

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



Metropolitan Transportation Planning Organization Meeting
Gainesville, FL
October 26, 2020



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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
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Mobility Workshop Presenters

- Scott R. Koons, AICP
Executive Director
Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

- Jeffrey Kramer, AICP
Senior Research Associate
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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.



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.



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.



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.

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.



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.



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.



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.



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.



Year 2045 Long-Range Transportation Plan Cost Feasible Plan Projects – Adopted August 24, 2020

Rank	Facility	From	To	Proposed Modification	Score	Total Cost (\$ in Millions)
1*	NW 83rd Street	NW 23rd Avenue	NW 39th Avenue	Widen to 4 lanes/2 dedicated transit lanes	21.3	\$10.6
2	NW 23rd Avenue	NW 59th Terrace	NW 83rd Street	New Construction 3 lane Complete Street/replace 2 lane rural section	19.6	\$11.2
3	SW 62nd Boulevard	SW 20th Avenue	Clark Butler Boulevard	Widen to 4 lanes, with bridge with BRT lanes; median included	17.6	\$17.0
4	NW 98th Street	Newberry Road	NW 39th Avenue	New construction 4 lanes/replace a 2 lane rural section	17.4	\$24.8
5	NW 8th Avenue (SR 20)	NW 6th Street	Main Street	Two Lane reduction/Complete Streets	16.6	\$2.5
6*	Ft. Clark Boulevard	Newberry Road	NW 23rd Avenue	Widen to 4 lanes/2 dedicated transit lanes	14.6	\$10.6
7	SW 20th Avenue	SW 62nd Boulevard	SW 34th Street	New construction 4 lanes/replace a 2 lane rural section with replacement of current bridge due to deficiency with bridge that spans over SW 38th Terrace	14.3	\$46.5
8	NW 23rd Avenue	NW 83rd Street	Ft. Clarke Boulevard	New construction 4 lanes/replace a 2 lane rural section, including bridge over I-75 + Transit Pre-emption Provisions	14.2	\$16.1
9	SW 62nd Boulevard	Newberry Road	SW 20th Avenue	Widen to 4 lanes, with BRT lanes; median included	14.2	\$31.3



EAST GAINESVILLE CAPITAL IMPROVEMENT PROGRAM PROJECTS

Description	Location	From/At	To	Cost
Multimodal Corridor Capacity Modifications for Bicycle, Pedestrian, Transit and Micromobility				
Pedestrian capacity improvements to include: curb extensions, refuge islands, crosswalks and/or pedestrian specific signals	Waldo Road	E. University Avenue		\$ 450,000
		E. 3rd Avenue		\$ 200,000
		E. 8th Avenue		\$ 420,000
Protected bicycle lanes/cycle track; Pedestrian crosswalks, curb extensions near schools, transit stops, and parks. Bus shelters installed and ADA improvements implemented	NE 15th Street	NE 39th Avenue	NE 39th Avenue	\$ 1,500,000
	NE 9th Street	E. University Avenue	NE 16th Avenue	\$ 1,500,000
Transit Capacity Modification				
Bus Rapid Transit Lite alignments*	Multiple alignments			\$ 16,000,000
East Gainesville Transit Station/Mobility Hub - Purchase land and capital to design and construct	Hawthorne Road			\$ 4,000,000
Total all projects:				\$ 24,070,000

* Adopted as part of the Transit Development Plan (TDP) includes: queue jump and transit signal priority; Map attached with "Bus Rapid Transit Lite" routes noted

These projects are components of the Adopted Transit Development Plan and may be included in the Alachua Countywide Bicycle-Pedestrian Master Plan



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