0	0	0	0	0	0	1,422,191
				CST	SA	FDOT		26,223	**13,823**	0	0	0	0	0	40,046
				CST	SN	FDOT		2,651,187	0	0	0	0	0	0	2,651,187
				PE	DDR	FDOT		977,242	0	0	0	0	0	0	977,242
				PE	DIH	FDOT		45,480	0	0	0	0	0	0	45,480
				PE	DS	FDOT		27,122	0	0	0	0	0	0	27,122
443258 1	Hawthorne Road [SR 20]	Resurfacing	5.375	CST	ACNP	FDOT	Yes	29,548	0	0	0	0	0	0	29,548
	From: County Road 325			CST	ACSA	FDOT		429,955	0	0	0	0	0	0	429,955
	To: West of US 301			CST	DDR	FDOT		384,816	0	0	0	0	0	0	384,816
				CST	DIH	FDOT		0	**15,390**	0	0	0	0	0	15,390
				CST	DS	FDOT		36,216	0	0	0	0	0	0	36,216
				CST	NHPP	FDOT		6,265,161	**5,989**	0	0	0	0	0	6,271,150
				CST	SA	FDOT		300,933	**60,195**	0	0	0	0	0	361,128
				PE	DDR	FDOT		721,470	0	0	0	0	0	0	721,470
				PE	DS	FDOT		71,274	0	0	0	0	0	0	71,274
				PE	SA	FDOT		21,967	0	0	0	0	0	0	21,967
447032 1	NW 39 Avenue [SR 222]	Resurfacing	3.451	CST	ACNP	FDOT	Yes	2,246,409	0	0	0	0	0	0	2,246,409
	From: NW 95 Boulevard			CST	ACNR	FDOT		4,520,248	0	0	0	0	0	0	4,520,248
	To: NW 40 Terrace			CST	DDR	FDOT		2,083,904	0	0	0	0	0	0	2,083,904
				CST	DIH	FDOT		0	**54,305**	0	0	0	0	0	54,305
				CST	DS	FDOT		2,696,335	0	0	0	0	0	0	2,696,335
				CST	LF	FDOT		72,402	0	0	0	0	0	0	72,402
				CST	SA	FDOT		75,753	**112,992**	0	0	0	0	0	188,745
				PE	ACSA	FDOT		208,907	0	0	0	0	0	0	208,907
				PE	DDR	FDOT		868,755	0	0	0	0	0	0	868,755
				PE	DS	FDOT		70,889	0	0	0	0	0	0	70,889
				PE	SA	FDOT		46,240	**80,067**	0	0	0	0	0	126,307
				ROW	DDR	FDOT		516	0	0	0	0	0	0	516
				ROW	DIH	FDOT		1,694	315	0	0	0	0	0	2,009
				ROW	DS	FDOT		9,053	0	0	0	0	0	0	9,053
207798 7	State Road 45 [US 41]	Resurfacing	4.161	CST	ACNR	FDOT	No	3,674,457	0	0	0	0	0	0	3,674,457
	From: Levy Countyline			CST	DDR	FDOT		178,605	0	0	0	0	0	0	178,605
	To: Archer Road [SR 24]			CST	DIH	FDOT		0	**14,010**	0	0	0	0	0	14,010
				CST	DS	FDOT		518,088	0	0	0	0	0	0	518,088
				CST	SA	FDOT		100,929	**57,552**	0	0	0	0	0	158,481
				PE	DDR	FDOT		315,765	0	0	0	0	0	0	315,765
				PE	DIH	FDOT		19,413	0	0	0	0	0	0	19,413
				PE	DS	FDOT		238,083	0	0	0	0	0	0	238,083
				PE	SA	FDOT		20,028	0	0	0	0	0	0	20,028
				RRU	DDR	FDOT		50,000	0	0	0	0	0	0	50,000
				RRU	DS	FDOT		2,406	0	0	0	0	0	0	2,406

FDOT Number	Location	Description	Project Length	Phase	Fund Code	Project Manager	SIS	Fiscal Years							Sum
								Pre-2025	2025	2026	2027	2028	2029	Post-2029	
Road Resurfacing Projects															
439499 1	SW 170 Street [CR 241]	Widen/	2.600	CST	ACSS	Alachua County	No	0	**2,577**	0	0	0	0	0	2,577
	From: Levy Countyline	Resurface		CST	ACSS	FDOT		16,320	0	0	0	0	0	0	16,320
	To: South of Archer	Existing Lanes		CST	HSP	Alachua County		3,925,773	0	0	0	0	0	0	3,925,773
				CST	HSP	FDOT		36,120	**5,975**	0	0	0	0	0	42,095
				PE	DS	Alachua County		2	0	0	0	0	0	0	2
				PE	HSP	Alachua County		219,667	0	0	0	0	0	0	219,667
				PE	HSP	FDOT		1,844	0	0	0	0	0	0	1,844
				PE	SA	Alachua County		7,426	0	0	0	0	0	0	7,426
207794 3	State Road 200 [US 301)]	Resurfacing	8.716	CST	ACNR	FDOT	Yes	0	13,833,262	0	0	0	0	0	13,833,262
	From: State Road 20			CST	DDR	FDOT		0	**1,585,937**	0	0	0	0	0	1,585,937
	To: State Road 26			CST	DIH	FDOT		0	**69,417**	0	0	0	0	0	69,417
				CST	DS	FDOT		0	**2,316,785**	0	0	0	0	0	2,316,785
				CST	SA	FDOT		0	**293,487**	0	0	0	0	0	293,487
				PE	ACSA	FDOT		65,578	**229,100**	0	0	0	0	0	294,678
				PE	DDR	FDOT		279,712	0	0	0	0	0	0	279,712
				PE	DIH	FDOT		5,375	**94,649**	0	0	0	0	0	100,024
				PE	DS	FDOT		633,178	0	0	0	0	0	0	633,178
				PE	SA	FDOT		379,041	0	0	0	0	0	0	379,041
				RRU	DS	FDOT		50,000	0	0	0	0	0	0	50,000
447964 1	Waldo Road [SR 24]	Resurfacing	10.711	CST	ACNR	FDOT	Yes	15,464,213	0	0	0	0	0	0	15,464,213
	From: NE 39 Avenue [SR 222]			CST	DDR	FDOT		478,997	0	0	0	0	0	0	478,997
	To: State Road 200 [US301]			CST	DIH	FDOT		0	**256,300**	0	0	0	0	0	256,300
				CST	DS	FDOT		6,119,230	0	0	0	0	0	0	6,119,230
				CST	LF	FDOT		8,008	0	0	0	0	0	0	8,008
				CST	SA	FDOT		312,132	**178,417**	0	0	0	0	0	490,549
				PE	DDR	FDOT		503,000	0	0	0	0	0	0	503,000
				PE	DIH	FDOT		4,011	0	0	0	0	0	0	4,011
				PE	DS	FDOT		124,376	0	0	0	0	0	0	124,376
				PE	SA	FDOT		1,286,883	0	0	0	0	0	0	1,286,883
Transit Projects															
215546 1	Gainesville Regional Transit System SECT 5	Operating for	0.000	OPS	DS	Gainesville	No	1	0	0	0	0	0	0	1
	Section 5307 Formula Grant	Fixed Route		OPS	FTA	Gainesville		5,600,000	**1,800,000**	0	0	0	0	0	7,400,000
	Operating Assistance			OPS	LF	Gainesville		5,600,000	**1,800,000**	0	0	0	0	0	7,400,000
441520 2	Gainesville Regional Transit System	Transit	0.000	CAP	FTA	Gainesville	No	0	10,660,817	0	0	0	0	0	10,660,817
	Section 5339(B) Transit Improvement	Improvement													

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September 18, 2024

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Subtask 5.1 State Road 24 (Archer Road) Plan -Scope of Services / Request for Proposal

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization:

1. **Approve the Scope of Services / Request for Proposal (see Exhibit 1) for soliciting consultant services for the development of the State Road 24 (Archer Road) Complete Streets planning study from State Road 121 (SW 34th Street) to State Road 25 (SW 13th Street) that will produce a list of prioritized projects that would be included in the List of Priority Projects; and**

2. **Authorize the Executive Director to make appropriate modifications to the Scope of Services / Request for Proposal necessary for the selection of the consultant and implementation of the State Road 24 (Archer Road) Complete Streets Planning Study.**

BACKGROUND

As part of its approval of the Unified Planning Work Program Fiscal Years 2024-25 and 2025-26, the Metropolitan Transportation Planning Organization designated $200,000 of metropolitan planning (Planning) funds in Fiscal Year 2024-25 for a Complete Streets planning study for State Road 24 (Archer Road) from State Road 121 (SW 34th Street) to State Road 25 (SW 13th Street) [see Exhibit 1]. The purpose of this study is to identify multimodal projects that provide for the safe mobility of people and goods within the State Road 24 (Archer Road) corridor. The projects recommended in the study should have discreet descriptions of modifications and project phasing.

Attachment

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EXHIBIT 1

Scope of Work

Archer Road (State Road 24) Complete Streets Plan
SW 34th Street (State Road 121) to SW 13th Street (State Road 25)
October 7, 2024

Introduction

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) is conducting a Complete Streets corridor study for Archer Road (State Road 24) located in the City of Gainesville within Alachua County. The termini for this Complete Streets corridor study is from SW 34th Street (State Road 121) to SW 13th Street (U.S. Highway 441/ State Road 25) and shall include all multimodal approaches at each terminus. All funded Archer Road corridor modifications currently identified in the current Transportation Improvement Program shall be identified in the study. All unfunded Archer Road corridor modifications currently identified in the current List of Priority Projects shall be identified in the study. The corridor analysis is to determine recommended safety and multimodal modifications. Proposed modifications shall result from analysis that considered:

- bicycle facility safety and connectivity;
- pedestrian facility safety and connectivity, including access to transit, and midblock crossings;
- Americans with Disabilities Act compliance;
- landscaping, and
- modal conflict reduction at intersections and midblock areas.

It is the intent of this Complete Streets Plan to include prioritized list of projects or project phases that can be considered for inclusion in the Metropolitan Transportation Planning Organization List of Priority. The following is a calendar which includes the major planning documents that would be subsequently impacted by the study recommendations.

This scope of work identifies the tasks to be performed by [INSERT NAME] (referred to as the CONSULTANT) in collaboration with Metropolitan Transportation Planning Organization to develop a Complete Street Corridor Study for Archer Road in coordination with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall provide project planning, conceptual engineering, and environmental analysis services for the above referenced project. The CONSULTANT shall perform those services required for planning studies, social and environmental effects, multimodal use, safety, engineering reports and public meetings. This study process is implemented with the intent of applying a comprehensive interdisciplinary approach, combining the strengths of the engineering and transportation planning disciplines in the initial development phases of major roadway modification projects. The interdisciplinary approach also seeks to assure early and systematic coordination with the City of Gainesville, Alachua County, Florida Department of Transportation, other local entities and the citizenry. The resulting coordination effort is intended to accurately gather and convey information pertinent to the development of the project, thereby identifying viable opportunities to expedite or advance pertinent project phases.

The early establishment of sound criteria documenting the need for the modification is key to the study process. The determination of project need is to be based on comprehensive and integrated technical data analyses, which effectively demonstrates the necessity for the project. In addition to the technical basis for the project, a commensurate public involvement effort providing citizens with clear and concise information is to be developed, thereby affording the citizenry an understanding of the project need.

The CONSULTANT will study the establishment of safe and efficient multimodal access management and intersection modifications including access management analysis and midblock pedestrian crossing signal warrant study for the existing six-lane portion of Archer Road from SW 34th Street to SW 16th Avenue (State Road 226) and four-lane portion Archer Road from SW 16th Avenue (State Road 226) to SW 13th Street (U.S. Highway 441/ State Road 25). The multimodal access management and safety analyses will utilize the current Florida Department of Transportation guidance for methodologies to develop appropriate, safe and efficient modifications. The signal warrant analysis will consider efforts by the adjacent commercial property owners to provide cross access between properties to help justify satisfaction of a signal warrant.

The CONSULTANT will evaluate and recommend intersection, drainage, lighting and major utility relocation modifications that will address the existing and future demands of all modes of transportation while utilizing all available right-of-way and identifying additional right-of-way necessary for intersection and/or midblock modifications. The CONSULTANT shall also consider adding other special treatments for motorist awareness of any proposed midblock pedestrian-actuated signalized crossings.

The CONSULTANT will consider reconfiguration of the SW 16th Avenue (State Road 226) intersection approach including the addition of lanes, signage, pavement markings, pedestrian/bicycle safety, and pedestrian/bicycle and intersection lighting to address the existing and future demands of all modes of transportation while also considering special treatments to draw motorists' awareness of the Rail/Trail crossing at the SW 16th Avenue (State Road 226) intersection.

The tasks included in this Scope of Services can be generally grouped into the following six primary categories:

1. Administration
2. Public Involvement
3. Data Collection
4. Corridor Analysis and Project Need Documentation
5. Modification Alternatives Development and Analysis
6. Recommended Modification Evaluation

The scope of service addresses each task within these elements and serves to further define specific requirements.

In developing the project schedule, the CONSULTANT will consider the Metropolitan Transportation Planning Organization meeting calendar illustrated below

MEETING DATE FRAMEWORK			
Project Month	**Project Activity**	**B/PAB. CAC & TAC**	**MTPO**
September 2024	-	Scope Recommendation	
October 2024	-		Scope Approval
November 2024	-	Agreement Recommendation	
December 2024	-		Agreement Approval
January 2025	Kickoff		
February 2025	-		
March 2025	-	Alternatives Recommendation	
April 2025	-		Alternatives Approval
May 2025	Draft Study	Study Recommendation	
June 2025	Final Report		Complete Study Approval
B/PAB - Bicycle/Pedestrian Advisory Board; CAC - Citizens Advisory Committee; MTPO - Metropolitan Transportation Planning Organization; and TAC - Technical Advisory Committee.			

Task 1 - Administration

1.1 Meetings & Coordination

The Complete Streets Corridor Study management representation will be the responsibility of the Metropolitan Transportation Planning Organization Chief Staff Official or his/her designee, otherwise known as the PROJECT MANAGER. The Project Team is comprised of the Metropolitan Transportation Planning Organization staff and designated CONSULTANT staff. The appropriate members of the Project Team will participate in monthly meetings, which may be virtual and/or in-person at Metropolitan Transportation Planning Organization office to review project progress and status, upcoming events, and activities. The CONSULTANT will prepare a meeting agenda, and draft / distribute meeting summary following each of these meetings for distribution to the regional partners.

The CONSULTANT shall participate in up to six (6) additional coordination meetings not identified in Tasks 2 through 6. These coordination meetings precede the following:

- Draft Alternatives Information development;
- Alternatives Information Workshop;
- Draft Alternatives Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee;
- Draft Alternatives Recommendations Metropolitan Transportation Planning Organization;
- Draft Complete Streets Study Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee; and
- Draft Complete Streets Study Recommendations to the Metropolitan Transportation Planning Organization.

1.2 Study Schedule

The CONSULTANT will prepare and submit a detailed project schedule identifying major tasks, their durations, and task relationship to the overall project master schedule developed by Metropolitan Transportation Planning Organization as shown in the Introduction. The CONSULTANT is responsible for keeping the schedule up to date.

1.3 Invoices

Invoices shall be prepared in the format prescribed by Metropolitan Transportation Planning Organization and submitted on a monthly basis unless directed otherwise by the PROJECT MANAGER. The monthly invoice will include a narrative description of the work performed by the CONSULTANT during the period covered by the invoice for each item in the scope. The final invoice will be labeled "Final" and project close out procedures will be followed.

1.4 Quality Assurance/Quality Control

The CONSULTANT shall designate qualified experienced staff independent to the study effort to conduct Quality Assurance/Quality Control reviews of all work products, prior to submittal to Metropolitan Transportation Planning Organization and in keeping with the Project schedule. Work effort for Quality Assurance/Quality Control reviews shall be addressed as part of the work effort as identified elsewhere herein, and shall be limited to five (5) percent of the work effort for each item.

1.5 Deliverables

Work to be completed under this section by the CONSULTANT shall require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Project Schedule (initial and monthly updates)
- Monthly Progress Reports

Task 2 – Public Involvement

Public involvement activities of this project shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The purpose of the public involvement element is to get the community involved in the project development and decision-making process so the Metropolitan Transportation Planning Organization can develop candidate projects for the List of Priority Projects that not only meets the transportation needs of the area, but is also supported by the community it is intended to serve. Therefore, the Consultant shall conduct the following public involvement activities throughout the project.

2.1 Project Public Participation Plan

The CONSULTANT shall prepare a Project Public Participation Plan and submit it to the PROJECT MANAGER for review and approval. The Project Public Participation Plan shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The Project Public Participation Plan shall delineate the CONSULTANT's efforts to inform and involve the citizens of the county and city, appropriate state and local agencies and responsible appointed and elected public officials in the project planning, review and approval process. At a minimum, the Project Public Participation Plan should include the following:

- Project background and objectives;
- Identification of affected communities, stakeholders, elected officials and agencies;
- Identification of media (e.g. television, radio, newspaper) for news and/or advertisement;
- Outreach methods with particular attention to low income, elderly, minority and disabled persons;
- Limited English proficiency strategies for Spanish speaking populations;
- Other opportunities for the public to provide input;
- Outreach calendar noting dates (or timeframes) for public meetings and notification needed like social media posts and Constant Contact emails;
- Methodology for collecting and responding to public comments ; and
- Discussion of public comments will be analyzed and incorporated, as appropriate.

2.2 Stakeholder Input

The CONSULTANT shall coordinate for data collection and discussion to garner input from the following stakeholders:

Roadway Management / Users	Florida Department of Transportation City of Gainesville Traffic Management Center City of Gainesville Regional Transit System
Other Public Infrastructure	Gainesville Regional Utilities Department School Board of Alachua County
Public Health	Alachua County Public health Department University of Florida Health Veterans Administration Hospital
Public Safety / Security	Alachua County Fire Rescue Alachua County Sheriff's Office City of Gainesville Fire Rescue City of Gainesville Police Department University of Florida Police Department
Other Stakeholders	Gainesville Cycling Club Gainesville Citizens for Active Transportation University of Florida Student Government

The CONSULTANT shall coordinate with City of Gainesville Regional Transit System and Traffic Management Center to determine if the proposed modifications will result in adverse impacts to their regional and local bussing schedules, routes, and bus stops and to discuss potential mitigation strategies. The CONSULTANT shall coordinate with the School Board of Alachua County to determine if the proposed modifications impact the movement of students from schools in the area and shall recommend modifications to student pedestrian and bicycle movements to enhance safety along the proposed corridor. The CONSULTANT shall reflect the mitigating measures in the visual model and present the proposed solution(s) on the concept plans and typical sections.

The CONSULTANT shall include Metropolitan Transportation Planning Organization staff in the meetings/interviews and shall document for public participation plan reporting the name of the individual contacted, date, time, contact details and meeting/interview summary of the topics discussed for each interaction. Production of meeting/interview summaries shall be included as part of data collection and analysis tasks for invoicing purposes. The PROJECT MANAGER, who is responsible for Metropolitan Transportation Planning Organization and its advisory committees' meeting minutes, will provide the CONSULTANT pertinent summaries of any Complete Street study discussions from their respective meetings.

2.3 Small Group /Stakeholder Outreach

The CONSULTANT shall conduct outreach to stakeholders, impacted residences commercial properties and other interested parties for participation in the Complete Streets Study process. The CONSULTANT shall be available to conduct two (2) small group meetings with organizations interested in the Study. These meetings /presentations may be made to homeowner associations or other formal organizations. The CONSULTANT shall be responsible for preparing all presentation and handout materials. Preparation for public meetings and other outreach activities, as well as preparation of meeting summaries and follow up, shall comply with direction provided in Sub-Task 2.6.

2.4 Updated Mailing List

The CONSULTANT is responsible for identifying the initial Project mailing list that may include officials and interested parties (any person or institution expressing an interest in the project), affected parties, and potential permit and review agencies. The initial mailing will provide notification that the study is commencing and encourage interested parties to visit the website to sign up for future email updates.

The CONSULTANT will prepare the initial mailing list using the County Property Appraisers' information and contain all homeowners / property owners located within the study corridor as determined by Metropolitan Transportation Planning Organization.

The CONSULTANT will prepare and maintain a stakeholder database for the study including names, emails, and physical addresses (if appropriate) to include any person or institution expressing an interest in the project, potential permitting or review agencies, elected and appointed officials in the area, community leaders, and media representatives.

The CONSULTANT will maintain and regularly update the stakeholder database during the course of the study and provide an updated listing for Public Information Meetings.

2.5 Advertisements / News Releases / Metropolitan Transportation Planning Organization Website

The CONSULTANT will prepare and ensure the publication of display advertisements in The Gainesville Sun and The Independent Florida Alligator in accordance with the Metropolitan Transportation Planning Organization public Involvement Plan. The advertisements shall be display ads approximately 4" x 5".

The CONSULTANT is responsible for preparation of study materials (informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be posted for the public review on the Metropolitan Transportation Planning Organization website.

2.6 Public Information Workshop

The CONSULTANT shall prepare for and participate at one (1) public information workshop as described below:

- Preparation and Documentation of Public Workshop

Logistics: The CONSULTANT will conduct all preparations to hold a Metropolitan Transportation Planning Organization-hosted public workshop for stakeholders and other interested parties and shall ensure that appropriate CONSULTANT personnel are available to assist with the meetings. The purpose of the workshop is to provide the stakeholders and other interested parties an opportunity for input:

- on perceived problems and concerns existing within the Archer Road Corridor Study area
- input for potential solutions and modifications within the Archer Road Corridor Study area that could be incorporated into the alternatives

The CONSULTANT is responsible for informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be displayed for the public to review at the workshop. The workshop will include a PowerPoint presentation followed by a question and answer period during which meeting participants may ask questions of the Study Team.

Presentation/Materials: CONSULTANT will obtain direction from the Metropolitan Transportation Planning Organization Project Manager prior to beginning work on workshop presentation and materials and shall have the PowerPoint presentation and all meeting materials (including script and displays) in draft format ready for review and approval by Metropolitan Transportation Planning Organization staff no later than three (3) weeks prior to the workshop. The CONSULTANT will prepare comment forms to make available to meeting participants and other interested parties. Comment forms will be prepared in English and Spanish.

Workshop Documentation: The CONSULTANT will document, interpret and summarize all comments received and questions addressed at the workshop and shall prepare written responses to all questions not adequately addressed at the meetings. Additionally, the CONSULTANT will document and summarize all comments and questions received in an easy-to-read format for public viewing from the hardcopy and online comment forms. The CONSULTANT will provide follow-up information necessary to respond to the public's comments and questions. All comments shall be evaluated in the alternative analysis process, leading to the identification and selection of modifications and shall be incorporated into the Study Report. Meeting summaries, public comment card summaries, final meeting minutes/summaries and other meeting documentation will be submitted to the Metropolitan Transportation Planning Organization PROJECT MANAGER and staff within five (5) business days of the meeting.

Alternative Information Meetings -

The purpose of this meeting is to present the data collection findings, alternative modification concepts (including typical section(s), stormwater conveyance for offsite and bypass systems and access management, alternative typical sections, wildlife crossings, transit needs as addressed in typical sections, predetermined or proposed trail, bike and pedestrian pathways and crossings).

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and comment by the PROJECT MANAGER. The CONSULTANT shall revise the materials per PROJECT MANAGER's comments.

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and recommendations to the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings.

The CONSULTANT shall update as needed per advisory committee recommendations the materials for the meeting packet and presentation of Alternatives Information for review and approval at the Metropolitan Transportation Planning Organization meetings.

The CONSULTANT will prepare for, participate in and provide all support necessary (including a PowerPoint presentation, script and handout materials) for the Metropolitan Transportation Planning Organization PROJECT MANAGER to conduct briefings and give the presentations. Materials and supporting reports will be provided in an editable digital format acceptable to Metropolitan Transportation Planning Organization three (3) weeks prior to the scheduled briefings.

The CONSULTANT will setup displays and other exhibits at least one (1) hour prior to the scheduled presentations for public inspection. The CONSULTANT will provide the final digital presentation at least two (2) business days prior to the scheduled briefing meeting times.

2.7 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Public Involvement Plan
- Updated Mailing List
- Excel file with stakeholder database
- Small Group / Stakeholder Meeting Materials and Meeting Summaries (if applicable)
- Content for Website
- Advertisements & News Releases
- Public Information Meeting / Workshop Materials
    - Exhibits
    - PowerPoint Presentations
    - Comment Forms
    - Handouts
    - Response/Comment Tabulations
    - Summaries

Task 3 – Data Collection

Immediately upon receipt of the notice to proceed, the Consulting Team will begin collecting the engineering, land use, traffic and crash, transit, drainage, hydraulic, and environmental data and complete streets elements necessary to develop and evaluate a reasonable range of alternative modification concepts as defined in Section 6.0 to meet the existing and future travel demand within the Study Area.

The CONSULTANT staff will conduct field work to observe, take pictures, and visualize the issues and opportunities identified in Task 1.

3.1 Video and Aerial Base Maps

The CONSULTANT will prepare a high-resolution video fly through at an appropriate elevation documenting the existing condition of the project. The CONSULTANT will use the video to convey the existing and future appearance (i.e. visual and aesthetics) of the modification concept to the public at the Alternative information Workshop and other public meetings. The presentation video shall display a split screen illustrating the existing conditions on one-half of the screen and the proposed modifications superimposed on the other half of the screen. Emphasis shall be placed on impacts to existing properties adjacent to the proposed solution.

The CONSULTANT will prepare color 1"=100' and 1"=50' scale controlled aerial-based raster image maps. These maps shall be used to present the master drainage basins (1"=100'), the alternative modification concepts (1"=100'), the recommended modification concept (1"=50'), right-of-way requirements (1"= 50') and any other required information.

The CONSULTANT will prepare color aerial photography that will be suitable for virtual display. Color aerial imaging will be used to present the overall project concept and the final recommended modification alternative to the public at the various public meetings. Both will be provided to Metropolitan Transportation Planning Organization by acceptable digital format.

3.2 Existing Roadway Characteristics

The CONSULTANT will conduct field investigations to collect all pertinent information on existing roadway characteristics (including structures where applicable) necessary to develop, evaluate and compare the alternative modification concepts. The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

All pedestrian infrastructure (i.e., sidewalks, curb ramps, street crossings, etc.) and bicycle infrastructure (bicycle lanes and/or trails), as appropriate, located within the project limits and public rights-of-way will be evaluated to determine compliance with current Americans with Disabilities Act standards. If the subject areas appear to be non-compliant with the current Americans with Disabilities Act standards, the CONSULTANT shall notify the Metropolitan Transportation Planning Organization PROJECT MANAGER in writing advising the Florida Department of Transportation Americans with Disabilities Act Coordinator or designee of the existing non-compliant features for further review and assessment.

The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

3.3 Traffic Data

Florida Department of Transportation data may be available for this project. The CONSULTANT will coordinate with Metropolitan Transportation Planning Organization to secure the data and incorporate the results into the project traffic analysis and report. The CONSULTANT will collect the traffic data and develop the traffic factors and design traffic projections listed below:

3.3.1 Traffic Counts

If preferred, the CONSULTANT will collect and analyze a combination of 72-hour classification counts. Otherwise, the CONSULTANT will use the Florida Department of Transportation count data. The CONSULTANT will collect and analyze ten (10) hour turning movement counts (by 15-minute increments). All traffic count locations shall be identified by map in the Complete Streets Study Report.

Traffic Count Locations and Turning Movement Count Locations (vehicular, pedestrian and bicycle for am and pm, mid-day for school locations)

Traffic Count Locations

SW 34th Street to SW 23rd Terrace/Ballpark Way
SW 23rd Terrace/Ballpark Way to SW 23rd Drive
SW 23rd Drive to SW 23rd Street
SW 23rd Street to SW 16th Avenue
Fire Station
Lemerand Drive to Center Drive
Center Drive to SW 16th Street
SW 16th Street to Newell Drive
Newell Drive to SW 13th Street

10-Hour Turning Movement Count Locations

SW 34th Street
SW 23rd Terrace/Ballpark Way
SW 23rd Drive
SW 23rd Street
SW 16th Avenue
Fire Station
Shelby Drive
Lemerand Drive
Center Drive
SW 16th Street
Newell Drive
SW 13th Street

The CONSULTANT will be prepared to collect turning movement counts at one (1) additional intersections based on the results of this initial data collection effort.

The CONSULTANT will also observe and document weekday bicycle, pedestrian and transit activity and travel patterns within the study area during the field review. Off-street use of motorized micromobility vehicles should be identified.

3.3.2 Traffic Factors

Using the data collected through the traffic count program described above, the CONSULTANT shall use Year 2045 long-Range Transportation Plan-consist current and future year values for the following traffic factors:

- Peak to Daily Ratio (K) Factor
- Directional Split (D) Factor
- Truck Factor (T)

3.3.3 Design Traffic Projections

Using the latest adopted Gainesville Urban Area Transportation Study travel forecasting model Year 2045 Long-Range Transportation Plan data and/or the most recent Florida Department of Transportation forecast count data, the Consultant shall conform with the respective year forecast bands for the identification of short-range and long-range modification alternatives, including project phases (preliminary engineering, design, right-of-way, environmental, construction).

The traffic projections shall be presented as average annual daily traffic (AADT). For the purposes of this study, the Archer Road corridor capacity for motor vehicle operations on general purpose lanes is constrained.

The CONSULTANT shall also prepare turning movement analysis for each intersection identified in Section 3.3.1 to assess need for traffic operations modifications and to address modal accommodations / conflicts. The CONSULTANT shall perform an intersection level of service analysis, as well as other performance indicators, and provide a recommendation for traffic control timing for each of the above listed intersections using the appropriate software as approved by the County. In addition, from pedestrian data, the CONSULTANT will conduct review and analysis for the need of midblock crossings particularly for access to transit.

3.3.4 Operational Analysis

The Consultant will conduct existing and future operational analysis using Synchro 10 software. Intersection Level of Service results will be based on the Highway Capacity Manual (HCM) 7th Edition. The operational analyses will be performed for all analysis years for both AM and PM peak hours. The operational analysis will include all modes including automobiles, pedestrians, bicycles, and transit.

3.3.5 Crash Data

The CONSULTANT will collect and analyze Signal 4 Analytics data for the most recent five (5) years. Crash diagram summaries shall be provided for each identified high crash area.

The CONSULTANT will develop an existing conditions map containing geocoded crash diagram summaries. The crash data collected will include, at a minimum, the total number of crashes within the Study area and a summary of the crashes by type including crashes involving pedestrians and bicycles which shall be acquired both separately and concurrently with vehicular crash data, location, fatalities, injuries, cause and conditions and existing conditions map shall be included in the Complete Street Study Report.

3.3.6 Intelligent Transportation System Considerations

The CONSULTANT will coordinate with the Florida Department of Transportation and the City of Gainesville Traffic Management Center concerning existing Intelligent Transportation System infrastructure and potential Intelligent Transportation System modifications.

3.3.7 Design Traffic Technical Memorandum

The CONSULTANT will summarize the traffic data, travel forecasting and crash analysis activities in a Design Traffic Technical Memorandum. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Technical Memorandum for use at the Alternatives Information Public Workshop. Both deliverables will be submitted to Metropolitan Transportation Planning Organization PROJECT MANAGER for review and comment two weeks prior to the scheduled the Kick-Off Alternatives Information Public Workshop and updated at a time consistent with the Metropolitan Transportation Planning Organization approved project schedule. Comments on the updated Design Traffic Technical Memorandum shall be addressed in the Design Traffic Engineering Report.

3.3.8 Design Traffic Engineering Report

The CONSULTANT will prepare a detailed Design Traffic Engineering Report describing the traffic data collection effort, modeling and analysis. The report will contain tabulations of all data collected, warrant analyses where appropriate, and recommendations as to traffic control methods and turn lane geometry for specific intersections. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Engineering Report for use at the Alternatives Recommendation and Alternative Approval meetings. The draft Design Traffic Engineering Report and visual infographics will be submitted for review two weeks prior to scheduling the Alternatives Recommendation meeting. The final Design Traffic Engineering Report will be summarized in and appended to the Complete Streets Study Report.

3.4 Utilities

The CONSULTANT will coordinate with the Florida Department of Transportation and Gainesville Regional Utilities concerning locations of existing and proposed utilities that would impact or would be impacted by proposed modifications to the corridor, including but not limited to the following:

- Overhead: transmission lines, microwave towers, etc.
- Land Surface: utility boxes, valves and shut-offs, potable or irrigation water supply wells, etc.
- Underground: water, gas, sanitary sewer, force mains, power and telephone cables, etc.

The CONSULTANT will perform a preliminary assessment of the preferred modification in coordination with the roadway lighting utility provider to identify areas that may require new lighting or lighting upgrade. The utility will perform lighting design during the design phase of the project. The CONSULTANT preliminary lighting assessment shall be limited to visually verifying that the existing lighting is sufficient or insufficient to meet the Florida Department of Transportation Design Manual Section 231 specifications and shall include recommendations for lighting in the Study Report.

The CONSULTANT will assess potential impacts to electrical distribution and transmission power poles along, Archer Road. The consultant shall include recommendations for relocation of electrical supply poles and facilities in the Study Report.

The CONSULTANT will perform a field assessment of lighting including street lighting and pedestrian/bicyclist lighting. The assessment shall include:

- Visual inspection of areas of well lit or poorly lit areas.
- Locate light poles, identify if stand alone or on existing utility pole, wattages (if present)
- Identification of poles that are in poor condition and poles that may affect existing or proposed right-of-way.

The CONSULTANT will summarize corridor lighting on base maps and shall provide recommendations for modification.

The CONSULTANT will coordinate with the Gainesville Regional Utilities to better coordinate Capital Improvement Program budgets and schedules:

1. Make them aware of the project at the conceptual level. (All information provided to each utility shall be documented as noted below.)
2. Obtain information on proposed utility construction and required clearances and easements.
3. Obtain input on utility issues that may not be readily apparent.

The CONSULTANT shall map and document this information in the Utility Section of the Study Report, which shall summarize how the existing utilities shall influence location and design considerations.

3.5 Transportation Plans

The CONSULTANT will review and document plans, including multimodal transportation and utility plans that may be pertinent to the project for all modes of transportation including automobile, truck/freight, transit, bicycle/pedestrian, motorized micromobility (such as scooters) and other non-motorized vehicles and modes by utilizing information from the City of Gainesville Comprehensive Plan and Transit Development Plan and Metropolitan Transportation Planning Organization. The Metropolitan Transportation Planning Organization Transportation Improvement Program shall be reviewed and details including funding schedules and descriptions of projects including or impacting the study area shall be documented. The information received from these plans shall be used to identify the conformance of this project to applicable transportation plans and to develop and evaluate the alternative modification concepts. The CONSULTANT shall document this investigation and its conclusions in the Study Report.

3.6 Existing Multimodal Accommodations and Services

The CONSULTANT will research, evaluate and document the locations and conditions of existing and planned pedestrian, bicycle, trail, and public transportation accommodations and services within the vicinity of the Study area including, but not limited to, sidewalks, pedestrian crossings, paved shoulder widths, signed bike routes, park-and-ride lots and transit bus routes and stops. This information, along with a review of the City of Gainesville sidewalk and bicycle facility inventories, will be used to identify potential multimodal modifications and connections to existing and planned multimodal infrastructure, if applicable.

3.7 Environmental Site Assessment

The CONSULTANT will conduct a desktop review for potential contamination sites, including any data contained on the Florida Department of Environment Protection websites for the properties affected by the modification being considered. The findings of the review will be mapped and documented in the Study Report.

3.8 Land Use / Development Plans

The CONSULTANT will review all relevant land use information (existing and future) necessary to develop and evaluate a reasonable range of alternative roadway modifications and to identify locations where right-of-way could potentially be dedicated for the roadway, pedestrian and bicycle modifications. Land use information may be found in the following sources: comprehensive and future land use plans, proposed development plans, zoning regulations, special area studies / plans and preliminary and final plats. This information shall be updated as needed during the Study period, documented on the aerial base maps and included in the Study Report.

The CONSULTANT will document pertinent information in the Study Report and on the aerial base maps.

3.9 Cultural Facilities

The CONSULTANT will conduct a desk-top review of cultural facilities that are located within the vicinity of the study area. Cultural facilities shall include, but not be limited to, trails, parks, schools and recreational areas as well as the neighborhoods they serve. Information relevant to this Study shall be mapped and documented in the Study Report.

3.10 Archaeological and Historic Features

The CONSULTANT will review federal, state and local sources to identify recorded historical and archaeological sites within the study area. Utilizing this information, the Consultant shall map all sites that may influence the location and evaluation of alternative modification concepts. T his information shall be documented in the Cultural Resource Section of the Study Report.

3.11 Hydrologic and Natural Features.

The CONSULTANT will review existing information, including, but not limited to, the data and maps of the US Army Corps of Engineers, Florida Natural Areas Inventory, St. Johns River Water Management District Databases, Florida Department of Environmental Protection, Florida Land Use and Cover Classification Systems, Natural Resources Conservation Service, City of Gainesville Stormwater Plans and Federal Emergency Management Agency basin studies, Florida Fish and Wildlife Conservation Commission Habitat Model Data, US Fish and Wildlife IPaC tool and specific site indicators such as topography, vegetation, soils data, floodplain information, and other field observations to identify significant hydrologic and natural features found within the study area.

The CONSULTANT will supplement existing literature/resource documents with field reviews of the study area. If the field review identifies the potential presence of a listed feature within the study area, the CONSULTANT will document and map the location(s) and extent relative to the occurrence within the study area. Information to be documented shall, at a minimum, include the following:

- Water Quality
- Floodplains and Floodways
- Drainage Outfalls
- Recommendations for the Maintenance of Watershed Water Flows and Volumes

The CONSULTANT will conduct and identify wetlands in accordance with all applicable State and Federal Regulations. A minimum of three (3) Seasonal High Water Table Elevations (SHWT) shall be established for each wetland. The CONSULTANT shall conduct and coordinate field investigations as necessary with County/City staff and with the appropriate regulatory agencies. The CONSULTANT will provide meeting minutes and field notes to the Public Works Environmental Project Manager. "Wildlife Corridor" will be defined as a route that permits the direct travel or spread of animals or plants from one area or region to another, either by the gradual spread of a population of a species along the route or by actual movement of animals, seeds, pollen, spores or microbes, as defined in Florida's State Wildlife Action Plan (formerly Comprehensive Wildlife Conservation Strategy). Critical and Strategic Habitat shall be defined as areas designated or proposed in accordance with the US Fish and Wildlife Endangered Species Act or Fish and Wildlife Commission modeled areas of habitat that have been identified as essential to sustain a minimum viable population for focal terrestrial vertebrate species that were not adequately protected on existing conservation lands, respectively.

The CONSULTANT will make recommendations as appropriate, to accommodate, wildlife crossing(s) and to preserve wildlife corridors.

The CONSULTANT will document offsite and bypass drainage features occurring within the study corridor and shall make recommendations to preserve and maintain water flows and volumes within watersheds. The Consultant shall assess and recommend strategies to assure the Archer Road corridor and adjoining lands, environmentally sensitive lands, and drainage are preserved, and - where indicated - potentially enhanced, as part of the corridor modifications.

The CONSULTANT will also evaluate corridor-wide permit-related information on environmental resource permits, dredge and fill permits, water quality permits, or stormwater discharge permits. This activity shall include coordinating with all applicable permitting agencies and identifying all existing permits and their conditions and influence on this Study.

The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

3.12 Threatened and Endangered Species

The CONSULTANT will review existing information to determine the potential presence of threatened or endangered plant and animal species within the study area. If the review identifies the potential presence of threatened or endangered plant or animal species, the CONSULTANT will document and map their locations relative to the findings/recommendations in Section 3.10. The CONSULTANT will supplement documented information with field reviews of the study area. The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

3.15 Deliverables

Work to be completed under this section by the Consultant shall require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Color Aerial Base Map
- Initial Design Traffic Technical Memorandum
- Updated Design Traffic Technical Memorandum
- Design Traffic Engineering Report
- Recommendations for the Maintenance of Watershed Water Flows and Volumes
- Environmental Site Assessment Report

- Mapping and Documentation of: Existing road characteristics

    - Existing and proposed utilities
    - Hazardous materials areas
    - Land use plans
    - Cultural features including trails
    - Archaeological and Historical Sites
    - Hydrologic and Natural Features
    - Utilities

Task 4 - Corridor Analysis and Project Need Documentation

Following completion of the data collection and evaluation activities, the CONSULTANT will perform a corridor analysis for the study area. This analysis will determine the characteristics within the study area and potential corridors therein that could influence the development of the modification concepts. The Corridor Analysis activities will identify the modification need, the existing and projected travel demand, the current and projected land use development patterns and the presence of any environmental, cultural, archaeological/historical, hydrologic and natural sensitive area(s) within the corridor.

The CONSULTANT will prepare a draft Corridor Analysis Technical Memorandum that will document the Corridor Analysis activities. The draft memorandum will be incorporated into the development of the alternatives and analysis. The technical memorandum will be submitted to Metropolitan Transportation Planning Organization for review and approval and will be included in the Corridor Analysis Section of the Study Report. The Corridor Analysis Technical Memorandum will contain, at a minimum, the following information in the body of the memorandum (including maps as appropriate):

- Existing Road Characteristics
- Crash Data
- School and Public Transportation
- Existing and Proposed Utilities
- Existing Transportation and Long Range Plans
- Soils Data
- Areas of Potential Contamination
- Existing and Proposed Land Uses, Zoning and Development Project Boundaries
- Cultural Features including Trails
- Project Need
- Existing and proposed travel demand
- Current and projected development patterns
- Modification Opportunities, Alternatives and Constraints
- Summary of Public Involvement to date

4.1 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

• Corridor Analysis Technical Memorandum

Task 5 - Modification Alternatives Development and Analysis

The CONSULTANT will perform the following tasks to develop, analyze and compare alternative modification concepts within the corridor. A total of 3 build alternatives will be considered. As one build alternative, the CONSULTANT will consider Transportation Systems Management. The Transportation Systems Management analysis will evaluate side street intersections and traffic signal modifications as possible alternatives. Two additional Build alternatives will be analyzed as part of this study. All alternatives will consider and demonstrate the capacity to comply with Americans with Disabilities Act standards. The CONSULTANT will document in the Study Report any design criteria utilized in the analysis process for roadway and drainage modification concepts.

5.1 Alternative Typical Sections

Based on the draft Design Traffic Technical Memorandum and Corridor Analysis Technical Memorandum, drainage considerations, transit and multimodal needs and other available information, the CONSULTANT will consider alternative typical sections for Archer Road which will include alternatives that minimize property acquisition outside within the existing right-of-way. The CONSULTANT will then evaluate these two alternatives using criteria that will include but not be limited to Complete Streets needs, access management, right-of-way requirements, offsite and bypass drainage systems and traffic volumes. The analysis will be documented in the Study Report and submitted to Metropolitan Transportation Planning Organization with a recommendation of viable typical sections.

5.2 Access Management Determination

The CONSULTANT will review the current Florida Department of Transportation State Highway System Access Management classifications and define alternative access management concepts that may be applicable to this project with consideration of the Florida Department of Transportation Corridor Context Classifications and City of Gainesville transects. The review will consider whether any adjustment the Context Area Classification zones within the Archer Road Corridor.

Access management evaluation will consider proposed development within the Archer Road Corridor, especially if any development order includes any transportation system mitigation modifications.

The CONSULTANT will evaluate the effects of at least two (2) alternative access management concepts that appear to be most applicable considering traffic circulation, pedestrian and bicycle movements and safety, access to individual properties, U-turn vehicle tracking needs and other applicable criteria and recommend the most appropriate application for each section of the corridor.

The CONSULTANT will update the concept throughout the Study and document the evaluation and recommendation of the alternative access management concepts in the Study Report.

5.3 Develop Alternative Modification Concepts

The CONSULTANT will develop alternative modification concepts for at least two (2), but no more than three (3) alternative access management concepts. Concept plans will include the aerial background and existing roadway characteristics information as developed in Section 3.0.

5.4 Analyze Modification Concepts

The CONSULTANT will analyze the benefits and impacts associated with the Modification Concepts as well as the No-Build Concept. The results of the analysis of the Alternative Modification Concepts will be documented in the in the Study Report. The analysis to be performed for each alternative will specifically include safety, accommodations for a wide variety of users, cost, conformance to long-range plans, good engineering practices and environmental considerations, some of which are more particularly described below:

- Compensable Impacts Analysis - The CONSULTANT will look to minimize compensable impacts to private properties associated with each viable alternative. This evaluation effort will include: o Inspection of potential affected properties in the field to determine the extent of compensable impacts on each parcel associated with each viable alternative, and whether such impacts can be reduced in a cost-effective manner.

    - Consideration of site access, onsite drainage, onsite parking, onsite utilities, including septic systems, and any other existing facilities that may be impacted by each viable alternative modification concept, including financial impacts to existing businesses.
    - Incorporation of comments in the recommended alternative such as to minimize the number and extent of such compensable impacts.

The above-described investigations, findings and recommendations will be documented in the Study Report.

- Cost Analysis – The CONSULTANT will develop engineering design and construction cost estimates for each alternative. The CONSULTANT will develop estimated right-of-way impacts for each alternative, including a tabulation of potential acquisition parcels and areas (in square feet). The location of each parcel will be shown on an aerial map. Preliminary right-of-way cost estimates will be based on a planning level analysis (costs per square foot).

- Conceptual Drainage Analysis – The CONSULTANT will perform a preliminary drainage analysis of each alternative to determine the potential outfall locations and preliminary sizes (volume and area) of required detention and/or retention facilities for stormwater treatment or attenuation and will include assessment of existing piped and swale systems. This analysis will also address off-site and bypass systems within each viable alternative corridor including the sizing of closed systems. The findings will be appended to the Study Report. If the Drainage Analysis indicates no ponds are required, the Consultant will provide adequate information and data to request a stormwater permit exemption from the Water Management District.

- Community (social-economic) Impact Analysis – The CONSULTANT will estimate the number of residences, businesses, neighborhoods, and community facilities impacted by each alternative, including socio-economic data sufficient to determine potential impacts to disadvantaged populations. The CONSULTANT will prepare aerial photography with proposed right-of-way lines for each alternative.

- Critical and Strategic Habitat Impact - The CONSULTANT will quantify/qualify the potential impacts to United States Endangered Species Act critical habitats and Fish and Wildlife Commission identified strategic habitat associated with each modification concept and shall identify potential alternatives and/or mitigation strategies and costs.

- Contaminated Sites Impacted – The CONSULTANT will identify the location of any contaminated or potentially contaminated sites, known extent of contaminated soil, groundwater and/or surface water and the location of pollutant storage tanks or other regulated materials storage areas or vessels in each alternative and shall recommend whether a Phase II Environmental Site Assessment is necessary.

5.5 Alternatives Comparison Matrix

The CONSULTANT will prepare an Alternatives Evaluation and Comparison Matrix to document and compare the results of the evaluation tasks. This matrix will be used to clearly identify the most viable modification concept. It will be prepared in a manner suitable for presentation to the public. The matrix will be updated prior to the Alternatives Recommendation Meetings to reflect the recommended modifications.

5.6 Deliverables

Work to be completed under this section by the Consultant will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Transportation System Management Alternative Analysis
- No Build Alternative
- Alternative Typical Sections (as needed)
- Access Management, Evaluation and Concept and Maps
- Alternative Roadway Modification Concepts and Maps
- Alternative Modification Concept Analysis, to include:
    - Cost Analysis
    - Conformance to Transportation Plans Analysis
    - Land Use and Development Plan Analysis
    - Community Needs and Preferences Analysis
    - Conceptual Drainage Analysis and Pond Siting Report
    - Community Impact Analysis
    - Wetlands and/or Upland Impact Analysis
    - Floodplain Impact of Alternatives
    - Critical and Strategic Habitats Impact Analysis
    - Wildlife Corridor Impact Analysis
    - Threatened and Endangered Species Impact of Analysis
    - Archaeological and Historic Feature Analysis
    - Contaminated Sites Analysis
    - Draft and Final Alternatives Comparison Matrix

Task 6 – Recommended Modifications Evaluation

Following completion of the alternative analysis and Alternatives Information Public Meeting, the CONSULTANT, in association with Metropolitan Transportation Planning Organization, will prepare the final recommended modifications to be considered for inclusion in the List of Priority Projects.

The CONSULTANT, in coordination with the PROJECT MANAGER, will refine the final recommended modifications. These refinements will include estimating the final recommended right-of-way limits, environmental mitigations, cost and other major features needed to advance the recommended modifications to the subsequent design phase. The evaluation matrix will be updated to reflect the impacts of the final recommended modification concept. Impacts that are not quantifiable will be documented in the Study Report.

6.1 Study Report

One primary document entitled the Study Report will be prepared. This document will record all public involvement activities, alternatives developed, analysis efforts, and the final recommendation. A report outline will be submitted to the Metropolitan Transportation Planning Organization Project Manager for review and approval prior to initiating documentation. It will contain summaries and recommendations pertaining to the recommended alternative and potential impacts associated with it. The CONSULTANT will prepare the draft Study Report documenting all activities leading to and including all comments received from the public to that point and the selection of the recommended modification concept. The draft report will be prepared prior to the Study Recommendation Meetings allowing sufficient time for Metropolitan Transportation Planning Organization's review comments to be incorporated into the draft document which will be available for review at that meeting.

The draft Study Report will be amended, if necessary, in accordance with the results of the Study Recommendation Meetings. This updated draft Study report will be presented to the Metropolitan Transportation Planning Organization at its Study Approval meeting. Any revisions from the Study Approval Meeting will be addressed in the final Study Report. To the maximum extent possible, all draft documents will be updated by modifying and inserting adjusted pages into the previously submitted documents. Digital copies will be delivered on a digital format as directed by the Metropolitan Transportation Planning Organization Project Manager and may be similarly updated for each submittal. Technical memoranda will be prepared throughout the course of the study to document interim decision on the traffic forecasts and the initial corridor analysis processes. These technical memoranda will be formally summarized in the body of the report and incorporated in their entirety into the Study Report as appendices.

The Study Report will, at a minimum, contain the following information in the body of the report (including maps as appropriate):

- Public Involvement
- Existing Conditions
- Project Need
- Utilities
- Conformance with Transportation and Long Range Plans
- Land Use and Development Patterns
- Existing and Proposed Land Uses
- Community Needs and Preferences
- Utilities Analysis
- Environmental Site Assessment Issues
- Cultural Features including Trails
- Hydrologic and Natural Features

- Corridor Analysis
- Alternative Typical Sections
- Alternative Modification Concepts
- Transportation System Management Analysis
- No Build Concepts
- Access Management Alternatives
- Alternative Drainage and Pond Concepts
- Analysis and Comparison of Alternatives (Including Costs and Impacts)
- Recommended Alternative Modification Concept and Map
- Right-of-Way Identification Map
- Cost Estimates
- Design and Construction Schedules

In addition, the Study Report shall include the following as appendices or as separate volumes of the report:

- Public Involvement Report
- Design Traffic Engineering Report
- Environmental Site Assessment Report, including as needed, Hydrologic and Natural Features

The CONSULTANT will prepare an Executive Summary that contains a synopsis of the Study Report. The draft Executive Summary and subsequent revisions including the final summary will be no more than four (4) pages. The Executive Summary will contain sufficient text, illustrations, tables and maps to adequately convey the results of the study to appointed and elected officials and the public and will formatted to function as a standalone (brochure) document.

6.2 Cost Estimates and Final Design Schedule

The CONSULTANT will submit an estimated schedule and estimated costs for the final design and construction of the recommended modifications. The schedule and estimated cost will be included in the draft, updated and final copies of the Study Report

6.3 Final Recommended Modifications Concept Map

The CONSULTANT will prepare a Recommended Modifications Concept Map that graphically depicts the location of the roadway and appurtenances, their alignment and the proposed modifications prior to the Recommended Concept Public Meeting. The Recommended Modifications Concept Map will show the location of median openings (identified as to full or directional), signalization, lane configurations, pedestrian/bicycle facilities, transit facilities, potential pond/mitigation/flood plain compensation sites, wildlife corridors, critical and strategic habitat, utility strips, privacy walls and any other project elements. To show modification project detail, the Recommended Modifications Concept Map may be presented by project modification, segmented and/or with insets in a map series.

The Final Recommended Modification Concept Map [Series] will include the accompanying proposed typical section(s) illustrating roadway, bicycle and pedestrian facilities, conceptual lighting, and potential landscaping. Any revisions resulting from the Study Approval Meeting will be incorporated into the Recommended Modifications Concept Map [Series].

The Consultant will submit a Final Recommended Modification Concept Map [Series] with the Final Study Report. The final map will include modifications to the draft map as necessary to reflect the Metropolitan Transportation Planning Organization's action. The draft and final submittals of the Study Report with Executive Summary will include final Recommended Modifications Concept Maps formatted onto 8.5 inch X 11 inch sheets.

6.4 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Draft, updated drafts and final Executive Summary
- Draft, updated drafts, and final Roadway Conceptual Analysis Report (including 11" X 17"maps)
- Draft, updated drafts, and final Executive Summary (including 11" X 17" maps)
- Recommended Modification Concept Map, drafts and final
- Final Design Cost Estimate and Schedule
- Construction Cost Estimate and Schedule

Schedule - The Consultant will submit all required deliverables and provide specified services on or before June 30, 2025. Project Fee - This Scope of Services will be completed for a Lump Sum fee of $200,000.

ATTACHMENT "A": TECHNICAL SCOPE GUIDELINES

1. Existing R/W Map Project Numbers:	Provide the R/W Map number, year, MP limits, and minimum widths.
2. Old Construction Project Numbers:	Provide the project number, year, work description, and MP limits.
3. Additional R/W Required?	No.
	Yes. Consider stating the reason that is required, or simply refer to the R/W Scope Items and describe in more detail there.
4. Level of Community Awareness Plan:	Level 1-4 as described in the Project Management Handbook. Include a description if a higher level than typical for the project is proposed
5. Are there any bridges within the limits?	No.
	Yes. Include the bridge number and crossing feature.
6. Are there any RR Crossings within the project limits or in the vicinity?	No.
	Yes. Provide the crossing number and if railroad funding is to be included in the work program.
7. Are there any Airports within 5-miles?	No.
	Yes. Provide name, direction and distance from the project.
8. Storm Water Management Jurisdiction:	St. Johns River Water Management District
9. Is the Project within CCCL (Coastal Construction Control Line)	Yes or No.
10. Existing Utilities per Sunshine One Call: Estimated number of underground: #	List the utilities as reported by Sunshine One Call and the type if known. Include any utilities noted during field review that were not on Sunshine One Call. Compare the utility list to the District utility address book to obtain currently used company names.
11. Is the project near a significant archaeological site?	No. EMO has reviewed this project and has no concerns.
	Yes. Refer to Permitting or Archaeological Scope Items if needed or provide a description here if brief.
12. Any Special MOT concerns?	Describe the concern if any. This would be atypical.
13. Any Construction Concerns?	Describe the concern if any. This would be atypical.
14. Posted/Design Speed Limits:	Include the posted and design speeds by MP.
15. Design Criteria and Highway System:	Designate if the project is intended to follow new construction criteria, RRR, TDLC, AASHTO, or Florida Greenbook.
16. Lump Sum or Pay Item?	Lump Sum is typical.
	Pay Item per PPM Guidance, requires concurrence from District Construction Office after reviewing the Scope.
17. Proposed Design Schedule	R/W – 3-4 years
	No R/W – 18-24 months

North Central Florida Regional Planning Council

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September 18, 2024

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Subtask 5.2 State Road 25 (SW 13th Street) Plan -Scope of Services / Request for Proposal

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization:

1. **Approve the Scope of Services / Request for Proposal (see Exhibit 1) for soliciting consultant services for the development of the State Road 25 (SW 13th Street) Complete Streets planning study from State Road 331 (Williston Road) to State Road 24 (Archer Road) that will produce a list of prioritized projects that would be included in the List of Priority Projects; and**

2. **Authorize the Executive Director to make appropriate modifications to the Scope of Services / Request for Proposal necessary for the selection of the consultant and implementation of the State Road 25 (SW 13th Street) Complete Streets Planning Study.**

BACKGROUND

As part of its approval of the Unified Planning Work Program Fiscal Years 2024-25 and 2025-26, the Metropolitan Transportation Planning Organization designated $200,000 of metropolitan planning (Planning) funds in Fiscal Year 2024-25 for a Complete Streets planning study for State Road 25 (SW 13th Street) from State Road 331 (Williston Road) to State Road 24 (Archer Road) [see Exhibit 1]. The purpose of this study is to identify multimodal projects that provide for the safe mobility of people and goods within the State Road 25 (SW 13th Street) corridor. The projects recommended in the study should have discreet descriptions of modifications and project phasing.

Attachment

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EXHIBIT 1

Scope of Work

SW 13th Street (State Road 25) Complete Streets Plan
Williston Road (State Road 331) to Archer Road (State Road 24)
October 7, 2024

Introduction

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (Metropolitan Transportation Planning Organization) is conducting a Complete Streets corridor study for SW 13th Street (State Road 25) located in the City of Gainesville within Alachua County. The termini for this Complete Streets corridor study is from Williston Road (State Road 331) to Archer Road (State Road 24) and shall include all multimodal approaches at each terminus. All funded SW 13th Street corridor modifications currently identified in the current Transportation Improvement Program shall be identified in the study. All unfunded **SW 13th Street** corridor modifications currently identified in the current List of Priority Projects shall be identified in the study. The corridor analysis is to determine recommended safety and multimodal modifications. Proposed modifications shall result from analysis that considered:

- bicycle facility safety and connectivity;
- pedestrian facility safety and connectivity, including access to transit, and midblock crossings;
- Americans with Disabilities Act compliance;
- landscaping, and
- modal conflict reduction at intersections and midblock areas.

It is the intent of this Complete Streets Plan to include prioritized list of projects or project phases that can be considered for inclusion in the Metropolitan Transportation Planning Organization List of Priority. The following is a calendar which includes the major planning documents that would be subsequently impacted by the study recommendations.

This scope of work identifies the tasks to be performed by [INSERT NAME] (referred to as the CONSULTANT) in collaboration with Metropolitan Transportation Planning Organization to develop a Complete Street Corridor Study for SW 13th Street in coordination with the City of Gainesville, Alachua County and the Florida Department of Transportation.

The CONSULTANT shall provide project planning, conceptual engineering, and environmental analysis services for the above referenced project. The CONSULTANT shall perform those services required for planning studies, social and environmental effects, multimodal use, safety, engineering reports and public meetings. This study process is implemented with the intent of applying a comprehensive interdisciplinary approach, combining the strengths of the engineering and transportation planning disciplines in the initial development phases of major roadway modification projects. The interdisciplinary approach also seeks to assure early and systematic coordination with the City of Gainesville, Alachua County, Florida Department of Transportation, other local entities and the citizenry. The resulting coordination effort is intended to accurately gather and convey information pertinent to the development of the project, thereby identifying viable opportunities to expedite or advance pertinent project phases.

The early establishment of sound criteria documenting the need for the modification is key to the study process. The determination of project need is to be based on comprehensive and integrated technical data analyses, which effectively demonstrates the necessity for the project. In addition to the technical basis for the project, a commensurate public involvement effort providing citizens with clear and concise information is to be developed, thereby affording the citizenry an understanding of the project need.

The CONSULTANT will study the establishment of safe and efficient multimodal access management and intersection modifications including access management analysis and midblock pedestrian crossing signal warrant study for the existing six-lane portion of SW 13th Street from Williston Road (State Road 331) to Archer Road (State Road 24). The multimodal access management and safety analyses will utilize the current Florida Department of Transportation guidance for methodologies to develop appropriate, safe and efficient modifications. The signal warrant analysis will consider efforts by the adjacent commercial property owners to provide cross access between properties to help justify satisfaction of a signal warrant.

The CONSULTANT will evaluate and recommend intersection, drainage, lighting and major utility relocation modifications that will address the existing and future demands of all modes of transportation while utilizing all available right-of-way and identifying additional right-of-way necessary for intersection and/or midblock modifications. The CONSULTANT shall also consider adding other special treatments for motorist awareness of any proposed midblock pedestrian-actuated signalized crossings.

The CONSULTANT will consider reconfiguration of the Archer Road (State Road 24) intersection approach including the sliplane elimination, signage, pavement markings, pedestrian/bicycle safety, and pedestrian/bicycle and intersection lighting to address the existing and future demands of all modes of transportation while also considering special treatments to draw motorists' awareness of the Depot Avenue Rail/Trail crossing users south of the Archer Road (State Road 24) intersection.

The tasks included in this Scope of Services can be generally grouped into the following six primary categories:

1. Administration
2. Public Involvement
3. Data Collection
4. Corridor Analysis and Project Need Documentation
5. Modification Alternatives Development and Analysis
6. Recommended Modification Evaluation

The scope of service addresses each task within these elements and serves to further define specific requirements.

In developing the project schedule, the CONSULTANT will consider the Metropolitan Transportation Planning Organization meeting calendar illustrated below

MEETING DATE FRAMEWORK			
Project Month	**Project Activity**	**B/PAB. CAC & TAC**	**MTPO**
September 2024	-	Scope Recommendation	
October 2024	-		Scope Approval
November 2024	-	Agreement Recommendation	
December 2024	-		Agreement Approval
January 2025	Kickoff		
February 2025	-		
March 2025	-	Alternatives Recommendation	
April 2025	-		Alternatives Approval
May 2025	Draft Study	Study Recommendation	
June 2025	Final Report		Complete Study Approval

B/PAB - Bicycle/Pedestrian Advisory Board;
CAC - Citizens Advisory Committee;
MTPO - Metropolitan Transportation Planning Organization; and
TAC - Technical Advisory Committee.

Task 1 - Administration

1.1 Meetings & Coordination

The Complete Streets Corridor Study management representation will be the responsibility of the Metropolitan Transportation Planning Organization Chief Staff Official or his/her designee, otherwise known as the PROJECT MANAGER. The Project Team is comprised of the Metropolitan Transportation Planning Organization staff and designated CONSULTANT staff. The appropriate members of the Project Team will participate in monthly meetings, which may be virtual and/or in-person at Metropolitan Transportation Planning Organization office to review project progress and status, upcoming events, and activities. The CONSULTANT will prepare a meeting agenda, and draft / distribute meeting summary following each of these meetings for distribution to the regional partners.

The CONSULTANT shall participate in up to six (6) additional coordination meetings not identified in Tasks 2 through 6. These coordination meetings precede the following:

- Draft Alternatives Information development;
- Alternatives Information Workshop;
- Draft Alternatives Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee;
- Draft Alternatives Recommendations Metropolitan Transportation Planning Organization;
- Draft Complete Streets Study Recommendations to the Bicycle/Pedestrian Advisory Board; Citizens Advisory Committee and Technical Advisory Committee; and
- Draft Complete Streets Study Recommendations to the Metropolitan Transportation Planning Organization.

1.2 Study Schedule

The CONSULTANT will prepare and submit a detailed project schedule identifying major tasks, their durations, and task relationship to the overall project master schedule developed by Metropolitan Transportation Planning Organization as shown in the Introduction. The CONSULTANT is responsible for keeping the schedule up to date.

1.3 Invoices

Invoices shall be prepared in the format prescribed by Metropolitan Transportation Planning Organization and submitted on a monthly basis unless directed otherwise by the PROJECT MANAGER. The monthly invoice will include a narrative description of the work performed by the CONSULTANT during the period covered by the invoice for each item in the scope. The final invoice will be labeled "Final" and project close out procedures will be followed.

1.4 Quality Assurance/Quality Control

The CONSULTANT shall designate qualified experienced staff independent to the study effort to conduct Quality Assurance/Quality Control reviews of all work products, prior to submittal to Metropolitan Transportation Planning Organization and in keeping with the Project schedule. Work effort for Quality Assurance/Quality Control reviews shall be addressed as part of the work effort as identified elsewhere herein, and shall be limited to five (5) percent of the work effort for each item.

1.5 Deliverables

Work to be completed under this section by the CONSULTANT shall require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Project Schedule (initial and monthly updates)
- Monthly Progress Reports

Task 2 – Public Involvement

Public involvement activities of this project shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The purpose of the public involvement element is to get the community involved in the project development and decision-making process so the Metropolitan Transportation Planning Organization can develop candidate projects for the List of Priority Projects that not only meets the transportation needs of the area, but is also supported by the community it is intended to serve. Therefore, the Consultant shall conduct the following public involvement activities throughout the project.

2.1 Project Public Participation Plan

The CONSULTANT shall prepare a Project Public Participation Plan and submit it to the PROJECT MANAGER for review and approval. The Project Public Participation Plan shall be consistent with the Metropolitan Transportation Planning Organization Public Involvement Plan. The Project Public Participation Plan shall delineate the CONSULTANT's efforts to inform and involve the citizens of the county and city, appropriate state and local agencies and responsible appointed and elected public officials in the project planning, review and approval process. At a minimum, the Project Public Participation Plan should include the following:

- Project background and objectives;
- Identification of affected communities, stakeholders, elected officials and agencies;
- Identification of media (e.g. television, radio, newspaper) for news and/or advertisement;
- Outreach methods with particular attention to low income, elderly, minority and disabled persons;
- Limited English proficiency strategies for Spanish speaking populations;
- Other opportunities for the public to provide input;
- Outreach calendar noting dates (or timeframes) for public meetings and notification needed like social media posts and Constant Contact emails;
- Methodology for collecting and responding to public comments ; and
- Discussion of public comments will be analyzed and incorporated, as appropriate.

2.2 Stakeholder Input

The CONSULTANT shall coordinate for data collection and discussion to garner input from the following stakeholders:

Roadway Management / Users	Florida Department of Transportation City of Gainesville Traffic Management Center City of Gainesville Regional Transit System
Other Public Infrastructure	Gainesville Regional Utilities Department School Board of Alachua County
Public Health	Alachua County Public health Department University of Florida Health Veterans Administration Hospital
Public Safety / Security	Alachua County Fire Rescue Alachua County Sheriff's Office City of Gainesville Fire Rescue City of Gainesville Police Department University of Florida Police Department
Other Stakeholders	Gainesville Cycling Club Gainesville Citizens for Active Transportation University of Florida Student Government

The CONSULTANT shall coordinate with City of Gainesville Regional Transit System and Traffic Management Center to determine if the proposed modifications will result in adverse impacts to their regional and local bussing schedules, routes, and bus stops and to discuss potential mitigation strategies. The CONSULTANT shall coordinate with the School Board of Alachua County to determine if the proposed modifications impact the movement of students from schools in the area and shall recommend modifications to student pedestrian and bicycle movements to enhance safety along the proposed corridor. The CONSULTANT shall reflect the mitigating measures in the visual model and present the proposed solution(s) on the concept plans and typical sections.

The CONSULTANT shall include Metropolitan Transportation Planning Organization staff in the meetings/interviews and shall document for public participation plan reporting the name of the individual contacted, date, time, contact details and meeting/interview summary of the topics discussed for each interaction. Production of meeting/interview summaries shall be included as part of data collection and analysis tasks for invoicing purposes. The PROJECT MANAGER, who is responsible for Metropolitan Transportation Planning Organization and its advisory committees' meeting minutes, will provide the CONSULTANT pertinent summaries of any Complete Street study discussions from their respective meetings.

2.3 Small Group /Stakeholder Outreach

The CONSULTANT shall conduct outreach to stakeholders, impacted residences commercial properties and other interested parties for participation in the Complete Streets Study process. The CONSULTANT shall be available to conduct two (2) small group meetings with organizations interested in the Study. These meetings /presentations may be made to homeowner associations or other formal organizations. The CONSULTANT shall be responsible for preparing all presentation and handout materials. Preparation for public meetings and other outreach activities, as well as preparation of meeting summaries and follow up, shall comply with direction provided in Sub-Task 2.6.

2.4 Updated Mailing List

The CONSULTANT is responsible for identifying the initial Project mailing list that may include officials and interested parties (any person or institution expressing an interest in the project), affected parties, and potential permit and review agencies. The initial mailing will provide notification that the study is commencing and encourage interested parties to visit the website to sign up for future email updates.

The CONSULTANT will prepare the initial mailing list using the County Property Appraisers' information and contain all homeowners / property owners located within the study corridor as determined by Metropolitan Transportation Planning Organization.

The CONSULTANT will prepare and maintain a stakeholder database for the study including names, emails, and physical addresses (if appropriate) to include any person or institution expressing an interest in the project, potential permitting or review agencies, elected and appointed officials in the area, community leaders, and media representatives.

The CONSULTANT will maintain and regularly update the stakeholder database during the course of the study and provide an updated listing for Public Information Meetings.

2.5 Advertisements / News Releases / Metropolitan Transportation Planning Organization Website

The CONSULTANT will prepare and ensure the publication of display advertisements in The Gainesville Sun and The Independent Florida Alligator in accordance with the Metropolitan Transportation Planning Organization public Involvement Plan. The advertisements shall be display ads approximately 4" x 5".

The CONSULTANT is responsible for preparation of study materials (informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be posted for the public review on the Metropolitan Transportation Planning Organization website.

2.6 Public Information Workshop

The CONSULTANT shall prepare for and participate at one (1) public information workshop as described below:

- Preparation and Documentation of Public Workshop

Logistics: The CONSULTANT will conduct all preparations to hold a Metropolitan Transportation Planning Organization-hosted public workshop for stakeholders and other interested parties and shall ensure that appropriate CONSULTANT personnel are available to assist with the meetings. The purpose of the workshop is to provide the stakeholders and other interested parties an opportunity for input:

- on perceived problems and concerns existing within the **SW 13th Street** Corridor Study area
- input for potential solutions and modifications within the **SW 13th Street** Corridor Study area that could be incorporated into the alternatives

The CONSULTANT is responsible for informational displays (i.e. maps, alternative modifications, concepts, and other graphics) to be displayed for the public to review at the workshop. The workshop will include a PowerPoint presentation followed by a question and answer period during which meeting participants may ask questions of the Study Team.

Presentation/Materials: CONSULTANT will obtain direction from the Metropolitan Transportation Planning Organization Project Manager prior to beginning work on workshop presentation and materials and shall have the PowerPoint presentation and all meeting materials (including script and displays) in draft format ready for review and approval by Metropolitan Transportation Planning Organization staff no later than three (3) weeks prior to the workshop. The CONSULTANT will prepare comment forms to make available to meeting participants and other interested parties. Comment forms will be prepared in English and Spanish.

Workshop Documentation: The CONSULTANT will document, interpret and summarize all comments received and questions addressed at the workshop and shall prepare written responses to all questions not adequately addressed at the meetings. Additionally, the CONSULTANT will document and summarize all comments and questions received in an easy-to-read format for public viewing from the hardcopy and online comment forms. The CONSULTANT will provide follow-up information necessary to respond to the public's comments and questions. All comments shall be evaluated in the alternative analysis process, leading to the identification and selection of modifications and shall be incorporated into the Study Report. Meeting summaries, public comment card summaries, final meeting minutes/summaries and other meeting documentation will be submitted to the Metropolitan Transportation Planning Organization PROJECT MANAGER and staff within five (5) business days of the meeting.

Alternative Information Meetings -

The purpose of this meeting is to present the data collection findings, alternative modification concepts (including typical section(s), stormwater conveyance for offsite and bypass systems and access management, alternative typical sections, wildlife crossings, transit needs as addressed in typical sections, predetermined or proposed trail, bike and pedestrian pathways and crossings).

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and comment by the PROJECT MANAGER. The CONSULTANT shall revise the materials per PROJECT MANAGER's comments.

The CONSULTANT shall prepare materials for meeting packets and presentations of Alternatives Information for review and recommendations to the Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee meetings.

The CONSULTANT shall update as needed per advisory committee recommendations the materials for the meeting packet and presentation of Alternatives Information for review and approval at the Metropolitan Transportation Planning Organization meetings.

The CONSULTANT will prepare for, participate in and provide all support necessary (including a PowerPoint presentation, script and handout materials) for the Metropolitan Transportation Planning Organization PROJECT MANAGER to conduct briefings and give the presentations. Materials and supporting reports will be provided in an editable digital format acceptable to Metropolitan Transportation Planning Organization three (3) weeks prior to the scheduled briefings.

The CONSULTANT will setup displays and other exhibits at least one (1) hour prior to the scheduled presentations for public inspection. The CONSULTANT will provide the final digital presentation at least two (2) business days prior to the scheduled briefing meeting times.

2.7 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Public Involvement Plan
- Updated Mailing List
- Excel file with stakeholder database
- Small Group / Stakeholder Meeting Materials and Meeting Summaries (if applicable)
- Content for Website
- Advertisements & News Releases
- Public Information Meeting / Workshop Materials
    - Exhibits
    - PowerPoint Presentations
    - Comment Forms
    - Handouts
    - Response/Comment Tabulations
    - Summaries

Task 3 – Data Collection

Immediately upon receipt of the notice to proceed, the Consulting Team will begin collecting the engineering, land use, traffic and crash, transit, drainage, hydraulic, and environmental data and complete streets elements necessary to develop and evaluate a reasonable range of alternative modification concepts as defined in Section 6.0 to meet the existing and future travel demand within the Study Area.

The CONSULTANT staff will conduct field work to observe, take pictures, and visualize the issues and opportunities identified in Task 1.

3.1 Video and Aerial Base Maps

The CONSULTANT will prepare a high-resolution video fly through at an appropriate elevation documenting the existing condition of the project. The CONSULTANT will use the video to convey the existing and future appearance (i.e. visual and aesthetics) of the modification concept to the public at the Alternative information Workshop and other public meetings. The presentation video shall display a split screen illustrating the existing conditions on one-half of the screen and the proposed modifications superimposed on the other half of the screen. Emphasis shall be placed on impacts to existing properties adjacent to the proposed solution.

The CONSULTANT will prepare color 1"=100' and 1"=50' scale controlled aerial-based raster image maps. These maps shall be used to present the master drainage basins (1"=100'), the alternative modification concepts (1"=100'), the recommended modification concept (1"=50'), right-of-way requirements (1"= 50') and any other required information.

The CONSULTANT will prepare color aerial photography that will be suitable for virtual display. Color aerial imaging will be used to present the overall project concept and the final recommended modification alternative to the public at the various public meetings. Both will be provided to Metropolitan Transportation Planning Organization by acceptable digital format.

3.2 Existing Roadway Characteristics

The CONSULTANT will conduct field investigations to collect all pertinent information on existing roadway characteristics (including structures where applicable) necessary to develop, evaluate and compare the alternative modification concepts. The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

All pedestrian infrastructure (i.e., sidewalks, curb ramps, street crossings, etc.) and bicycle infrastructure (bicycle lanes and/or trails), as appropriate, located within the project limits and public rights-of-way will be evaluated to determine compliance with current Americans with Disabilities Act standards. If the subject areas appear to be non-compliant with the current Americans with Disabilities Act standards, the CONSULTANT shall notify the Metropolitan Transportation Planning Organization PROJECT MANAGER in writing advising the Florida Department of Transportation Americans with Disabilities Act Coordinator or designee of the existing non-compliant features for further review and assessment.

The roadway data will be compiled, documented and mapped on the aerial photography base maps for public presentations.

3.3 Traffic Data

Florida Department of Transportation data may be available for this project. The CONSULTANT will coordinate with Metropolitan Transportation Planning Organization to secure the data and incorporate the results into the project traffic analysis and report. The CONSULTANT will collect the traffic data and develop the traffic factors and design traffic projections listed below:

3.3.1 Traffic Counts

If preferred, the CONSULTANT will collect and analyze a combination of 72-hour classification counts. Otherwise, the CONSULTANT will use the Florida Department of Transportation count data. The CONSULTANT will collect and analyze ten (10) hour turning movement counts (by 15-minute increments). All traffic count locations shall be identified by map in the Complete Streets Study Report.

Traffic Count Locations and Turning Movement Count Locations (vehicular, pedestrian and bicycle for am and pm, mid-day for school locations)

Traffic Count Locations

Williston Road to SW 14th Drive
SW 14th Drive to SW 25th Place
SW 25th Place to SW 16th Avenue
SW 16th Avenue to Archer Road

10-Hour Turning Movement Count Locations

Williston Road
SW 14th Drive
SW 25th Place
SW 16th Avenue
Archer Road

The CONSULTANT will be prepared to collect turning movement counts at one (1) additional intersections based on the results of this initial data collection effort.

The CONSULTANT will also observe and document weekday bicycle, pedestrian and transit activity and travel patterns within the study area during the field review. Off-street use of motorized micromobility vehicles should be identified.

3.3.2 Traffic Factors

Using the data collected through the traffic count program described above, the CONSULTANT shall use Year 2045 long-Range Transportation Plan-consist current and future year values for the following traffic factors:

- Peak to Daily Ratio (K) Factor
- Directional Split (D) Factor
- Truck Factor (T)

3.3.3 Design Traffic Projections

Using the latest adopted Gainesville Urban Area Transportation Study travel forecasting model Year 2045 Long-Range Transportation Plan data and/or the most recent Florida Department of Transportation forecast count data, the Consultant shall conform with the respective year forecast bands for the identification of short-range and long-range modification alternatives, including project phases (preliminary engineering, design, right-of-way, environmental, construction).

The traffic projections shall be presented as average annual daily traffic (AADT). For the purposes of this study, the **SW 13th Street** corridor capacity for motor vehicle operations on general purpose lanes is constrained.

The CONSULTANT shall also prepare turning movement analysis for each intersection identified in Section 3.3.1 to assess need for traffic operations modifications and to address modal accommodations / conflicts. The CONSULTANT shall perform an intersection level of service analysis, as well as other performance indicators, and provide a recommendation for traffic control timing for each of the above listed intersections using the appropriate software as approved by the County. In addition, from pedestrian data, the CONSULTANT will conduct review and analysis for the need of midblock crossings particularly for access to transit.

3.3.4 Operational Analysis

The Consultant will conduct existing and future operational analysis using Synchro 10 software. Intersection Level of Service results will be based on the Highway Capacity Manual (HCM) 7th Edition. The operational analyses will be performed for all analysis years for both AM and PM peak hours. The operational analysis will include all modes including automobiles, pedestrians, bicycles, and transit.

3.3.5 Crash Data

The CONSULTANT will collect and analyze Signal 4 Analytics data for the most recent five (5) years. Crash diagram summaries shall be provided for each identified high crash area.

The CONSULTANT will develop an existing conditions map containing geocoded crash diagram summaries. The crash data collected will include, at a minimum, the total number of crashes within the Study area and a summary of the crashes by type including crashes involving pedestrians and bicycles which shall be acquired both separately and concurrently with vehicular crash data, location, fatalities, injuries, cause and conditions and existing conditions map shall be included in the Complete Street Study Report.

3.3.6 Intelligent Transportation System Considerations

The CONSULTANT will coordinate with the Florida Department of Transportation and the City of Gainesville Traffic Management Center concerning existing Intelligent Transportation System infrastructure and potential Intelligent Transportation System modifications.

3.3.7 Design Traffic Technical Memorandum

The CONSULTANT will summarize the traffic data, travel forecasting and crash analysis activities in a Design Traffic Technical Memorandum. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Technical Memorandum for use at the Alternatives Information Public Workshop. Both deliverables will be submitted to Metropolitan Transportation Planning Organization PROJECT MANAGER for review and comment two weeks prior to the scheduled the Kick-Off Alternatives Information Public Workshop and updated at a time consistent with the Metropolitan Transportation Planning Organization approved project schedule. Comments on the updated Design Traffic Technical Memorandum shall be addressed in the Design Traffic Engineering Report.

3.3.8 Design Traffic Engineering Report

The CONSULTANT will prepare a detailed Design Traffic Engineering Report describing the traffic data collection effort, modeling and analysis. The report will contain tabulations of all data collected, warrant analyses where appropriate, and recommendations as to traffic control methods and turn lane geometry for specific intersections. The CONSULTANT will prepare visual highlights of the key findings of the Design Traffic Engineering Report for use at the Alternatives Recommendation and Alternative Approval meetings. The draft Design Traffic Engineering Report and visual infographics will be submitted for review two weeks prior to scheduling the Alternatives Recommendation meeting. The final Design Traffic Engineering Report will be summarized in and appended to the Complete Streets Study Report.

3.4 Utilities

The CONSULTANT will coordinate with the Florida Department of Transportation and Gainesville Regional Utilities concerning locations of existing and proposed utilities that would impact or would be impacted by proposed modifications to the corridor, including but not limited to the following:

- Overhead: transmission lines, microwave towers, etc.
- Land Surface: utility boxes, valves and shut-offs, potable or irrigation water supply wells, etc.
- Underground: water, gas, sanitary sewer, force mains, power and telephone cables, etc.

The CONSULTANT will perform a preliminary assessment of the preferred modification in coordination with the roadway lighting utility provider to identify areas that may require new lighting or lighting upgrade. The utility will perform lighting design during the design phase of the project. The CONSULTANT preliminary lighting assessment shall be limited to visually verifying that the existing lighting is sufficient or insufficient to meet the Florida Department of Transportation Design Manual Section 231 specifications and shall include recommendations for lighting in the Study Report.

The CONSULTANT will assess potential impacts to electrical distribution and transmission power poles along, **SW 13th Street**. The consultant shall include recommendations for relocation of electrical supply poles and facilities in the Study Report.

The CONSULTANT will perform a field assessment of lighting including street lighting and pedestrian/bicyclist lighting. The assessment shall include:

- Visual inspection of areas of well lit or poorly lit areas.
- Locate light poles, identify if stand alone or on existing utility pole, wattages (if present)
- Identification of poles that are in poor condition and poles that may affect existing or proposed right-of-way.

The CONSULTANT will summarize corridor lighting on base maps and shall provide recommendations for modification.

The CONSULTANT will coordinate with the Gainesville Regional Utilities to better coordinate Capital Improvement Program budgets and schedules:

1. Make them aware of the project at the conceptual level. (All information provided to each utility shall be documented as noted below.)
2. Obtain information on proposed utility construction and required clearances and easements.
3. Obtain input on utility issues that may not be readily apparent.

The CONSULTANT shall map and document this information in the Utility Section of the Study Report, which shall summarize how the existing utilities shall influence location and design considerations.

3.5 Transportation Plans

The CONSULTANT will review and document plans, including multimodal transportation and utility plans that may be pertinent to the project for all modes of transportation including automobile, truck/freight, transit, bicycle/pedestrian, motorized micromobility (such as scooters) and other non-motorized vehicles and modes by utilizing information from the City of Gainesville Comprehensive Plan and Transit Development Plan and Metropolitan Transportation Planning Organization. The Metropolitan Transportation Planning Organization Transportation Improvement Program shall be reviewed and details including funding schedules and descriptions of projects including or impacting the study area shall be documented. The information received from these plans shall be used to identify the conformance of this project to applicable transportation plans and to develop and evaluate the alternative modification concepts. The CONSULTANT shall document this investigation and its conclusions in the Study Report.

3.6 Existing Multimodal Accommodations and Services

The CONSULTANT will research, evaluate and document the locations and conditions of existing and planned pedestrian, bicycle, trail, and public transportation accommodations and services within the vicinity of the Study area including, but not limited to, sidewalks, pedestrian crossings, paved shoulder widths, signed bike routes, park-and-ride lots and transit bus routes and stops. This information, along with a review of the City of Gainesville sidewalk and bicycle facility inventories, will be used to identify potential multimodal modifications and connections to existing and planned multimodal infrastructure, if applicable.

3.7 Environmental Site Assessment

The CONSULTANT will conduct a desktop review for potential contamination sites, including any data contained on the Florida Department of Environment Protection websites for the properties affected by the modification being considered. The findings of the review will be mapped and documented in the Study Report.

3.8 Land Use / Development Plans

The CONSULTANT will review all relevant land use information (existing and future) necessary to develop and evaluate a reasonable range of alternative roadway modifications and to identify locations where right-of-way could potentially be dedicated for the roadway, pedestrian and bicycle modifications. Land use information may be found in the following sources: comprehensive and future land use plans, proposed development plans, zoning regulations, special area studies / plans and preliminary and final plats. This information shall be updated as needed during the Study period, documented on the aerial base maps and included in the Study Report.

The CONSULTANT will document pertinent information in the Study Report and on the aerial base maps.

3.9 Cultural Facilities

The CONSULTANT will conduct a desk-top review of cultural facilities that are located within the vicinity of the study area. Cultural facilities shall include, but not be limited to, trails, parks, schools and recreational areas as well as the neighborhoods they serve. Information relevant to this Study shall be mapped and documented in the Study Report.

3.10 Archaeological and Historic Features

The CONSULTANT will review federal, state and local sources to identify recorded historical and archaeological sites within the study area. Utilizing this information, the Consultant shall map all sites that may influence the location and evaluation of alternative modification concepts. T his information shall be documented in the Cultural Resource Section of the Study Report.

3.11 Hydrologic and Natural Features.

The CONSULTANT will review existing information, including, but not limited to, the data and maps of the US Army Corps of Engineers, Florida Natural Areas Inventory, St. Johns River Water Management District Databases, Florida Department of Environmental Protection, Florida Land Use and Cover Classification Systems, Natural Resources Conservation Service, City of Gainesville Stormwater Plans and Federal Emergency Management Agency basin studies, Florida Fish and Wildlife Conservation Commission Habitat Model Data, US Fish and Wildlife IPaC tool and specific site indicators such as topography, vegetation, soils data, floodplain information, and other field observations to identify significant hydrologic and natural features found within the study area.

The CONSULTANT will supplement existing literature/resource documents with field reviews of the study area. If the field review identifies the potential presence of a listed feature within the study area, the CONSULTANT will document and map the location(s) and extent relative to the occurrence within the study area. Information to be documented shall, at a minimum, include the following:

- Water Quality
- Floodplains and Floodways
- Drainage Outfalls
- Recommendations for the Maintenance of Watershed Water Flows and Volumes

The CONSULTANT will conduct and identify wetlands in accordance with all applicable State and Federal Regulations. A minimum of three (3) Seasonal High Water Table Elevations (SHWT) shall be established for each wetland. The CONSULTANT shall conduct and coordinate field investigations as necessary with County/City staff and with the appropriate regulatory agencies. The CONSULTANT will provide meeting minutes and field notes to the Public Works Environmental Project Manager. "Wildlife Corridor" will be defined as a route that permits the direct travel or spread of animals or plants from one area or region to another, either by the gradual spread of a population of a species along the route or by actual movement of animals, seeds, pollen, spores or microbes, as defined in Florida's State Wildlife Action Plan (formerly Comprehensive Wildlife Conservation Strategy). Critical and Strategic Habitat shall be defined as areas designated or proposed in accordance with the US Fish and Wildlife Endangered Species Act or Fish and Wildlife Commission modeled areas of habitat that have been identified as essential to sustain a minimum viable population for focal terrestrial vertebrate species that were not adequately protected on existing conservation lands, respectively.

The CONSULTANT will make recommendations as appropriate, to accommodate, wildlife crossing(s) and to preserve wildlife corridors.

The CONSULTANT will document offsite and bypass drainage features occurring within the study corridor and shall make recommendations to preserve and maintain water flows and volumes within watersheds. The Consultant shall assess and recommend strategies to assure the **SW 13th Street** corridor and adjoining lands, environmentally sensitive lands, and drainage are preserved, and - where indicated - potentially enhanced, as part of the corridor modifications.

The CONSULTANT will also evaluate corridor-wide permit-related information on environmental resource permits, dredge and fill permits, water quality permits, or stormwater discharge permits. This activity shall include coordinating with all applicable permitting agencies and identifying all existing permits and their conditions and influence on this Study.

The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

3.12 Threatened and Endangered Species

The CONSULTANT will review existing information to determine the potential presence of threatened or endangered plant and animal species within the study area. If the review identifies the potential presence of threatened or endangered plant or animal species, the CONSULTANT will document and map their locations relative to the findings/recommendations in Section 3.10. The CONSULTANT will supplement documented information with field reviews of the study area. The CONSULTANT will document in report and map format, in the Study Report, all information that may influence the location and evaluation of alternative modification concepts.

3.15 Deliverables

Work to be completed under this section by the Consultant shall require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Color Aerial Base Map
- Initial Design Traffic Technical Memorandum
- Updated Design Traffic Technical Memorandum
- Design Traffic Engineering Report
- Recommendations for the Maintenance of Watershed Water Flows and Volumes
- Environmental Site Assessment Report
- Mapping and Documentation of: Existing road characteristics
    - Existing and proposed utilities
    - Hazardous materials areas
    - Land use plans
    - Cultural features including trails
    - Archaeological and Historical Sites
    - Hydrologic and Natural Features
    - Utilities

Task 4 - Corridor Analysis and Project Need Documentation

Following completion of the data collection and evaluation activities, the CONSULTANT will perform a corridor analysis for the study area. This analysis will determine the characteristics within the study area and potential corridors therein that could influence the development of the modification concepts. The Corridor Analysis activities will identify the modification need, the existing and projected travel demand, the current and projected land use development patterns and the presence of any environmental, cultural, archaeological/historical, hydrologic and natural sensitive area(s) within the corridor.

The CONSULTANT will prepare a draft Corridor Analysis Technical Memorandum that will document the Corridor Analysis activities. The draft memorandum will be incorporated into the development of the alternatives and analysis. The technical memorandum will be submitted to Metropolitan Transportation Planning Organization for review and approval and will be included in the Corridor Analysis Section of the Study Report. The Corridor Analysis Technical Memorandum will contain, at a minimum, the following information in the body of the memorandum (including maps as appropriate):

- Existing Road Characteristics
- Crash Data
- School and Public Transportation
- Existing and Proposed Utilities
- Existing Transportation and Long Range Plans
- Soils Data
- Areas of Potential Contamination
- Existing and Proposed Land Uses, Zoning and Development Project Boundaries
- Cultural Features including Trails
- Project Need
- Existing and proposed travel demand
- Current and projected development patterns
- Modification Opportunities, Alternatives and Constraints
- Summary of Public Involvement to date

4.1 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

• Corridor Analysis Technical Memorandum

Task 5 - Modification Alternatives Development and Analysis

The CONSULTANT will perform the following tasks to develop, analyze and compare alternative modification concepts within the corridor. A total of 3 build alternatives will be considered. As one build alternative, the CONSULTANT will consider Transportation Systems Management. The Transportation Systems Management analysis will evaluate side street intersections and traffic signal modifications as possible alternatives. Two additional Build alternatives will be analyzed as part of this study. All alternatives will consider and demonstrate the capacity to comply with Americans with Disabilities Act standards. The CONSULTANT will document in the Study Report any design criteria utilized in the analysis process for roadway and drainage modification concepts.

5.1 Alternative Typical Sections

Based on the draft Design Traffic Technical Memorandum and Corridor Analysis Technical Memorandum, drainage considerations, transit and multimodal needs and other available information, the CONSULTANT will consider alternative typical sections for **SW 13th Street** which will include alternatives that minimize property acquisition outside within the existing right-of-way. The CONSULTANT will then evaluate these two alternatives using criteria that will include but not be limited to Complete Streets needs, access management, right-of-way requirements, offsite and bypass drainage systems and traffic volumes. The analysis will be documented in the Study Report and submitted to Metropolitan Transportation Planning Organization with a recommendation of viable typical sections.

5.2 Access Management Determination

The CONSULTANT will review the current Florida Department of Transportation State Highway System Access Management classifications and define alternative access management concepts that may be applicable to this project with consideration of the Florida Department of Transportation Corridor Context Classifications and City of Gainesville transects. The review will consider whether any adjustment the Context Area Classification zones within the SW 13th Street Corridor.

Access management evaluation will consider proposed development within the SW 13th Street Corridor, especially if any development order includes any transportation system mitigation modifications.

The CONSULTANT will evaluate the effects of at least two (2) alternative access management concepts that appear to be most applicable considering traffic circulation, pedestrian and bicycle movements and safety, access to individual properties, U-turn vehicle tracking needs and other applicable criteria and recommend the most appropriate application for each section of the corridor.

The CONSULTANT will update the concept throughout the Study and document the evaluation and recommendation of the alternative access management concepts in the Study Report.

5.3 Develop Alternative Modification Concepts

The CONSULTANT will develop alternative modification concepts for at least two (2), but no more than three (3) alternative access management concepts. Concept plans will include the aerial background and existing roadway characteristics information as developed in Section 3.0.

5.4 Analyze Modification Concepts

The CONSULTANT will analyze the benefits and impacts associated with the Modification Concepts as well as the No-Build Concept. The results of the analysis of the Alternative Modification Concepts will be documented in the in the Study Report. The analysis to be performed for each alternative will specifically include safety, accommodations for a wide variety of users, cost, conformance to long-range plans, good engineering practices and environmental considerations, some of which are more particularly described below:

- Compensable Impacts Analysis - The CONSULTANT will look to minimize compensable impacts to private properties associated with each viable alternative. This evaluation effort will include: o Inspection of potential affected properties in the field to determine the extent of compensable impacts on each parcel associated with each viable alternative, and whether such impacts can be reduced in a cost-effective manner.

    - Consideration of site access, onsite drainage, onsite parking, onsite utilities, including septic systems, and any other existing facilities that may be impacted by each viable alternative modification concept, including financial impacts to existing businesses.
    - Incorporation of comments in the recommended alternative such as to minimize the number and extent of such compensable impacts.

The above-described investigations, findings and recommendations will be documented in the Study Report.

- Cost Analysis – The CONSULTANT will develop engineering design and construction cost estimates for each alternative. The CONSULTANT will develop estimated right-of-way impacts for each alternative, including a tabulation of potential acquisition parcels and areas (in square feet). The location of each parcel will be shown on an aerial map. Preliminary right-of-way cost estimates will be based on a planning level analysis (costs per square foot).

- Conceptual Drainage Analysis – The CONSULTANT will perform a preliminary drainage analysis of each alternative to determine the potential outfall locations and preliminary sizes (volume and area) of required detention and/or retention facilities for stormwater treatment or attenuation and will include assessment of existing piped and swale systems. This analysis will also address off-site and bypass systems within each viable alternative corridor including the sizing of closed systems. The findings will be appended to the Study Report. If the Drainage Analysis indicates no ponds are required, the Consultant will provide adequate information and data to request a stormwater permit exemption from the Water Management District.

- Community (social-economic) Impact Analysis – The CONSULTANT will estimate the number of residences, businesses, neighborhoods, and community facilities impacted by each alternative, including socio-economic data sufficient to determine potential impacts to disadvantaged populations. The CONSULTANT will prepare aerial photography with proposed right-of-way lines for each alternative.

- Critical and Strategic Habitat Impact - The CONSULTANT will quantify/qualify the potential impacts to United States Endangered Species Act critical habitats and Fish and Wildlife Commission identified strategic habitat associated with each modification concept and shall identify potential alternatives and/or mitigation strategies and costs.

- Contaminated Sites Impacted – The CONSULTANT will identify the location of any contaminated or potentially contaminated sites, known extent of contaminated soil, groundwater and/or surface water and the location of pollutant storage tanks or other regulated materials storage areas or vessels in each alternative and shall recommend whether a Phase II Environmental Site Assessment is necessary.

5.5 Alternatives Comparison Matrix

The CONSULTANT will prepare an Alternatives Evaluation and Comparison Matrix to document and compare the results of the evaluation tasks. This matrix will be used to clearly identify the most viable modification concept. It will be prepared in a manner suitable for presentation to the public. The matrix will be updated prior to the Alternatives Recommendation Meetings to reflect the recommended modifications.

5.6 Deliverables

Work to be completed under this section by the Consultant will require the following items to be delivered and accepted by Metropolitan Transportation Planning Organization:

- Transportation System Management Alternative Analysis
- No Build Alternative
- Alternative Typical Sections (as needed)
- Access Management, Evaluation and Concept and Maps
- Alternative Roadway Modification Concepts and Maps
- Alternative Modification Concept Analysis, to include:
    - Cost Analysis
    - Conformance to Transportation Plans Analysis
    - Land Use and Development Plan Analysis
    - Community Needs and Preferences Analysis
    - Conceptual Drainage Analysis and Pond Siting Report
    - Community Impact Analysis
    - Wetlands and/or Upland Impact Analysis
    - Floodplain Impact of Alternatives
    - Critical and Strategic Habitats Impact Analysis
    - Wildlife Corridor Impact Analysis
    - Threatened and Endangered Species Impact of Analysis
    - Archaeological and Historic Feature Analysis
    - Contaminated Sites Analysis
    - Draft and Final Alternatives Comparison Matrix

Task 6 – Recommended Modifications Evaluation

Following completion of the alternative analysis and Alternatives Information Public Meeting, the CONSULTANT, in association with Metropolitan Transportation Planning Organization, will prepare the final recommended modifications to be considered for inclusion in the List of Priority Projects.

The CONSULTANT, in coordination with the PROJECT MANAGER, will refine the final recommended modifications. These refinements will include estimating the final recommended right-of-way limits, environmental mitigations, cost and other major features needed to advance the recommended modifications to the subsequent design phase. The evaluation matrix will be updated to reflect the impacts of the final recommended modification concept. Impacts that are not quantifiable will be documented in the Study Report.

6.1 Study Report

One primary document entitled the Study Report will be prepared. This document will record all public involvement activities, alternatives developed, analysis efforts, and the final recommendation. A report outline will be submitted to the Metropolitan Transportation Planning Organization Project Manager for review and approval prior to initiating documentation. It will contain summaries and recommendations pertaining to the recommended alternative and potential impacts associated with it. The CONSULTANT will prepare the draft Study Report documenting all activities leading to and including all comments received from the public to that point and the selection of the recommended modification concept. The draft report will be prepared prior to the Study Recommendation Meetings allowing sufficient time for Metropolitan Transportation Planning Organization's review comments to be incorporated into the draft document which will be available for review at that meeting.

The draft Study Report will be amended, if necessary, in accordance with the results of the Study Recommendation Meetings. This updated draft Study report will be presented to the Metropolitan Transportation Planning Organization at its Study Approval meeting. Any revisions from the Study Approval Meeting will be addressed in the final Study Report. To the maximum extent possible, all draft documents will be updated by modifying and inserting adjusted pages into the previously submitted documents. Digital copies will be delivered on a digital format as directed by the Metropolitan Transportation Planning Organization Project Manager and may be similarly updated for each submittal. Technical memoranda will be prepared throughout the course of the study to document interim decision on the traffic forecasts and the initial corridor analysis processes. These technical memoranda will be formally summarized in the body of the report and incorporated in their entirety into the Study Report as appendices.

The Study Report will, at a minimum, contain the following information in the body of the report (including maps as appropriate):

- Public Involvement
- Existing Conditions
- Project Need
- Utilities
- Conformance with Transportation and Long Range Plans
- Land Use and Development Patterns
- Existing and Proposed Land Uses
- Community Needs and Preferences
- Utilities Analysis
- Environmental Site Assessment Issues
- Cultural Features including Trails
- Hydrologic and Natural Features

- Corridor Analysis
- Alternative Typical Sections
- Alternative Modification Concepts
- Transportation System Management Analysis
- No Build Concepts
- Access Management Alternatives
- Alternative Drainage and Pond Concepts
- Analysis and Comparison of Alternatives (Including Costs and Impacts)
- Recommended Alternative Modification Concept and Map
- Right-of-Way Identification Map
- Cost Estimates
- Design and Construction Schedules

In addition, the Study Report shall include the following as appendices or as separate volumes of the report:

- Public Involvement Report
- Design Traffic Engineering Report
- Environmental Site Assessment Report, including as needed, Hydrologic and Natural Features

The CONSULTANT will prepare an Executive Summary that contains a synopsis of the Study Report. The draft Executive Summary and subsequent revisions including the final summary will be no more than four (4) pages. The Executive Summary will contain sufficient text, illustrations, tables and maps to adequately convey the results of the study to appointed and elected officials and the public and will formatted to function as a standalone (brochure) document.

6.2 Cost Estimates and Final Design Schedule

The CONSULTANT will submit an estimated schedule and estimated costs for the final design and construction of the recommended modifications. The schedule and estimated cost will be included in the draft, updated and final copies of the Study Report

6.3 Final Recommended Modifications Concept Map

The CONSULTANT will prepare a Recommended Modifications Concept Map that graphically depicts the location of the roadway and appurtenances, their alignment and the proposed modifications prior to the Recommended Concept Public Meeting. The Recommended Modifications Concept Map will show the location of median openings (identified as to full or directional), signalization, lane configurations, pedestrian/bicycle facilities, transit facilities, potential pond/mitigation/flood plain compensation sites, wildlife corridors, critical and strategic habitat, utility strips, privacy walls and any other project elements. To show modification project detail, the Recommended Modifications Concept Map may be presented by project modification, segmented and/or with insets in a map series.

The Final Recommended Modification Concept Map [Series] will include the accompanying proposed typical section(s) illustrating roadway, bicycle and pedestrian facilities, conceptual lighting, and potential landscaping. Any revisions resulting from the Study Approval Meeting will be incorporated into the Recommended Modifications Concept Map [Series].

The Consultant will submit a Final Recommended Modification Concept Map [Series] with the Final Study Report. The final map will include modifications to the draft map as necessary to reflect the Metropolitan Transportation Planning Organization's action. The draft and final submittals of the Study Report with Executive Summary will include final Recommended Modifications Concept Maps formatted onto 8.5 inch X 11 inch sheets.

6.4 Deliverables

Work to be completed under this section by the CONSULTANT will require the following items to be submitted to and accepted by Metropolitan Transportation Planning Organization:

- Draft, updated drafts and final Executive Summary
- Draft, updated drafts, and final Roadway Conceptual Analysis Report (including 11" X 17"maps)
- Draft, updated drafts, and final Executive Summary (including 11" X 17" maps)
- Recommended Modification Concept Map, drafts and final
- Final Design Cost Estimate and Schedule
- Construction Cost Estimate and Schedule

Schedule - The Consultant will submit all required deliverables and provide specified services on or before June 30, 2025. Project Fee - This Scope of Services will be completed for a Lump Sum fee of $200,000.

ATTACHMENT "A": TECHNICAL SCOPE GUIDELINES

1. Existing R/W Map Project Numbers:	Provide the R/W Map number, year, MP limits, and minimum widths.
2. Old Construction Project Numbers:	Provide the project number, year, work description, and MP limits.
3. Additional R/W Required?	No.
	Yes. Consider stating the reason that is required, or simply refer to the R/W Scope Items and describe in more detail there.
4. Level of Community Awareness Plan:	Level 1-4 as described in the Project Management Handbook. Include a description if a higher level than typical for the project is proposed
5. Are there any bridges within the limits?	No.
	Yes. Include the bridge number and crossing feature.
6. Are there any RR Crossings within the project limits or in the vicinity?	No.
	Yes. Provide the crossing number and if railroad funding is to be included in the work program.
7. Are there any Airports within 5-miles?	No.
	Yes. Provide name, direction and distance from the project.
8. Storm Water Management Jurisdiction:	St. Johns River Water Management District
9. Is the Project within CCCL (Coastal Construction Control Line)	Yes or No.
10. Existing Utilities per Sunshine One Call: Estimated number of underground: #	List the utilities as reported by Sunshine One Call and the type if known. Include any utilities noted during field review that were not on Sunshine One Call. Compare the utility list to the District utility address book to obtain currently used company names.
11. Is the project near a significant archaeological site?	No. EMO has reviewed this project and has no concerns.
	Yes. Refer to Permitting or Archaeological Scope Items if needed or provide a description here if brief.
12. Any Special MOT concerns?	Describe the concern if any. This would be atypical.
13. Any Construction Concerns?	Describe the concern if any. This would be atypical.
14. Posted/Design Speed Limits:	Include the posted and design speeds by MP.
15. Design Criteria and Highway System:	Designate if the project is intended to follow new construction criteria, RRR, TDLC, AASHTO, or Florida Greenbook.
16. Lump Sum or Pay Item?	Lump Sum is typical.
	Pay Item per PPM Guidance, requires concurrence from District Construction Office after reviewing the Scope.
17. Proposed Design Schedule	R/W – 3-4 years
	No R/W – 18-24 months

North Central Florida Regional Planning Council

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September 18, 2024

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

FROM: Scott R. Koons AICP, Executive Director

SUBJECT: Year 2050 Long-Range Transportation Plan Update - Draft Vision, Principles and Strategies

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation approve the draft Vision, Principles and Strategies (Exhibit 1) for the Year 2050 Long-Range Transportation Plan update.

BACKGROUND

Exhibit 2 is the adopted Year 2045 Long-Range Transportation Plan Update Vision, Principles and Strategies that are consistent with the federal requirements of the Fixing America's Surface Transportation Act, including the ten planning factors (see Exhibit 3) and planning emphasis areas (see Exhibit 4).

Since the adoption of the Year 2045 Long-Range Transportation Plan, federal requirements under the Bipartisan Infrastructure Law have not changed and the planning factors and planning emphasis areas also remain unchanged for the transportation planning process.

The draft Year 2050 Vision, Principles and Strategies remain the same as the adopted 2045 Vision, Principles and Strategies.

Enclosures

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Exhibit 1

Year 2050 Long-Range Transportation Plan Update
Vision Statement, Principles and Strategies

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

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

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

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

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

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

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.

Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

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

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

Strategy 5.2: Provide adequate sidewalks to all bus stops and bicycle racks on all buses.

Principle 6: Promote efficient system management and operation

Strategy 6.1: Develop a transportation system that disperses traffic throughout the local transportation grid rather than concentrating traffic on a few major roads.

Strategy 6.2: Encourage the development and location of employment and service centers that reduce travel distances from residential areas and to transit services.

Strategy 6.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.

Exhibit 2

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

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

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

This vision is supported by the following Principles and Strategies:

Principle 1: Support economic vitality

Strategy 1.1: Support transportation projects that promote economic development and tourism.

Strategy 1.2: Consider capacity enhancement projects that allow for the expansion of existing commercial centers.

Strategy 1.3: Support projects that improve connectivity to existing or planned economic centers.

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

Strategy 2.1: Support projects that address safety performance targets and increase safety for all users.

Strategy 2.2: Implement techniques and road design to reduce fatalities and serious injuries.

Strategy 2.3: Support projects that increase safety and security for all users of the non-motorized transportation system.

Strategy 2.4: Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services.

Strategy 2.5: Coordinate with appropriate agencies to accommodate incident management and emergency management.

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

Strategy 3.1: Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).

Strategy 3.2: Encourage the construction of bus bays (turnouts) where possible.

Strategy 3.3: Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.

Strategy 3.4: Expand mobility options, including transit, to improve accessibility, availability and competitiveness of transit as a viable travel option.

Strategy 3.5: Support projects that will improve the resiliency and reliability of the transportation system.

Strategy 3.6: Support innovative technologies projects that will enhance the efficiency of the transportation system, such as automated and connected vehicles, shared-use vehicles and alternative-fueled vehicles.

Principle 4: Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Strategy 4.1: Support land use designations and encourage development plans that reduce vehicle miles traveled and are transit-supportive.

Strategy 4.2: Develop and expand a network that provides for safe and convenient opportunities for bicyclists and pedestrians.

Strategy 4.3: Reduce adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution.

Strategy 4.4: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local comprehensive plans.

Strategy 4.5: Support projects that will reduce or mitigate stormwater impacts of surface transportation.

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

Strategy 5.1: Develop mobility hubs and freight intermodal centers at appropriate locations.

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Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1: Direct sufficient resources to preserve existing transportation infrastructure.

Strategy 7.2: Protect existing and future road rights-of-way from development encroachment.

Strategy 7.3: Support projects that address bridge, pavement and system performance targets on the National Highway System.

Strategy 7.4: Support projects that address transit asset management (state-of-good repair) targets.

Exhibit 3

Bipartisan Infrastructure Law
10 Planning Factors

FACTOR 1 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

FACTOR 2 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users;

FACTOR 3 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the accessibility and mobility options available to people and for freight;

FACTOR 4 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation, promote consistency between transportation improvements and State and local planned growth and economic development patterns and improve quality of life;

FACTOR 5 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

FACTOR 6 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;

FACTOR 7 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;

FACTOR 8 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users;

FACTOR 9 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

FACTOR 10 The metropolitan transportation planning process shall provide for consideration of projects and strategies that will enhance travel and tourism.

Note - The Moving Ahead for Progress in the 21st Century Act eight planning factors were supplemented with Factors 9 and 10 (by the Fixing America's Surface Transportation Act and remained unchanged by the Bipartisan Infrastructure Law.

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Florida Planning Emphasis Areas-2018

The Florida Department of Transportation Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Metropolitan Planning Organizations should consider the following topics when updating their Unified Planning Work Plan.

Rural Transportation Planning

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

Transportation Performance Measures

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and Florida DOT venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of Florida's MPOs and DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

ACES (Automated/Connected/Electric/Shared-use) Vehicles

According to the Federal Highway Administration, "Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/ AV usage."

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

Contact Information:
Mark Reichert, FDOT Administrator for Metropolitan Planning
850-414-4901
mark.reichert@dot.state.fl.us

North Central Florida Regional Planning Council

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

September 18, 2024

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

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida Department of Transportation Response -
NW 83rd Street Capacity Project Funding Request

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

During discussion of the Transportation Improvement Program at its June 3, 2024 meeting, the Metropolitan Transportation Planning Organization approved a motion:

> *To have the Chair send a letter to the Florida Department of Transportation to request that it program funding for the NW 83rd Street capacity project included in the Year 2045 Long Range Transportation Plan Cost Feasible Plan with Alachua County providing local match for design.*

The Year 2045 Long Range Transportation Plan Cost Feasible Plan shows the NW 83rd Street Capacity Project from NW 23rd Avenue to NW 39th Avenue as the number one priority.

The Florida Department of Transportation has responded to the Metropolitan Transportation Planning Organization request (see Exhibit 1). The response indicates that the Metropolitan Transportation Planning Organization would need to reprioritize the NW 83rd Street Capacity Project as part of the List of Priority Projects.

Attachment

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EXHIBIT 1

Florida Department of Transportation

RON DESANTIS
GOVERNOR

1109 S. Marion Avenue
Lake City, FL 32025

JARED W. PERDUE, P.E.
SECRETARY

September 06, 2024

Scott. R. Koons, AICP
Executive Director
Gainesville Metropolitan Transportation Planning Organization (GMTPO)
2009 NW 67th Place
Gainesville, FL 32653-1603

RE: NW 83rd Street Capacity Project Funding Request

Dear Mr. Koons,

Thank you for your letter dated August 20, 2024, regarding the request for NW 83rd Street Capacity Project Funding.

Upon review of the latest annual List of Priority Projects (LOPP) received from GMTPO; the NW 83rd Street Capacity Project is currently listed under Discretionary Priorities on Table 5. Projects the GMTPO desires to be funded by FDOT are listed on Table 1. To be considered for funding, the project should be listed as a top priority on Table 1.

Please contact FDOT's Urban Transportation Planning Manager, Achaia Brown at (904) 360-5414 or Achaia.Brown@dot.state.fl.us if you have any questions or comments.

Sincerely,

Greg Evans
District Secretary

TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 5/22/2024	MEETING DATE 7/17/2024	IN VIOLATION IF ABSENT AT NEXT MEETING?
ALISON MOSS Alt - Jessica Klutts Alt - Michael Castine	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
Seth Wood	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
JASON SIMMONS Alt - Andrew Persons	City of Gainesville Department of Sustainable Development	P	A	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	P	P	NO
VACANT Alt - Achaia Brown Alt - Victoria Kutney Alt - Brian Waterman	Florida Department of Transportation	-	 P	NO
YAIMA DROESE Alt - Reginald Thomas	School Board of Alachua County	A	A	YES
VACANT Alt - Linda Dixon	University of Florida Planning, Design & Construction Division	P	P	NO
JEREMIAH MCINNES Alt - Ron Fuller Alt -	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:

1. 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.
2. 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 that 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 MetropolitanTransportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	9/13/2023	5/1/2024	7/17/2024	Violation If Absent At Next Meeting 9/25/2024
Gilbert Levy	26-Dec	P	P	P	No
Ruth Steiner	24-Dec	P	P	P	No
VACANT	25-Dec	-	-	-	-
VACANT	26-Dec	-	-	-	-
VACANT	26-Dec	-	-	-	-
VACANT	26-Dec	-	-	-	-
VACANT	26-Dec	-	-	-	-
VACANT	25-Dec	-	-	-	-
VACANT	25-Dec	-	-	-	-
VACANT	25-Dec	-	-	-	-
VACANT	25-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-
VACANT	24-Dec	-	-	-	-

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

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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 2024 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	***CANCELLED***	January 18	***CANCELLED***
APRIL	March 13 ***CAC CANCELLED***	March 14	April 1 at 3:00 p.m.
MAY	May 1	-	May 13 at 3:00 p.m.
JUNE	May 22 ***CAC CANCELLED***	May 16	June 3 at 5:00 p.m.
AUGUST	July 17	July 18	September 16 at 3:00 p.m.
OCTOBER	September 25	September 26	October 7 at 3:00 p.m.
DECEMBER	November 13	November 14	December 2 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 2, 2024 meeting will commence at 5:00 p.m. at the earliest following conclusion of the Joint Alachua County-City of Gainesville Meeting.