



Meeting Packet
March 11, 2013, 5:00 p.m.



**Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area**



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Hamilton • Lafayette • Madison
Suwannee • Taylor • Union Counties

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

March 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Randy Wells, Chair
SUBJECT: **Meeting Announcement**

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, March 11, 2013 at 5:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Attached are copies of the meeting agenda.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP, Director of Transportation Planning, at 352.955.2200, extension 103.

Attachments

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**AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA**

**Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida**

**Monday, 5:00 p.m.
March 11, 2013**

STAFF RECOMMENDATION

Page #3 I. Approval of the Meeting Agenda APPROVE AGENDA

The MTPO needs to approve the meeting agenda.

Page #5 II. Community Transportation Coordinator Selection APPROVE STAFF RECOMMENDATION

The MTPO needs to forward its recommendation to the Florida Commission for the Transportation Disadvantaged by May 21, 2013.

Page #7 III. Transportation Alternatives Applications APPROVE JOINT RECOMMENDATIONS

FDOT has requested that two applications be submitted by March 29, 2013.

Page #23 IV. State Road 226 (SE 16th Avenue) 60 Percent Plans- Status Report APPROVE JOINT RECOMMENDATIONS

FDOT is requesting approval of the 60 percent plans for this project.

V. Comments

- A. MTPO Members*
- B. Citizens Comments*

*No backup material included with the attached agenda material.

If you have any questions concerning this matter, please contact Marlie Sanderson, AICP,
Director of Transportation Planning, at 352.955.2200.

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March 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Florida's Transportation Disadvantaged Program -
Community Transportation Coordinator Selection

RECOMMENDATION:

Recommend that the Florida Commission for the Transportation Disadvantaged designate MV Transportation, Inc. as the Alachua County Community Transportation Coordinator for a five-year period effective July 1, 2013 subject to a favorable recommendation by the Alachua County Transportation Disadvantaged Coordinating Board.

BACKGROUND:

The Metropolitan Transportation Planning Organization issued a request for proposals for Alachua County Community Transportation Coordinator on January 3, 2013. In response to the request for proposals, one proposal was received from MV Transportation, Inc.

At its December 3, 2012 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area authorized the Executive Director to appoint a Technical Review Committee to review and score proposals for the Alachua County Community Transportation Coordinator. The Technical Review Committee has reviewed MV's proposal and determined that it is responsive to the request for proposals.

The Alachua County Transportation Disadvantaged Coordinating Board will meet on March 13, 2013 to review the proposal and make a recommendation to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must forward its recommendation to the Florida Commission for the Transportation Disadvantaged by May 21, 2013.

If you have any questions concerning this matter, please do not hesitate to contact me.

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1. The first part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley
Mr. J. B. Connelley

2. The second part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

3. The third part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

4. The fourth part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

5. The fifth part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

6. The sixth part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:

7. The seventh part of the document is a list of the names of the members of the committee who have been appointed to study the problem of the shortage of housing in the city of New York. The names are listed in alphabetical order and are as follows:



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March 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Alternatives Applications

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and staff recommend that the following two Transportation Alternative project applications be prepared and submitted by City of Gainesville staff to the Florida Department of Transportation by March 29, 2013. *Please note that the Technical Advisory Committee did not have a quorum at its February 20, 2013 meeting.*

Priority #1- NW 45th Avenue from NW 13th Street to NW 6th Street- construct American with Disabilities Act-compliant sidewalk; and

Priority #2- SW 27th Street/SW 40th Place/SW 25th Terrace from SW 35th Terrace to Williston Road- construct American with Disabilities Act-compliant sidewalk.

BACKGROUND

The Florida Department of Transportation is soliciting applications for the Transportation Alternatives Program (that replaces the Transportation Enhancement Program). In Exhibit 1, the Florida Department of Transportation is requesting two project applications by March 29, 2013. Also in Exhibit 1, the Florida Department of Transportation states that the "*Safe Routes to School Program*" has a separate application and that, because of the extensive nature of this application, "*an additional year may be needed before a Safe Routes to School project can be programmed.*" The following exhibits are included to assist in selecting the two project applications that will be submitted this year-

Exhibit 1- Florida Department of Transportation January 23, 2013 letter

Exhibit 2- Application Form

Exhibit 3- Year 2035 Bicycle/Pedestrian Cost Feasible Plan

Exhibit 4- Current List of Priority Projects- Bicycle/Pedestrian Enhancement Funded Priorities

Exhibit 5- Current List of Priority Projects- Safe Routes to School Funded Priorities

Exhibit 6- Draft List of Priority Projects- Bicycle/Pedestrian Transportation Alternatives Project Funded Priorities

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Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

EXHIBIT 1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

ANANTH PRASAD, P.E.
SECRETARY

January 23, 2013

Gainesville MTPO: Sent via e-mail

Dear Mr. Sanderson,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2019. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

Eligible Projects: The following types of projects are eligible for Transportation Alternatives funding:

- Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation structures.
- Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Safe Routes to School Program – A separate application form must be filled out and included with the Transportation Alternatives application. Because of the extensive nature of the Safe Routes to School application, an additional year may be needed before a Safe Routes to School project can be programmed.

The Department receives an annual allocation of approximately \$5,000,000 in enhancement funds to be disbursed among the 18 counties that make up District Two. In this solicitation cycle, the Department is asking for a **maximum of two (2) projects in addition to any Safe Routes to School project applications** to be submitted within the Gainesville Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. The Department also sent a separate solicitation letter to Alachua County requesting a maximum of two (2) projects outside the MTPO boundary.

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2013 - FY2018 work program and do NOT need a new application:

- | | | |
|-----------|--------------------|---|
| • 4247671 | Sidewalk | SR 121 (NW 34 th St) from Northside Park to US 441 |
| • 4273271 | Sidewalk | NE 19 th Place from NE 9 th St to NE 15 th St |
| • 4288931 | Sidewalk | City of Archer, SR 24 from SW 169 th Dr to SW 73 rd Ct |
| • 4288941 | Bike Lane/Sidewalk | City of Newberry, NW 8 th Ave-SW 20 th St. various sidewalks connecting schools and trailhead |
| • 4288951 | Bike Lane/Sidewalk | SW 8 th Ave from 91 st Street to SW 122 nd Street |
| • 4288961 | Bike Lane/Sidewalk | UF Campus Greenway from SW 34 th Street to Gale Lemerand Drive |
| • 4290291 | Bike Path/Trail | Archer Braid Trail from SR 24 (Archer Rd) to Kanapaha Park |
| • 4305131 | Sidewalk | Town of Lacrosse, SR 121 from NW 202 Pl to CSX Railroad |
| • 4306141 | Bike Lane/Sidewalk | UF Campus Greenway from Gale Lemerand Drive to Archer Road |
| • 4322401 | Bike Lane/Sidewalk | Hawthorne, SE 221 st from Trailhead to SR 20 |
| • 4322411 | Sidewalk | SR 200 (US 301) from end of exist sidewalk to NE 177 th Pl |
| • 4322421 | Bike Path/Trail | UF Campus Greenway, Hull Road from parking lot to US 441 |
| • 4322551 | Sidewalk | Micanopy, Chokolka Blvd from end of existing sidewalk to US 441 |
| • 4333571 | Sidewalk | SW 170 th St from S. of SW 147 th Ave to SW 128 th Pl |

Please note that projects that were previously applied for but were not programmed will need to be requested again if the project is still desired.

VERY IMPORTANT!!! – If ALL the Right-of-Way necessary to construct the project is not currently in public ownership, please do not submit an application until you speak with us.

The "Certification of Project Sponsor" on the last page of the application must be filled out and signed before a project will be programmed. Once an application is received it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed the local agency will be notified and the project added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

Please submit separate projects on separate application forms. Submit completed applications to me no later than **March 29, 2013**. The application may be sent by email or regular mail at the address below.

If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,



Barney Bennette
Transportation Alternatives Coordinator
Florida Department of Transportation, District 2
1109 S. Marion Avenue
Mail Station 2014
Lake City, FL 32025-5874
email: barney.bennette@dot.state.fl.us

EXHIBIT 2

FLORIDA DEPARTMENT OF TRANSPORTATION APPLICATION FOR TRANSPORTATION ALTERNATIVES PROJECTS

District 2
November 2012
Page 1 Of 4

Date: _____

Project Title: _____

Project Sponsor (name of city, county, state, federal agency, or MPO):

Contact _____ Title _____ Agency _____

Address _____

Phone _____ Email _____

Priority (relative to other applications submitted by the Project Sponsor) _____

Name of Applicant (If other than contact person) _____

1. Qualifying Transportation Alternatives Activities:

Check the Transportation Alternatives activity that the proposed project will address. (Check all that apply).

- ☐ Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- ☐ The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- ☐ Construction of turnouts, overlooks, and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation structures.
- ☐ Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- ☐ Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- ☐ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- ☐ Safe Routes to School Project - A separate SRTS application must be filled out and submitted with this application. Because of the extensive nature of the SRTS application, an additional year may be needed before an SRTS project can be programmed.

2. Project Description:

Use additional sheets as necessary to respond to the following:

- (a) Provide a clear and concise detailed description of the Transportation Alternatives project. For sidewalks and multiuse paths, include the preferred construction material, (ie. concrete or asphalt surface). Describe where the project is located, the beginning and ending termini and approximate length. For sidewalks and bike paths that parallel roads, include which side of the road it is proposed and any unique or special features such as boardwalks or bridges. Include a location map if possible.

- (b) What project phases are proposed to be funded with Transportation Alternatives funds? (Do not include work that is already complete or will be funded by other means. Check all that apply)
- ☐ Planning Studies and Activities
 - ☐ Project Development and Environmental Studies
 - ☐ Engineering and Final Plans Preparation Work
 - ☐ Right of Way Acquisition
 - ☐ Construction
 - ☐ Construction Engineering and Inspection Activities
- (c) Describe any related project work phases that are already complete or currently underway, such as planning studies, master plans, PD&E studies, engineering, surveying or plans preparation. Provide copies of this information if available
- (d) Describe the project's existing right of way ownerships. This description shall identify who owns the right of way, when the right of way was acquired (if known) and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys). Also describe if any additional right of way is required, and who will acquire and retain ownership of proposed right of way.
- (e) Summarize any special characteristics of the project and provide any other specific project information that should be considered.

3. Project Implementation Information (attach extra sheets if needed):

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. Local Agency or FDOT) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).
- (b) Describe any public support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).
- (c) Describe the proposed ownership and maintenance for the project when it is completed.
- (d) Matching local funds are not required, but if matching local funds are to be used, describe source of matching funds and any restrictions on availability.
- (e) Other specific implementation information that should be considered.

4. Project Cost:

What is the total estimated cost of the work requested to be funded as an Transportation Alternatives project through this application?

Planning Activities.	\$	0.00
Project Development and Environmental Studies.	\$	0.00
Engineering and Final Plans Preparation Work.	\$	0.00
Right of Way Acquisition.	\$	0.00
Construction.	\$	0.00
Construction Engineering and Inspection Activities.	\$	0.00
Other. (Describe)	\$	0.00
TOTAL:	\$	0.00

If local matching funds are proposed,
how much will be funded by FDOT and how much by local funds?

FDOT Alternatives Funds \$ 0.00+ Local Funds \$ 0.00 = Total \$ 0.00

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by _____,
(municipal, county, state, federal agency, or MPO)
and that said entity will:

1. enter into a maintenance agreement with the Florida Department of Transportation;
2. comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and
3. support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered by (check **only** one):

- ☐ The applicant or sponsor using the department's Local Agency Program, or
☐ The Florida Department of Transportation

Name (please type or print)

Title

Signature

Date

EXHIBIT 3

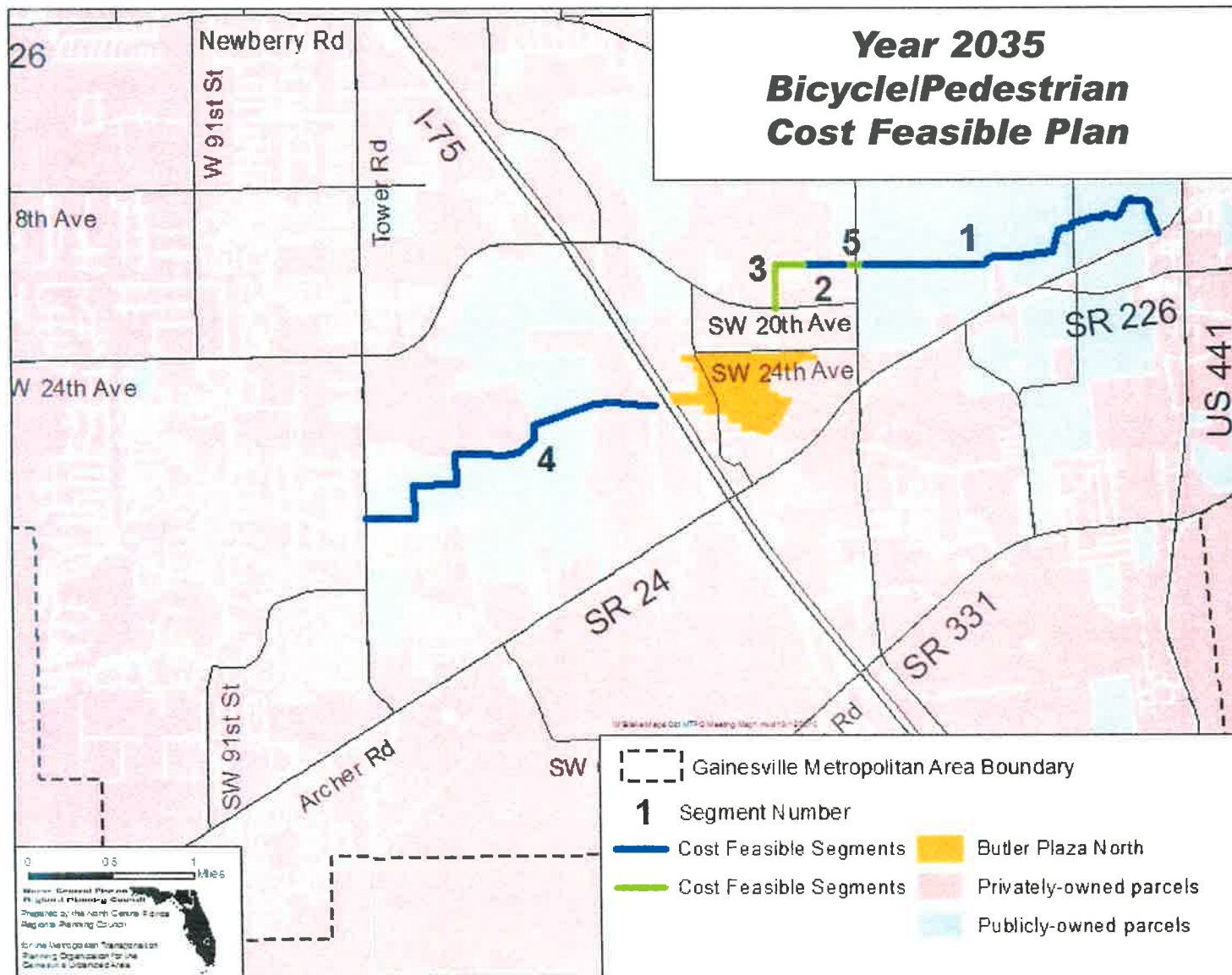


EXHIBIT 4

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area List of Priority Projects Fiscal Years 2013-14 to 2017-18

Table 1A
Bicycle/Pedestrian Priorities - Enhancement Fund
Fiscal Years 2013-14 to 2017-18
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 <i>Partially Funded</i>	<i>UF Cross Campus Trail [part of Archer Braid*]</i>	<i>FM: Gale Lemerand Drive TO: Archer Road [SR 24]</i>	<i>Construct bicycle/pedestrian trail</i>
2	Hull Road Parking Area [part of the Archer Braid*]	FM: End of Hull Road Parking Area TO: SW 34 Street [SR 121]	Construct bicycle/pedestrian trail
3	Hull Road Connector [part of the Bivens Braid*]	FM: SW 20 Avenue TO: End of Hull Road Parking Area	Construct bicycle/pedestrian trail
4	Lake Kanapaha Trail	FM: Tower Road TO: Interstate 75	Construct bicycle/pedestrian trail
5	SW 34 Street Grade- Separated Crossing [part of the Archer Braid*]	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing
6	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
7	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
8	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
9	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections

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

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA = Americans with Disabilities Act of 1990

FM = From

RTS = Regional Transit System

UF = University of Florida

E = East

NW = Northwest

SW = Southwest

W = West

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

EXHIBIT 5
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2013-14 to 2017-18

Table 8
Safe Routes to School* Priorities
Fiscal Years 2013-14 to 2017-18
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	NE 8 Avenue	FM: NE 25 Street TO: 2800 Block	Construct pedestrian access to the Horizon Center/Lofton School
2	NW 23 Avenue / NW 16 Boulevard / NW 16 Avenue Corridor	FM: NW 57 Terrace TO: NW 13 Street	Widen sidewalks to accommodate multimodal use
3	Norton Trail	FM: NW 39 Avenue TO: NW 45 Avenue	Construct pedestrian/bicycle access to Norton Elementary School

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

FM = From
NW = Northwest

NE = Northeast

* Kindergarten through 8-Grade within a 2-mile radius of a school campus

Initial Safe Routes to School Priorities were developed by the Alachua County Traffic Safety Team.

A. Bicycle/Pedestrian Priorities

Table 1A identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 1B identifies Alachua County-maintained facility bicycle/pedestrian project priorities. Table 1C identifies City of Gainesville-maintained facility bicycle/pedestrian project priorities.

Table 1A
Bicycle/Pedestrian Priorities - Transportation Alternatives Project Fund
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Hull Road Connector*	FM: SW 20 Avenue TO: End of Parking Area	Construct bicycle/pedestrian trail
2	Lake Kanapaha Trail	FM: Tower Road TO: Interstate 75	Construct bicycle/pedestrian trail
3	NW 45 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct ADA-compliant sidewalk
4	SW 27 Street/SW 40 Place/ SW 25 Terrace	FM: SW 35 Terrace TO: Williston Road	Construct ADA-compliant sidewalk
5	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
6	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
7	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
8	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
9	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
10	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
11	E 10 Street	FM: Depot Avenue Trail TO: NE 3 Avenue	Construct bicycle/pedestrian trail; add refuge island at NE 3 Avenue/ Waldo Road intersection
12 <i>Partially Funded</i>	<i>SW 43 Street</i>	<i>FM: SW 40 Boulevard TO: SW 20 Avenue</i>	<i>Construct ADA-compliant sidewalk</i>
13	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
14	SW 34 Street Grade- Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing

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

*2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

ADA = Americans with Disabilities Act of 1990; E = East; FM = From; NW = Northwest
 RTS = Regional Transit System; SW = Southwest; UF = University of Florida; W = West

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.



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

March 6, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: State Road 226 (SE 16th Avenue) 60 Percent Plans- Status Report

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and staff recommend approval of the State Road 226 (SE 16th Avenue) 60 percent plans with a request to try and improve the line-of-sight for northbound traffic on Main Street using the sliplane to go eastbound on SE 16th Avenue and make corresponding adjustments to the sliplane pedestrian crossing to maximize pedestrian safety. *Please note that the Technical Advisory Committee did not have a quorum at its February 20, 2013 meeting.*

BACKGROUND

At its October 1, 2012 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed the scoping plans for State Road 226 (SE 16th Avenue). During this discussion, the following motion was approved:

“approve the “Scoping Plans” for the State Road 226 (SE 16th Avenue) Project, with one review comment to request that the Florida Department of Transportation take another look at, and consider removing, the proposed sliplane triangle configuration in the southeast corner of the South Main Street and Southeast 16th Avenue intersection.”

Recommendation to Eliminate the Sliplane

The Florida Department of Transportation has submitted 60 percent plans for review (see Exhibit 1). The attached plans include the proposed sliplane in the southeast corner of the South Main Street and Southeast 16th Avenue intersection. The Florida Department of Transportation does not recommend eliminating the sliplane for the following reasons (see email response in Exhibit 2):

“The purposes of this slip lane will to be to shorten the walking distances for pedestrians in the north to south directions, and in the east and west directions of the intersection; allows the pedestrians crossing the slip lane to get onto the island only to look to their left to cross the lane; and it allows the right-turning vehicles to turn by being controlled with a yield condition instead of the traffic signal. These aforementioned items allow for a more efficient movement for pedestrians, bicyclists, and vehicles.

EXHIBIT 1



Florida Department of Transportation

2198 Edison Avenue - MS 2812
Jacksonville, FL 32204

TO: Marlie Sanderson, AICP

FROM: Karen Taulbee, AICP

DATE: February 7, 2013

Subject: Phase II - Plan review SR 226/SW 16th Ave
Project # 423608-2

In October, 2012, Florida Department of Transportation (FDOT) staff presented the PH 1-Scope/30% Plan Review for the Transportation System Management (TSM) project on SR 226/16th Ave., Main St. to Williston Rd.

During discussion, the Metropolitan Transportation Planning Organization (MTPO) had several questions and sent a plan review comment to FDOT on October 12, 2012. The MTPO plan review comment asked FDOT to take another look at, and consider removing, the proposed slip lane triangle configuration in the southeast corner of the South Main Street and Southeast 16th Avenue intersection.

FDOT design project management was provided the MTPO request. The subsequent Phase II -60%project plan has been submitted for review.

FDOT staff would like to request placement on the Technical Advisory Committee (TAC) and Citizen's Advisory Committee (CAC) agenda for February 20, 2013 as well as the MTPO agenda March 4th, to review and comment on the Phase II submittal.

The preliminary Roadway Plan set and the preliminary Signing/Pavement Marking Plan set are enclosed.

Please let me know if you need any additional information for the mail out. FDOT staff will attend both the committee meetings and the MTPO for this item.

Thank you

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SUMMARY OF PAY ITEMS
3 - 7	TYPICAL SECTION
8	OPTIONAL MATERIALS TABULATION
9 - 10	PROJECT LAYOUT
11	GENERAL NOTES
12 - 18	ROADWAY PLAN
19	INTERSECTION DETAILS
20 - 31	DRAINAGE STRUCTURES
32	ROADWAY SOIL SURVEY
33	CROSS SECTION PATTERN SHEET
34 - 58	CROSS SECTIONS
59 - 61	STORMWATER POLLUTION PREVENTION PLAN
62	TEMPORARY TRAFFIC CONTROL PLAN

LIST OF REVISED INDEX DRAWINGS

INDEX NO.	SHEET NO.
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BEGIN PROJECT
B SURVEY SR 226
STA. 148+21.33
MP 1.644

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
2013 DESIGN STANDARDS AND REVISED INDEX
DRAWINGS AS APPENDED HEREIN, AND 2013
STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION, AS AMENDED BY
CONTRACT DOCUMENTS

For Design Standards revisions click on
"Design Standards" link at the following web site:
<http://www.dot.state.fl.us/iddesign/>

For Standard Specifications for Road and Bridge
Construction click on the "Specifications" link at
the following web site:
<http://www.dot.state.fl.us/specificationsoffice/>

PRELIMINARY
NOT FOR CONSTRUCTION

1/14/2013 5:24:05 PM

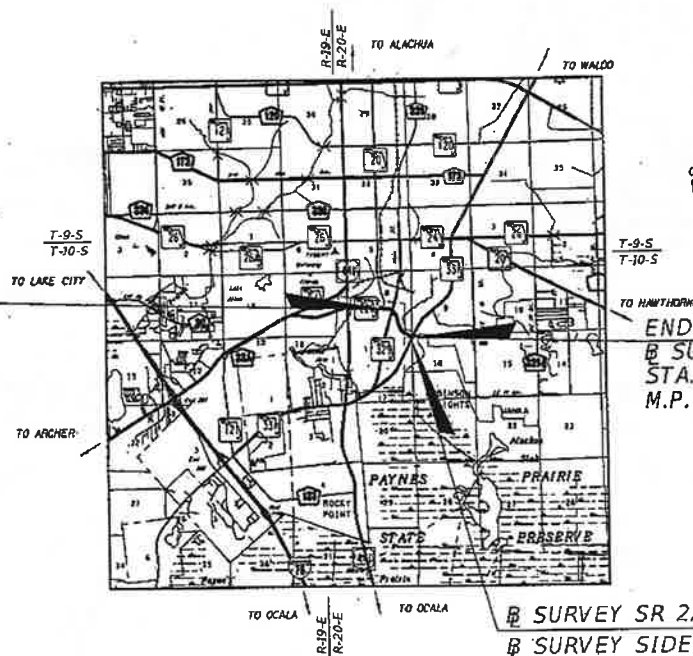
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

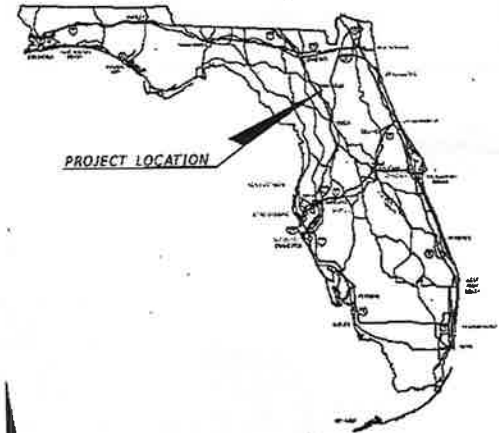
FINANCIAL PROJECT ID 423608-2-52-01
(FEDERAL FUNDS)

ALACHUA COUNTY (26004)

STATE ROAD NO. 226



PROJECT LOCATION



ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO:

RYAN A. MCGINNIS, P.E.
COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FLORIDA 32801
PH. (407) 423-1600 FAX: (407) 423-9614

PLANS PREPARED BY:



COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FL 32801
Phone: (407) 423-1600
Fax: (407) 423-9614
CERTIFICATE OF AUTHORIZATION NO. 7862
www.CEScivil.com
VENDOR NO. T59347222001
CONTRACT NO. C-9241

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

PHASE II SUBMITTAL
JANUARY 14, 2013

B SURVEY SR 226 STA. 177+29.26 =
B SURVEY SIDESTREET STA. 00+00.00

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	2972.71	0.563
BRIDGES	N/A	N/A
NET LENGTH OF PROJECT	2972.71	0.563
EXCEPTIONS	N/A	N/A
GROSS LENGTH OF PROJECT	2972.71	0.563

FDOT PROJECT MANAGER: AMY L. WILLIAMS, P.E.

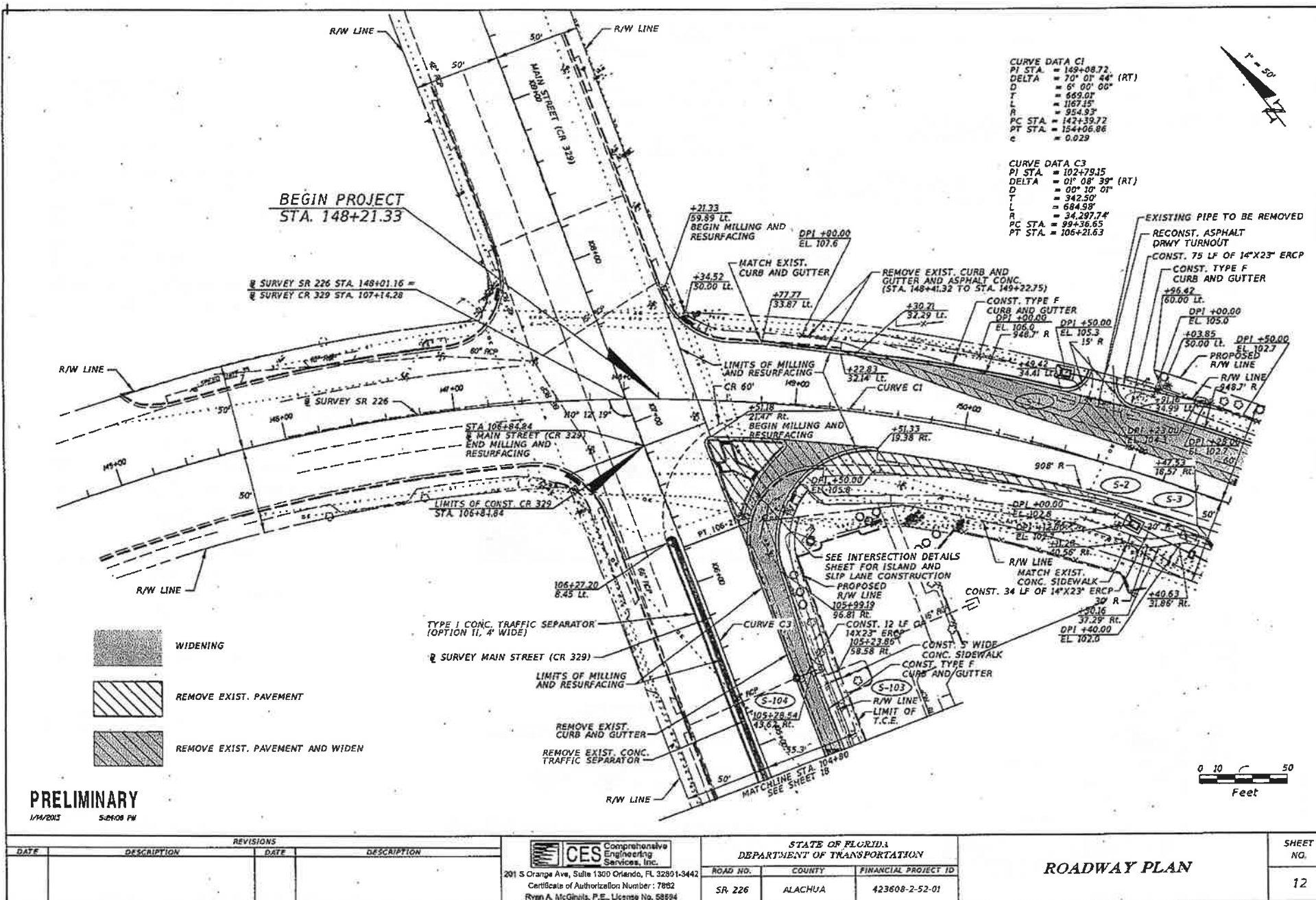
KEY SHEET REVISIONS

DATE	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: RYAN A. MCGINNIS, P.E.

P.E. NO.: 58694

FISCAL YEAR	SHEET NO.
16	1





CURVE DATA C1
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 DELTA = 70° 01' 44" (RT)
 D = 6° 00' 00"
 T = 669.01'
 L = 1167.15'
 PC STA. = 142+39.72
 PT STA. = 154+06.86
 e = 0.029

STA 153+66.90
 BEGIN SUPERELEVATION TRANSITION
 LEFT OF & SURVEY SR 226

TYPE F CURB AND GUTTER FLARED END (PER INDEX 300)

PROPOSED R/W LINE
 DPI +40.00
 EL. 96.4

EXISTING PIPE TO BE REMOVED

RECONSTR. ASPHALT
 DRWY TURNOUT
 CONST. 56 LF
 OF 14"x23" ERCP
 DPI +00.00
 EL. 94.3

CONST. 5' WIDE
 PAVED SHOULDER

CONST. 10' WIDE
 SHOULDER

R/W LINE
 DPI +50.00
 EL. 90.9

PROPOSED R/W LINE
 DPI +00.00
 EL. 102.3
 R/W LINE

CONST. TYPE F
 CURB AND GUTTER

CONST. 10' WIDE
 SHOULDER
 CONST. 5' WIDE
 PAVED SHOULDER
 DPI +00.00
 EL. 96.6

CONST. 5' WIDE
 PAVED SHOULDER
 DPI +00.00
 EL. 96.6

CONST. 5' WIDE
 PAVED SHOULDER
 DPI +00.00
 EL. 96.6

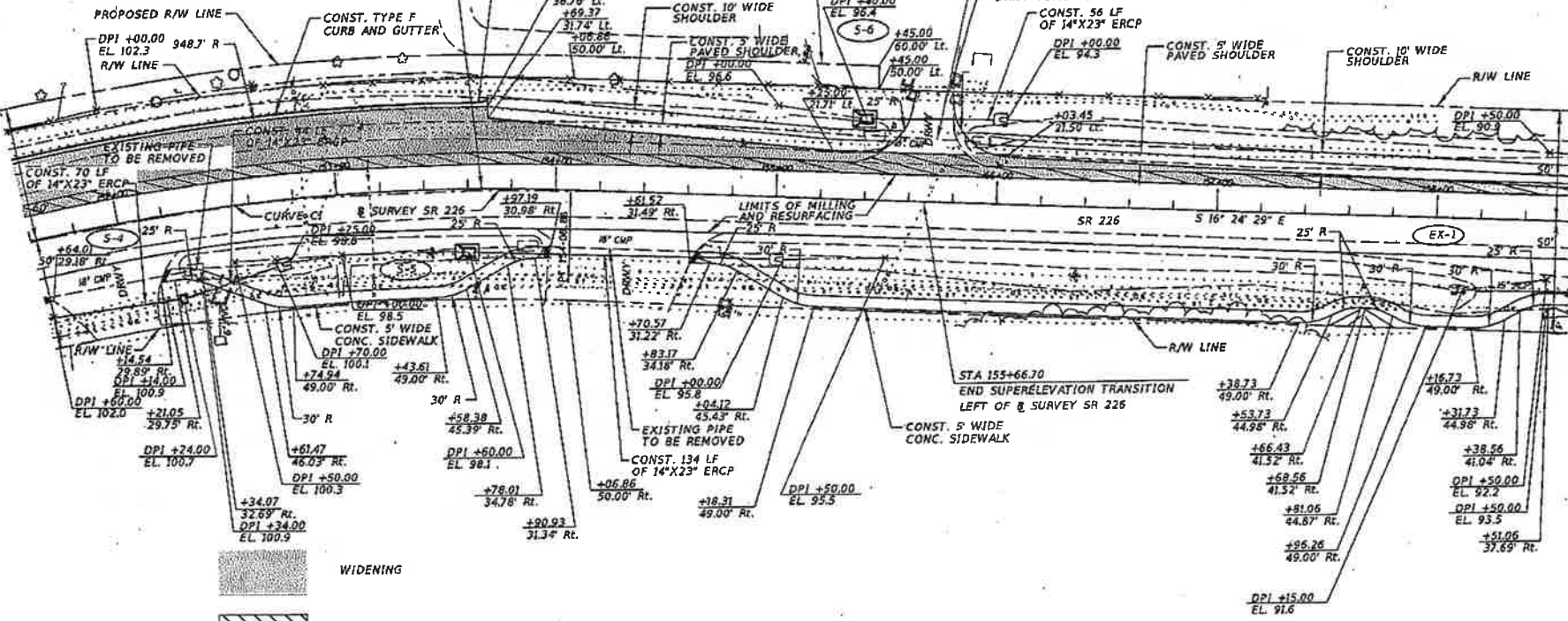
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 EL. 96.6



- WIDENING
- REMOVE EXIST. PAVEMENT
- REMOVE EXIST. PAVEMENT AND WIDEN

PRELIMINARY
 1/14/2013 5:24:11 PM



REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN	SHEET NO. 13
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 226	ALACHUA	423608-2-52-01		

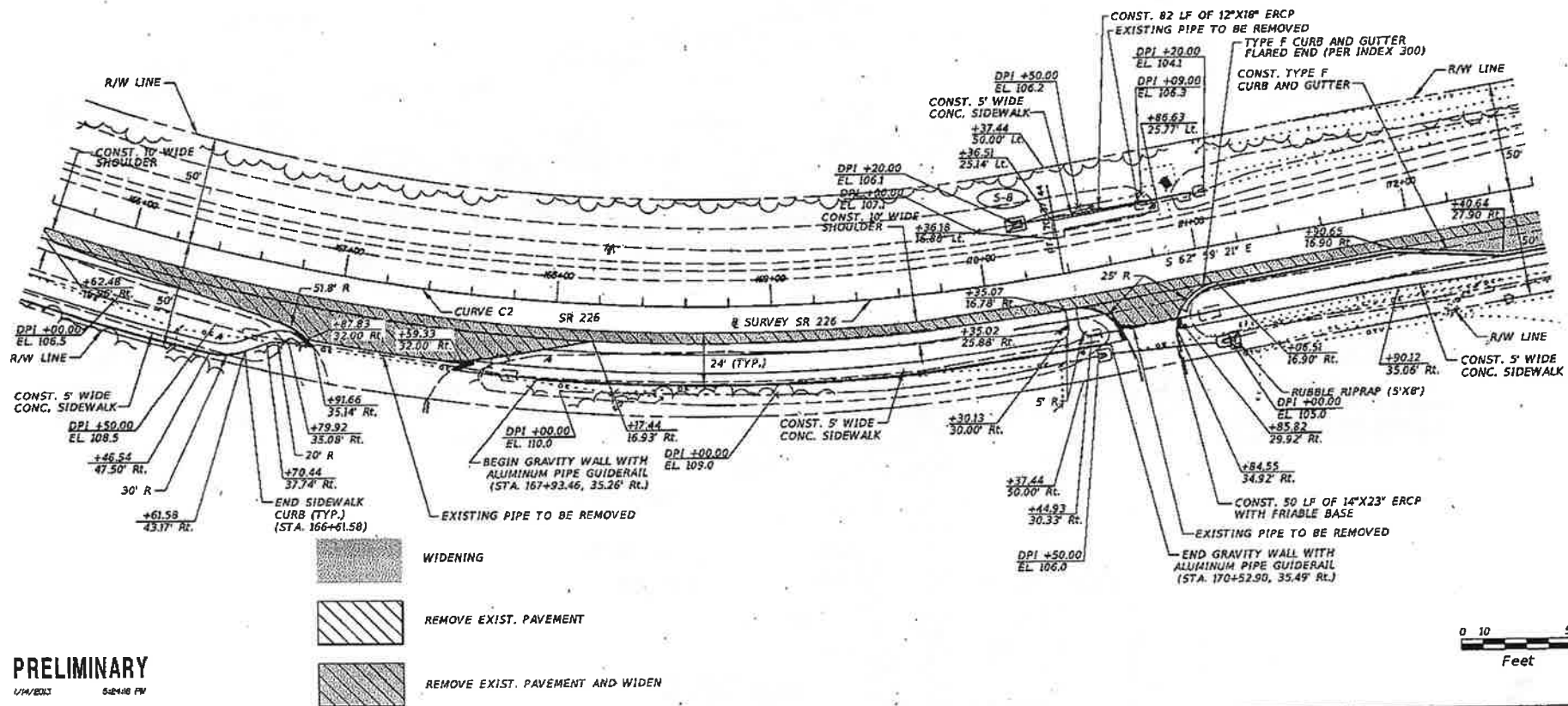


201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
 Certificate of Authorization Number: 7882
 Ryan A. McGinnis, P.E., License No. 58694

1/14/2013 5:24:11 PM T:\projects\423608-2-52-01\Drawings\PLAN\001.dgn

14

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 PT STA. = 170+37.44
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PRELIMINARY

1/14/2013 5:24:08 PM

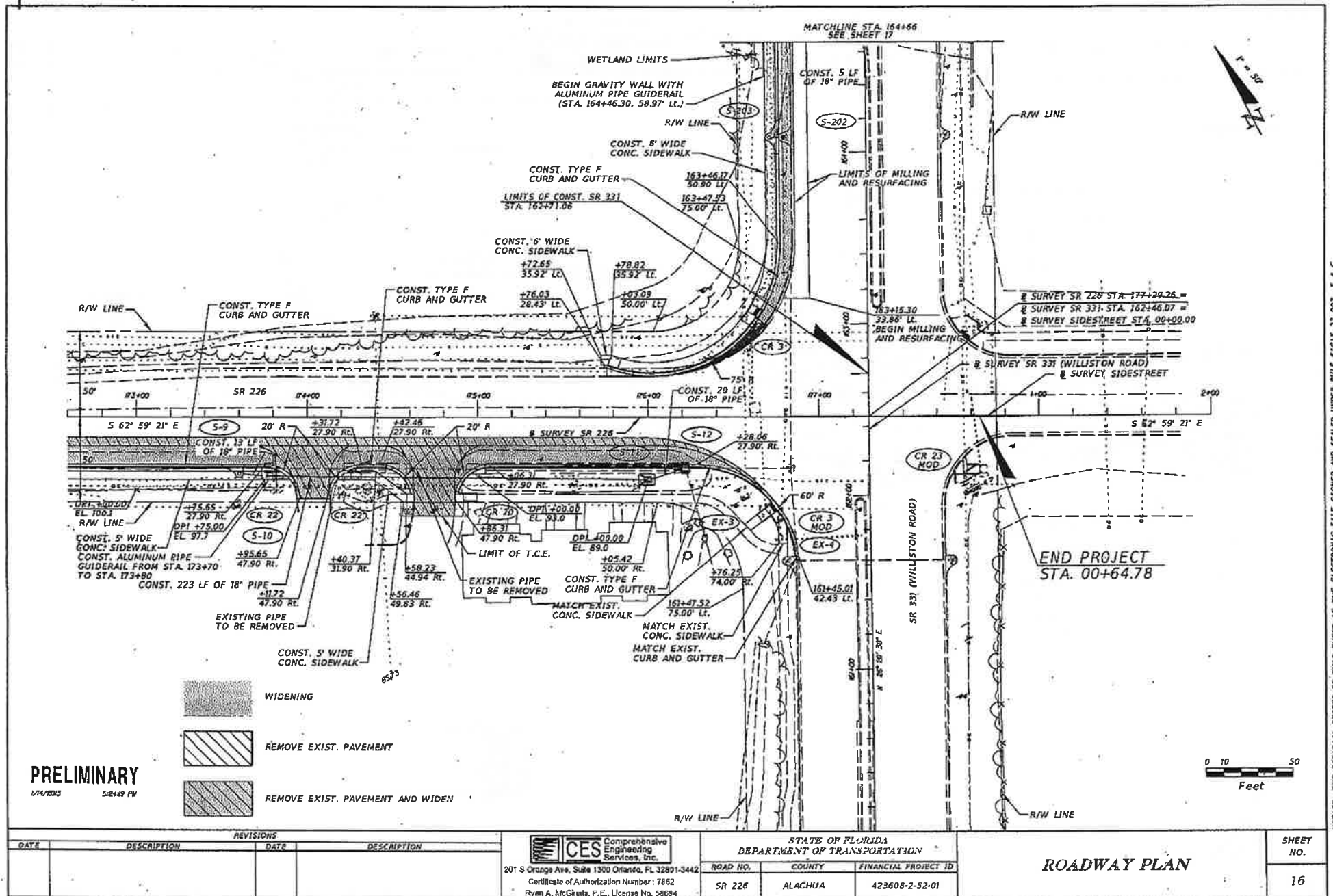


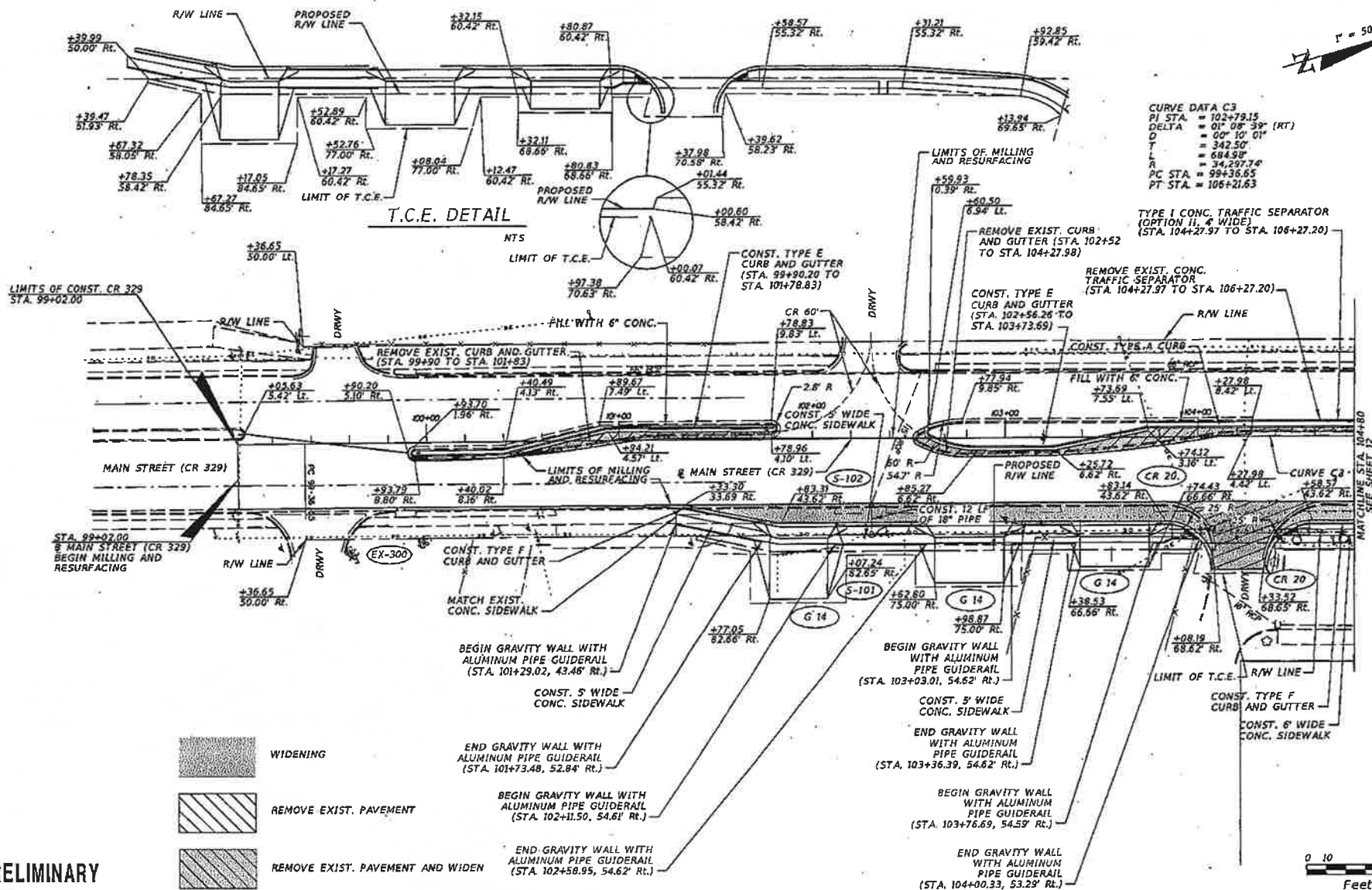
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN	SHEET NO. 15
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 226	ALACHUA	423608-2-52-01		



201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
 Certificate of Authorization Number: 7862
 Ryan A. McGinnis, P.E., License No. 58904

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PRELIMINARY

1/14/2013 5:24:23 PM

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
Certificate of Authorization Number : 7862
Ryan A. McGinnis, P.E., License No. 56594

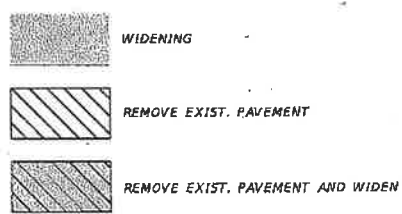
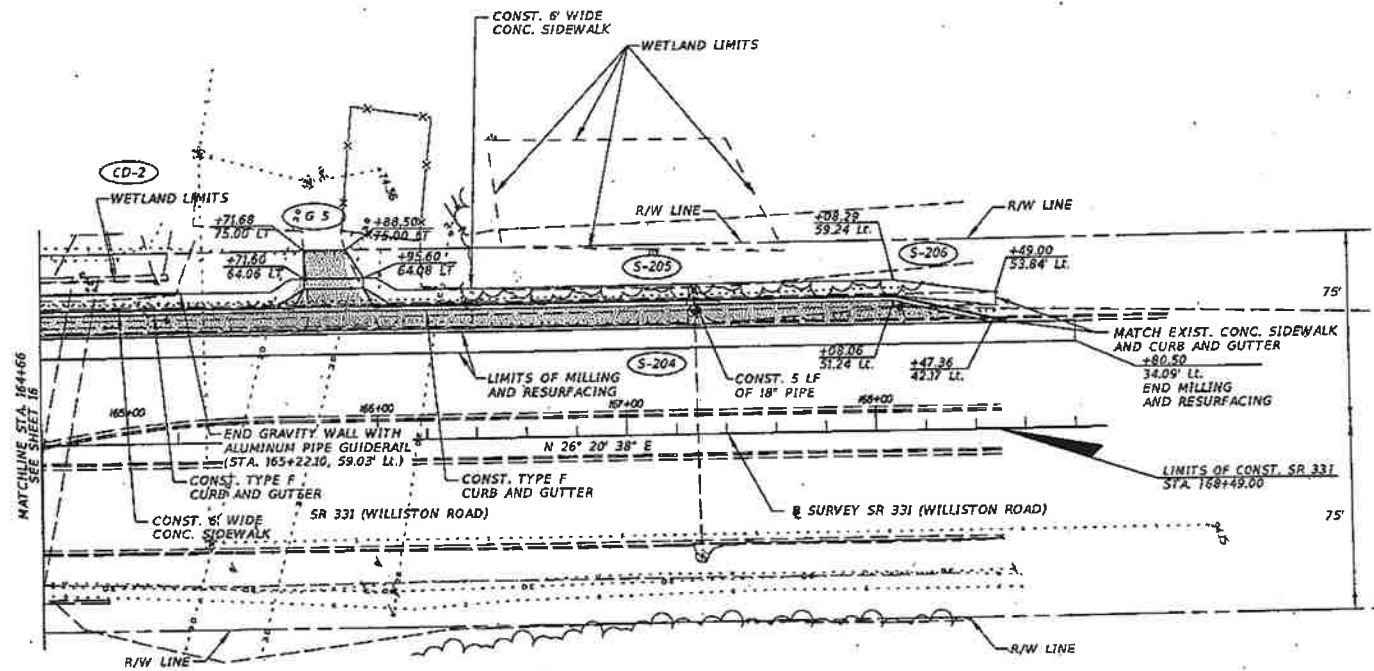
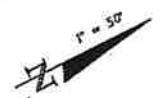
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET
NO.

18



PRELIMINARY
1/14/2013 5:24:21 PM



SR 331

REVISIONS				 CES Comprehensive Engineering Services, Inc. 201 S Orange Ave. Suite 1300 Orlando, FL 32801-3442 Certificate of Authorization Number: 7852 Ryan A. McGinnis, P.E., License No. 52594	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ROADWAY PLAN SHEET NO. 17
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					SR 226	ALACHUA	423608-2-52-01	

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 423608-2-52-01
(FEDERAL FUNDS)

ALACHUA COUNTY (26004)

STATE ROAD NO. 226

INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
S-1	KEY SHEET
S-2	TABULATION OF QUANTITIES
S-3	GENERAL NOTES
S-4 - S-10	SIGNING AND PAVEMENT MARKING PLAN

SIGNING AND PAVEMENT MARKING PLANS



SIGNING AND PAVEMENT MARKING
SHOP DRAWINGS
TO BE SUBMITTED TO:

RYAN A. MCGINNIS, P.E.
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201 S. ORANGE AVENUE, SUITE 1300
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PLANS PREPARED BY:



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WWW.CESFLA.COM
VENDOR NO. F593472222001
CONTRACT NO. C-9241

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SIGNING AND PAVEMENT MARKING PLANS
ENGINEER OF RECORD: RYAN A. MCGINNIS, P.E.

P.E. NO.: 58694

PRELIMINARY

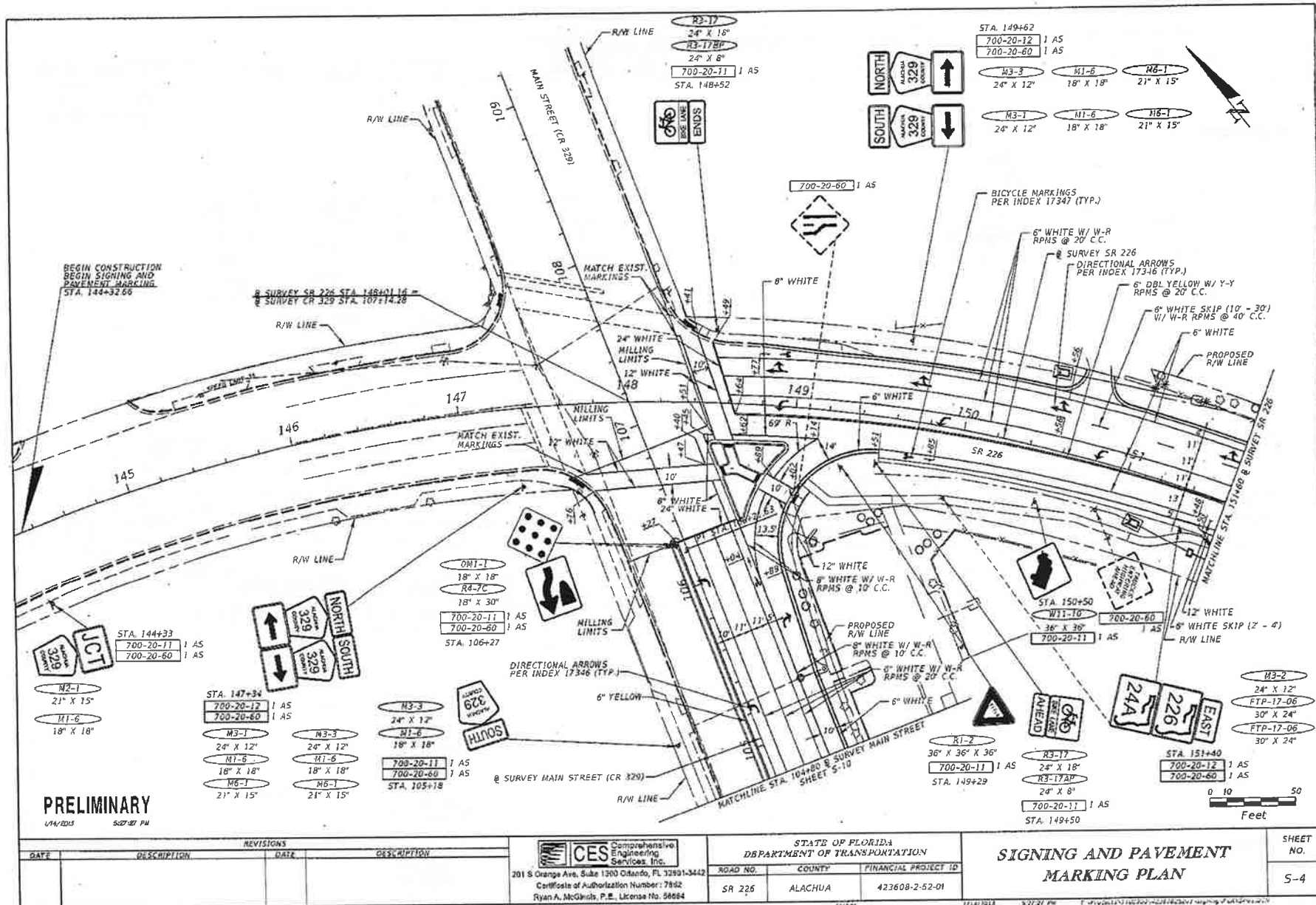
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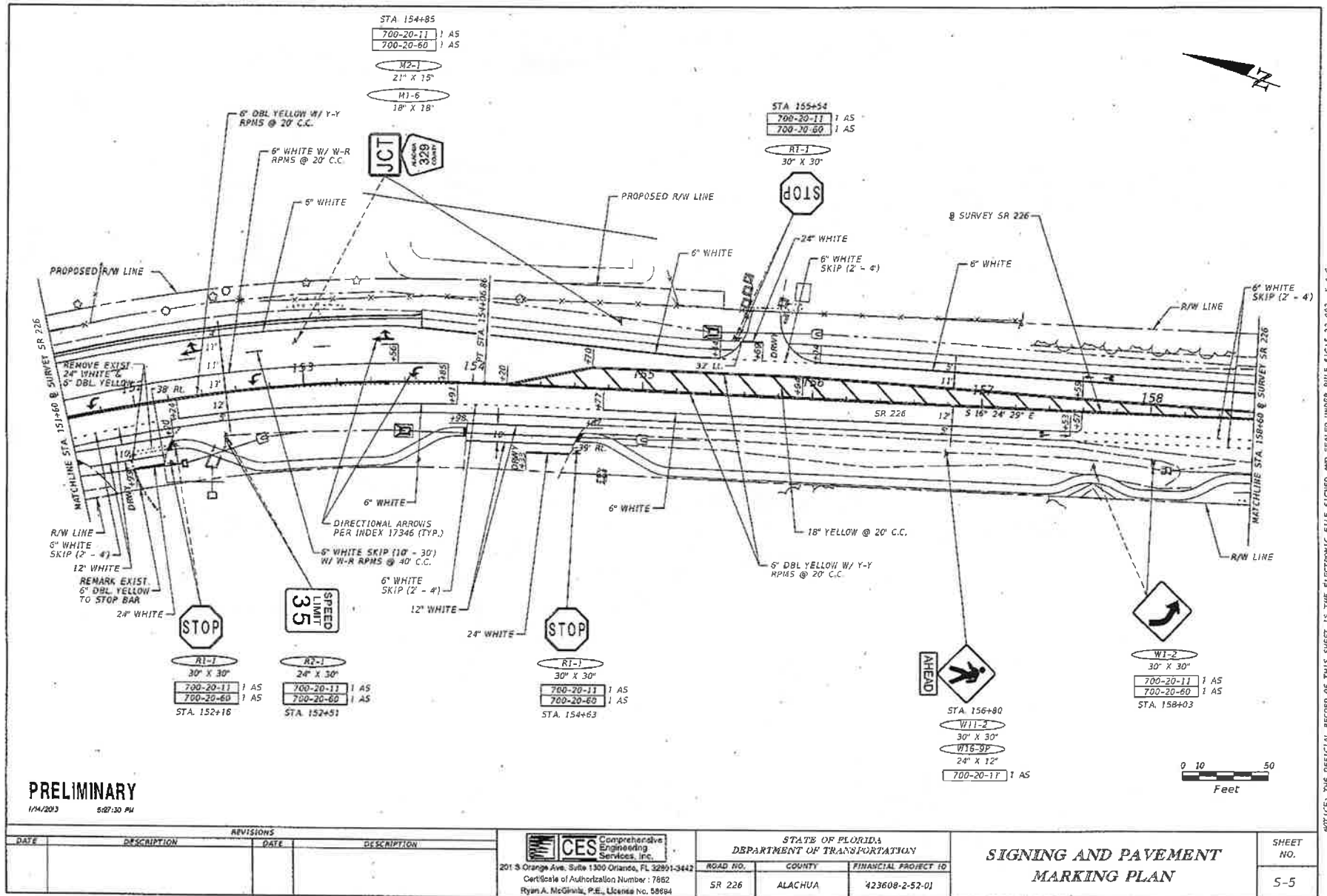
FDOT PROJECT MANAGER: AMY L. WILLIAMS, P.E.

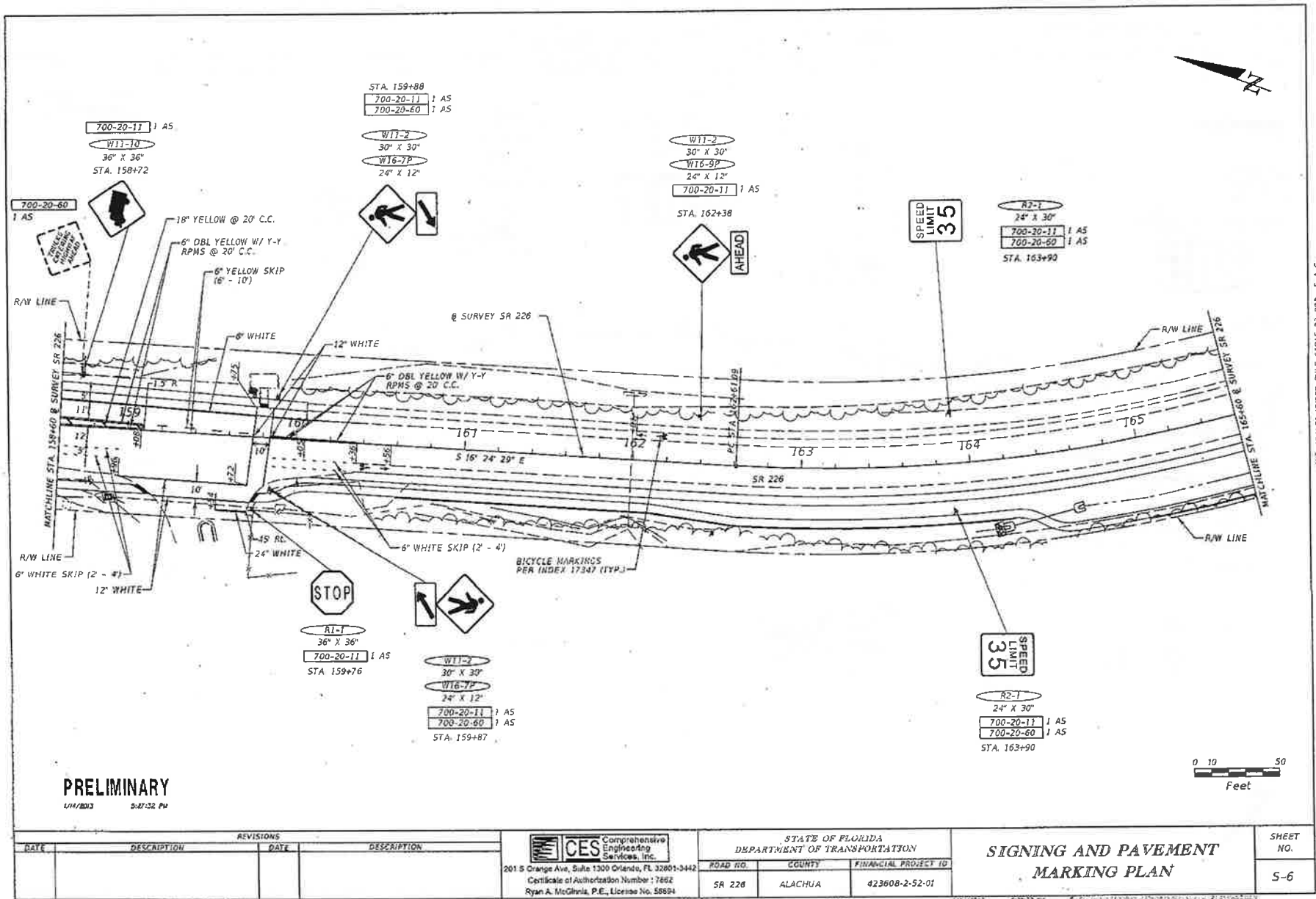
FISCAL YEAR	SHEET NO.
16	S-1

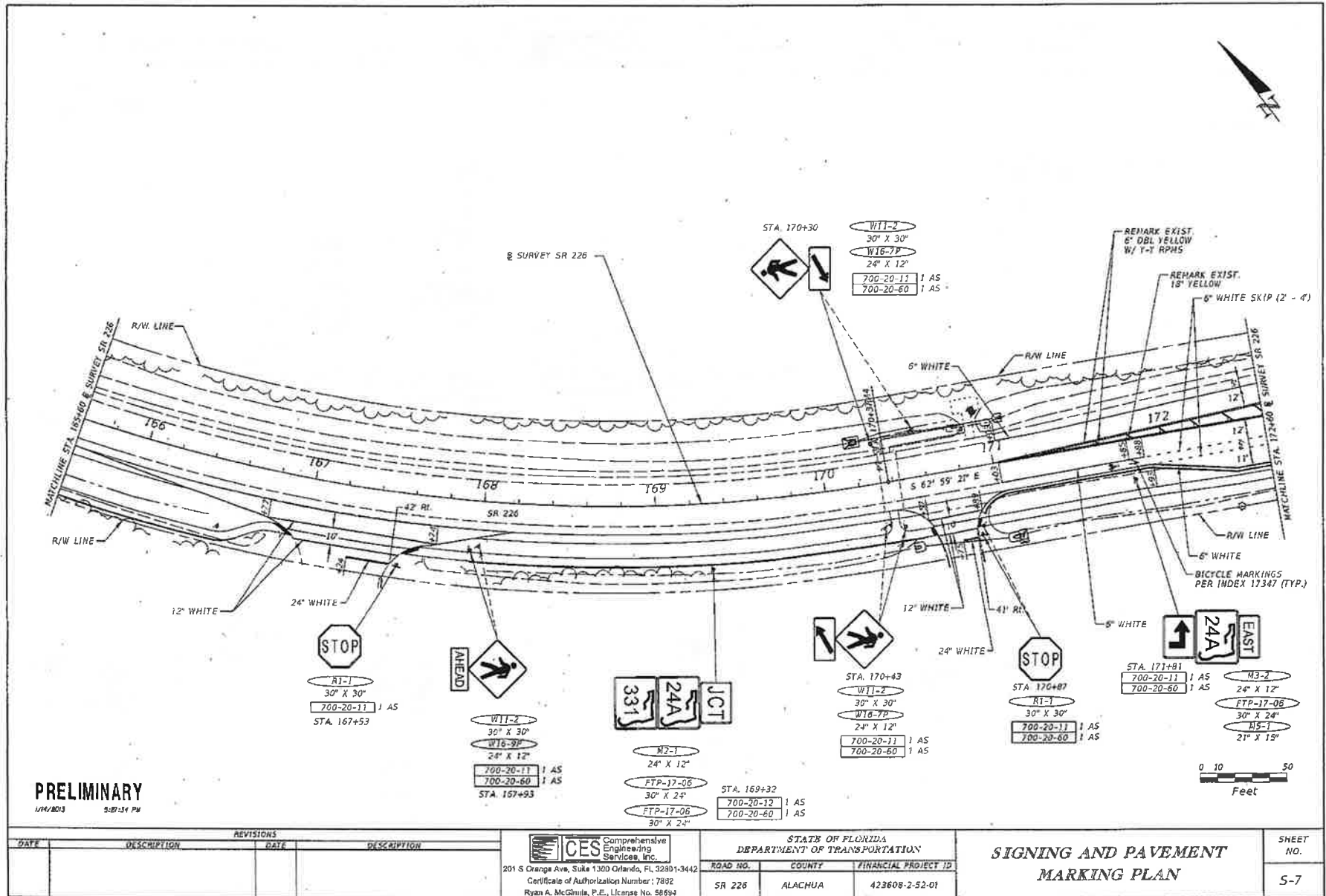
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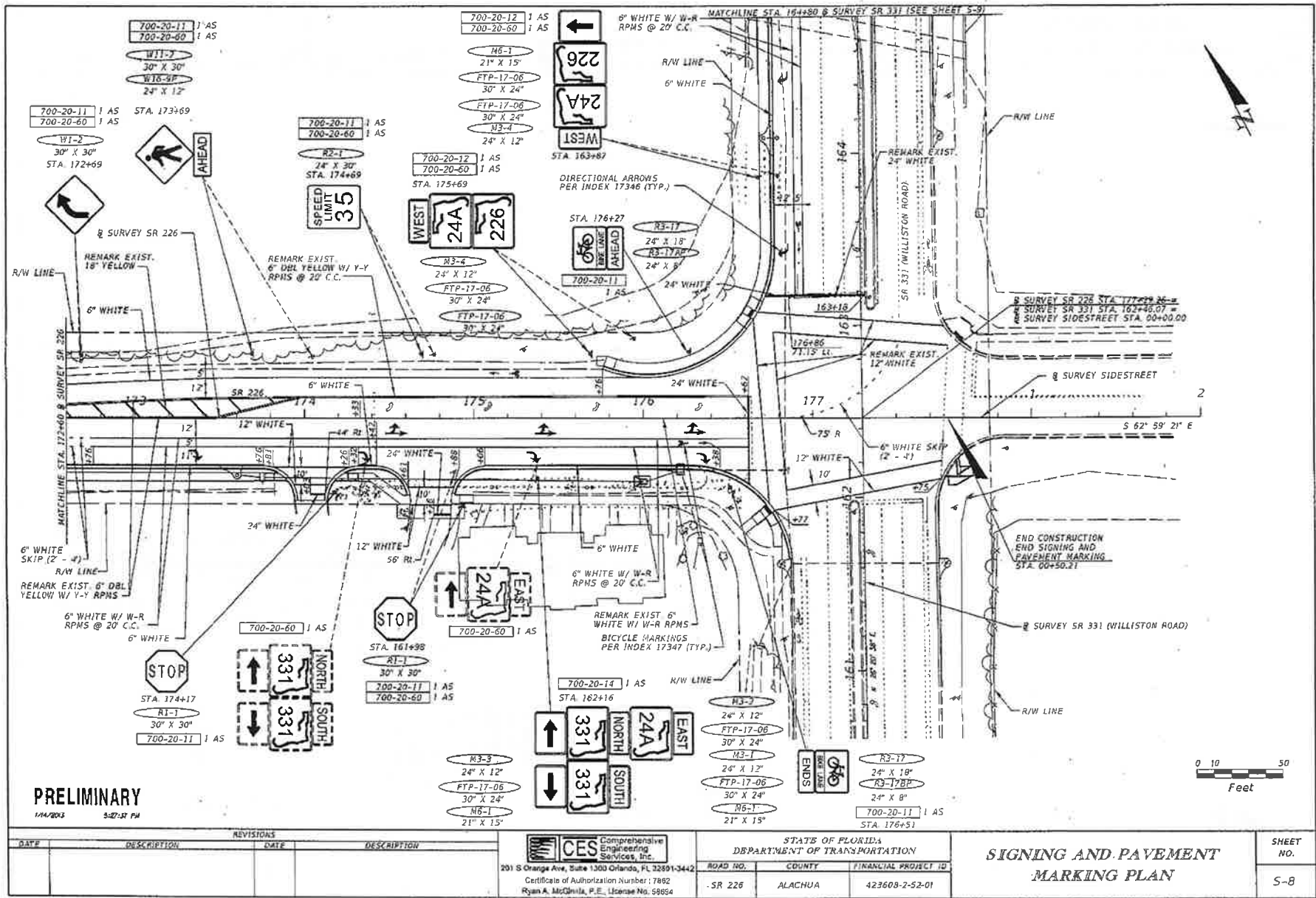


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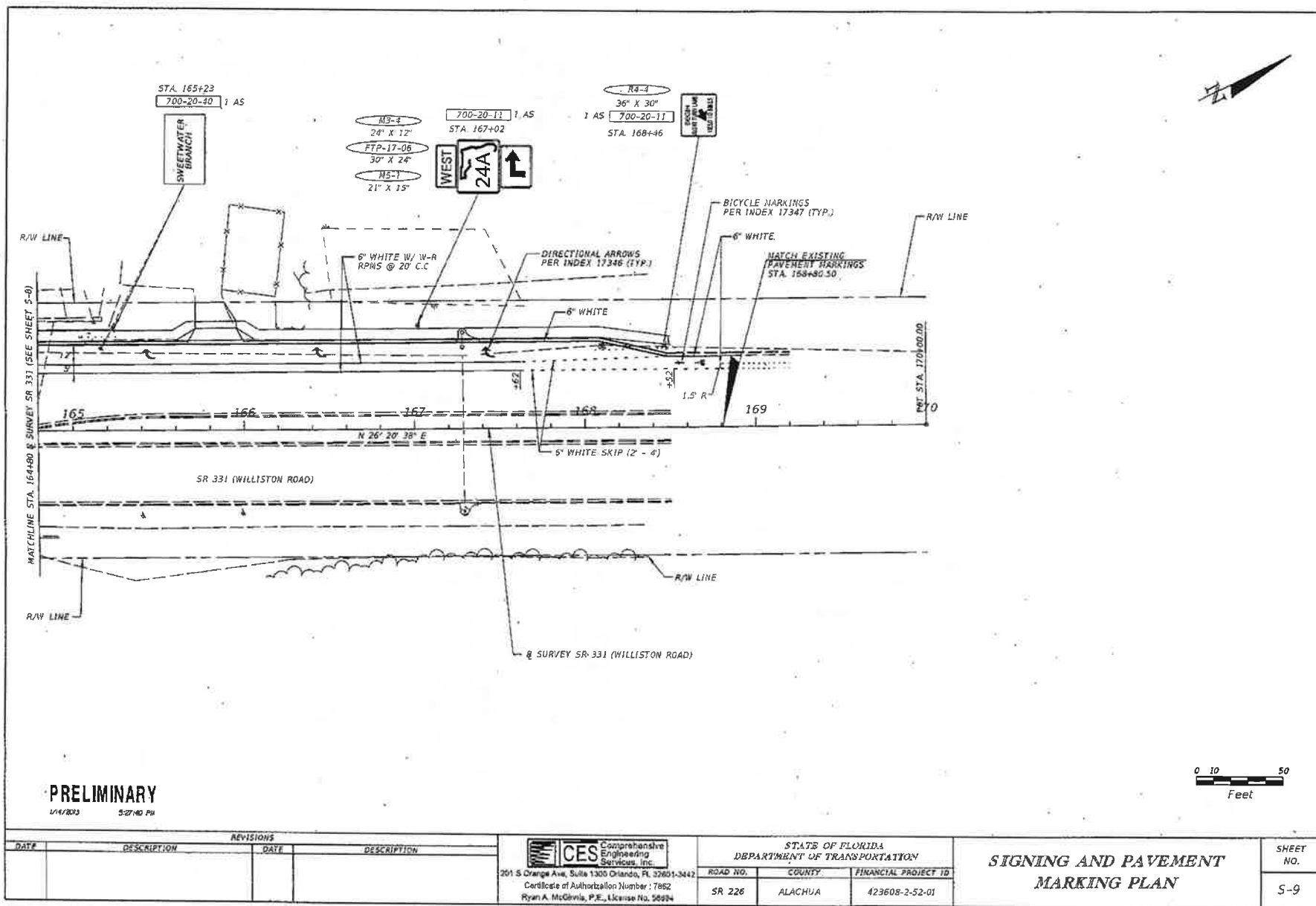








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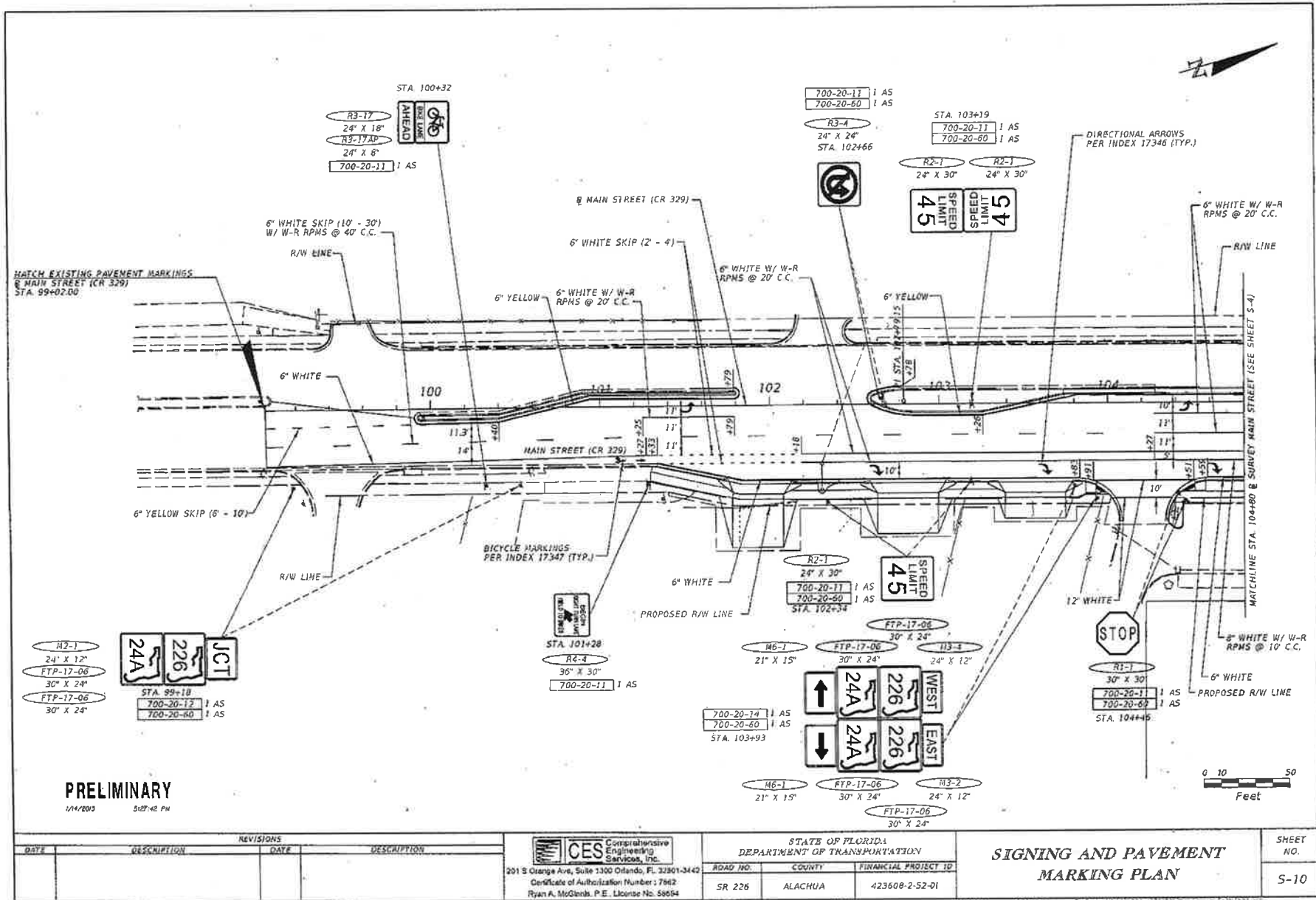


EXHIBIT 2

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Tuesday, February 19, 2013 12:04 PM
To: Marlie Sanderson
Cc: Mike Escalante; Williams, Amy; Cooper, Rodney
Subject: TAC/CAC meetings - SR 226 plan review

In September, 2012, the Metropolitan Transportation Planning Organization (MTPO) committees reviewed the Florida Department of Transportation (FDOT) 30% design for SR 226/SE 16th Avenue. The project design consists of the Transportation System Management (TSM) alternative for the roadway and intersection, as approved by the MTPO Dec. 13, 2010.

The TAC, CAC and B/PAB committees approved the initial 30% design for this project. The MTPO, at their October 1, 2012, meeting reviewed and approved the 30% design plan and requested the FDOT take another look at, and consider removing, the proposed slip lane triangle configuration in the southeast corner of South Main Street and SE 16th Avenue intersection.

FDOT design project manager and our District Safety Engineer have both reviewed the project request, and offer the follow up recommendation below.

Please provide a copy of this email to the MTPO Committees for the February 20, 2013, project review. Thank you,

Karen S. Taulbee, AICP

Transportation Specialist
Jacksonville Urban Office
904-360-5652
karen.taulbee@dot.state.fl.us

-----Original Message-----

From: Cooper, Rodney
Sent: Thursday, February 14, 2013 3:57 PM
To: Williams, Amy
Cc: Graham, Jennifer; Reichert, Joshua
Subject: RE: Article on topic related to recent MTPO meeting

Amy,

I am responding to the attached Review Questions, dated February 2013, for project FIN 423608-2-52-01. I understand that the location is at the SR 226 and SR 329 intersection in Gainesville. In regards to the use of the NB right-turn slip lane in the SE corner I offer the following:

- I do not recommend removing the slip lane.
- The purposes of this slip lane will be to shorten the walking distances for pedestrians in the north to south directions, and in the east and west directions of the intersection; allows the pedestrians crossing the slip lane to get onto the island only to look to their left to cross the lane; and it allows the right-turning vehicles to turn by being controlled with a yield condition instead of the traffic signal. These aforementioned items allow for a more efficient movement for pedestrians, bicyclists, and vehicles.
- I recommend that the Yield sign remain for the slip lane. The vehicles in the slip lane should be yielding which would require them to look in the viewing area for other vehicles/bicycles coming eastbound before they enter the flow of traffic. This should not pose a problem for traffic exiting the business to the southeast.

I hope that I have addressed the concerns adequately. Please contact me if you have any other questions.

Thanks,

Rodney H. Cooper, P.E.
District Safety Engineer
Office: (904) 360-5629 Fax: (904) 360-5639

rodney.cooper@dot.state.fl.us

EXHIBIT 3

Marlie Sanderson

From: Hawkins, Jr., Thomas [hawkinswt@cityofgainesville.org]
Sent: Wednesday, October 24, 2012 12:03 PM
To: citycomm; bocc@alachuacounty.us
Cc: Byrne, Betsy L.; Marlie Sanderson; Scott, Teresa A.; Leistner, Deborah L.; Mike Escalante; karen.taulbee@dot.state.fl.us
Subject: Article on topic related to recent MTPO meeting

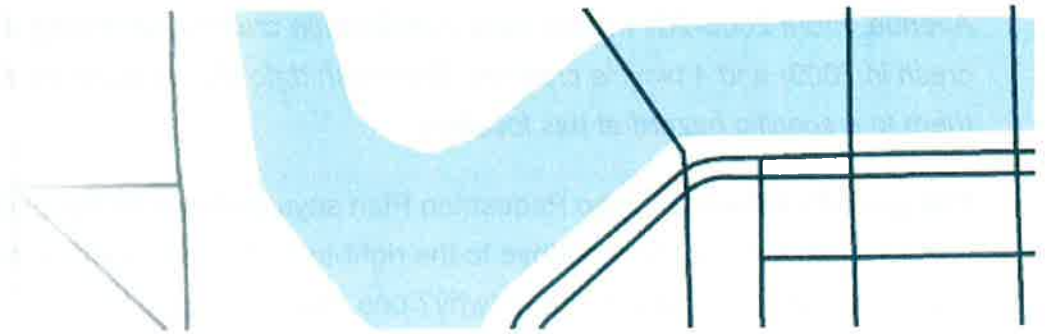
All,

The article linked below relates to the intersection design considered for S. Main St. and 16th Ave.

gridchicago.com/2012/strategies-in-the-pedestrian-plan-remove-all-channelized-right-turns-in-3-years/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+GridChicago+%28Grid+Chicago%29

Thomas Hawkins

GR
ID
CHICAGO



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Strategies in the Pedestrian Plan: Remove all channelized right turns in 3 years

by STEVEN VANCE on OCTOBER 24, 2012 · 22 COMMENTS AND 23 REACTIONS



A right-turn channelization from southbound Kedzie Avenue to northbound Milwaukee Avenue. From 2005-2011 there were 7 pedestrian crashes (including a fatal hit-and-run crash in 2009) and 4 bicycle crashes. The crash data do not allow me to relate any of them to a specific hazard at this location.

SP

The groundbreaking Chicago Pedestrian Plan says goodbye to this pedestrian safety hazard. I can't wait to say goodbye to the right-turn channelization on northbound Elston Avenue at Ashland Avenue (why? [one](#), [two](#), [three](#)).

Goal: Improve non-standard intersections

You'll find the right-turn channelization (characterized by the presence of an additional crosswalk and often a concrete island) most often at intersections with diagonal streets. The Chicago Pedestrian Plan, in Goal 8 of the "Connectivity" chapter, will "remove all channelized right turn lanes by 2015". This is an excellent idea because it reduces crossing distance, reduces car travel speeds (which is the determining factor of an injurious or fatal crash), and reduces the likelihood of a right-angle (t-bone) crash. [Download the Chicago Pedestrian Plan.](#)



8 Improve non-standard intersections

Chicago has a number of atypical intersections, including streets that are offset from one another, streets that cross each other at acute angles, and intersections with three or four streets coming together. It is necessary to identify all of these intersections and develop standards to make them safer for pedestrians to cross.

ACTIONS

- Short Term**
 - Develop typologies and guidelines, with engineering and pedestrian safety tools, for diagonal intersections with five or six legs and other atypical intersections.
- Mid Term**
 - Remove channelized right turn lanes where three or more streets intersect at acute angles.
 - Pilot a project that studies the effects of prohibiting turning movements at intersections where three major streets intersect.

MILESTONES

- Pilot a study prohibiting turns at diagonal intersections by 2014.
- Develop intersection typologies by 2014.
- Remove all channelized right turn lanes by 2015.

ADDITIONAL RESOURCES

See the accompanying Plan for a list of additional resources in Chicago's Master Urban Designations for Pedestrian Connectivity, Appendix A: Transportation Engineering (2012).

73

Connectivity: Goal 8, page 69 in the Chicago Pedestrian Plan.

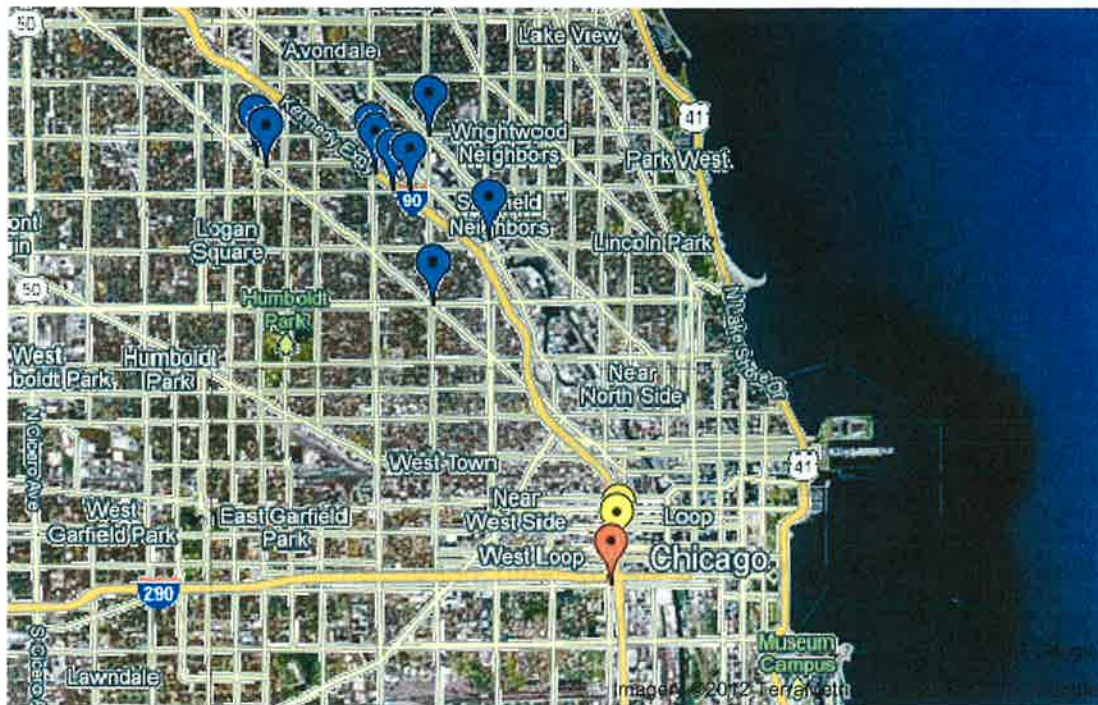


While right-turn channelizations are mainly a pedestrian safety issue, they have adverse consequences for bicyclists as well. Where Elston meets Ashland, there is a paint-only right-turn channelization that allows drivers to turn right across a through-bicyclist's path (which is illegal in addition to being dangerous, [municipal code 9-16-020](#)).

This seems to conflict with the Mid Term Action item above it, "Remove channelized right-turn lanes intersect at acute angles". There are some right-angle intersections with right-turn lane channelizations. For example, westbound Adams Street at the Kennedy Expressway, or its complement, the left-turn channelization on eastbound Jackson Boulevard at the Kennedy Expressway. While these two examples will be investigated because of Goal 10, Improve expressway entrances and exits, the milestones and action items there are not as strong as decisive as "remove all channelized right turn lanes by 2015".

But the intersection of Harrison and Halsted Streets isn't covered there: it has two right-turn channelizations (on the north corners) right outside of the University of Illinois at Chicago (UIC) where thousands of students and others cross daily to reach 8/Halsted buses and the Blue Line station. At this intersection, there were 2 pedestrian and 4 bicycle crashes from 2005-2011. Another disadvantage of the right-turn channelization is that it disallows drivers moving through it from seeing bicyclists approaching in that direction. I suspected that pedestrian crashes would be higher but perhaps the high level of pedestrian traffic in turn makes for safer driving. At this particular intersection,

pedestrians and drivers become a nuisance to each other: pedestrians cross against the crosswalk signal and drivers block the crosswalk, waiting for a break in traffic into which they can make a legal right-turn on red.



[View Turn lanes and the Chicago Pedestrian Plan](#) in a larger map in which I've marked the intersections in this article as well as intersections with right-turn lane channelizations that I believe would be eliminated based on the action item in Connectivity Goal 8, improve non-standard intersections. Notice that the crosswalk across the Jackson Boulevard turn lane into the Kennedy Expressway is 60 feet long. 60 feet to cross a single lane of traffic. Lanes are normally 9-14 feet wide.

The Chicago Pedestrian Plan doesn't directly address wide-radius intersections, like Roosevelt Road and Halsted Street (the scene of 13 pedestrian and 7 bicycle crashes from 2005-2011), that enables (encourages) drivers to turn right at high speeds, who, when braking for a pedestrian in the crosswalk, would have to decelerate more quickly than someone traveling slower at a smaller-radius right-turn. This example is likely addressed with Goal 10, Improve expressway entrances and exits, of which the intersection Roosevelt Road and Halsted Street is not.



View [Roosevelt and Halsted in a larger map](#). Note the distinct difference in turning radii of the northern and southern corners. See more discussion on [strategies in the Chicago Pedestrian Plan](#).

Introduction

What we heard

Tools

Safety

Connectivity

Equity

Health

Implementation

THE SIX WAY INTERSECTION

Chicago has a number of diagonal streets (Archer Avenue, Blue Island Avenue, Lincoln Avenue, Elston Avenue, Milwaukee Avenue) that intersect at one point with both a north-south street and an east-west street. These six way intersections create a number of challenges for pedestrians and vehicles. They require pedestrians to cross large distances to get from one side of the intersection to the other.

There are a number of improvements that can be made to these types of intersections to reduce the crossing distance and improve the connectivity in the neighborhood. The graphic to the right shows a typical six way intersection where a diagonal street intersects two arterial roadways. On the following page a number of modifications have been made. These include:

- removing the channelized right turn lane
- reducing turning radii
- prohibiting turns at the intersection
- providing crosswalks for all movements

EXISTING CONDITIONS

FO

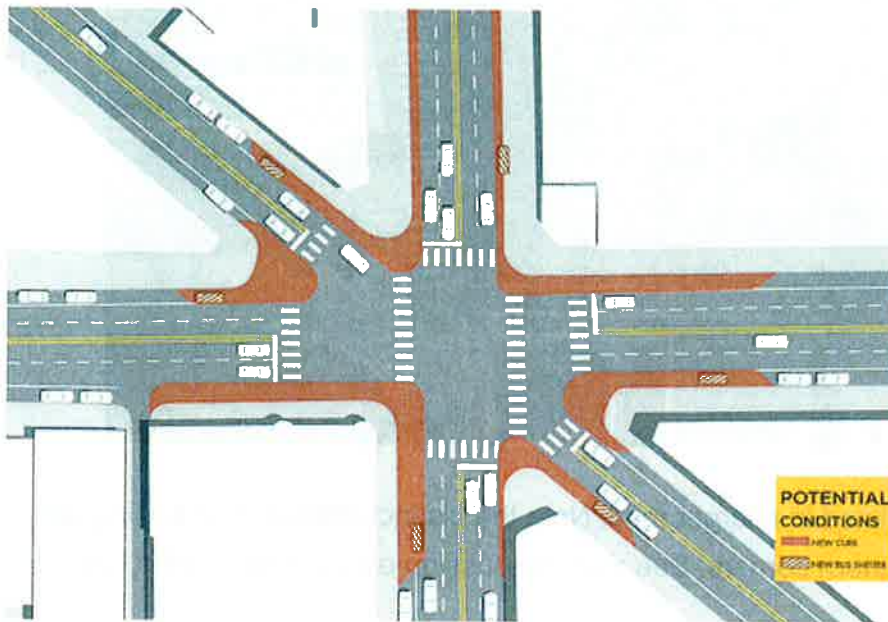
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The six-way intersection before improvements, page 70, in the Chicago Pedestrian Plan. The text mentions removing right-turn lane channelizations, but the graphic doesn't show it.



The six-way intersection after improvements, page 71, in the Chicago Pedestrian Plan. Crosswalks for all movements have been added; at some intersections, like Damen-North-Milwaukee, people cross where there is no crosswalk. This drawing shows crosswalks in exactly those places.

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Tagged with: [Chicago Pedestrian Plan](#) • [crash data](#) • [map](#) • [pedestrian safety](#) • [right-turn channelization](#) • [strategies from the Chicago Pedestrian Plan](#)

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<:nav id=global-nav>

22 comments

0 Stars

23 reactions

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Discussion

Community



<:section id=conversation data-role="main">

**Erik Griswold** • 2 days ago

Banning Right-Turn-on-Red within the city limits, as is the case in New York City, would also lead to fewer pedestrian-vehicle crashes

1 ^ 1 v

•

• [Reply](#)

•

• [Share](#) ›**Adam Herstein** • 2 days ago • parent

I am also in favor of this, but am wary of how many motorists would simply ignore the law.

■ 1 ^ 0 v

■ •

■ [Reply](#)

■ •

■ [Share](#) ›**Steven Vance** MOD • 2 days ago • parent

I haven't read every word of the plan yet, but I flipped through it a few times trying to find the really revolutionary (infrastructure) stuff. I'm going to double check if "right turn on red" is mentioned in the plan. I advocate for it. We have a pretty heavy ban as-is, at nearly all six-way intersections, and at non-six-way intersections (based mostly on traffic flows and speeds, not pedestrian safety concerns, in my opinion).



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© 2011-2012 John Greenfield (john at gridchicago.com)

SCHEDULED 2013 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year.

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 23	January 24	February 4 at 3:00 p.m.
MARCH	February 20	February 21	March 4 at 3:00 p.m.
JUNE	May 22	May 23	June 3 at 5:00 p.m.
AUGUST	July 24	July 25	August 5 at 3:00 p.m.
SEPTEMBER	September 18	September 19	September 30 at 3:00 p.m.
DECEMBER	November 20	November 21	December 2 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.



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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

2009 NW 67th Place, Gainesville, FL 32653

www.ncfrpc.org/mtpo