

Year 2045 Long-Range Transportation Plan Community Workshop #1



Gainesville, FL
May 12, 2020



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

Year 2045 Long-Range Transportation Plan Community Workshop #1 Presenters

- Scott R. Koons, AICP
Executive Director
Metropolitan Transportation Planning
Organization
for the Gainesville Urbanized Area
- Edward Ng, MPP, MPL, AICP
Technical Vice-President, Planning
The Corradino Group



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Year 2045 Long-Range Transportation Plan Community Workshop #1 Meeting Objectives

- Provide overview of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
- Present Gainesville 2045 Long-Range Transportation Plan Update process
- Discuss regional transportation needs and goals for the future
- Understand community investment priorities
- Provide information on how to stay involved
- Discuss next steps



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Year 2045 Long-Range Transportation Plan Community Workshop #1 Overview

- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Overview
- Long-Range Transportation Plan Update Process
- Public Involvement
- Federal Planning Factors
- Performance Measures
- Year 2040 Long-Range Transportation Plan Status Report
- Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies
- Existing Plus Committed Network Transportation Projects
- Regional Transit System Transit Development Plan
- Non-Discrimination Policy
- Discussion - GoToMeeting Chat Box
- Next Steps



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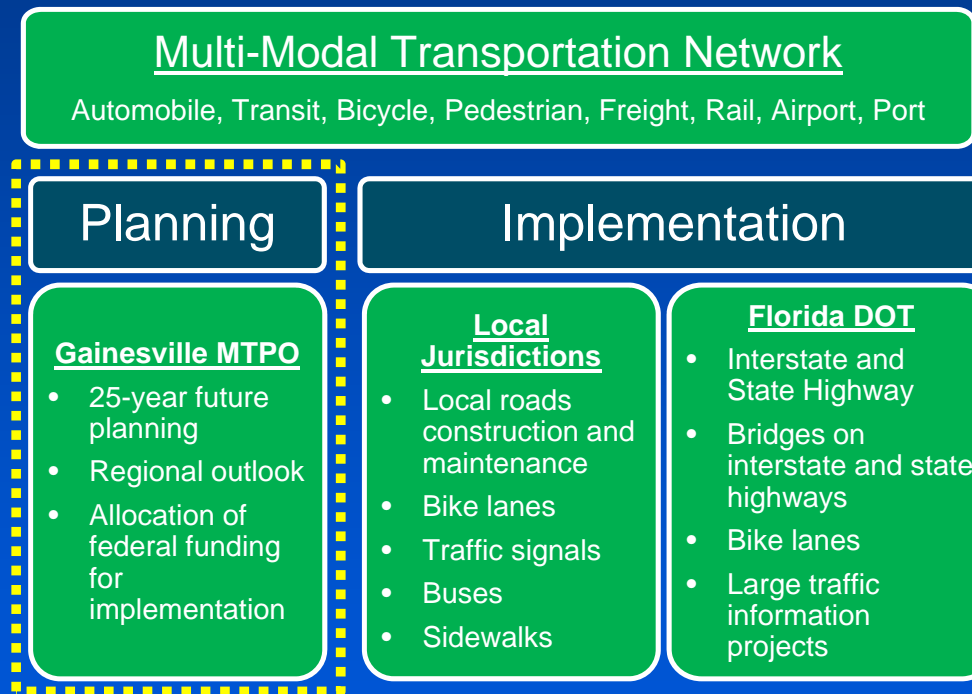
What is the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area?

- Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a federally mandated transportation policy-making and planning body
- Federal law requires a regional comprehensive, cooperative, continuing process for transportation planning
- Long- and short-range transportation plans must reflect investments that support achievement of regional and national transportation goals
- North Central Florida Regional Planning Council provides staff services



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What does the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area do?



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Year 2045 Long-Range Transportation Plan Public Comments

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area encourages public participation, including participation from freight shippers and public transit providers, in the Year 2045 Long-Range Transportation Plan update process.

Please provide written comments via the following Survey Monkey link:

<https://www.surveymonkey.com/r/Gainesville2045LRTP>



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Long-Range Transportation Plan Process



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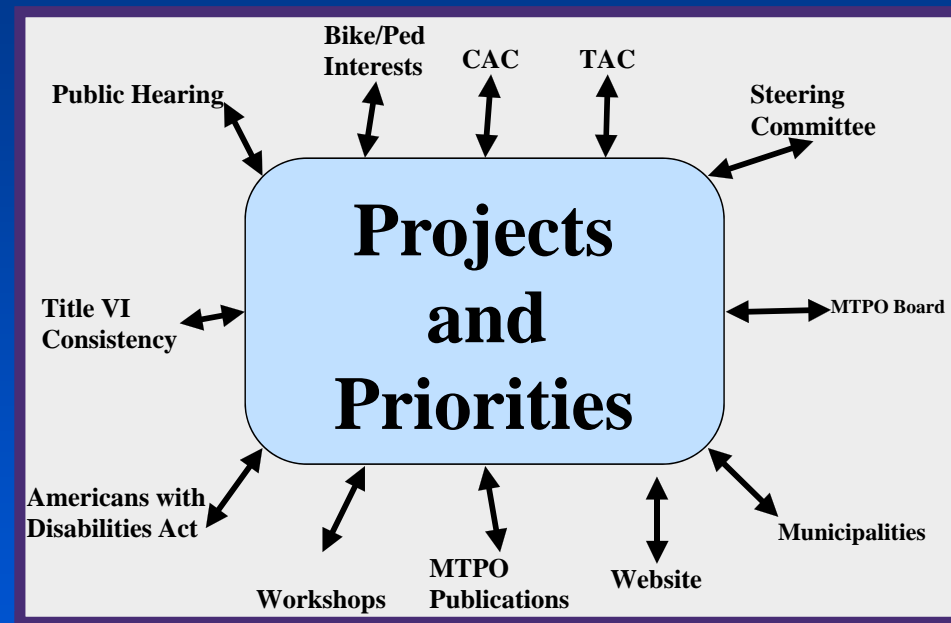
Key Questions To Be Answered

- How do we achieve the vision for the community?
- How do we focus future growth?
- How do we develop a balanced transportation system?
- How do we integrate transit that is effective, efficient and affordable?
- How do fund our shared vision for our community?
- What steps must be taken to achieve the vision?



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Approach to Project



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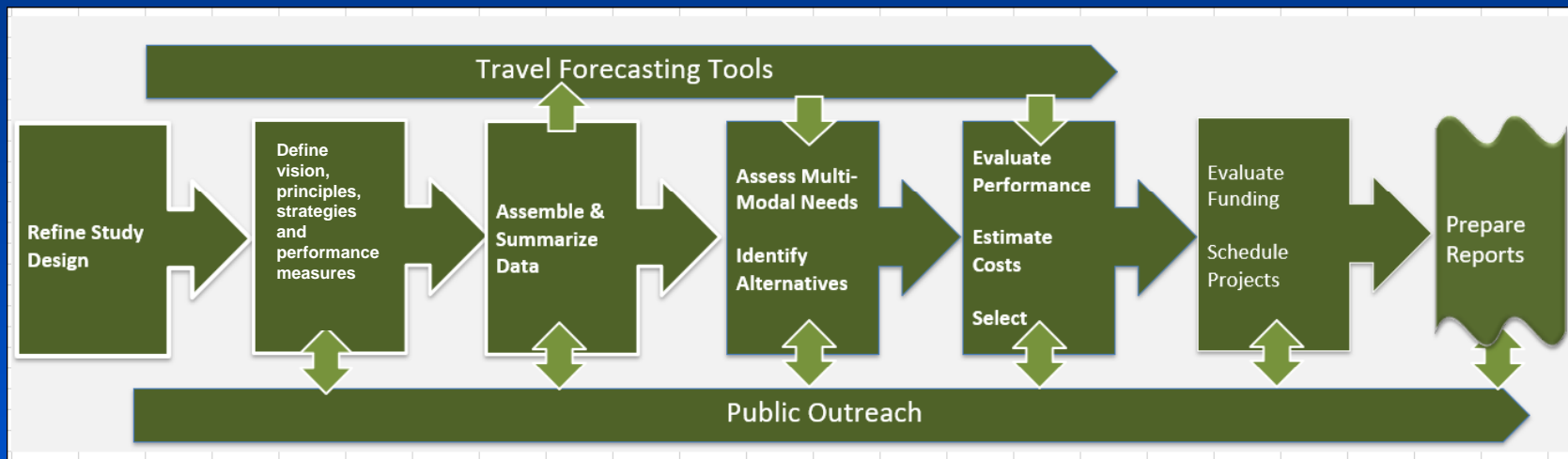
Tasks

- ❑ Task 1: Public Involvement
- ❑ Task 2: Data Collection, Mapping and Data Development
- ❑ Task 3: Data Review and Verification
- ❑ Task 4: Model Update and Validation
- ❑ Task 5: Year 2045 Transportation Needs and Cost Feasible Plan
- ❑ Task 6: Year 2045 Preliminary and Constrained Needs Plan
- ❑ Task 7: Development of Year 2045 Long-Range Transportation Cost Feasible Plan



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Study Tasks/Process



Public Involvement

- Workshops like this one!
 - Public Workshops
 - Workshop #1 – General Overview of Process and Vision Statement, Principles and Strategies
 - Workshop #2 – Results of Testing and Evaluating Alternative Networks (Preliminary Needs Plan)
 - Workshop #3 – Public Input on projects to be selected for 2045 Cost Feasible Long-Range Transportation Plan
- Includes opportunities for public comment
- Adjustments due to COVID-19 Public Health Emergency
- Plan to be adopted in Public Hearing - August 24, 2020



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Fixing America's Surface Transportation Act

Ten 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 security of the transportation system for motorized and nonmotorized users;
- Factor 4- 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 5- The metropolitan transportation planning process shall provide for consideration of projects and strategies that will protect and enhance the environment, promote energy conservation and improve quality of life;



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Fixing America's Surface Transportation Act Ten Planning Factors (Continued)

- Factor 6- 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 7- The metropolitan transportation planning process shall provide for consideration of projects and strategies that will promote efficient system management and operation;
- Factor 8- The metropolitan transportation planning process shall provide for consideration of projects and strategies that will emphasize the preservation of the existing transportation system;
- 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.



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Performance Measures

- ❑ **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- ❑ **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair;
- ❑ **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System;
- ❑ **System Reliability** - To improve the efficiency of the surface transportation system;
- ❑ **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- ❑ **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- ❑ **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



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Performance Measures

Measure / Activity	Affected Facilities / Agency
Safety Measures (fatalities and serious injuries)	All public roads
Asset Management Plan	Florida Department of Transportation
Pavement Measures (state of good repair)	National Highway System
Bridge Measures (state of good repair)	National Highway System
Freight Mobility Measures	National Highway System
Planning Activities	All Agencies
System Performance Measures	National Highway System
Transit Measures (state of good repair)	Regional Transit System



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Year 2040 Long-Range Transportation Plan Status

Project	Funding Period			
	2021 - 2025	2026 - 2030	2031 - 2040	Beyond 2040
Strategic Intermodal System Revenues (Year of Expenditure dollars)				
	\$5.1 Million	-	-	-
1 - Modifications at Interstate 75 / State Road 121 Interchange	ROW \$0.10	- -	- -	- -
	CST/CEI \$5.00	- -	- -	- -
State Highway System Revenues (Year of Expenditure dollars)				
	\$23.6 Million	\$22.3 Million	\$48.8 Million	\$33.3 Million
1 - Multimodal Emphasis Corridor Study and Implementation on US 441 (West University Avenue) from NW 23rd Avenue to Archer Road	Design FDOT	- -	- -	- -
	ROW NA	- -	- -	- -
	CST \$2.35	- -	- -	- -
	CEI \$0.40	- -	- -	- -
2 - Multimodal Emphasis Corridor projects on State Road 26 (University Avenue) from Gale Lemerand Drive to Waldo Road	Design FDOT	- -	- -	- -
	ROW \$0.30	- -	- -	- -
	CST \$6.55	- -	- -	- -
	CEI \$1.00	- -	- -	- -
3 - Pedestrian Safety Modifications on State Roads 24.331 (Waldo/Williston Roads) from NE 39th Avenue to SE 16th Avenue	Design FDOT	- -	- -	- -
	ROW NA	- -	- -	- -
	CST \$3.30	- -	- -	- -
	CEI \$0.50	- -	- -	- -
4 - Safety and Capacity Enhancements on State Road 121 (West 34th Street) from SW 2nd Avenue to US 441 designed and constructed as a Complete Street with protected bike lanes	Design FDOT	- -	- -	- -
	ROW \$1.65	ROW \$1.50	- -	- -
	CST \$6.55	CST \$3.70	CST \$39.35	- -
	CEI \$1.00	CEI \$0.50	CEI \$5.70	- -
5 - Widen State Road 24 (Archer Road) to four lanes from Tower Road to SW 122nd Street	Design FDOT	- -	- -	- -
	- -	ROW \$9.70	- -	ROW \$5.15
	- -	CST \$6.10	CST \$3.15	CST \$24.40
	- -	CEI \$0.80	CEI \$0.60	CEI \$3.75



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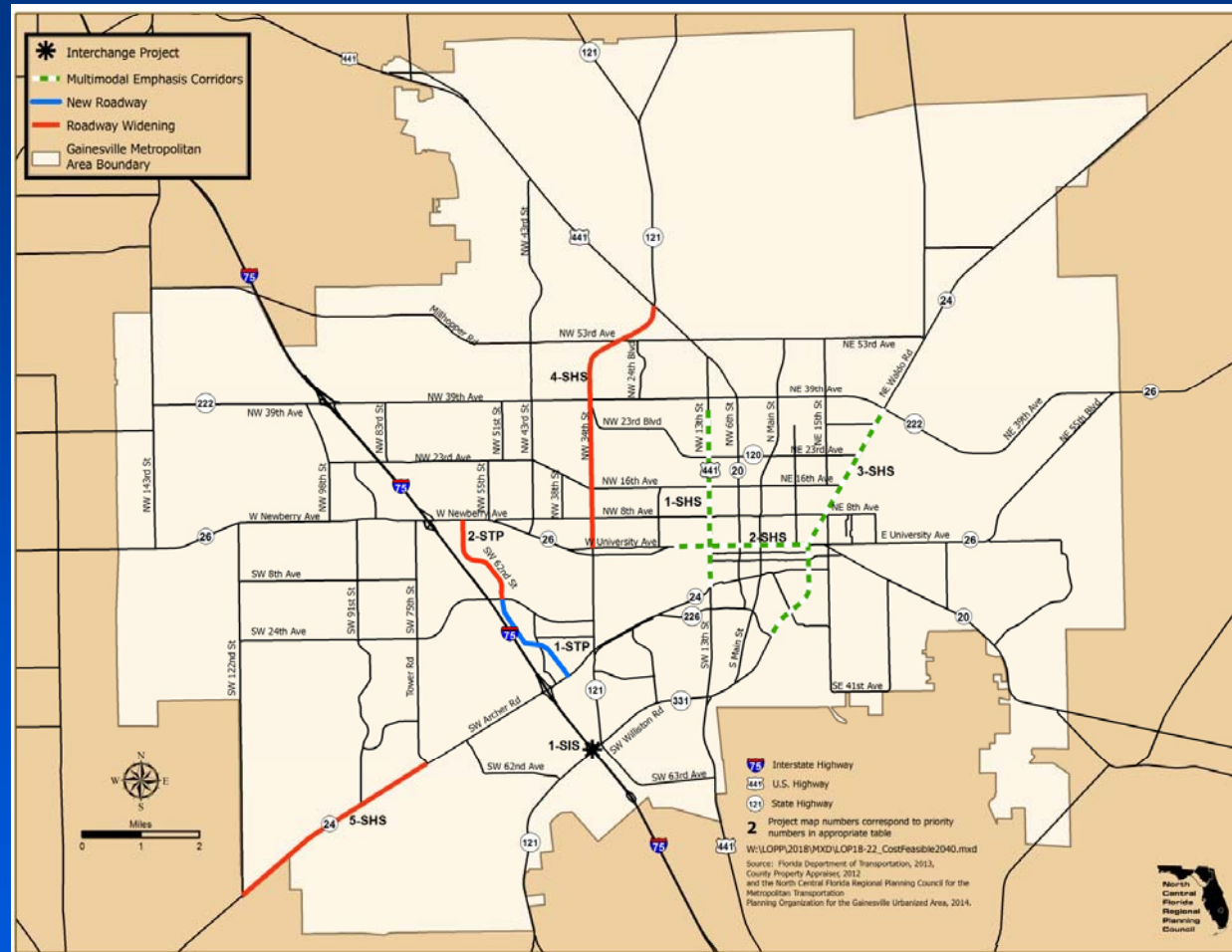
Year 2040 Long-Range Transportation Plan Status (Continued)

Project	Funding Period							
	2021 - 2025		2026 - 2030		2031 - 2040		Beyond 2040	
Surface Transportation Block Grant Revenues (Year of Expenditure dollars)								
1 - Four-lane extension of SW 62nd Boulevard from Butler Plaza to SW 20th Avenue designed and constructed as a Complete Street with protected bike lanes	\$8.7 Million		\$8.3 Million		\$18.0 Million		\$71.9 Million	
	ROW	\$8.25	ROW	\$4.15	-	-	ROW	\$2.50
	-	-	-	-	-	-	CST	\$14.00
	-	-	-	-	-	-	CEI	\$2.00
2 - Widen SW 62nd Boulevard to four lanes from SW 20th Avenue to Newberry Road designed and constructed as a Complete Street with protected bike lanes	Design	\$0.33	-	-	-	-	-	-
	ROW	\$0.30	-	-	-	-	ROW	\$7.25
	CST	\$6.55	-	-	-	-	CST	\$9.35
	CEI	\$1.00	-	-	-	-	CEI	\$1.40
3 - Resurface County Roads according to priorities established by the Alachua County Board of County Commissioners	-	-	Design	\$0.45	Design	\$1.40	-	-
	-	-	ROW	NA	ROW	NA	-	-
	-	-	CST	\$2.25	CST	\$13.40	-	-
	-	-	CEI	\$0.40	CEI	\$2.00	-	-
4 - Resurface City Roads according to priorities established by the Gainesville City Commission	-	-	Design	\$0.30	Design	\$0.20	-	-
	-	-	ROW	NA	ROW	NA	-	-
	-	-	CST	\$0.60	CST	\$0.80	-	-
	-	-	CEI	\$0.15	CEI	\$0.20	-	-
Transportation Alternatives Program Revenues (Year of Expenditure dollars)								
1 - Miscellaneous bicycle and pedestrian projects with one-half of the funding for Alachua County projects and one-half of the funding for City of Gainesville projects	\$1.45 Million		\$1.45 Million		\$2.9 Million		-	
	Design	\$0.20	Design	\$0.15	Design	\$0.25	-	-
	ROW	NA	ROW	NA	ROW	\$0.30	-	-
	CST	\$1.10	CST	\$1.15	CST	\$2.10	-	-
	CEI	\$0.15	CEI	\$0.15	CEI	\$0.25	-	-
Transit Revenues (Year of Expenditure dollars)								
1 - Maintain and operate existing City of Gainesville Regional Transit System	\$18.2 Million		\$19.1 Million		\$40.0 Million		-	
	TOP	\$18.20	TOP	\$19.10	TOP	\$40.00	-	-



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Year 2040 Long-Range Transportation Plan Status (Continued)



Year 2040 Long-Range Transportation Plan Status (Continued)

Roadway	From/To	Modification	Implementation Status
New Road Projects Completed Since 2010			
1 - Gainesville Regional Airport Entrance	Waldo Road / Airport Terminal	New two-lane facility	Complete
2 - SW 9 Street	SW 2 Avenue / SW 4 Avenue	New two-lane facility	Complete
3 - SW 3 Avenue	SW 10 Street / SW 7 Terrace	New two-lane facility	Complete
4 - Hull Road Extension	SW 34 Street / SW 38 Terrace	New two-lane facility	Complete
5 - SW 38 Terrace	SW 20 Avenue / Hull Road	New two-lane facility	Complete
6 - Celebration Pointe Boulevard/ SW 30 Avenue Bridge	Archer Road / SW 42 Way	New four-lane facility	Complete
7 - SW 62 Boulevard (Butler Boulevard)	Archer Road / SW 43 Street	New four-lane facility*	Complete
8 - Plaza Boulevard (SW 38 Terrace)	SW 24 Avenue / SW 42 Street	New two-lane facility	Complete
9 - SW 30 Avenue	SW 42 Street / SW 40 Boulevard	New two-lane facility	Complete
10 - SW 42 Way Extension	SW 30 Place / SW 30 Avenue	New two-lane facility	Complete
11 - SW 30 Place Extension	SW 42nd Way / SW 42 Street	New two-lane facility	Complete
14 - NW 23 Avenue	NW 55 Street / NW 58 Boulevard	Widen to four-lanes	Complete
New Road Projects Funded Through Construction by 2019			
12 - SW 8 Avenue	SW 143 Street / SW 122nd Street	New two-lane facility	Under Construction
13 - Road Connecting SW 8 Avenue and SW 61 Street	SW 75 Street / SW 24 Avenue	New two-lane facility	Under Construction
15 - SW 40 Boulevard Extension	South of Archer Road / SW 47 Avenue	New two-lane facility	Funded in Fiscal Year 2016-17
16 - *SW 62 Boulevard Connector	SW 43 Street / SW 20 Avenue	New four-lane facility - Planning and Right-of-Way	Funded in Fiscal Year 2016-17

*Project advanced into Existing Plus Committed Capacity Projects by administrative modification for the purchase four-lane right-of-way and to construct a two-lane roadway interim project.



Note: Projects in shaded text are partially or fully funded, as shown in the Transportation Improvement Program.

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Year 2045 Long-Range Transportation Plan Public Comments

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

The vision statement and the supporting principles and strategies serve as the cornerstone and building blocks of the 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 and help guide 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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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

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



Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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

Strategy 3.4: Expand transit service 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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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 multi-modal transportation 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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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 4.4: 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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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

Strategy 5.1: Construct park-and-ride lots, transit intermodal centers and freight intermodal centers at appropriate locations.

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



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

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.



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Year 2045 Long-Range Transportation Plan Vision Statement, Principles and Strategies (Continued)

Principle 7: *Emphasize the preservation of the existing transportation system*

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

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

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

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



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Year 2045 Long-Range Transportation Plan Public Comments

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Existing Plus Committed Transportation Network Projects



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Existing Plus Committed Transportation Network Projects (Continued)

#	Project Description	Construction Years
1	SW 34 Street (SR 121) - Turnlane Realignment SW 2 Avenue (SR 26A) to W University Avenue (SR 26)	2019-20
2	NW 23 Avenue - Add Lanes and Reconstruct, Add Turnlanes, Bicycle Lanes and Multi-Use Path NW 83 Street to NW 55 Street	2019-20 to 2022-23
3	IFAS Research Drive/SW 23 Terrace - Roadway Extension Archer Road (SR 24) to Hull Road	2019-20 to 2020-21
4	Natural Area Drive - Roadway Realignment Surge Area Drive to Hull Road	2020-21
5	SW 62 Boulevard Connector - Interim Two-Lane SW 20 Avenue to Clark Butler Boulevard	2021-22
6	SW 8 Avenue Connector - Roadway Extension SW 20 Avenue to Tower Road	Project Underway
7	SW 40 Boulevard Connector - Roadway Extension SW 34 Street (SR 121) to Archer Road (SR 24)	Completed



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Existing Plus Committed Transportation Network Projects (Continued)

NW 23rd Avenue [5600 Block] Transportation System Management Modifications



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Existing Plus Committed Transportation Network Projects (Continued)

NW 23rd Avenue [8200 Block] Transportation System Management Modifications

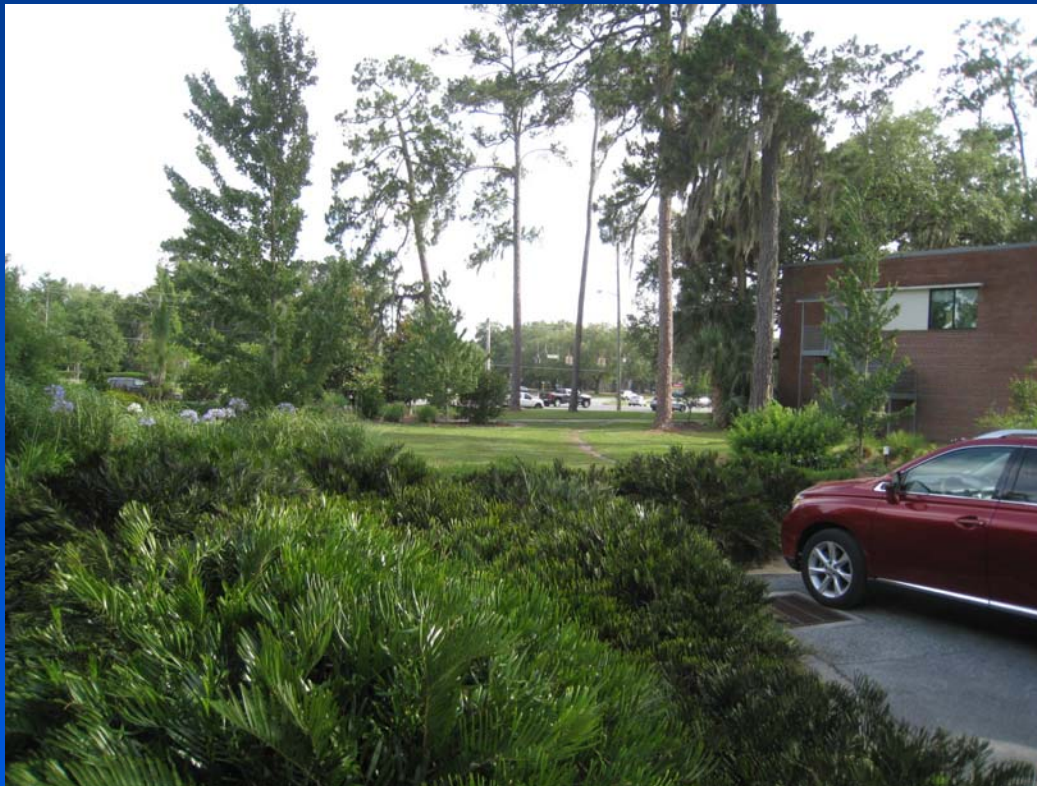


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Existing Plus Committed Transportation Network Projects (Continued)

IFAS Research Drive - Roadway Extension to SW 23rd Terrace



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Existing Plus Committed Transportation Network Projects (Continued)

Natural Area Drive Realignment (Adjacent to New Florida Ballpark)



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Existing Plus Committed Transportation Network Projects (Continued)

SW 62nd Boulevard Connector - North End (Cabana Beach Apartments)



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Existing Plus Committed Transportation Network Projects (Continued)

SW 62nd Boulevard Connector - South End (Clark Butler Boulevard)



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Existing Plus Committed Transportation Network Projects (Continued)

SW 8th Avenue Connector - East of Tower Road



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Existing Plus Committed Transportation Network Projects (Continued)

SW 40th Boulevard Extension - Roundabout at SW 42nd Avenue



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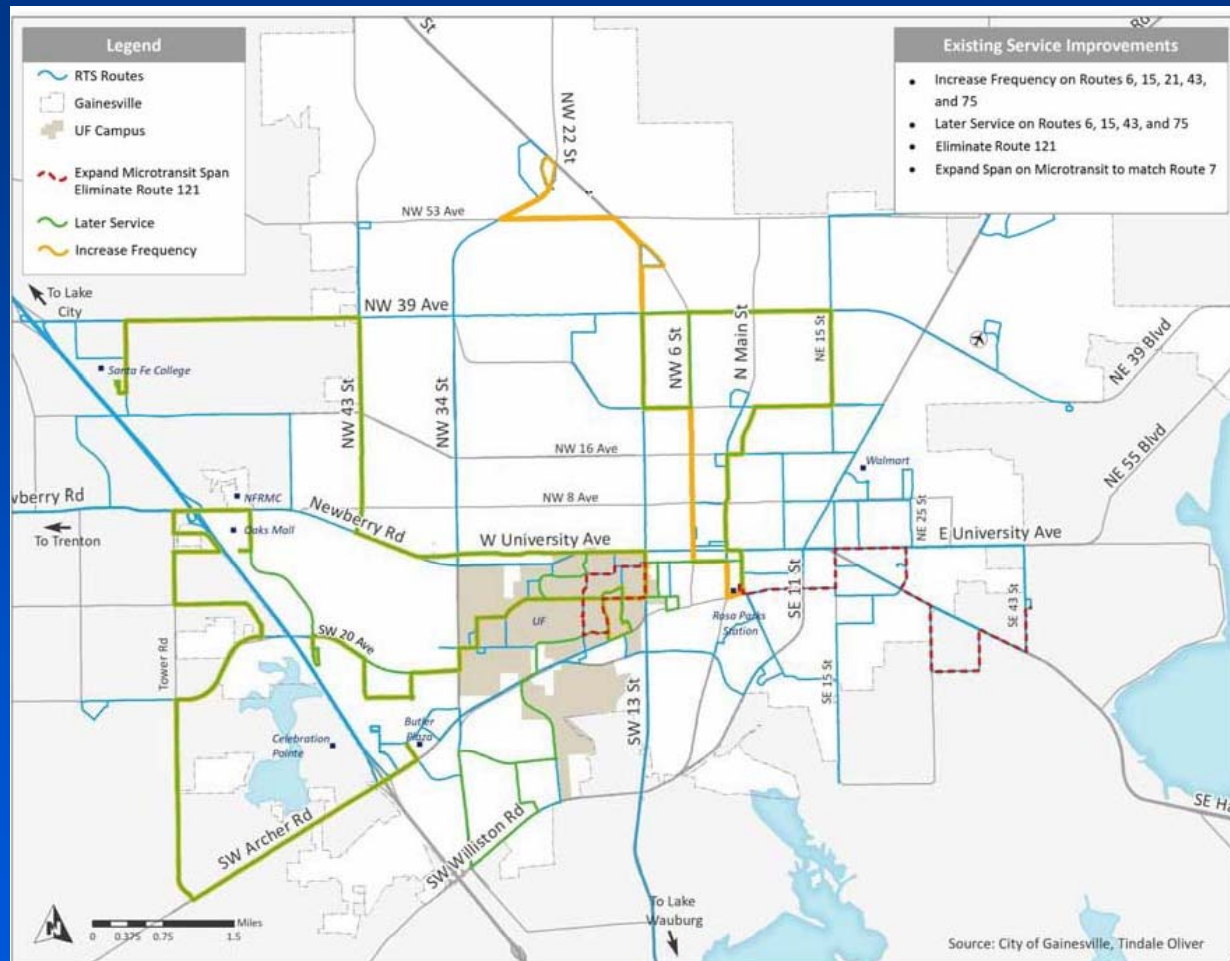
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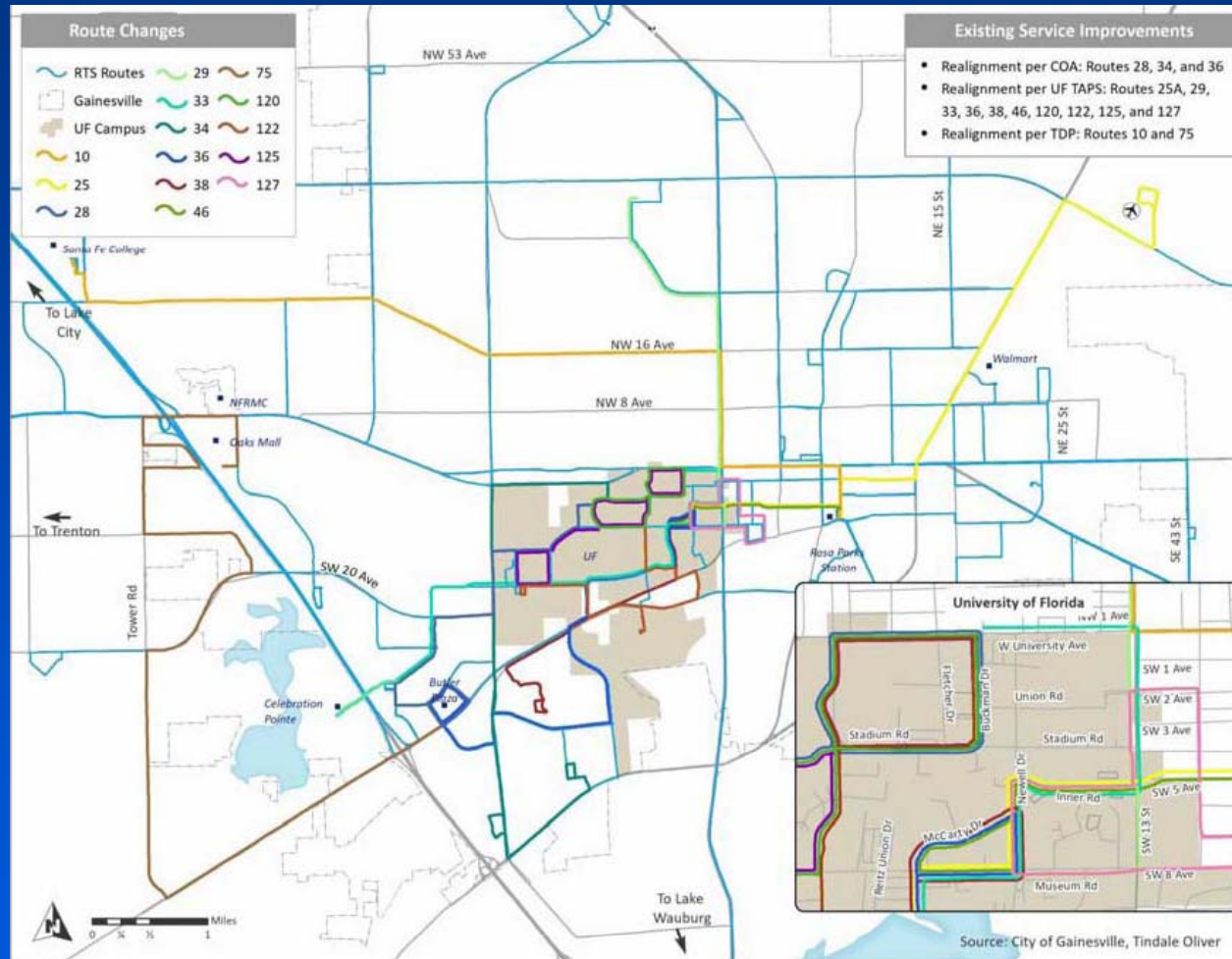
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Regional Transit System Transit Development Plan

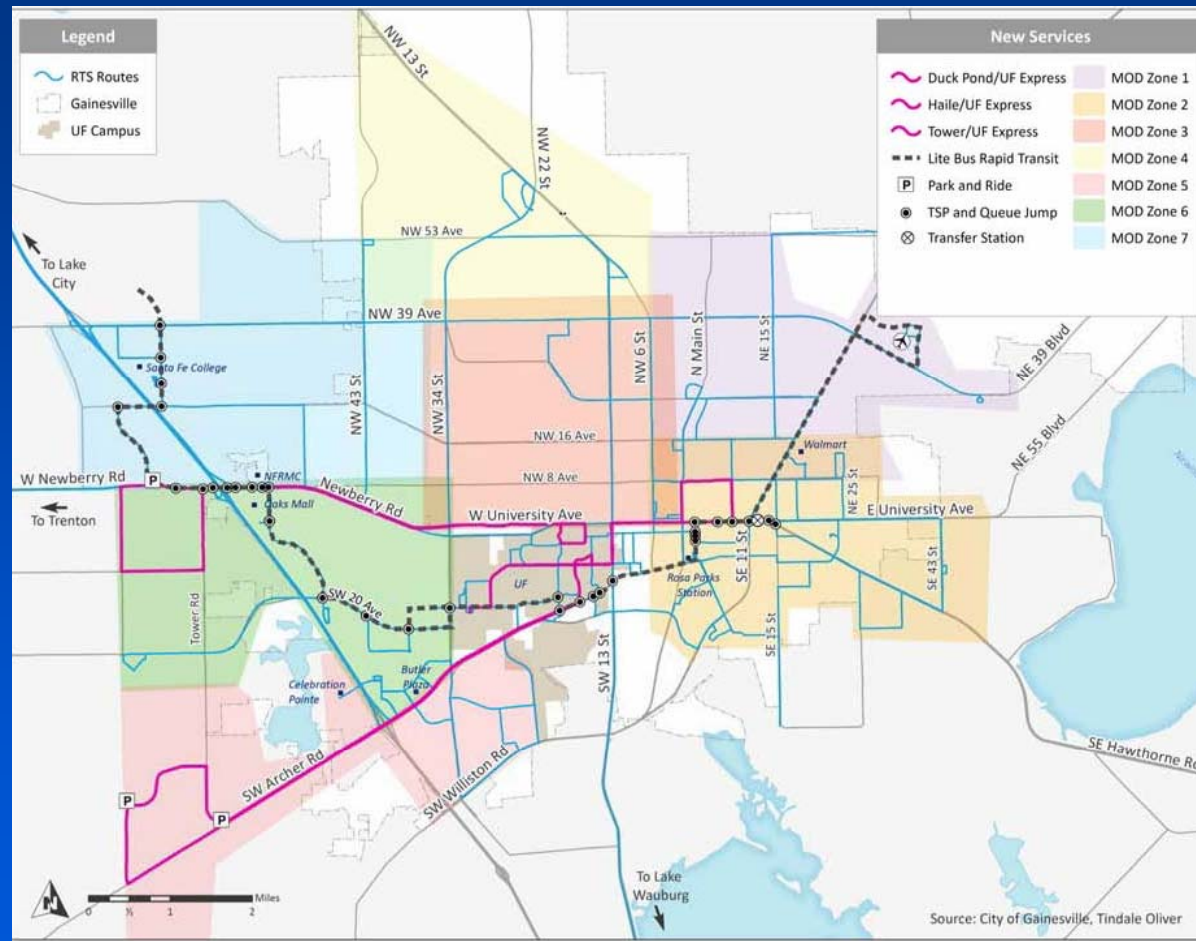


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Regional Transit System Transit Development Plan (Continued)



Regional Transit System Transit Development Plan (Continued)



Year 2045 Long-Range Transportation Plan Public Comments

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Title VI Nondiscrimination Notice

It is the policy of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area that no person shall on the basis of race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation, or gender identity, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and the Florida Civil Rights Act of 1992 be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area program or activity.

Aviso de No Discriminación de Título VI

Es la política de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville, que ninguna persona sea excluida de poder participar, negársele beneficios, o de alguna manera ser sujeto a discriminación o represalias en cualquiera de los programas o actividades de la Organización Metropolitana de Planificación del Transporte del Área Urbana de Gainesville por razón de raza, color, origen nacional, sexo, edad, impedimento físico, estatus familiar, preferencia religiosa, estado civil, orientación sexual, identidad de género, según previsto por el Título VI del Acta de Derechos Civiles de 1964, el Acta de Restauración de Derechos Civiles de 1987 y el Acta de Derechos Civiles del Estado de la Florida de 1992.

Title VI Nondiscrimination Complaints / Quejas de No Discriminación de Título VI

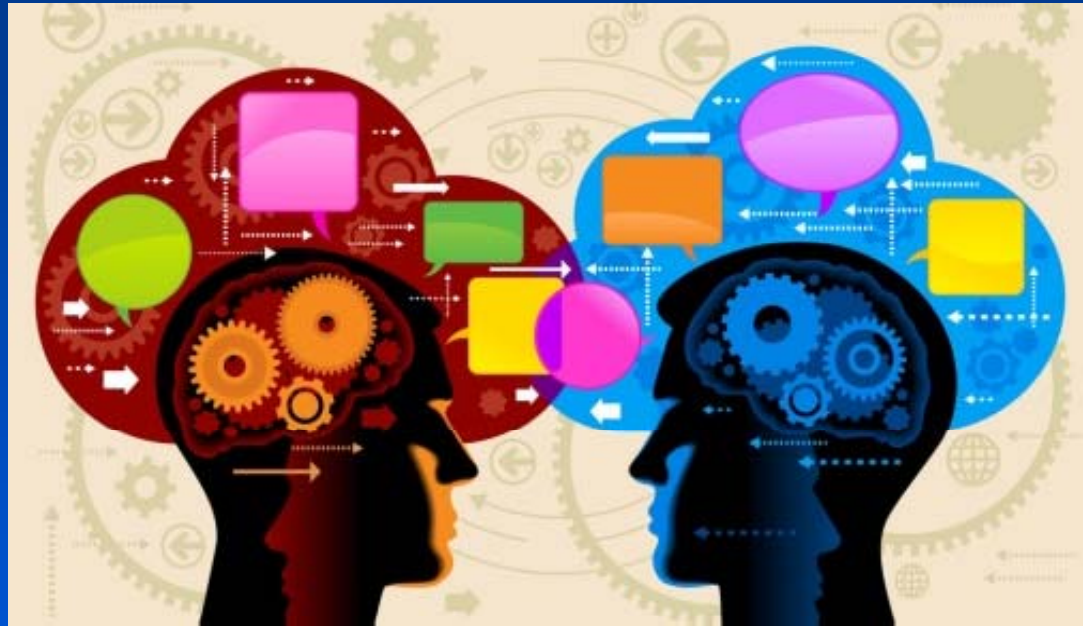
Complete a complaint form and send it to the Title VI Coordinator

Completa una forma de queja y la manda a Coordinador de Título VI

Michael Escalante, Title VI Coordinator
2009 NW 67th Place, Gainesville, Florida 32653
352.955.2200, extension 114,
escalante@ncfrpc.org



Discussion



Year 2045 Long-Range Transportation Plan Next Steps/Tasks

- Use stakeholder and public input to refine understanding of existing conditions and areas of concern
- Complete existing conditions analysis
- Complete Preliminary Needs Plan



Year 2045 Long-Range Transportation Plan Next Steps/Schedule

Community Workshop #2 - June 9, 2020

- Transportation Needs Plan Discussion

Metropolitan Transportation Planning Organization - June 22, 2020

- Transportation Needs Plan Adoption

Community Workshop #3 - August 11, 2020

- Transportation Cost Feasible Plan Discussion

Metropolitan Transportation Planning Organization - August 24, 2020

- Transportation Cost Feasible Plan Adoption



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Contact Information

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escalante@ncfrpc.org



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Year 2045 Long-Range Transportation Plan Public Comments

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area encourages public participation, including participation from freight shippers and public transit providers, in the Year 2045 Long-Range Transportation Plan update process.

Please provide written comments via the following Survey Monkey link:

<https://www.surveymonkey.com/r/Gainesville2045LRTP>



Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

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