



Meeting Packet
October 6, 2014, 3:00 p.m.



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



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

September 29, 2014

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

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will meet on **Monday, October 6, 2014 at 3:00 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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**North
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Florida
Regional
Planning
Council**

I
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AGENDA
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building, Gainesville, Florida

Monday, 3:00 p.m.
October 6, 2014

STAFF RECOMMENDATION

- Page #3** **I. Approval of the Meeting Agenda and Consent Agenda Items** **APPROVE BOTH AGENDAS**
- The MTPO needs to approve the meeting agenda and the consent agenda items.
- Page #71** **II. MV Transportation, Inc.- Citizen Complaint** **NO ACTION REQUIRED**
- The Alachua County Board of County Commissioners has requested that Ms. Stewart's letter be included on the MTPO's October 6th meeting agenda for discussion.
- Page #95** **III. Transportation Improvement Program Amendments** **APPROVE STAFF RECOMMENDATION**
- The FDOT is requesting two amendments- one is to purchase RTS vehicles and equipment and one is to construct safety improvements at the I-75 and NW 39th Avenue interchange.
- Page #101** **IV. University Avenue Multimodal Study- Existing Conditions Report** **NO ACTION REQUIRED**
- The MTPO consultant (Sprinkle Consulting, Inc.) will discuss this report and give a status report on this project.
- Back Cover** **V. Next MTPO Meeting** **NO ACTION REQUIRED**
- The next MTPO meeting is scheduled for December 1, 2014 at 3:00 p.m.

VI. Comments

- A. MTPO Members*
- B. Citizens Comments*
- C. Chair's Report*

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

*No backup material included with the attached agenda material.



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

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

**Monday, 3:00 p.m.
October 6, 2014**

STAFF RECOMMENDATION

- Page #7 CA. 1 Minutes- August 4, 2014 APPROVE MINUTES**
This set of MTPO minutes is ready for review.
- Page #25 CA. 2 Engagement Letter for Fiscal Year 2013-14 Audit APPROVE STAFF RECOMMENDATION**
The audit this year will be prepared by Powell and Jones, Certified Public Accountants.
- Page #33 CA. 3 Proposed Amended Budget for Fiscal Year 2013-14 APPROVE STAFF RECOMMENDATION**
This budget will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed.
- Page #37 CA. 4 Supplemental Agreement to Contract AQR-23 APPROVE STAFF RECOMMENDATION
Federal Transit Administration 5305 (d) Planning Funds**
Each year, the MTPO submits a grant application for these funds.
- Page #47 CA. 5 Transportation Alternative Projects- 2014 Application APPROVE JOINT RECOMMENDATION**
This year, the Florida Department of Transportation is requesting that grant applications be submitted by the end of November.

**CA. 6 Strategic Intermodal System (SIS)
Airport Connector Designations**

**APPROVE JOINT
RECOMMENDATION**

FDOT is planning two revisions to the SIS Connector designations at the Airport- to drop the NW 39th Avenue entrance and add the new entrance off Waldo Road.

Consent

Agenda

Enclosures

MINUTES
 METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
 FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
 Alachua County Administration Building
 Gainesville, Florida

3:00 p.m.
 Monday
 August 4, 2014

MEMBERS PRESENT

Susan Baird, Chair
 Lauren Poe, Vice Chair
 Mike Byerly
 Craig Carter
 Chuck Chestnut
 Linda Dixon/Curtis Reynolds
 James Green/Greg Evans
 Robert Hutchinson
 Doug Jones
 Lee Pinkoson
 Helen Warren
 Randy Wells

MEMBERS ABSENT

Ed Braddy
 Todd Chase
 Yvonne Hinson-Rawls

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Marlie Sanderson
 Lynn Franson- Godfrey
 Scott Koons

CALL TO ORDER

Chair Susan Baird called the meeting to order at 3:10 p.m. She noted there was no quorum and asked that staff proceed with agenda items that do not require action.

Mr. Marlie Sanderson, Director of Transportation Planning for the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, announced that City of Archer Vice Mayor Doug Jones is the new MTPO Rural Advisor.

II. TRANSPORTATION DISADVANTAGED PROGRAM RESOLUTIONS OF APPRECIATION

Mr. Sanderson stated that there are two members of the Alachua County Coordinating Board, Commissioner Todd Chase and Ms. Peggy Henderson, have completed their service on this Board.

Ms. Lynn Franson-Godfrey, MTPO Senior Planner, presented a Certificate of Appreciation to Ms. Henderson. She also noted that Commissioner Chase served as Chair to the Alachua County Transportation Disadvantaged Coordinating Board.

Ms. Henderson thanked the MTPO.

VI. PLAN EAST GAINESVILLE SUBCOMMITTEE LETTER

Mr. Sanderson stated that Chair Baird requested an opportunity to discuss the Plan East Gainesville Subcommittee Letter.

Chair Baird questioned why the MTPO provides staff services to the Plan East Gainesville Subcommittee.

IV. YEAR 2040 LONG RANGE TRANSPORTATION PLAN-
STATISTICALLY VALID SURVEY

Mr. Sanderson stated that the MTPO, at its February 3, 2014 meeting, directed staff to provide cost estimates for a statistically valid telephone survey. He discussed the draft survey and answered questions. He noted that the MTPO has received approval to move forward with the survey by the Florida Department of Transportation.

A quorum was present at this time.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Sanderson asked for approval of the Consent Agenda and Meeting Agenda.

MOTION: Commissioner Poe moved to approve the Consent Agenda and Meeting Agenda. Commissioner Chestnut seconded; motion passed unanimously.

III. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS-
ROLL FORWARD PROJECTS

Mr. Sanderson stated that FDOT has requested several amendments to the Transportation Improvement Program to roll forward several projects.

MOTION: Commissioner Poe moved to approve the roll forward projects identified in Exhibit 1. Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.

IV. YEAR 2040 LONG RANGE TRANSPORTATION PLAN-
STATISTICALLY VALID SURVEY (Continued)

Mr. Scott Richards, University of Florida Survey Research Center Coordinator of Programming and Research, discussed the survey and answered questions.

MOTION: Commissioner Byerly moved to

1. approve the Phone Survey as revised to:

- delete “work” from Question #2;
- delete “d. auto tag fees” from Question #3 if these fees are not a viable funding source for local government;
- add item “k. existing road maintenance”, have e. to read “add new bus routes” and split question into two groups, items b. through f. and to Question #5 and items a. and g. through k. to new Question #6; and
- add “, and” after “paths” and choose Option 2 to Question #7;

- delete “Gainesville or” from Question #8 and
2. authorize staff to pay the University of Florida Survey Research Center \$18,329 to conduct this survey contingent on approval from FDOT.

FRIENDLY AMENDMENT:

Commissioner Poe asked that Question #5 items b. through f. be randomized and new Question #6 items a. and g. through k. be randomized. Commissioner Byerly accepted the amendment.

ORIGINAL MOTION AS AMENDED:

Commissioner Byerly moved to

1. approve the Phone Survey as revised to:
 - delete “work” from Question #2;
 - delete “d. auto tag fees” from Question #3 if these fees are not a viable funding source for local government;
 - add item “k. existing road maintenance”, have e. to read “add new bus routes” and split question into two groups, items b. through f. to Question #5 and items a. and g. through k. to new Question #6;
 - randomize the items in Question #5 and new Question #6;
 - add “, and” after “paths” and choose Option 2 for Question #7; and
 - delete “Gainesville or” from Question #8 (see Exhibit 2); and
2. authorize staff to pay the University of Florida Survey Research Center \$18,329 to conduct this survey contingent on approval from FDOT.

Commissioner Carter seconded; motion passed unanimously.

II. TRANSPORTATION DISADVANTAGED PROGRAM RESOLUTIONS OF APPRECIATION
(Continued)

Mr. Sanderson noted that the Resolutions needed to be approved by the MTPO.

MOTION: Commissioner Poe moved to approve the Resolutions of Appreciation for Commissioner Chase and Ms. Henderson. Commissioner Chestnut seconded; motion passed unanimously.

V YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-
VISION STATEMENT, PRINCIPLES AND STRATEGIES

Mr. Sanderson stated that the MTPO, at its June 2, 2014 meeting, discussed a draft Vision Statement, Principles and Strategies. He reported that, during the discussion, the MTPO directed staff to reduce the length and redundancy of this material and to provide more balance among the modes of transportation. He discussed the new draft Vision Statement, Principles and Strategies and answered questions.

Mr. Wiatt Bowers, Atkins Project Manager, discussed the use of the Vision Statement, Principles and Strategies in selecting projects in the long range transportation process and answered questions.

MOTION: Commissioner Pinkoson moved to approve the Vision Statement, Principles and Strategies for the Year 2040 Long Range Transportation Plan Update with Strategies 1.2 and 3.2 to read as follows:

1. **“Strategy 1.2 Consider capacity enhancement projects that allow for the expansion of existing commercial centers”; and**
2. **“Strategy 3.2 Encourage the construction of bus bays (turnouts) where possible” (see Exhibit 3).**

Commissioner Chestnut seconded; motion passed unanimously.

VI. FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL
(MPOAC) REPRESENTATIVE

Mr. Sanderson stated that the MTPO needs to replace the MPOAC alternate voting position held by former Commissioner Susan Bottcher.

MOTION: Commissioner Pinkoson moved to appoint Commissioner Warren as the MPOAC Alternate Representative. Commissioner Carter seconded; motion passed unanimously.

VII. NEXT MTPO MEETING

Mr. Sanderson announced that the next MTPO meeting is scheduled for October 6, 2014 at 3:00 p.m.

VIII. COMMENTS

A. MTPO MEMBERS

There were no MTPO member comments.

B. CITIZENS

There were no Citizens comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

The meeting was adjourned at 4:29 p.m.

Date

Robert Hutchinson, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Wiatt Bowers	Mike Fay	Russ Blackburn	-
Peggy Henderson	Ruth Findley	Teresa Scott	
Scott Richards	Michele Lieberman		

* By telephone

Spoke and provided written comments

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

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

**Monday, 3:00 p.m.
August 4, 2014**

STAFF RECOMMENDATION

- Page #7 CA. 1 MTPO Minutes- June 2, 2014 APPROVE MINUTES**
This set of MTPO minutes is ready for review.
- Page #15 CA. 2 Budget for Fiscal Year 2014-15 APPROVE BUDGET**
This budget will allow staff to monitor MTPO expenditures and make appropriate adjustments as needed.
- Page #19 CA. 3 Transportation Disadvantaged Program-
Coordinating Board Appointments APPROVE STAFF
RECOMMENDATION**
The MTPO needs to appoint Commissioner Carter as Coordination Board Chair and also appoint a voting member to represent the Florida Department of Children and Families.
- Page #27 CA. 4 Transportation Disadvantaged Program-
Status Report NO ACTION REQUIRED**
The MTPO has asked for regular status reports concerning this program.
- Page #37 CA. 5 Florida Department of Transportation (FDOT) Letter NO ACTION REQUIRED**
Enclosed in the meeting packet is a letter from FDOT concerning "Bicycles May Use Full Lane" signage.

EXHIBIT 1

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2014
TIME RUN: 10.34.40
MBRMPOTP

PAGE 1
GAINESVILLE MTPO

HIGHWAYS

ITEM NUMBER:428896 1		PROJECT DESCRIPTION:UF CAMPUS GREENWAY FROM SR 121 (SW 34TH ST) TO GALE LEMERAND DR.						*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:BIKE LANE/SIDEWALK	
ROADWAY ID:26000000		PROJECT LENGTH: 1.541MI						LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
EB	24,126	524	0	0	0	0	0	24,650	
SA	3,995	5	0	0	0	0	0	4,000	
SE	386,627	0	0	0	0	0	0	386,627	
TALT	18,346	1,854	0	0	0	0	0	20,200	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACTA	689	511	0	0	0	0	0	1,200	
TALT	49	0	0	0	0	0	0	49	
PHASE: RAILROAD & UTILITES / RESPONSIBLE AGENCY: MANAGED BY FDOT									
TALT	63,560	0	0	0	0	0	0	63,560	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACTL	0	184,889	0	0	0	0	0	184,889	
SA	0	91,662	0	0	0	0	0	91,662	
SL	0	1,590,963	0	0	0	0	0	1,590,963	
TALL	0	111,361	0	0	0	0	0	111,361	
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT									
EB	0	40,000	0	0	0	0	0	40,000	
TOTAL 428896 1	497,392	2,021,769	0	0	0	0	0	2,519,161	
TOTAL PROJECT:	497,392	2,021,769	0	0	0	0	0	2,519,161	

ITEM NUMBER:430395 1		PROJECT DESCRIPTION:SR 25 (US 441) AT CR 234/CHOLOKKA BLVD UPDATE FLASHING BEACON						*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM	
ROADWAY ID:26010000		PROJECT LENGTH: .001MI						LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0	
FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DIH	0	1,700	0	0	0	0	0	1,700	
TOTAL 430395 1	0	1,700	0	0	0	0	0	1,700	
TOTAL PROJECT:	0	1,700	0	0	0	0	0	1,700	

ITEM NUMBER:430547 1		PROJECT DESCRIPTION:SR 121 FROM: SR24 TO: NW 5TH AVENUE						*NON-SIS*	
DISTRICT:02		COUNTY:ALACHUA						TYPE OF WORK:RESURFACING	
ROADWAY ID:26250000		PROJECT LENGTH: 1.928MI						LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0	
FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	6,599	0	0	0	0	0	0	6,599	
DIH	38,110	1,184	0	0	0	0	0	39,294	
DS	326,894	0	0	0	0	0	0	326,894	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	0	250	0	0	0	0	0	250	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	0	3,165,190	0	0	0	0	0	3,165,190	
DIH	0	31,930	32,860	33,821	0	0	0	98,611	

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

DATE RUN: 07/01/2014
TIME RUN: 10.34.40
MBRMPOTP

HIGHWAYS

LF	0	25,184	0	0	0	0	0	25,184
TOTAL 430547 1	371,603	3,223,738	32,860	33,821	0	0	0	3,662,022
TOTAL PROJECT:	371,603	3,223,738	32,860	33,821	0	0	0	3,662,022

ITEM NUMBER:430614 1 PROJECT DESCRIPTION:UF CAMPUS GREENWAY FROM GALE LEMERAND DR TO SR 24 (ARCHER RD) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:26000000 PROJECT LENGTH: .744MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	25,750	351	0	0	0	0	0	26,101
SE	440,417	0	0	0	0	0	0	440,417
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTA	318	921	0	0	0	0	0	1,239
PHASE: RAILROAD & UTILITES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	37,254	0	0	0	0	0	37,254
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACTA	0	689,825	0	0	0	0	0	689,825
TALT	0	1,016,182	0	0	0	0	0	1,016,182
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
EB	0	3,000	0	0	0	0	0	3,000
TOTAL 430614 1	466,485	1,747,533	0	0	0	0	0	2,214,018
TOTAL PROJECT:	466,485	1,747,533	0	0	0	0	0	2,214,018

ITEM NUMBER:433720 1 PROJECT DESCRIPTION:STATE FUNDED SIB CELEBRATION POINTE BLVD. *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:NEW ROAD CONSTRUCTION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE								
SIB1	0	12,000,000	0	0	0	0	0	12,000,000
TOTAL 433720 1	0	12,000,000	0	0	0	0	0	12,000,000
TOTAL PROJECT:	0	12,000,000	0	0	0	0	0	12,000,000

ITEM NUMBER:434382 1 PROJECT DESCRIPTION:SR 26 (NEWBERRY RD) AT NW 98TH STREET *SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRAFFIC SIGNAL UPDATE
ROADWAY ID:26070000 PROJECT LENGTH: .008MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,300	0	0	0	0	0	1,300
TOTAL 434382 1	0	1,300	0	0	0	0	0	1,300
TOTAL PROJECT:	0	1,300	0	0	0	0	0	1,300

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

HIGHWAYS

ITEM NUMBER:434394 1
DISTRICT:02
ROADWAY ID:26070000

PROJECT DESCRIPTION:SR 26 AT NW 57TH ST.
COUNTY:ALACHUA
PROJECT LENGTH: .005MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,210	0	0	0	0	0	1,210
TOTAL 434394 1	0	1,210	0	0	0	0	0	1,210
TOTAL PROJECT:	0	1,210	0	0	0	0	0	1,210

ITEM NUMBER:434395 1
DISTRICT:02
ROADWAY ID:26070000

PROJECT DESCRIPTION:SR 26 AT NW 55TH TERRACE
COUNTY:ALACHUA
PROJECT LENGTH: .004MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,210	0	0	0	0	0	1,210
TOTAL 434395 1	0	1,210	0	0	0	0	0	1,210
TOTAL PROJECT:	0	1,210	0	0	0	0	0	1,210

ITEM NUMBER:435857 1
DISTRICT:02
ROADWAY ID:

PROJECT DESCRIPTION:SR 25(US 441) SOUTH OF GAINESVILLE ADD LEFT TURN LANES PUSHBUTTON
COUNTY:ALACHUA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	1,000	0	0	0	0	0	1,000
TOTAL 435857 1	0	1,000	0	0	0	0	0	1,000
TOTAL PROJECT:	0	1,000	0	0	0	0	0	1,000
TOTAL DIST: 02	1,335,480	18,999,460	32,860	33,821	0	0	0	20,401,621
TOTAL HIGHWAYS	1,335,480	18,999,460	32,860	33,821	0	0	0	20,401,621

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT

TRANSIT

ITEM NUMBER:404026 1 PROJECT DESCRIPTION:GAINESVILLE RTS SEC 5307 FORMULA GRANT CAPITAL PURCHASE *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:CAPITAL FOR FIXED ROUTE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	2,267,843	3,119,269	410,513	412,775	712,266	722,073	0	7,644,739
LF	566,961	779,818	102,628	103,194	178,067	180,518	0	1,911,186
TOTAL 404026 1	2,834,804	3,899,087	513,141	515,969	890,333	902,591	0	9,555,925
TOTAL PROJECT:	2,834,804	3,899,087	513,141	515,969	890,333	902,591	0	9,555,925

ITEM NUMBER:428591 4 PROJECT DESCRIPTION:GAINESVILLE RTS ALTERNATIVES ANALYSIS FTA SECTION 5339(PRE MAP-21) *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:TRANSPORTATION STATISTICS
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	425,000	0	0	0	0	0	425,000
TOTAL 428591 4	0	425,000	0	0	0	0	0	425,000
TOTAL PROJECT:	0	425,000	0	0	0	0	0	425,000

ITEM NUMBER:429927 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5309 PH.1-3 MAINT. FAC. & FAREBOX REPLACEMENT *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:BUILDING REPAIR/EXPANSION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	35,545,346	0	0	0	0	0	35,545,346
LF	0	8,886,336	0	0	0	0	0	8,886,336
TOTAL 429927 1	0	44,431,682	0	0	0	0	0	44,431,682
TOTAL PROJECT:	0	44,431,682	0	0	0	0	0	44,431,682

ITEM NUMBER:432034 1 PROJECT DESCRIPTION:GAINESVILLE RTS SECT 5308 CLEAN FUEL PGM - PURCHASE VEHICLES *NON-SIS*
DISTRICT:02 COUNTY:ALACHUA TYPE OF WORK:PURCHASE VEHICLES/EQUIPMENT
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2015	2015	2016	2017	2018	2019	GREATER THAN 2019	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY GAINESVILLE								
FTA	0	3,000,000	0	0	0	0	0	3,000,000
LF	0	750,000	0	0	0	0	0	750,000
TOTAL 432034 1	0	3,750,000	0	0	0	0	0	3,750,000
TOTAL PROJECT:	0	3,750,000	0	0	0	0	0	3,750,000
TOTAL DIST: 02	2,834,804	52,505,769	513,141	515,969	890,333	902,591	0	58,162,607
TOTAL TRANSIT	2,834,804	52,505,769	513,141	515,969	890,333	902,591	0	58,162,607

GRAND TOTAL	4,170,284	71,505,229	546,001	549,790	890,333	902,591	0	78,564,228
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EXHIBIT 2

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Survey

PHONE SURVEY

Hello, I'm calling from the University of Florida for the organization responsible for setting transportation priorities for the Gainesville Metropolitan Area, known as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. We'd like to ask an adult (age 18+) in your household a few questions about the transportation issues that they feel are most important. This survey is part of the process of setting long-range goals for the transportation system in the greater Gainesville area. (This should only take around 10 minutes of your time.)

[Respondent selection: Resident Adult with the most recent birthday.]

Can I speak to the adult (18+ who lives in your household) who had the most recent birthday?

Before we begin, there are a few things I'd like you to know:

*Your phone number was selected at random.

*Anything you say will be confidential.

*You don't have to answer any question you don't want to.

*Your answers won't be linked to your name, and this survey should take around 10 minutes.

*Finally, this call may be recorded for quality control purposes.

Do you have any questions?

Q1. What is your 5-digit Zip code (where you live)?

Q2. In the past week, how many days have you used the following in Gainesville or some other part of Alachua County:

Days

- a. Sidewalks?
- b. Gainesville Regional Transit System bus service?
- c. Special dedicated bus or van service for senior citizens or the disabled?
- d. In-street bike lanes?
- e. Off-street bike paths?
- f. The roadway system (as a car driver or as a passenger)?

Q3. Would you support increases in any of the following areas to improve your local transportation system?

- | | | |
|-------------------------------|-----|----|
| a. Gasoline tax? | Yes | No |
| b. Local sales tax? | Yes | No |
| c. Local property tax? | Yes | No |
| d. Another source of revenue? | Yes | No |

Q4. What would you like to see the additional revenue used for?

[Open end Response]

Q5. Your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

[Interviewer: Randomized items below]

		Very Important					Not Important at All	No Opinion/ Don't Know/Not Applicable
a.	Building sidewalks	5	4	3	2	1	9	
b.	Upgrading intersections by adding turn lanes	5	4	3	2	1	9	
c.	Add lanes on existing roads	5	4	3	2	1	9	
d.	Building new roads	5	4	3	2	1	9	
e.	Building bicycle lanes and/or paths	5	4	3	2	1	9	
f.	Existing road maintenance	5	4	3	2	1	9	

Q6. Your local government budgets for community transportation needs. Please tell me how you would rate the importance of spending money on each of the following. We'll use a scale of 1 to 5 where 5 means you feel the proposal is Very Important and 1 means you feel it is NOT Important at All.

[Interviewer: Randomized items below]

		Very Important					Not Important at All	No Opinion/ Don't Know/Not Applicable
a.	Expanding bus service hours during the work week	5	4	3	2	1	9	
b.	Expanding bus service hours on the weekends	5	4	3	2	1	9	
c.	Having the bus come by on existing routes more often	5	4	3	2	1	9	
d.	Add new bus routes	5	4	3	2	1	9	
e.	Provide more bus or van service to those who cannot drive (the elderly or disabled)	5	4	3	2	1	9	

Q7. If you had \$100 to spend on ROADS, BUSES, BICYCLE PATHS, and SIDEWALKS how much would you spend on...

(Interviewer: REMEMBER ALLOCATION MUST ADD TO \$100.)

Roads \$ _____
 Buses \$ _____
 Bicycle Paths \$ _____
 Sidewalks \$ _____

Demographics

Q8. How many years have you lived in Alachua County?

_____ Enter # years

Q9. Do you live in the Gainesville city limits?

- 1. Yes
- 2. No
- 9. Refused

- Q10. How many people, including yourself, live in your household?
- Q11. How many people in your household work at least 20 hours per week outside the home?
- Q12. How many registered motor vehicles are there in your household? (Motor vehicles include passenger cars, pick-up trucks, sport utility vehicles, vans/minivans, and motorcycles.)
- Q13. How many people in your household are licensed drivers?
- Q14. Is there a disabled person with special transportation needs in your household?
1. Yes
 2. No
- 9. Refused
- Q15. Record gender [Ask only if needed]
1. Male
 2. Female
- Q16a. What is your age?
- Q16b. (If Q16a is refused) Into which of the following age categories do you fall?
1. 18 to 34
 2. 35 to 54
 3. 55 to 64
 4. 65 or older
- 9. Refused
- Q17. Are you of Spanish or Hispanic origin?
1. Yes (Spanish or Hispanic)
 2. No (Not Spanish or Hispanic)
- 8. Don't Know
- 9. Refused
- Q18. What race do you consider yourself?
- (INT: READ CHOICES IF NECESSARY)
1. White (Caucasian)
 2. Black (African-American)
 3. Asian or Pacific Islander
 4. American Indian or Alaska native
 5. Other
 6. Multi-racial or mixed race
- 8. Don't Know
- 9. Refused

That's all the questions I have. Thank you for your help.

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EXHIBIT 3

Vision Statement [MAP-21- Subsection (a) (1)]

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.

Principles [MAP-21 (h) (1)] and Strategies

Principle 1: Support economic vitality

- Strategy 1.1 Support transportation projects that promote economic development.
- Strategy 1.2 Consider capacity enhancement projects that allow for the expansion of existing commercial centers.
- Strategy 1.3 Support projects that improve connectivity to existing or planned economic centers.

Principle 2: Increase safety and security for motorized and nonmotorized users

- Strategy 2.1 Support projects that increase safety for all users, such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit bicycle facilities and late night transit services to deter drunk driving.
- Strategy 2.2 Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
- Strategy 2.3 Support projects that increase security for all users of transit, such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity and adequate bicycle parking facilities.
- Strategy 2.4 Encourage development of alternative fuel sources and multimodal infrastructure to provide continuing transportation services in the event of scarcity.
- Strategy 2.5 Coordinate with appropriate agencies to accommodate incident management and emergency management.

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

- Strategy 3.1 Improve the level of service for roads using transportation system management strategies (such as computerized traffic signal systems, motorist information systems and incident management systems) and transportation demand management strategies (such as carpools, transit, bicycling, walking, telecommuting and flexible work schedules).
- Strategy 3.2 Encourage the construction of bus bays (turnouts) where possible.
- Strategy 3.3 Preserve the intended function of roads on the Florida Strategic Intermodal System for intercity travel and freight movement.
- Strategy 3.4 Expand transit service to improve accessibility, availability and competitiveness of transit as a viable travel option.

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.

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.

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.

Principle 6: Promote efficient system management and operation

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

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

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

Principle 7: Emphasize the preservation of the existing transportation system

Strategy 7.1 Direct sufficient resources to preserve existing transportation infrastructure.

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



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September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Engagement Letter for Fiscal Year 2013-14 Audit

STAFF RECOMMENDATION

Approve the Engagement Letter for Fiscal Year 2013-14 Audit.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to have an audit. Powell & Jones, Certified Public Accountants, was selected to conduct this audit. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area needs to approve the attached Engagement Letter in order for Powell & Jones, Certified Public Accountants, to proceed with the audit.

Attachment

t:\marlie\ms15\mtpo\memo\audit_engage_2014.docx

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.



Richard C. Powell, Jr., CPA
Marian Jones Powell, CPA

1359 S.W. Main Blvd.
Lake City, Florida 32025
386 / 755-4200
Fax: 386 / 719-5504

admin@powellandjonescpa.com

August 5, 2014

**Metropolitan Transportation Planning Organization
For the Gainesville Urbanized Area
2009 N.W. 67th Place, Suite A
Gainesville, Florida 32653-1603**

We are pleased to confirm our understanding of the services we are to provide Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for the year ended September 30, 2014. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, which collectively comprise the entity's basic financial statements, of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area as of and for the year ended September 30, 2014. The following supplementary information accompanying the basic financial statements is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited.

1. Management's Discussion and Analysis

Also, the following additional information accompanying the basic financial statements will be subjected to the auditing procedures applied in our audit of the financial statements upon which we will provide an opinion in relation to the basic financial statements.

2. Schedule of Federal Awards and State Financial Assistance

Audit Objectives

The objective of our audit is the expression of an opinion as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the additional information referred to in the first paragraph when considered in relation to the basic financial statements taken as a whole. The objective also includes reporting on:

Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grant agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*.

The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of the audit committee, management, specific

legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with U.S. generally accepted auditing standards, the standards of financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major programs in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such an opinion and to render the required reports. If our opinion on the financial statements or the Single Audit compliance opinion is other than unqualified, we will discuss the reasons with management in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed an opinion, we may decline to express an opinion or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for establishing and maintaining effective internal control and for compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. In fulfilling this responsibility, estimates and judgments by management are required to assess the expected benefits and related cost of the controls. The objectives of internal control are to provide management with reasonable, but not absolute, assurance that assets are safeguarded against loss from unauthorized use or disposition, that transactions are executed in accordance with management's authorizations and recorded properly to permit the preparation of financial statements in accordance with generally accepted accounting principles, and that federal award programs are managed in compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making all financial records and related information available to us. We understand that you will provide us with such information required for our audit and that you are responsible for the accuracy and completeness of that information. Management's responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the representation letter that the effects of any correct material misstatements and for confirming to us in the representation letter that that effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for establishing and maintaining internal controls, including monitoring ongoing activities; for the selection and application of accounting principles; and for the fair presentation in the financial statements of financial position, changes in net assets, and cash flows in conformity with U.S. generally accepted accounting principles. You are also responsible for management decisions and functions; for designating an individual with suitable skill, knowledge, or experience to oversee the services we provide; and for evaluating the adequacy and results of those services and accepting responsibility for them.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area involving (a) management, (b) employees who have significant roles in internal control, and (c) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area complies with applicable laws and regulations and for taking timely and appropriate steps to remedy any fraud, illegal acts, or violations of contracts or grant agreements, or abuse that we may report. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on any reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan.

As part of the audit, we will prepare a draft of your financial statements, schedule of expenditures of federal awards, and related notes. In accordance with *Government Auditing Standards*, you will be required to review and approve those financial statements prior to their issuance and have a responsibility to be in a position in fact and appearance to make an informed judgment on those financial statements. Further, you are required to designate a qualified management-level individual to be responsible and accountable for overseeing our services.

Audit Procedures – General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (a) errors, (b) fraudulent financial reporting, (c) misappropriation of assets, or (d) violations of laws or governmental regulations that are attributable to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area or to acts by management or employees acting on behalf of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse. As required by the Single Audit Act Amendments and OMB Circular A-133, our audit will include tests of transactions related to major federal award programs for compliance with applicable laws and regulations and the provisions of contracts and agreements.

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us. In addition, an audit is not designed to detect material misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected funding sources, creditors, and financial institutions. We will also request written representations from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's attorneys as part of the engagement, and they may bill the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area for responding to this inquiry. At the conclusion of our audit, we will

require certain written representations from management about the financial statements and related matters.

Audit Procedures – Internal Controls

In planning and performing our audit, we will consider the internal control sufficient to plan the audit in order to determine the nature, timing, and extent of our auditing procedures for the purpose of expressing our opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's financial statements and on compliance with requirements applicable to major programs.

We will obtain an understanding of the design of the relevant controls and whether they have been placed in operation, and we will assess control risk. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Tests of controls relative to the financial statements are required only if control risk is assessed below the maximum level. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify reportable conditions. However, we will inform the governing body or audit committee of any matters involving internal control and its operation that we consider to be reportable conditions under standards established by the American Institute of Certified Public Accountants. Reportable conditions involve matters coming to our attention relating to significant deficiencies in the design or operation of the internal control that, in our judgment, could adversely affect the entity's ability to record, process, summarize, and report financial data consistent with the assertions of management in the financial statements. We will also inform you of any nonreportable conditions or other matters involving internal control, if any, as required by *Government Auditing Standards* and OMB Circular A-133.

Audit Procedures – Compliance

Our audit will be conducted in accordance with the standards referred to in the section titled Audit Objectives. As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform test of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with applicable laws and regulations and the provisions of contracts and agreements applicable to major programs. Our procedures will consist of the applicable procedures described in the "OMB Circular A-133 Compliance Supplement" for the types of compliance requirements that could have a direct and material effect on each of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's major programs. The purpose of these procedures will be to express an opinion on Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will assist in the preparation of any cash, accounts receivable, and other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of and sign the Data Collection Form that summarizes our audit findings. We will provide requested copies of our reports to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area; however, it is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the designated federal clearinghouse and, if appropriate, to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditor's reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audit. At the conclusion of the engagement, we will provide the information to management as to where the reporting packages should be submitted and the number to submit.

The audit documentation for this engagement is the property of Powell & Jones, CPAs and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Powell & Jones, CPAs personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of six years after the auditor's report is issued or for any additional period requested by a federal agency. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit on approximately December 1, 2014, and to issue our report on approximately March 1, 2015, in accordance with your requested schedule.

The fees for this engagement will be as follows:

Basic Services
CPI - 1.95%

09-30-14	
\$	6,150
	120
\$	6,270

If unusual circumstances are encountered making it necessary for us to do added work in the year, we shall immediately report such conditions to the Organization and both parties may negotiate such additional compensation as appears justified.

Periodic progress billings shall be submitted as actual work is completed on the audit, but not more often than monthly. Progress billings shall be submitted in such form as to provide the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with sufficient information to ascertain that at any point total billings will not exceed the proportional fee earned for the audit.

This agreement is specifically renewable based upon our proposal submitted to you.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2011 peer review report and letter of comment has been previously filed with you, and is also available on our website, PowellandJonesCPA.com.

We appreciate the opportunity to be of service to Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Sincerely,



POWELL & JONES, CPAs

RESPONSE:

This letter correctly sets forth the understanding of Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

By: _____
Susan F. Baird

Title: MTPO Chair

Date: _____



September 26, 2014

TO: Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Amended Budget for Fiscal Year 2013-14

RECOMMENDATION:

Adopt the amended budget for Fiscal Year 2013-14 as recommended by staff.

BACKGROUND:

As you know, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area adopts the Unified Planning Work Program which outlines the anticipated transportation planning expenditures each year for the period beginning on July 1 and ending on June 30. However, since the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a governmental entity under Florida state law, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area fiscal year begins on October 1. Consequently, a fiscal year budget is adopted that can be monitored and adjusted appropriately during the year as decisions are made with respect to program activities.

The attached amended budget satisfies this budgetary process requirement. The amended Fiscal Year 2013-14 budget reflects the year to date activities of the current year during the first three quarters and an estimate of the revenue and expenditures anticipated during the July-September 2014 quarter.

If you have any questions concerning this matter, please do not hesitate to contact me. Staff will be available at the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area meeting to answer any questions concerning the amended budget.

Attachment

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
BUDGET
 Fiscal Year October 1, 2013 to September 30, 2014
 Amended October 6, 2014

REVENUES

Florida Department of Transportation	\$ 810,900
Florida Transportation Disadvantaged Commission	25,200
Alachua County	9,600
City of Gainesville	14,400
In-Kind Contributions (Florida Department of Transportation)	<u>162,500</u>
TOTAL REVENUES	\$ 1,022,600

EXPENDITURES

Contractual Services	836,600
Legal Advertisements	15,000
Audit	7,000
Travel	500
Memberships	500
Office Supplies	500
In-Kind Services (Florida Department of Transportation)	<u>162,500</u>
TOTAL EXPENDITURES	\$ 1,022,600



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September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Supplemental Agreement to Contract AQR-23 Federal Transit Administration 5305 (d) Planning Funds

STAFF RECOMMENDATION

Authorize the Chair to sign the Supplemental Joint Participation Agreement.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area receives Federal Transit Administration Section 5305 (d) transit planning funds. This year, we are receiving \$166,843 in federal funds that are matched with \$20,855 in state funds. In order to receive these funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must authorize the Chair to sign the Supplemental Joint Participation Agreement in Exhibit 1.

t:\marlie\ms15\mtpo\memo\section5305oct6.docx



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

TRANSMITTED ELECTRONICALLY September 10, 2014

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

**Re: Supplemental Agreement to Contract AQR-23
FTA 5305(d) Planning Funds**

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agendas of the September 24, 2014 meeting of the Technical Advisory Committee and the Citizens Advisory Committee and on the agenda of the October 6, 2014 meeting of the Gainesville Metropolitan Transportation Planning Organization to consider a Supplemental Agreement to Contract AQR23. This Supplemental Agreement adds the FY2014/15 Federal Transit Administration 5305(d) Planning Funds to your existing contract.

FTA 5305(d)	\$ 166,843
State of Florida DU	\$ 20,855
TOTAL this SUPPLEMENT	\$ 187,698

The Draft Supplemental Joint Participation form is attached for your review and processing.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Doreen Joyner-Howard

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

725-030-07
PUBLIC TRANSPORTATION
06/11
Page 1 of 5

Number 2

Financial Project No.: <u>41176231413</u> (Item-segment-phase-sequence)	Fund: <u>DPTO</u> Function: <u>615</u> Federal No.: _____ DUNS No.: <u>80-939-7102</u>	FLAIR Category: <u>088774</u> Object Code: <u>790004</u> Org. Code: <u>55022020229</u> Vendor No.: <u>F591 834 302 002</u>
Catalog of Federal Domestic Assistance Number: <u>20.505</u> Catalog of State Financial Assistance Number: _____		

THIS AGREEMENT, made and entered into this _____ day of _____, 2014, by and between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereinafter referred to as the Department, and Metropolitan Transportation Planning Organization
Gainesville Urbanized Area; 2009 NW 67th Place, Gainesville, FL 32653-1603
hereinafter referred to as Agency.

WITNESSETH:

WHEREAS, the Department and the Agency heretofore on the 27th day of September, 2012, entered into a Joint Participation Agreement; and

WHEREAS, the Agency desires to accomplish certain project items as outlined in the Attachment "A" appended hereto; and

WHEREAS, the Department desires to participate in all eligible items for this project as outlined in Attachment "A" for a total Department Share of \$ 536,095.

NOW, THEREFORE THIS INDENTURE WITNESSETH: that for and in consideration of the mutual benefits to flow from each to the other, the parties hereto agree that the above described Joint Participation Agreement is to be amended and supplemented as follows:

1.00 Project Description: The project description is amended
Provide Federal Transit Administration (FTA) 5305(d) (formerly 5303) funds to the Gainesville MTPO for FY2014/15.
Supplemental to Contract AQR23 2012/2013 FTA Sec. 5303 Grant for Transit Planning Assistance.
Time Extension of one (1) year amends Paragraph 18.0 if said agreement to reflect March 31, 2016.
MAP-21 federal legislation changed the 5303 program to 5305(d) Title. The program numbers are used interchangeably.

2.00 Project Cost:

Paragraph 3.00 of said Agreement is increased / decreased by \$208,553.00
bringing the revised total cost of the project to \$595,660.00

Paragraph 4.00 of said Agreement is increased / decreased by \$166,843.00
bringing the Department's revised total cost of the project to \$563,095.00

3.00 Amended Exhibits:

Exhibit(s) A and B of said Agreement is amended by Attachment "A".

4.00 Contract Time:

Paragraph 18.00 of said Agreement March 31, 2016

5.00 E-Verify:

Vendors/Contractors:

1. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Vendor/Contractor during the term of the contract; and
2. shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

Financial Project No. 41176231413

Contract No. AQR23

Agreement Date _____

Except as hereby modified, amended or changed, all other terms of said Agreement dated 9/27/2014
and any subsequent supplements shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed, the day and year first
above written.

AGENCY

FDOT

Metropolitan Transportation Planning Organization
AGENCY NAME

See attached Encumbrance Form for date of Funding
Approval by Comptroller

Susan F. Baird
SIGNATORY (PRINTED OR TYPED)

LEGAL REVIEW
DEPARTMENT OF TRANSPORTATION

SIGNATURE

Robert L. Parks
DEPARTMENT OF TRANSPORTATION

Chair
TITLE

Director, Transportation Systems Development
TITLE

Financial Project No. 41176231413

Contract No. AQR23

Agreement Date _____

ATTACHMENT "A"
SUPPLEMENTAL JOINT PARTICIPATION AGREEMENT

This Attachment forms an integral part of that certain Supplemental Joint Participation Agreement between the State of Florida, Department of Transportation and Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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

dated _____.

DESCRIPTION OF SUPPLEMENT (Include justification for cost change):

Add FY2014/2015 FTA Section 5305(d) Grant Award for Transit Planning to contract. Add to current Financial Project ID 41176231413

Time Extension of one (1) year to March 31, 2016

I. Project Cost:	As Approved	As Amended	Net Change
	\$387,107.00	\$595,660.00	\$208,553.00
Total Project Cost	\$387,107.00	\$595,660.00	\$208,553.00
II. Fund Participation:	As Approved	As Amended	Net Change
Department:	\$38,711.00	\$59,566.00	\$20,855.00
Agency:	\$38,710.00	\$59,565.00	\$20,855.00
Other:	\$309,686.00	\$476,529.00	\$166,843.00
Total Project Cost	\$387,107.00	\$595,660.00	\$208,553.00

Comments:

FTA Participation (Other) 80% of Project Cost
FDOT Participation (Department) 10% of Project Cost
Gainesville MTPO (Agency) Participation 10% of Project Cost
FT 2012-2013 FTA Sec. 5303 Grant amount = \$174,751
Supplement #1, FY2013-2014 Sec. 5303/5305(d) added \$212,356
Supplement #2, FY2014-2015 Sec. 5303/5305(d) adds \$208,553

III. MULTI-YEAR OR DEFERRED REIMBURSEMENT PROJECT FUNDING

If a project is a multi-year or prequalified project subject to paragraphs 4.10 and 17.20 of this agreement, funds are programmed in the Department's Work program in the following fiscal year(s):

FY	FY

Project years may be advanced or deferred subject to Legislative appropriation or availability of funds.



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September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Alternative Program Projects- 2014 Application

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and MTPO Staff recommend approval of the submission of a transportation alternative project application by the City of Gainesville for the NW 19th Lane Two-Way Cycle Track (see attached Exhibit 1).

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves project priorities for Transportation Alternative Program projects. Exhibit 2 shows the Transportation Alternative Program project priorities that were approved on June 2, 2014. According to the Florida Department of Transportation (see Exhibit 3), funding applications this year for transportation alternative projects are due by December 5, 2014. The following material discusses the status of the first three project priorities.

Priority #1- E. University Avenue Pedestrian Refuge Islands

According to Exhibit 4, the Florida Department of Transportation will not consider funding this project until the University Avenue Multimodal Emphasis Corridor Study is completed.

Priority #2- Norton Elementary Trail

According to Exhibit 5, the Florida Department of Transportation has programmed this project for construction in Fiscal Year 2019.

Priority #3- NW 19th Lane Two-Way Cycle Track

Currently, this project is the highest priority project in Exhibit 2 without a Transportation Alternative Program application submitted to the Florida Department of Transportation.

t:\marlie\ms15\mtpo\memo\transalternativestac.docx

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

CLASSIFIED
February 2014



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

APPLICANT INFORMATION

Date: 09/15/2014

PROJECT SPONSOR: City of Gainesville

CONTACT PERSON: Teresa Scott

TITLE: Director of Public Works

ADDRESS: PO BOX 490 - MS 58, Gville, FL,

ZIP: 32627-0490

PHONE: 352-334-5070

FAX: 352-393-7987

EMAIL: scottta@cityofgainesville.org

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

Currently LAP Certified
(Year of Certification: 2007)

Not LAP Certified

Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.: 1

PROJECT TITLE: NW 19th Lane Cycle Track

PROJECT LOCATION: City of Gainesville, northwest quadrant

PROJECT LENGTH: 1,400 ft

TERMINI: NW 16th Ter to US 441/NW 13th St

BRIEF PROJECT DESCRIPTION: Construct a cycle track along the north side of the road.

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- Transportation Alternative, defined in 23 USC 101
- Recreational Trail, defined in 23 USC 206
- Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
(Safe Routes to School Application *must* accompany this application)
- Roadway construction within former interstate routes or other divided highways

QUALIFYING ACTIVITIES

Check the Transportation Alternative activity that the proposed project will address. Please check one activity that represents the majority of the work proposed. (Note: Checking more activities does not ensure or increase eligibility.) Eligible activities must be consistent with details described under 23 U.S.C. 101(a)(29) and 213(b).

- Construction 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, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction, planning, and design of infrastructure-related projects and systems that will provide 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 nonmotorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, which include but are not limited to:
 - Inventory, control, or removal of outdoor advertising
 - Historic preservation and rehabilitation of historic transportation facilities
 - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU: ***(A Safe Routes to School application must accompany this application.)***
 - infrastructure-related projects
 - Noninfrastructure-related projects
 - Safe Routes to School Coordinator
- Planning, designing, and constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

PROJECT DESCRIPTION

Roadway Name and/or Number: NW 19th LANE

(A location map with aerial view must be attached)

On-System Project
(State Roadway)

Off-System Project
(Local Roadway)

Project Termini- Begin: US 441/NW 13th Street

End: NW 16th Terrace

Project Length: 1,400 ft

Scope of Work (Attach conceptual plans if available):

Project consists of design and construction of a cycle track along NW 19th Lane to expand connectivity of the bicycle network

Summarize any special characteristics of the project (Provide Typical Section drawings and describe the typical section here.):

Proposed improvements include 10' cycle track for 2-way travel along the north side of the road, header curb and 2' traffic shoulder

Describe existing right-of-way ownerships along the project (Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements):

Project is located within the right-of-way of NW 19th Lane, a city-owned and maintained roadway.

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way.

Yes

No

Project will be completed within the existing right-of-way.

Provide any additional project specific information that should be considered.

Project expands mobility and access to cyclists, providing an alternative route of transportation and connecting to other cycling routes

PROJECT IMPLEMENTATION INFORMATION

- Project phases included in funding request:**
- Planning Activities
 - Project Development & Environment Study
 - Preliminary Engineering/Final Design Plans
 - Construction
 - Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Planning activities.

Describe the proposed method of performing and administering 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 entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input type="checkbox"/> Applicant's Cons	<input type="checkbox"/> Applicant's Cons	<input checked="" type="checkbox"/> Applicant's Cons	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> Applicant's CEI
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT		<input type="checkbox"/> FDOT

Have any public information, or community, meetings been held? Yes No

Describe public, and private, support for the project. (Examples: petitions, written endorsements, resolutions, etc.)

Outreach for the project was conducted as part of the sales tax initiative that will be on the ballot on 11/14.

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Project will continue to be owned and maintained by the City of Gainesville.

Are matching funds being applied to the project? If so, explain any limitations to those funds. Yes No

Provide any additional implementation information that should be considered.

The project extends from US 441/NW 13th Street to NW 16th Terrace, along NW 19th Lane. NW 19th Lane provides access to the Gainesville High School and operates primarily as a one-way street westbound, except at the terminus points where two-way access serves the school parking lot on the east end and a residential complex on the west end. NW 19th Lane is a critical component of the City's cycling network as it connects with the bicycle boulevard system to the east and to the proposed Glen Springs Road multiuse trail to the west. As such it enhances connectivity for cyclists, providing an alternative off-street route between residential neighborhoods and activity/employment centers. The project also enhances connectivity to other multimodal trails in the community. Figure 1 depicts the project location and connectivity to other elements of the cycling network. The cycle track advances the goals and objectives outlined in the City's Comprehensive Plan by adding infrastructure that supports a balanced transportation system that provides transportation choices and enhances the quality of life in the city.

Project will be constructed within the existing right-of-way. The proposal consists of a reconfiguration of the existing parking bay along the north side of the road, shortening the length of parking spaces to allow the implementation of a two-way cycle track between the existing sidewalk and the parking bay.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. (A detailed project cost estimate must be attached to this application.)

Planning Activities	
Project Development & Environment Study	
Preliminary Engineering / Final Design Plans	40,000
Construction	250,000
Construction Engineering & Inspection Activities	45,000
Other (Describe) <u>Contingency</u>	50,000
Total Estimated Cost	385,000

PROJECT FUNDING

TA FUNDS	LOCAL FUNDS	<u>TOTAL</u>
385,000	-	385,000
<u>TA FUND %</u>	<u>LOCAL FUND %</u>	<u>TOTAL</u>
100	-	100

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by 100 (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that 385,000 (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

Phil M. Scott for
Signature

Teresa Scott, PE
Print Name

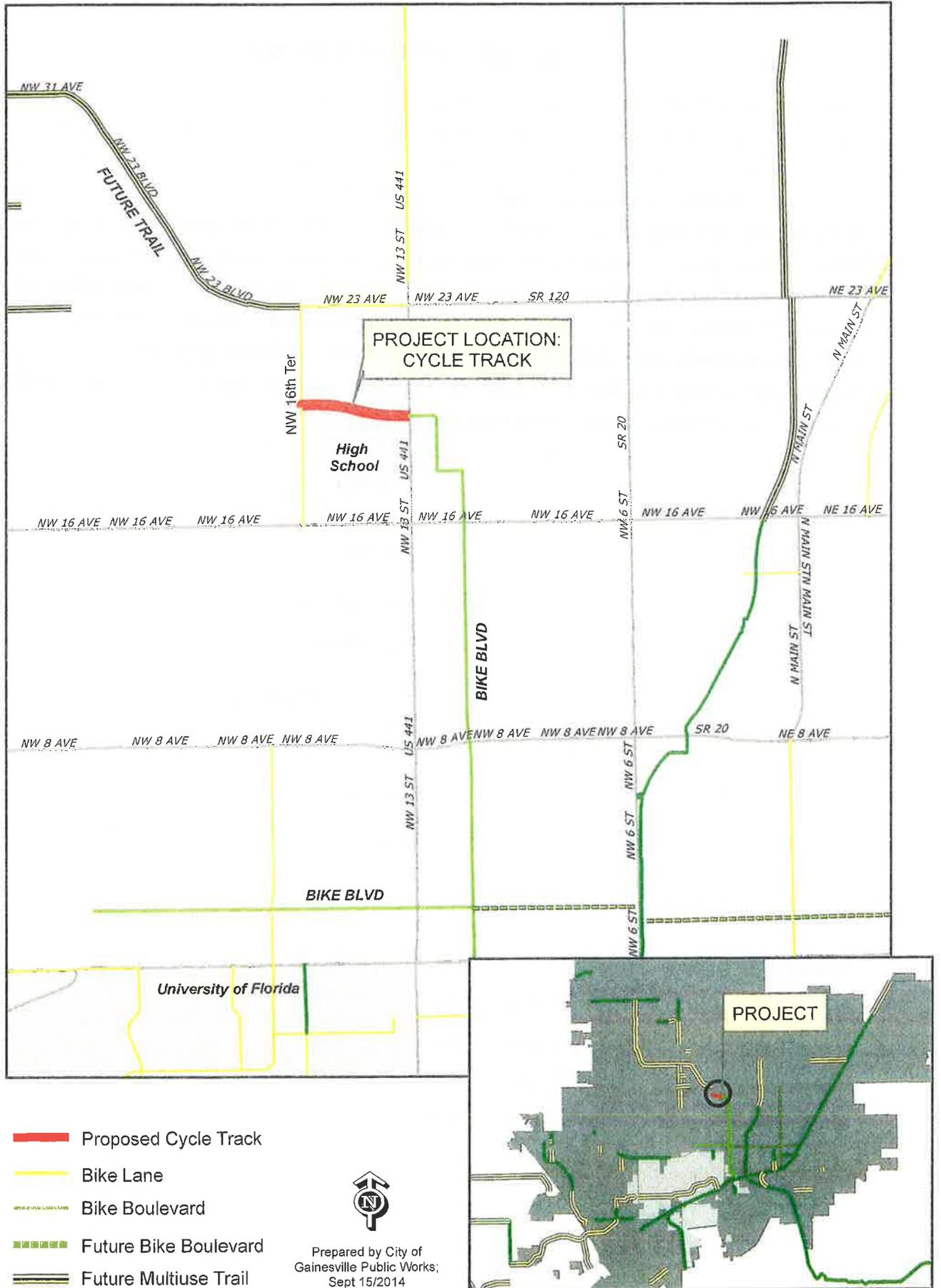
Director of Public Works
Title

09/15/2014
Date

FOR FDOT USE ONLY

- Application Complete Yes No
- Project Eligible Yes No
- Implementation Feasible Yes No
- Include in Work Program** Yes No

FIGURE 1: PROJECT LOCATION MAP



B. Transportation Alternatives Program Priorities

Table 2 identifies Transportation Alternatives Project-funded bicycle/pedestrian project priorities for the Fiscal Years 2015-16 to 2019-20 Transportation Improvement Program.

Table 2
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands [19,250 AADT]
2	Norton Elementary Trail	FM: NW 39 Avenue TO NW 45 Avenue	Construct bicycle/pedestrian trail
3	NW 19 lane	FM: NW 16 Terrace TO: NW 13 Street	Construct two-way cycle track tying to the W 12 Street bike boulevard
4	NE 15 Street	FM: NE 12 Avenue TO: NE 16 Avenue	Construct ADA-compliant sidewalk
5	NW 2 Street	FM: NW 10 Avenue TO: NW 14 Avenue	Construct ADA-compliant sidewalk
6	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections
7	SW 13 Street	FM: Mosque TO: One-Stop Job Center	Construct ADA-compliant sidewalk
8	SW 40 Boulevard/ SW 47 Avenue	FM: Archer Road TO SW 34 Street	Construct bicycle/pedestrian trail
9	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
10	W 6 Street	FM: SW 16 Avenue TO: NW 13 Street	Install bicycle signage R4-11 Bicycles May Use Full Lane
	W 13 Street	FM: Archer Road TO: NW 23 Avenue	Install bicycle signage R4-11 Bicycles May Use Full Lane or sharrows
11	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk [490 AADT]
12	SW 34 Street Grade-Separated Crossing*	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing [38,000 AADT]
13	SW 32 Terrace	FM: SW 35 Place TO: Existing Sidewalk	Construct ADA-compliant sidewalk
14	SW 35 Place	FM: SW 34 Street TO: SW 35 Place	Construct ADA-compliant sidewalk
15	Glen Springs Braid	FM: NW 16 Avenue TO: NW 39 Avenue	Construct bicycle/pedestrian trail

Table 2 (Continued)
Transportation Alternatives Program Priorities
Fiscal Years 2015-16 to 2019-20
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
16	NW 34 Street [Westside Braid]	FM: W University Avenue TO: NW 16 Avenue	Construct instreet bikelanes
17	NW 16 Avenue [Millhopper Braid]	FM: NW 13 Street TO: NW Main Street	Construct instreet bikelanes
18	NE 39 Avenue	FM: RTS Bus Stop TO: Grace Market Place	Construct bicycle/pedestrian trail

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; AADT = Average Annual Daily Traffic; E = East;
 FM = From; NW = Northwest; RTS = Regional Transit System; SW = Southwest;
 UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by the Bicycle/Pedestrian Advisory Board.

EXHIBIT 3

From: [Bennette, Barney](#)
To: [Marlie Sanderson](#)
Cc: [Green, James](#); [Lynn Godfrey](#); [Mike Escalante](#); [Scott Koons](#); leistnerdl@cityofgainesville.org; [Chris Dawson](#); [Jeffrey L. Hays](#); [Green, Jordan](#)
Subject: Gainesville MTPO - Transportation Alternatives Program Solicitation for FY 2021
Date: Monday, September 15, 2014 8:09:56 AM
Attachments: [Transportation Alternatives Project Application FY 2021.pdf](#)
[Gainesville MTPO - Solicitation 2021 letter.pdf](#)
Importance: High

Hi Marlie,

The Florida Department of Transportation is now soliciting for potential FY 2021 Transportation Alternatives Program projects. Attached for your use is an application form and letter requesting applications from the Gainesville Metropolitan Transportation Planning Organization. A separate solicitation request will be sent to Alachua County.

The application form has been updated for statewide consistency. However, older versions of the application form are still useable if you prefer. The application may be submitted by email or regular mail at the address below.

The Transportation Alternatives Program (TAP) replaces the Transportation Enhancement Program of prior years. TAP was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. TAP projects include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Applications are due back to the Department by December 5, 2014. Feel free to submit the applications earlier if possible.

For more information on MAP-21 and the Transportation Alternatives Program, please visit the following websites:

[Transportation Alternatives Program](#) from FDOT
[MAP-21](#) from FHWA
[Transportation Alternatives Final Guidance](#) from FHWA
[Q&A's](#) from FHWA

Help keep this email list current. If you'd like to be removed from further solicitations, or if you know someone that needs to be added, please reply to this email and let me know.

Thanks,
Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator

Enhancement Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

ANANTH PRASAD, P.E.
SECRETARY

September 12, 2014

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 2021. 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 will also send 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 2015 - FY2020 work program and do NOT need a new application (this list includes projects inside and outside the MTPO boundary):

- | | | |
|-----------|--------------------|--|
| • 4288961 | Bike Lane/Sidewalk | UF Campus Greenway from SW 34 th Street to Gale Lemerand Drive |
| • 4305131 | Sidewalk | Town of Lacrosse, SR 121 from NW 202 PI 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 St from Trailhead to SR 20 |
| • 4333571 | Sidewalk | SW 170 th St from S. of SW 147 th Ave to SW 128 th PI |
| • 4339881 | Sidewalk | Melrose, SR 26 from Santa Fe Park to End of Existing Sidewalk |
| • 4339891 | Bike Path/Trail | SW 27 th Street from Williston Road to SW 35 th Place |
| • 4339901 | Bike Path/Trail | Poe Springs Road from Poe Springs to US 27/Main St. |
| • 4355591 | Bike Path/Trail | Norton Elementary School Trail (NW 39 th Ave to NW 45 th Ave) |

Please note the following:

- Projects that were applied for in a previous year, but were not programmed, will need to be requested again if the project is still desired.
- 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 that the project will be 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 **December 5, 2014**. 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 2007
Lake City, FL 32025-5874
email: barney.bennette@dot.state.fl.us.

EXHIBIT 4

From: [Bennette, Barney](#)
To: [Leistner, Deborah L.](#); [Bennette, Barney](#)
Cc: [Batey, Dekova T.](#); [Scott, Teresa A.](#); [Mike Escalante](#); [Marlie Sanderson](#); [Taulbee, Karen](#)
Subject: RE: Gainesville MTP0 - Transportation Alternatives Program Solicitation for FY 2020
Date: Thursday, November 21, 2013 9:13:52 AM
Attachments: [Priority1_UniversityAveMedians.pdf](#)
[Priority2_NortonTrail.pdf](#)

Hi Debbie,

We met to select projects for funding under the Transportation Alternatives Program for FY 2020. The Norton Elementary Trail was selected to program in the Tentative Work Program as a LAP, but the medians on University Avenue was not selected.

Norton Elementary Trail: DOT will provide 100% of the funding to the City under a Local Agency Program (LAP) agreement with the design tentatively programmed for FY 2018 and construction in FY 2020. Just one additional question though, the application didn't include a request for any Design money (Engineering and Final Plans Preparation Work). Does the City want funds for the Design phase, and if so, how much design money do you think is needed?

University Avenue Medians: There are a few reasons this project was not selected for funding.

- Since the medians would not be considered a pedestrian feature, we can't fund the median construction under this program. In order for the medians to be considered a pedestrian feature, we would need to designate mid-block crossings to the medians. This requires an engineering study that would likely not result in an approved mid-block crossing.
- Recent legislation has made it more difficult, and sometimes impossible, for DOT to install medians as the medians alter access to properties that front the roadway.
- DOT was requested to conduct a multi-modal corridor study on SR 26 from 34th Street to Waldo Road. Until this study defines any new roadway or geometry features, we don't want to add medians to SR 26.

Please let me know about the design funds for Norton Elementary Trail and I will add the project to our Tentative Work Program.

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us

EXHIBIT 5

From: [Bennette, Barney](#)
To: [Marlie Sanderson](#)
Cc: [Scott Koons](#); [Jeffrey L. Hays](#); [Chris Dawson](#); [Green, James](#); [Mike Escalante](#)
Subject: RE: Transportation Alternatives Program- 2014 Application
Date: Wednesday, September 10, 2014 8:42:51 AM
Attachments: [Image001.png](#)

Hi Marlie,

Yes, the Norton Trail project will be funded for construction as a LAP with the City of Gainesville.

We are not providing any design funds as previous correspondence indicated the City already has a design for the project; Debbie, could you please confirm the City has the design and doesn't need any design funds.

Our project programming is running behind this year but as of right now I plan on programming the construction for FY 2019. As we balance the program during October I will try to advance the project to an earlier year as it is a fairly simple and relatively low cost project. We will know for sure what year the project is programmed in November.

Thanks, Barney Bennette



CA.6

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September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Strategic Intermodal System (SIS)- Airport Connector Designations

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and MTPO Staff recommend deletion of the NE 39th Avenue Entrance Strategic Intermodal System designation and addition of the Strategic Intermodal System designation of the new Waldo Road Airport Entrance Road.

BACKGROUND

The Florida Department of Transportation is requesting approval of one revision to the Strategic Intermodal System designation that connects the Gainesville Regional Airport to Interstate 75. This revision is to delete the NW 39th Avenue Entrance designation and add the designation of the new Airport Entrance Road off of Waldo Road (see attached August 6, 2014 email which also includes a map). There can only be one route connector from the nearest Strategic Intermodal System Highway (Interstate 75) to the Airport and this connector should be the one that is the shortest.

t:\marlie\ms15\mtpo\memo\airport.docx

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by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

Marlie Sanderson

From: Allan Penksa [allan.penksa@flygainesville.com]
Sent: Wednesday, September 03, 2014 11:01 AM
To: Marlie Sanderson
Subject: RE: Gainesville Airport SIS Connector Designation

I would agree that we keep 39th Avenue as the SIS connector from I-75, have it bend up SR24 to the new airport entrance road and include the new entrance road as part of the SIS connector.

Thanks,

Allan

From: Marlie Sanderson [mailto:sanderson@ncfrpc.org]
Sent: Wednesday, September 03, 2014 10:28 AM
To: Allan.Penksa@flygainesville.com
Cc: Scott Koons; Bennette, Barney; Green, James; jfrentzn@bellsouth.net
Subject: FW: Gainesville Airport SIS Connector Designation

Allan-

The issues below will be discussed by the MTPO TAC and CAC Committees on September 24th and the MTPO on October 6th. Do you recommend that the MTPO approve FDOT's SIS connector designation revisions to delete the NW 39th Avenue entrance and add the new entrance off Waldo Road? We want to hear from you before we develop the staff recommendation.

Thanks, Marlie



Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from government officials regarding government business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

From: Bennette, Barney [mailto:Barney.Bennette@dot.state.fl.us]
Sent: Monday, August 11, 2014 3:21 PM
To: Marlie Sanderson
Cc: Scott Koons; Green, James; Allan.Penksa@flygainesville.com; Mike Escalante
Subject: RE: Gainesville Airport SIS Connector Designation

Hi Marlie, Unfortunately no to both of your questions.

The airport is a SIS Hub and we are only allowed one connector from the SIS Highway network to the SIS Hub. It is true on the SIS Highway network that an interconnected system is preferred, but for the SIS connectors there is only one connector per hub and it should be the shortest route to the nearest SIS Highway. If we were to add the segment on Waldo Road we would be required to drop the SIS Connector from 39th Avenue.

Hope this clarifies,

Thanks,

Barney Bennette, PE
Florida Department of Transportation, District 2

Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

From: Marlie Sanderson [<mailto:sanderson@ncfrpc.org>]
Sent: Monday, August 11, 2014 10:45 AM
To: Bennette, Barney
Cc: Scott Koons; Green, James; Allan.Penksa@flygainesville.com; Mike Escalante
Subject: RE: Gainesville Airport SIS Connector Designation

Barney-

A couple of questions before we can decide if we need to take this to the MTPO-

1. Is it possible to do the "Planned Add" on Waldo Road and not do the "Planned Drop" on NE 39th Avenue?
2. Also, is it possible to designate the portion of Waldo Road from NE 23rd Avenue to NE 39th Avenue as part of the SIS Connector since this portion of Waldo Road leads to the Airport (it would make for a more complete, interconnected SIS system)?

Thanks, Marlie



Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

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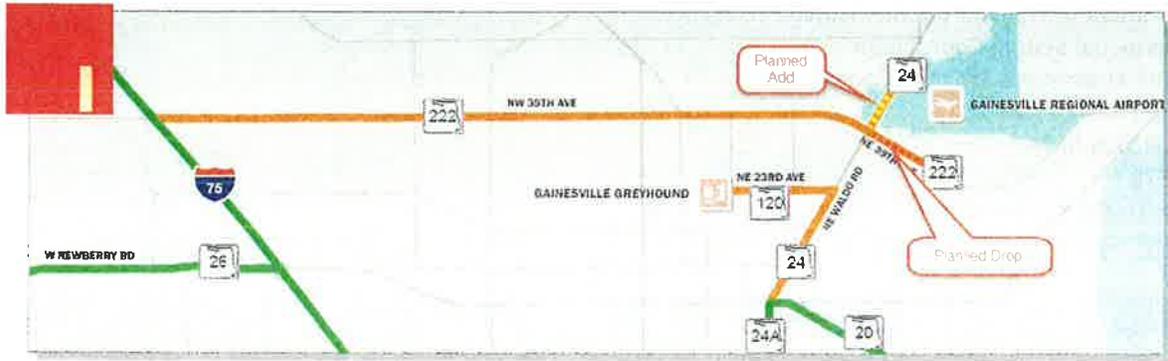
From: Bennette, Barney [<mailto:Barney.Bennette@dot.state.fl.us>]
Sent: Wednesday, August 06, 2014 8:41 AM
To: Marlie Sanderson
Cc: Green, James
Subject: Gainesville Airport SIS Connector Designation

Hi Marlie,

The Strategic Intermodal System Connector for the Gainesville Regional Airport is currently designated for the entrance off 39th Avenue as a "Planned Drop"; and the new entrance off Waldo Road is designated a "Planned Add". With the completion of the entrance off of Waldo Road, I want to finalize the SIS connector designation swap by dropping the 39th Ave entrance and adding the Waldo Road entrance designation.

My question is, should we bring anything before the MTPO before finalizing the designation change; or since each entrance is already in a "Planned Drop" or "Planned Add" status, is it acceptable to proceed with finalizing the change?

Thanks,
Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator
Transportation Alternatives Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821



Gainesville Regional Airport | Gainesville Greyhound

Thanks,
 Barney Bennette, PE
 Florida Department of Transportation, District 2
 Strategic Intermodal System Coordinator
 Transportation Alternatives Program Coordinator
 1109 S. Marion Avenue, MS 2007
 Lake City, FL 32025-5874
 (386) 961-7878
barney.bennette@dot.state.fl.us
 PE # 41821

Meeting

Agenda

Enclosures



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September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: MV Transportation, Inc.- Citizen Complaint

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

Enclosed as Exhibit 1 is a letter from Ms. Leslie Stewart addressed to Alachua County Commissioner Mike Byerly discussing her concerns about MV Transportation, Inc. The Alachua County Board of County Commissioners has requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discuss this complaint at the October 6, 2014 meeting (see Exhibit 2). Also enclosed as Exhibit 3 are recent emails concerning Ms. Stewart's letter of concern.

Both Ms. Stewart and MV Transportation, Inc. have been invited to the October 6, 2014 meeting to discuss these issues. In addition, City of Gainesville Regional Transit staff has also been invited to this meeting because Ms. Stewart's trips are sponsored by the City of Gainesville American with Disabilities Act (ADA) paratransit service. Regional Transit System staff is aware of Ms. Stewart's concerns and they are working with MV Transportation, Inc. to resolve them.

Enclosed as Exhibit 4 is the Transportation Disadvantaged Program- Status Report information that is usually located on the Consent Agenda for information only.

t:\marlie\ms15\mtpo\memo\tdoct6.docx

EXHIBIT 1

Received: Commission Office
Date: 9/8/14
From: Chair
To: BoCC, County Manager,
County Attorney, Agenda

*Leslie Lenora Stewart
1018 SW 60th Terrace
Apartment B
Gainesville*

September 5, 2014

Mr. Mike Byerly
County Commissioner
12 East 1st Street
Gainesville, Florida 32601

Re: MV Transport

I have been very hesitant to write this letter, instead trying to go through channels at MV to voice my concerns. Unfortunately, those concerns have only fallen on deaf ears. MV seems to be completely falling apart. Drivers have their radios blaring. Pick ups and drop offs are late. Changes are apparently being made that affect consumers, but we consumers are not being told of these changes. For example, it seems that drivers no longer go inside an establishment to locate their client, but instead park wherever they feel like it outside, wait a couple of minutes and drive off. In the past, it's always been a rule that drivers go inside to locate their passenger.

In addition, drivers, who are already late, are given an add-on, leaving the hapless riders on the van for as much as an hour and a half before being dropped off, because the add-on is given priority.

The Operations Manager does not answer his phone and you can't leave a message. If you call MV to lodge a complaint, you are likely to be talking to the person who you are complaining about, as there is no separate department to take comments from passengers.

Yesterday, my ride was late dropping me off, but I was seated just inside the door of the establishment I was visiting at five minutes before the driver was due to arrive. I started calling at 1:20 to get an ETA on my ride and was told that the driver had already been there. I was seated in the exact place that MV riders always sit. The temperature outside with the heat index factored in was 102 degrees. I have a serious back problem and am a patient at Shands Pain Management Clinic for the problem. So, I thought I was doing the right thing by sitting where I was. If the driver did arrive, he was not parked in the front where I could see him, because I was sitting right at the front door. There was no way that I could stand in 102 degree heat and wait for a driver. And it is insane that MV would expect a handicapped person to do so.

When I started calling dispatch, it was 1:20. When I got somebody on the line, it was 1:37 and I was put on hold for another 7 minutes. (Yes, I was timing it.) The person who came on the line (I think his name was Joshua) curtly told me that my driver had come and gone and that I was out of luck and hung up. I called back and that took another 15 minutes on hold. This is not an unusual occurrence. When it was an unusual occurrence, I let it go, figuring "things happen," no big deal. Now drivers being late happens almost every time I ride MV. Dispatch leaving you on hold for 15 to 20 minutes is the norm and so is their rudeness. They don't seem to care what they say to a client. If I had not called yesterday, I would not have known that the driver had left me. Yet, it somehow became my fault that I called dispatch looking for a status on my ride. To be very blunt about it, dispatchers act like they think I nothing but a bitch trying to make their life miserable.

When the driver finally did arrive yesterday (I waited over an hour), she had the radio on so loud that it was unbearable. By then, my patience had worn out, so I curtly told her she need to turn off the radio. She didn't turn it off, but she did turn it down. That was better than another driver who I recently asked politely that she turn the radio down. She not only who refused, but literally screamed at me that the radio wasn't on loud.

For years, radios were not allowed on MV vans, for the same reason that they are not allowed on buses. These are shared rides and one person's music is another person's anxiety causing racket. MV needs to go back to no radios. They are driving people who suffer from all sorts of maladies, including anxiety and depression. Both conditions can be made worse by a noise the sufferer of those conditions feel is unpleasant and discordant.

When I called about the radios, I was told by the person I spoke to that my asking the driver to turn down the radio was rude. I was flabbergasted by that response.

Dispatch also has a bad habit of lying to you about when your van will arrive. They'll say anything to get you off the phone. They'll never check with the driver to find out where he/she is. I know don't know why they do that, because it just makes more work for them as the person will call back when the van doesn't arrive as promised. Now, it seems they've decided to not answer the phones in any kind of timely fashion and that's their way of dealing with the problem.

Yesterday was a hair-pulling nuisance, but there are times that being late is a lot more. I've been so late to doctors' appointment over the past few months that two doctors would not see me. Another doctor would not see me before the end of the day. It was imperative that I see the doctor, so I decided to wait. That meant I wouldn't have a ride home. When I called MV, they said they'd come get me to call when I was ready. So, that's what I did. They did come get me, but it took numerous calls to dispatch and I had to wait - standing, in great pain, I might add - for over two hours. The facility was

locked, it was dark and I was completely alone outside Shands Springhill clinic in the middle of nowhere. None of that would have happened, if I had been delivered to the clinic in a timely fashion. The driver was late that from jump, but then he took an add-on and picked her up and dropped her off before taking me to the clinic, telling me I was already late and he didn't want to have any more late drop offs. Missing doctors' appointments equate a danger to anybody's health and MV should be ashamed that they have come to the point that the customer no longer counts and that doctors' appointments are not given the priority they deserve.

There are also safety problems with MV now. Drivers have no qualms anymore about driving off before the client has his/her seatbelt fastened. Many of them will no longer pull into my driveway, because they don't know how to back out. Drivers who can't backup should not be driving a van.

And when they park in the street at my home, they cause me a hardship. I look healthy, but every step I take is sheer agony, so those extra steps to the street are difficult for me.

Reservations are getting slow on the answering the phones as well, but for the most part they are professional, courteous and efficient and have always been.

The drivers used to be the same - professional, courteous and efficient. Unfortunately now, there are quite a few drivers with an sullen attitudes. Perhaps if MV hired someone to do the manifests who could actually prepare one better than a blind monkey with a Sharpie, the drivers might have better attitudes. The drivers are having to suffer with "add-ons" and three pick-ups at the same time, all three people to be dropped off within the hour and possibly with a fourth or fifth person on their manifest to pick up in that same time period. A decent manifest could fix those headaches.

The reason that the local MV doesn't give two hoots in hell about their customers became clear to me one day when I decided to call MV's headquarters after a dispatcher was particularly nasty. When I asked for customer service, I was told that MV does not have a "customer service department." You could have knocked me off my chair. A company that made \$16 billion last year DOES NOT have a customer service department.

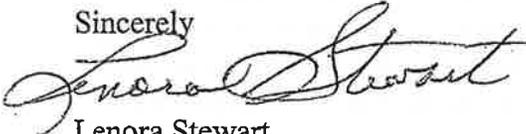
So from the top of the company all the way to the local Operations Manager, dispatchers and many of the drivers, the customer does not count with MV Transport.

I know that I could not possibly be the only person having such difficulties with MV. I'm sure the problems are so endemic that they touch MV clients across the board. For that reason, the County needs to reevaluate the contract with MV and should look at other companies that may be able to provide better, more consumer-oriented services to the handicapped in Alachua County. In the meantime, the County should hold a public

Page 4
MV Transport

hearing on the MV problems and use its influence to get decent management who can again professionalize the local operations.

Sincerely



Lenora Stewart

Cc: MV Transport Gainesville
MV Transport Texas

Marlie Sanderson

From: Michael J. Fay [mjf@alachuacounty.us]
Sent: Monday, September 15, 2014 11:23 AM
To: Lynn Godfrey
Cc: Marlie Sanderson
Subject: FW: MV Letter
Attachments: MV letter.pdf

Lynn,

At last Tuesday's BoCC meeting. **Commissioner Byerly moved** to refer the Letter of Ms. Stewart regarding MV Transport to pertinent advisory committee and also place the matter on the October 6, 2014 MTPO Agenda for consideration by the MTPO. The motion carried 5-0.

Michael J. Fay
Acting Assistant County Manager
12 SE 1st Street
P.O. Box 5547
Gainesville, FL 32627
Phone: (352) 374-5204
Fax: (352) 338-7363
E-mail: mjf@alachuacounty.us

From: Latoya T. Gainey
Sent: Tuesday, September 09, 2014 1:47 PM
To: Michael J. Fay
Subject: MV Letter

Michael,

Per your request, please see the attachment.

Latoya Gainey

Alachua County Commission
lgainey@alachuacounty.us
352-264-6920

Marlie Sanderson

From: Lynn Godfrey
Sent: Monday, September 15, 2014 11:56 AM
To: Michael J. Fay
Cc: Marlie Sanderson
Subject: FW: Copy of letter to Gainesville client
Attachments: CCE09112014_0001.pdf

Mr. Fay:

Below is e-mail correspondence regarding Ms. Stewart's letter of concern.

Please let me know if you have any questions.



Lynn Franson-Godfrey, AICP
 Senior Planner
 North Central Florida Regional Planning Council
 2009 NW 67th Place, Gainesville, FL 32653-1603
 Voice: 352.955.2200, ext. 110
 Fax: 352.955.2209

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From: Kelly Gonzalez [mailto:kelly.gonzalez@mvtransit.com]
Sent: Friday, September 12, 2014 6:28 PM
To: Lynn Godfrey
Subject: FW: Copy of letter to Gainesville client

FYI.



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Kelly G. | General Manager | MV Transportation, Inc. | 3713 SW 42nd Ave | Gainesville | FL | 32608
 T 352-375-2784 | F 352-378-6117 | kelly.gonzalez@mvtransit.com | www.mvtransit.com

From: Kelly Gonzalez
Sent: Friday, September 12, 2014 6:23 PM
To: 'Crawford, Mildred A.'; Edward Overn
Subject: RE: Copy of letter to Gainesville client

Good afternoon Millie,

I looked at Ms. Stewart's trips for the past 90 days. She had a total of 23 trips and was late 2 times. She has canceled her trips 4 times and only has 1 Will Call.

For the 1st day she was late which was 7/5/2014 she had a trip to Wal-Mart from home. She was late because her driver for the day called out and a driver had to be called in to cover that shift because there was no slack time in any other nearby drivers for her to be able to be an add on for another route.

On the date in question 9/4/2014 Ms. Stewart had a scheduled pick up from home to Wal-Mart. Window from 11:00 -12:00. She was 4 minutes late to Wal-Mart.

Her return window was 13:00 – 13:30. Driver Michael Williams arrived @13:16. Ms. Stewart was not at the front of the building when the driver arrived.

MV Driver was instructed by dispatcher Michael Beasley to go inside and locate Ms. Stewart. Driver searched and instructed the customer service attendant to call Ms. Stewart on the intercom and was not able to locate Ms. Stewart. He finally left at 13:29 waiting 13 minutes for Ms. Stewart.

She was then made a Will Call.

Ms. Stewart called base at 13:45 stating that she was at the front of Wal-Mart waiting for her driver. Dispatch informed her we had a driver at Wal-Mart trying to locate her for more than 10 minutes. She was irate and said she didn't see any driver come in the store, we explained that the driver not only searched for her in the store, but had her called on the intercom and waited over 10 minutes.

She was placed in as a Will Call at 13:45, driver Shantell Jones arrived at 14:13 to Wal-Mart. Driver went inside and started calling her name and still couldn't locate Ms. Stewart. Driver walked back to vehicle to ask dispatch if they had a landline/cell phone for the client, as she walked to the vehicle she saw Ms. Stewart by the vehicle, driver transported client home.

I also looked at her ride duration on our busses for the past 90 days and she was never on our vehicle for more than an hour.

I also checked our reservations on hold times performance and it's consistent under 1.4 when the standard is 2.5.

I will be monitoring closely our dispatchers and I'm hosting a meeting with all the drivers next week Thursday to discuss radio etiquette.

I also had a chance to talk with Ms. Stewart today. We discussed her service concerns. I assured her I will be monitoring her concerns closely and I gave her my personal cell phone number so she can call me directly anytime she has an issue.

Respectfully,

Kelly



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Kelly G. | General Manager | MV Transportation, Inc. | 3713 SW 42nd Ave | Gainesville | FL | 32608
T 352-375-2784 | F 352-378-6117 | kelly.gonzalez@mvtransit.com | www.mvtransit.com

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

From: Crawford, Mildred A. [<mailto:crawfordma1@cityofgainesville.org>]

Sent: Wednesday, September 10, 2014 1:45 PM

To: Edward Overn

Cc: Kelly Gonzalez

Subject: RE: Copy of letter to Gainesville client

Ed,

-80-

Understood, I have never heard from this woman either. I am sure Kelly will take care of the situation and will reach out to her.

Thanks for the update.

Millie

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

From: Edward Overn [mailto:eovern@mvtransit.com]

Sent: Wednesday, September 10, 2014 1:19 PM

To: Crawford, Mildred A.

Cc: Kelly Gonzalez

Subject: FW: Copy of letter to Gainesville client

Millie - Just an FYI that we received this letter in Dallas this morning.

I have spoken with Kelly about it and he does not know this rider however I have asked him to reach out to her directly and get further details on her frustration with service.

Kelly will investigate this and put together a report once he receives additional details for you and I. We will make every effort to get to the root of the issues and address them.

Regards

Ed

EXHIBIT 4



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September 29, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Disadvantaged Program – Status Report

RECOMMENDATION

No action required. This agenda item is for information only.

BACKGROUND

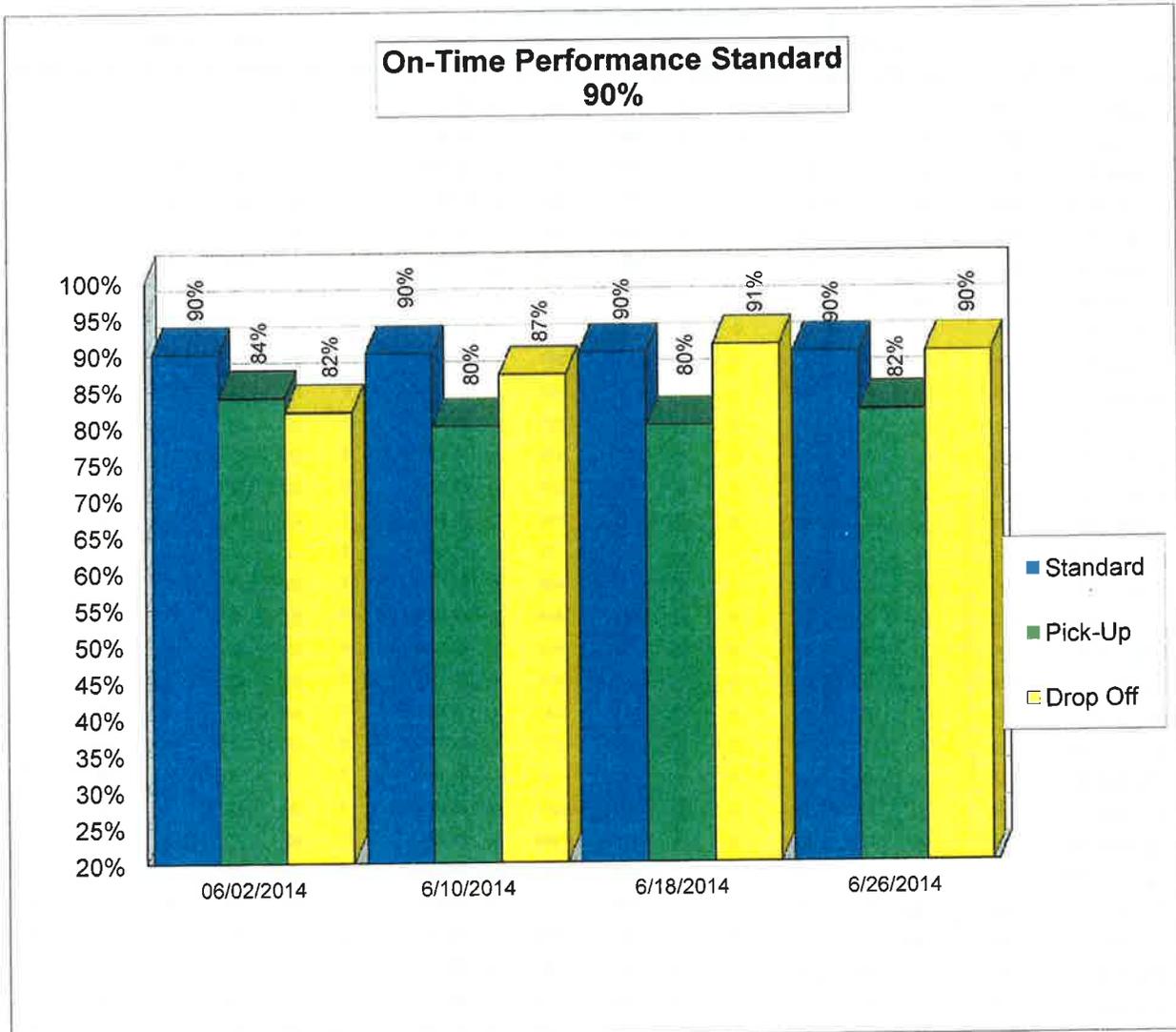
Attached are the following reports:

1. Alachua County Transportation Disadvantaged Service Plan Standards Report shows:
 - MV's on-time performance in June 2014 and July 2014;
 - MV met the complaint standard;
 - MV met the call hold time standard;
 - MV met the accident standard; and
 - MV met the roadcall standard.
2. MV Transportation Operations Report July 2014 - August 2014.

Attachments

t:\lynn\td2014\alachua\memos\mtpostatoct.docx

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE 2014**

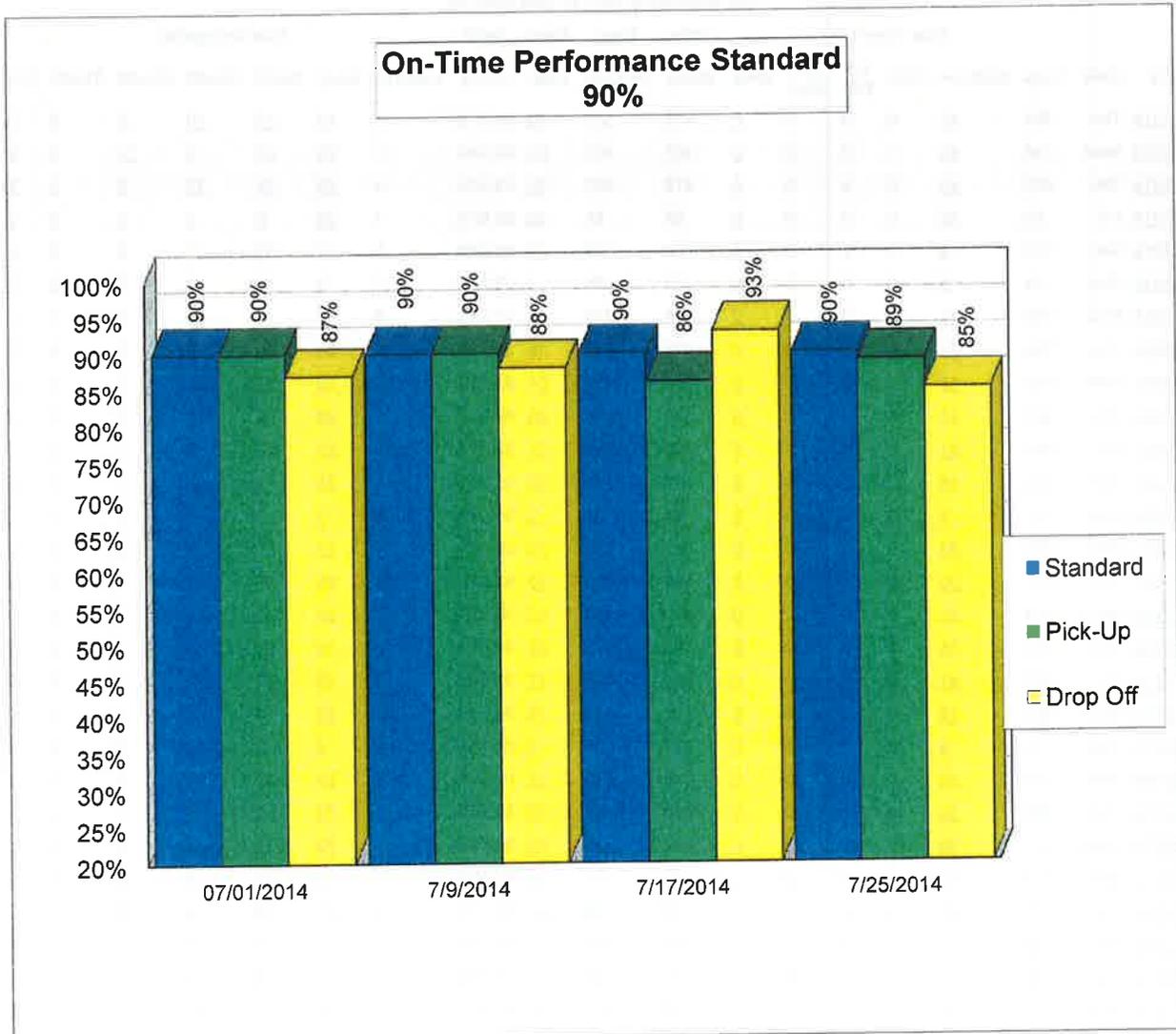


Early/Late Report - Monthly
 MV-Div: 0065 (Gainesville, FL)

Statistics by iWeb (c) 2008 MV Transportation, Inc. - Last Queried: 06/08/14 02:54:10 PAC

June 2014 (Early Win: 31 Late Win: 31)																			
Date	DoW	Trips	Stop Types				Total				Sub Categories								
			NoShow	CAD	NS(Lt)	NS(Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	15to30	31to60	61to90	91+	
6/1/2014	Sun	24	7	0	0	0	0	0	34	29	5	85.29%	1	3	1	3	1	0	0
6/2/2014	Mon	384	45	0	0	0	0	0	434	366	68	84.33%	11	63	42	15	11	0	0
6/3/2014	Tue	408	45	0	0	0	0	0	453	408	45	90.07%	7	85	24	14	5	2	0
6/4/2014	Wed	452	49	0	0	0	0	0	501	451	50	90.02%	9	90	32	9	7	1	1
6/5/2014	Thu	457	42	0	0	0	0	0	499	450	49	90.18%	6	25	35	8	0	4	2
6/6/2014	Fri	428	40	0	0	0	0	0	468	436	32	93.18%	8	27	17	7	6	1	1
6/7/2014	Sat	180	18	0	0	0	0	0	199	188	11	92.14%	3	38	7	1	2	1	0
6/8/2014	Sun	38	3	0	0	0	0	0	41	38	3	92.68%	0	2	2	1	0	0	0
6/9/2014	Mon	388	29	0	0	0	0	0	397	347	50	87.41%	4	84	32	14	3	7	0
6/10/2014	Tue	390	43	0	0	0	0	0	433	382	51	88.22%	9	87	26	16	5	4	0
6/11/2014	Wed	411	39	0	0	0	0	0	450	387	63	86.00%	11	76	33	19	2	2	0
6/12/2014	Thu	439	38	0	0	0	0	0	477	422	55	88.47%	8	91	32	15	4	4	0
6/13/2014	Fri	375	43	0	0	0	0	0	418	391	27	93.54%	5	88	17	5	3	2	0
6/14/2014	Sat	156	20	0	0	0	0	0	176	169	7	93.54%	0	43	6	1	0	0	0
6/15/2014	Sun	31	2	0	0	0	0	0	33	31	2	93.94%	0	2	1	1	0	0	0
6/16/2014	Mon	420	35	0	0	0	0	0	455	430	25	94.51%	3	88	16	6	2	1	0
6/17/2014	Tue	410	41	0	0	0	0	0	451	416	35	92.24%	5	80	23	7	4	1	0
6/18/2014	Wed	465	32	0	0	0	0	0	497	454	43	91.35%	4	85	30	9	3	0	1
6/19/2014	Thu	388	44	0	0	0	0	0	432	391	41	90.51%	5	84	24	12	3	1	1
6/20/2014	Fri	391	30	0	0	0	0	0	421	387	34	91.92%	4	83	26	4	2	0	2
6/21/2014	Sat	133	20	0	0	0	0	0	153	132	15	90.13%	0	44	11	4	0	0	0
6/22/2014	Sun	42	0	0	0	0	0	0	42	37	5	88.10%	0	2	5	0	0	0	0
6/23/2014	Mon	368	33	0	0	0	0	0	407	387	20	95.09%	3	90	17	0	2	0	1
6/24/2014	Tue	387	45	0	0	0	0	0	432	399	33	92.36%	7	89	22	4	6	0	1
6/25/2014	Wed	447	36	0	0	0	0	0	483	433	50	89.65%	4	87	34	12	3	1	0
6/26/2014	Thu	403	35	0	0	0	0	0	438	398	40	90.87%	6	74	24	10	2	3	1
6/27/2014	Fri	398	25	0	0	0	0	0	423	395	28	93.38%	2	75	21	5	1	1	0
6/28/2014	Sat	182	21	0	0	0	0	0	203	187	16	92.12%	3	46	10	3	2	1	0
6/29/2014	Sun	34	0	0	0	0	0	0	34	32	2	94.12%	0	6	1	1	0	0	0
6/30/2014	Mon	405	39	0	0	0	0	0	444	404	40	90.99%	10	108	22	8	6	4	0
	Total:	9,414	906	0	0	0	0	0	10,328	9,377	945	90.88%	138	1994	593	214	92	35	11

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JULY 2014**



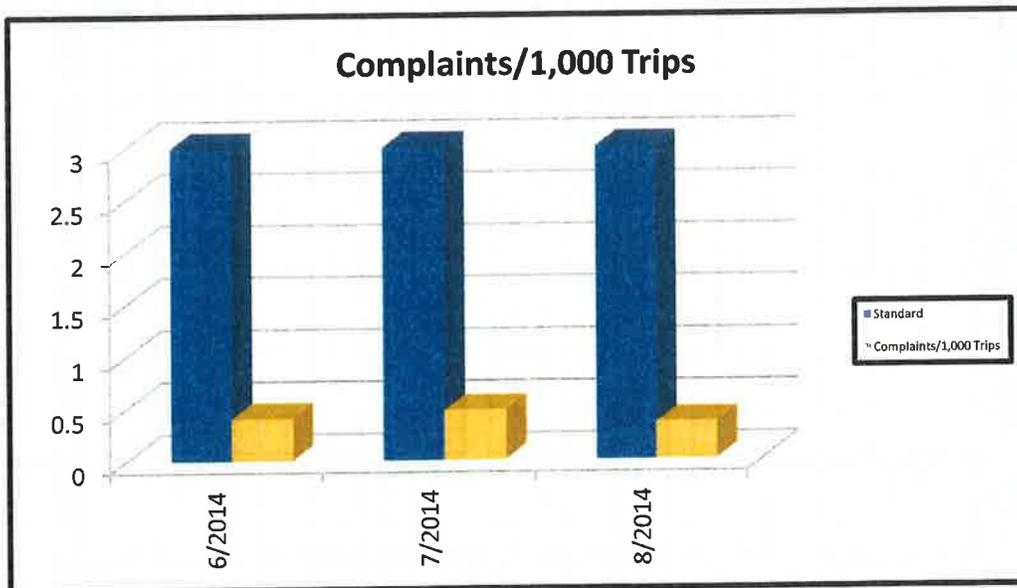
Early/Late Report - Monthly
Div 65 Gainesville, FL

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 08/28/14 02:50:59 PAC

		July 2014 (Early Win: 31 Late Win: 31)																
		Stop Types					Total							Sub Categories				
Date	DoW	Trips	NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
07/01/14	Tue	384	47	0	0	0	0	431	381	50	88.40%	5	44	35	10	5	0	0
07/02/14	Wed	414	45	0	0	0	0	459	405	54	88.24%	11	70	34	9	11	0	0
07/03/14	Thu	433	43	0	0	0	0	476	420	56	88.24%	5	62	38	13	5	0	0
07/04/14	Fri	83	15	0	0	0	0	98	88	10	89.80%	1	26	8	1	1	0	0
07/05/14	Sat	114	9	0	0	0	0	123	109	14	88.62%	0	14	13	1	0	0	0
07/06/14	Sun	34	5	0	0	0	0	39	36	3	92.31%	0	5	2	1	0	0	0
07/07/14	Mon	385	31	0	0	0	0	416	370	46	88.94%	3	49	32	11	3	0	0
07/08/14	Tue	386	30	0	0	0	0	416	372	44	89.42%	5	51	30	9	5	0	0
07/09/14	Wed	455	48	0	0	0	0	503	439	64	87.28%	7	52	37	20	7	0	0
07/10/14	Thu	395	41	0	0	0	0	436	390	46	89.45%	1	49	40	5	1	0	0
07/11/14	Fri	399	41	0	0	0	0	440	383	57	87.05%	7	54	42	8	7	0	0
07/12/14	Sat	150	16	0	0	0	0	166	156	10	93.98%	1	25	7	2	1	0	0
07/13/14	Sun	31	3	0	0	0	0	34	32	2	94.12%	0	1	1	1	0	0	0
07/14/14	Mon	403	28	0	0	0	0	431	389	42	90.26%	4	54	30	8	4	0	0
07/15/14	Tue	387	30	0	0	0	0	417	384	33	92.09%	1	65	27	5	1	0	0
07/16/14	Wed	407	33	0	0	0	0	440	400	40	90.91%	3	59	30	7	3	0	0
07/17/14	Thu	403	35	0	0	0	0	438	410	28	93.61%	2	55	22	4	2	0	0
07/18/14	Fri	377	41	0	0	0	0	418	391	27	93.54%	2	48	22	3	2	0	0
07/19/14	Sat	126	19	0	0	0	0	145	119	26	82.07%	3	22	16	7	3	0	0
07/20/14	Sun	33	5	0	0	0	0	38	35	3	92.11%	0	4	1	2	0	0	0
07/21/14	Mon	378	32	0	0	0	0	410	379	31	92.44%	4	69	20	7	4	0	0
07/22/14	Tue	365	34	0	0	0	0	399	354	45	88.72%	1	72	35	9	1	0	0
07/23/14	Wed	411	36	0	0	0	0	447	415	32	92.84%	3	72	21	8	3	0	0
07/24/14	Thu	404	43	0	0	0	0	447	411	36	91.95%	5	66	22	9	5	0	0
07/25/14	Fri	377	37	0	0	0	0	414	353	61	85.27%	3	43	52	6	3	0	0
07/26/14	Sat	128	14	0	0	0	0	142	131	11	92.25%	2	27	7	2	2	0	0
07/27/14	Sun	28	4	0	0	0	0	32	30	2	93.75%	0	3	1	1	0	0	0
07/28/14	Mon	355	24	0	0	0	0	379	347	32	91.56%	2	56	19	11	2	0	0
07/29/14	Tue	366	34	0	0	0	0	400	376	24	94.00%	1	56	19	4	1	0	0
07/30/14	Wed	372	36	0	0	0	0	408	361	47	88.48%	2	44	34	11	2	0	0
07/31/14	Thu	326	31	0	0	0	0	357	331	26	92.72%	2	56	20	4	2	0	0
Total:		9,309	890	0	0	0	0	10,199	9,197	1,002	90.18%	86	1,373	717	199	86	0	0

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2014**

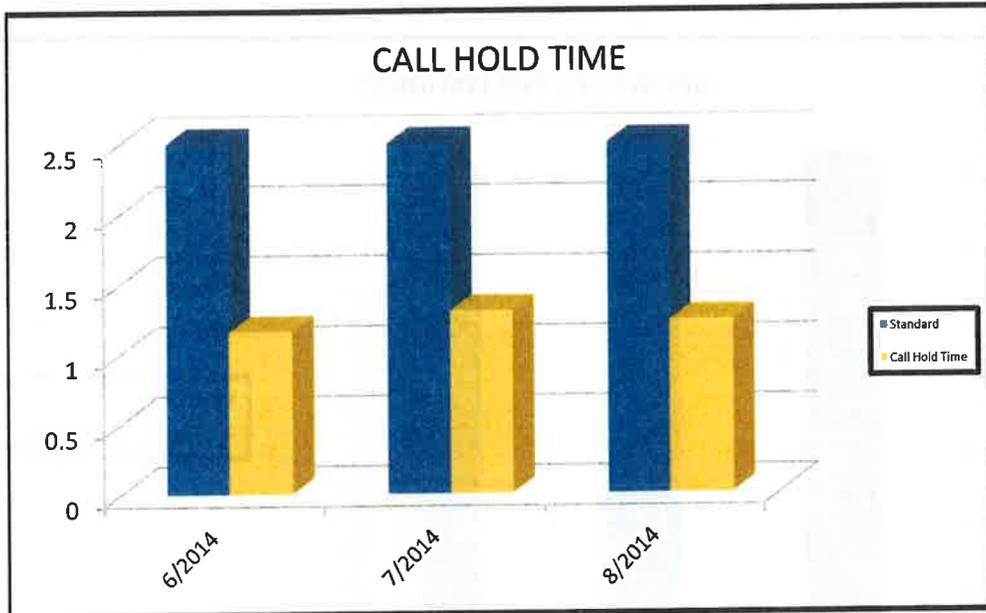
MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
6/2014	3	0.41
7/2014	3	0.48
8/2014	3	0.36



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**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2014**

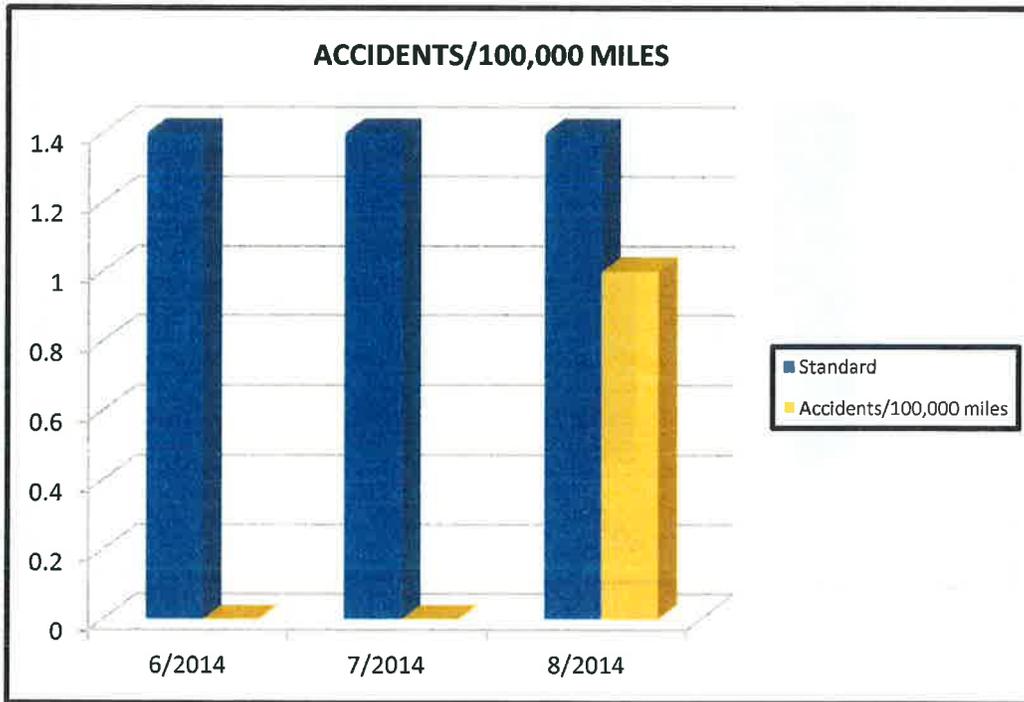
MONTH	STANDARD	CALL HOLD TIME
6/2014	2.5	1.16
7/2014	2.5	1.30
8/2014	2.5	1.23



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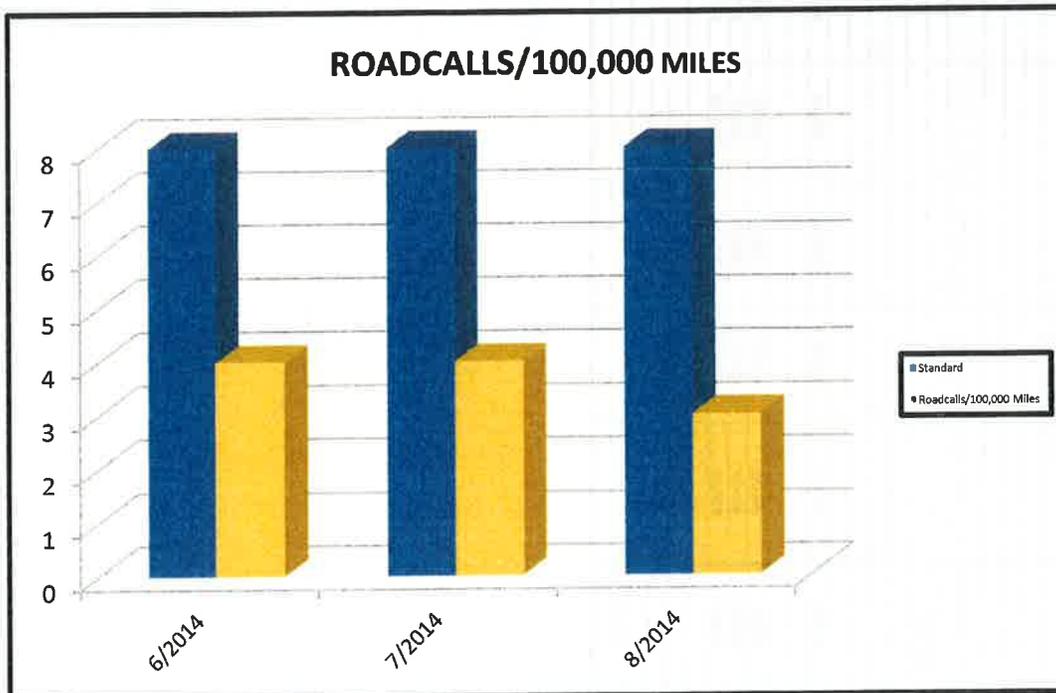
**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY JUNE - AUGUST 2014**

MONTH	STANDARD	ACCIDENTS/100,000 MILES
6/2014	1.4	0
7/2014	1.4	0
8/2014	1.4	1



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, JUNE - AUGUST 2014**

MONTH	STANDARD	ROADCALLS/100,000 MILES
6/2014	8	4
7/2014	8	4
8/2014	8	3





2009 NW 67th Place, Gainesville, FL 32653-1803 • 352.955.2200

September 26, 2014

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Transportation Improvement Program Amendments

STAFF RECOMMENDATION

Approve the two Transportation Improvement Program amendments in Exhibits 1 and 2.

BACKGROUND

The Florida Department of Transportation (FDOT) is requesting that the MTPO approve two Transportation Improvement Program amendments as discussed in Exhibits 1 and 2. The amendment in Exhibit 1 is to provide funds to the City of Gainesville Regional Transit System to purchase vehicles and equipment. The amendment in Exhibit 2 is to construct Interstate 75 safety modifications to lengthen and widen the northbound off-ramp immediately south of NW 39th Avenue.

t:\marlie\ms15\mtpo\memo\tipamendoct6.docx



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

TRANSMITTED ELECTRONICALLY September 10, 2014

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: FDOT Amendment request for the Gainesville MTPO Transportation Improvement Program for FY 2013/14 – FY 2017/18

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agendas of the September 24, 2014 meeting of the Technical Advisory Committee and the Citizens Advisory Committee and on the agenda of the October 6, 2014 meeting of the Gainesville Metropolitan Transportation Planning Organization to consider the following amendment to the Transportation Improvement Program (TIP) for FY 2013/14 – FY 2017/18. The amounts listed below are the total project costs to be shown in the TIP amendment report.

436087-1	Gainesville RTS	Purchase Vehicles and Equipment (5317)
FY2014	\$ 211,667	DU (Federal Reimbursement)
	<u>52,917</u>	<u>Local Funds</u>
TOTAL	\$ 264,584	

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Doreen Joyner-Howard, Becky Williams



Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

TRANSMITTED ELECTRONICALLY

September 10, 2014

Mr. Marlie Sanderson, AICP
Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: FDOT Amendment request for the Gainesville MTPO Transportation Improvement Program for FY 2014/15 – FY 2018/19

Dear Mr. Sanderson,

The Florida Department of Transportation requests placement on the agendas of the September 24, 2014 meetings of the Technical Advisory Committee and the Citizens Advisory Committee and on the agenda of the October 6 meeting of the Gainesville Metropolitan Transportation Planning Organization to consider the following amendment to the Transportation Improvement Program (TIP) for FY 2014/15 – FY 2018/19. The amounts listed below are the total project costs to be shown in the TIP amendment report.

423071-1	I-75 @ SR 222 (39th Avenue)	Safety Improvement – Add Construction
FY 2015		
Construction	\$ 3, 113, 939	HSP (Highway Safety Funds – Federal)
TOTAL ADDED	\$ 3,113,939	

This amendment adds Construction funds in FY2014-15 to a project on Page 51 of your Transportation Improvement Program (TIP). Prior to the amendment, the TIP reflects \$714,000 for Preliminary Engineering in the prior (FY2013-14) and new (FY2014-15) fiscal years.

If you have any questions about this project or this amendment request please call me at (904) 360.5684.

Sincerely,

James M. Green

James M. Green
Gainesville MTPO / Alachua County Liaison

xc: Karin Charron, Becky Williams

Marlie Sanderson

From: Green, James [James.Green@dot.state.fl.us]
Sent: Wednesday, September 17, 2014 3:05 PM
To: Marlie Sanderson
Cc: Scott Koons
Subject: RE: Safety Project

Good Afternoon Marlie

This project is funded through the Federal Highway Administration's Highway Safety Program, and is intended to reduce queues that extend into the I-75 northbound mainline approaching the SR 222 (NW 39th Avenue) exit. The I-75 northbound mainline widening will begin approximately 3,900 feet south of the beginning of the existing ramp. This is near the existing "Santa Fe College / Regional Airport" guide sign. About 2,000 feet north, the exit will widen to two lanes. This is near the boundary between the Santa Fe Trace Apartments, and the College. After diverging from the mainline, the ramp widens to four lanes, to feed the dual left-turn and dual right-turn lanes onto SR 222. Additional improvements to be performed include the installation of new lighting, signing and pavement markings including a new overhead cantilevered sign adjacent to the proposed auxiliary lane on I-75, and ADA upgrades at the intersection of SR 222.

The District will receive bids in spring 2015, with construction beginning later in the year. This project will go with a Resurfacing project (428803-1) on I-75 that begins south of the SR 222 interchange, and extends north to the US 441 exit.

Please let me know if you have additional questions.

James Green
Gainesville MTPO / Alachua County Liaison
Florida Department of Transportation - District 2
Planning, Jacksonville Urban Office - MS 2806
2198 Edison Avenue
Jacksonville, FL 32204-2730
904-360-5684
E-mail: james.green@dot.state.fl.us





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

September 26, 2014

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: University Avenue Multimodal Study- Existing Conditions Report

STAFF RECOMMENDATION

No action required. This material is included for information only.

BACKGROUND

Priority #3 in the State Highway portion of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area's adopted Year 2035 Cost Feasible Plan is the State Road 26/University Avenue Multimodal Emphasis Corridor (from Gale Lemerand Drive east to Waldo Road). The purpose of this Study is to identify specific multimodal projects within this portion of State Road 26 that can be programmed for implementation by the Florida Department of Transportation in its Five Year Work Program.

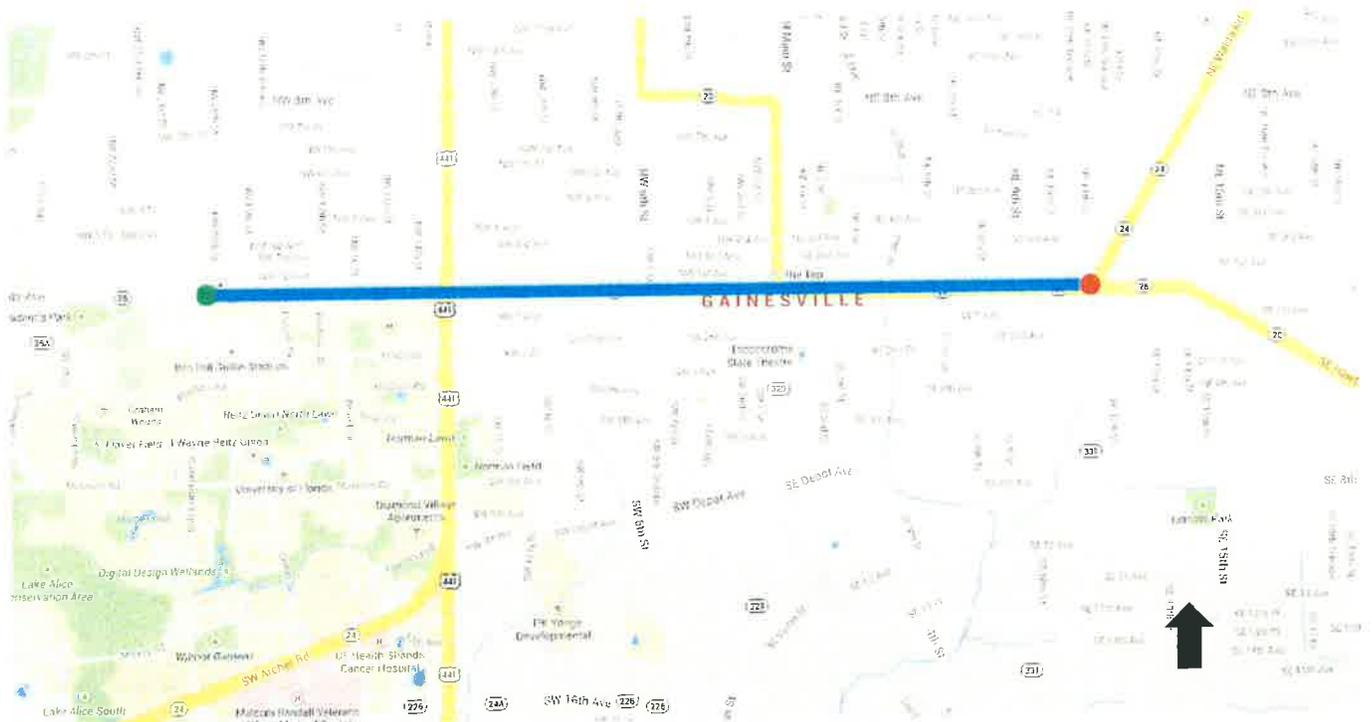
Sprinkle Consulting, Inc. is the firm selected to work on the University Avenue Multimodal Emphasis Corridor Study. At the October 6, 2014 meeting, they will give a status report on this project and discuss the enclosed Existing Conditions Report.

t:\marlie\ms15\mtpo\memo\universityaveexistconditions.docx

University Avenue Multimodal Corridor Study Workshop

Gainesville Regional Utilities Administration
301 SE 4th Avenue, Gainesville, Florida
Thursday, October 2, 2014
3:00 p.m. to 8:00 p.m.

The purpose of this study is to identify specific multimodal projects along University Avenue (State Road 26) from Gale Lemerand Drive to Waldo Road that can be programmed for implementation by the Florida Department of Transportation in its Five-Year Work program. Part of this project is to document existing conditions within this corridor and data collection for bicycle, pedestrian and transit users.



Source: Google, Map Data, 2014.

For additional information, please contact Mr. Marlie Sanderson, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Staff Director, at 352.955.2200 or sanderson@ncfrpc.org



SR 26/University Avenue Multimodal Emphasis Corridor Study

DRAFT Existing Conditions Report

September 2014

Prepared for:

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

Submitted by:



Table of Contents

Introduction and Summary..... 1

Existing Corridor and Infrastructure Design Elements..... 1

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Bicycle and Pedestrian Count Data 8

Historical Crash Data..... 10

Right-of-Way 24

Environmentally Sensitive and Hazardous Materials Locations 24

Land Use Scenario..... 24

Appendix A: Multimodal Level of Service Evaluation Summary

Appendix B: Right-of-Way Boundaries and Adjacent Land Use Characteristics



Introduction and Summary

The Metropolitan Transportation Planning Organization (MTPo) for the Gainesville Urbanized Area is conducting the first phase of a Multimodal Emphasis Corridor Study for State Road 26 (University Avenue) between Gale Lemerand Drive and Waldo Road. The purpose of this study is to identify specific multimodal projects within this 2.3-mile portion of SR 26 that can be programmed for implementation by the Florida Department of Transportation (FDOT) in its Five-Year Work Program. Phase 1 of the study will include a preliminary review and ranking of multimodal design elements for the corridor; Phase 2 will include a final listing of preferred elements based on additional analysis.

This Existing Conditions Report sets the stage for the Phase 1 identification of design elements. It consists of several elements that describe the current multimodal setting and operations of the corridor:

- existing corridor infrastructure and design elements;
- multi-modal level of service (LOS) evaluation;
- bicycle and pedestrian count data summary and analysis;
- historical crash data summary; and
- right-of-way, environmental, and land use scenario description.



Existing Corridor Infrastructure and Design Elements

The SR 26/University Avenue corridor represents the center, both geographically and culturally, of the Gainesville community. Its role as the primary east-west corridor connecting the University of Florida, downtown Gainesville, and historic eastside neighborhoods means that the community and all of the area's governmental and transportation jurisdictions are significantly invested in the corridor's functionality, aesthetics, and overall success. Because of the corridor's importance to the community and its need to serve a diverse set of users of the transportation system, the Gainesville MTPo and other local transportation agencies have identified it as a roadway that should emphasize multimodal travel and thereby accommodate motor vehicle travel, bicycling, walking, and transit use. While there is abundant opportunity to improve the experience of using all four of these modes, there is a solid foundation of elements on which to build.



University of Florida Section (Gale Lemerand Drive to W 13th Street)



The west end of the corridor, west of W 13th Street, forms the northern boundary of the University of Florida. Traffic volumes are highest in this section, with an Annual Average Daily Traffic (AADT) of 27,000. The posted speed limit is 30 miles per hour, and mid-block sections include landscaped raised medians. High-occupancy on-street parking is intermittently present on the north side of the street. 8-foot sidewalks, located directly behind the curb face, are present throughout this section. Given the proximity to campus, the western portion of the corridor experiences very high bicycle and pedestrian activity, particularly crossing activity in which students are

traveling between campus and commercial properties on the north side of the street. Numerous Regional Transit System (RTS) routes, including two campus circulator routes, are located along this section. Average bus stop spacing is approximately 900 feet, which is typical of the remainder of the corridor as well.

A walking tour of the corridor was conducted early in the study process. Tour participants included staff of stakeholder transportation agencies (including members of the MTP0's Technical Advisory Committee), representatives of public interest and advocacy groups, and members of the study consulting team. The purpose of the walking tour was to enable various stakeholders to experience the corridor in detail, on foot, and in a collaborative environment in which various contexts, experiences, observations, interests, and observations could be shared. Some of the observations of the western section of the corridor are highlighted below:



- Even during off-peak university seasons, the number of pedestrian mid-block crossings is significant. There may be a need to better facilitate and channelize these crossings. A pedestrian mapping study could be used to inform associated recommendations. On-campus pedestrians are thought to experience a "cocoon effect" of safety that carries over to University Avenue in spite of higher traffic volumes and speeds.
- Several blocks have striped-off space on the north side that is the same width as striped on-street parking; there may be opportunities for bike corral-style parking in such locations. Other locations appear to have sufficient width to create additional on-street parking spaces.
- There is a second sidewalk on the south side of the roadway for much of this section which is located behind a brick wall. It is regularly used by bicyclists.
- Access to bus stops on the north side of University Avenue (for outbound trips from the university) is difficult because of the roadway geometry
- At the intersection with NW 17th Street there are a significant number of conflicts between through (north-south) bicyclists and motorists turning onto University Avenue.
- Bicycle detection may be beneficial at side street signals such as NW 17th Street.



- Anecdotally, operating speeds are high; creating speed tables at minor intersections could have a positive effect.
- A campus bike route including a cycle track-type facility intersects University Avenue at Newell Drive, just west of NW 16th Street.
- All legs of the intersection with W 13th Street experiences high pedestrian volumes. At times there is insufficient queuing space for pedestrians waiting to cross.
- In addition to potential operational improvements for pedestrians, this situation creates a potential need for improved motor vehicle operations as well.



In particular, northbound-to-eastbound right-turning motorists are frequently significantly delayed because of the need to yield to crossing pedestrians, which significantly reduces intersection capacity and leads to northbound congestion on W 13th Street, and creates the need for longer cycle lengths than other corridor intersections. An exclusive pedestrian phase has been discussed for this intersection.

W 13th Street to W 6th Street



Traffic volumes are somewhat lower in this section (AADT range of 22,000 to 25,000). On-street parking is generally present on the south side of the street. The median is a mixture of raised islands and two-way left-turn lane sections. Un-buffered 8-foot sidewalks are present on both sides. This section is only served directly by one RTS route. Observations from the walking tour for this



section include the following:

- Several intersections have time-based right turn on red restrictions that use electronic signing. During other time periods, some of these signs could be pedestrian activated.
- There are numerous wide driveways and curb cuts that could be narrowed or consolidated.
- Several curb ramps are in need of improvement.
- Commercial signs are abundant and collectively reduce visibility; a sign audit may be appropriate.
- There is a planned bike parking corral in the gore area just west of W 6th Street on the south side of University Avenue.



- There is a general need for enhancing the bicycle and pedestrian operating environment in this key section that connects the campus and downtown.

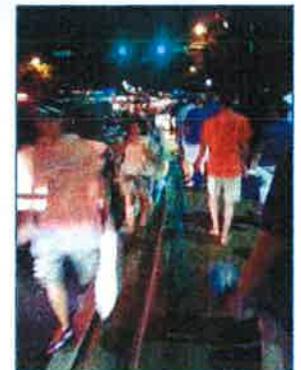
Downtown Section (W 6th Street to NE Boulevard)



Within downtown Gainesville daily traffic volumes range from 16,000 to 20,000. The posted speed limit remains 30 mph, but operating speeds are generally lower than in adjacent sections of the corridor. Between W 6th Street and E 3rd Street every intersection is signalized. The western portion of this section is undivided, while the eastern portion includes a mix of raised medians and painted turn lanes. Sidewalks, while narrower in some cases, generally have buffers that frequently include tree

plantings. The following are other multimodal design elements and opportunities:

- A shared use path was recently constructed on the east side of W 6th Street. Trail user counts are already significant, even in summer, which leads to numerous bicycle and pedestrian crossings of the intersection.
- S 2nd Avenue has a bike lane and N 3rd Avenue has been designated as a bicycle boulevard. These two lower-volume streets provide alternative parallel routes for bicycle travel.
- In the early morning hours, The Gainesville Police Department sometimes closes the outside lanes as a pedestrian safety issue related to heavy and unpredictable pedestrian movements on the sidewalks.
- Pedestrian lighting is perceived as insufficient in some areas.
- The pedestrian operating environment is quite narrow in places because of lighting fixtures and other obstructions.
- Several curb ramps are in need of improvement.
- Many mid-block crossings occur between E 1st Street and E 2nd Street to access the RTS stop and structure on the south side of University Avenue.
- Sweetwater Park (opposite NE Boulevard) includes a trail that provides access between University Avenue and the planned Power District redevelopment area.



East Gainesville Section (NE Boulevard to Waldo Road)

The eastern section of the study corridor transitions from downtown to the residential neighborhoods of East Gainesville. East of E 7th Street a two-way left-turn lane is present. Five-foot sidewalks are separated from the roadway by grass buffers. The major intersection with Waldo Road includes two channelized right turn lanes with raised pedestrian refuges. No transit routes run along the corridor east of E 9th Street. Many of the observations for this section focus on improving pedestrian conditions:

- Replacing the two-way left-turn lane with a raised median would add a refuge for crossing pedestrians
- Vegetation encroaches upon vertical pedestrian clearance
- Pedestrian-scale lighting is needed under the tree canopy; existing poles could be used
- Most crosswalks are unmarked, and it may be appropriate to add marked crosswalks at some intersections
- Sidewalks are somewhat narrow, particularly when bicyclists use them
- The pedestrian crossings at Waldo Road are very long, but could be reduced with intersection re-design
- The southeast corner of the Waldo Road intersection includes an unsignalized vehicle movement crossing a signalized pedestrian movement.



Multimodal Level of Service Evaluation

The MTPO for the Gainesville Urbanized Area maintains a Multimodal Level of Service Report. The September 2013 version of this report identifies automobile, bicycle, pedestrian, and transit levels of service for two segments within the corridor, Gale Lemerand Drive to US 441/West 13th Street and US 441/West 13th Street to SR 24/Waldo Road, as shown below.

Segment	Auto LOS	Bicycle LOS	Pedestrian LOS	Transit LOS
Gale Lemerand Drive to W 13 th Street	D	B ¹	D	A
W 13 th Street to Waldo Road	D	D	C	E

Auto Mode

The Florida Department of Transportation (FDOT) 2013 Florida Transportation Information DVD includes Annual Average Daily Traffic (AADT) data for seven count stations along the study corridor, ranging from 27,000 west of W 13th Street to 16,400 east of E 9th Street. Generally speaking, traffic volumes decrease from west to east. According to the same source, the corridor has a peak K-factor (ratio of study hour traffic volume to AADT) of 0.09, a D-factor (directional distribution factor) of .527, and a T-24 (daily truck percentage) of 2.1. Using FDOT's generalized/conceptual planning methodology, and given the corridor's Class II (posted speed less than 40 mph) status, the auto level of service is "D" for the length of the corridor as indicated in the MTPO report.

¹ This result is influenced by the indicated presence of a bike lane/paved shoulder that does not exist.

Pedestrian and Bicycle Modes

Bicycle and pedestrian level of service measures are indicators of perceived safety and comfort (as related to motor vehicle traffic) experienced by non-motorized travelers. The operational-level analysis for these modes outlined in the *Q/LOS Handbook* consider various roadway traffic characteristics, including volume and speed,



and geometric design elements, including the presence and width of bicycle and pedestrian facilities. Because lane widths, on-street parking characteristics, and sidewalk and buffer widths are highly variable within the corridor, this report includes a detailed block-by-block bicycle and pedestrian LOS analysis, which is included as Appendix A.

The majority of the corridor produces relatively good walking conditions (pedestrian LOS "C") because of the consistent presence of sidewalks which frequently have buffers with tree plantings. At the west end of the corridor, where traffic volumes are highest and sidewalks

are typically located directly behind the curb, pedestrian LOS "D" is most prevalent. Isolated blocks east of W 13th Street produce pedestrian LOS "B" conditions.

Conditions within the corridor are not as conducive to creating a comfortable bicycling environment, with nearly all blocks having a bicycle LOS of "D." The absence of dedicated space for bicyclists to ride (e.g., designated bike lanes) contributes to these conditions.

The bi-directional distance-weighted average pedestrian LOS for the corridor is 2.9 ("D"), while the corresponding average bicycle LOS is 3.9 ("D").

Transit Mode

The most recent edition of FDOT's *Quality/Level of Service Handbook* was released in 2013, subsequent to the publication of the MTPo's Multimodal Level of Service Report. While this newest edition of the handbook retains service frequency as the primary determinant of transit level of service, some of the factors used to adjust service frequency have changed. The four adjustment factors are pedestrian level of service, roadway crossing difficulty, passenger load factor, and bus stop amenities.

Four routes serve portions of the study corridor, and the headways of these routes determine the base service frequency.



Route #	Corridor Extent	Typical Peak Hour Headway (minutes)
5	Gale Lemerand Drive to E 3 rd Street	24
11	East 3 rd Street to E 9 th Street	60
15	Main Street to E 3 rd Street	35
28	Gale Lemerand Drive to NW 17 th Street	16
34	Gale Lemerand Drive to NW 17 th Street	20
43	Gale Lemerand Drive to W 13 th Street	30
118	Gale Lemerand Drive to NW 17 th Street	14
119	Gale Lemerand Drive to NW 17 th Street	30

These routes and headways produce the following base service frequencies for the corridor.

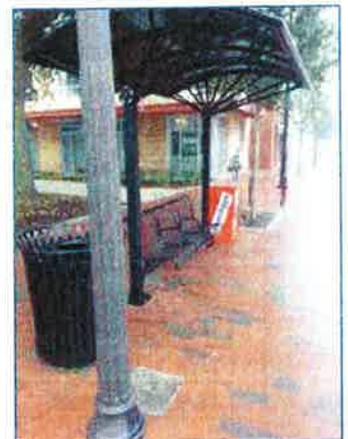
Corridor Extent	Buses per Hour
Gale Lemerand Drive to NW 17 th Street	17.5
NW 17 th Street to W 13 th Street	4.5
W 13 th Street to Main Street	2.5
Main Street to E 3 rd Street	4.2
E 3 rd Street to E 9 th Street	1.0
E 9 th Street to Waldo Road	0.0

Load factor is the ratio of riders to number of seats on the bus. Load factors vary significantly among the routes serving the corridor, the location along the routes, and by time of day. During the afternoon peak hour of traffic, average maximum loads along the routes yield load factors ranging from approximately 20% to greater than 60%. Given FDOT’s guidance that no adjustments based on load factor should be applied when average load factors are between 30% and 70%, no such adjustment was used in this analysis.

FDOT’s transit LOS procedure also includes adjustment factors based on stop amenities. Specifically, a factor is applied if both shelters and benches are provided or if neither is provided. Benches are available at the majority of University Avenue bus stops. A few stops have shelters as well, and several have neither. The collective prevalence of these amenities suggests that neither a positive nor negative adjustment is warranted.

An adjustment based on roadway crossing difficulty is applied when certain combinations of roadway class, number of lanes, auto LOS, and median type are met. As a Class II roadway (35 mph or slower posted speed limit) with four through lanes, an auto LOS of “D,” and a median that is intermittently restrictive, no roadway crossing difficulty factor is applied.

No adjustment factor based on the quality of the walking experience is applied when a roadway has a pedestrian LOS of “D.” As pedestrian LOS improves from that point, a positive adjustment is applied, while a negative adjustment is applied when walking conditions are worse than the base assumption. As described previously,



pedestrian LOS varies throughout the corridor; for this analysis, the most prevalent pedestrian condition within the transit segments is used.

The table below shows the buses per hour for the corridor’s transit segments, the typical pedestrian level of service within those segments, the associated pedestrian LOS adjustment factor (the only applicable adjustment factor using FDOT’s transit LOS methodology), the adjusted service frequency, and the associated transit levels of service provided along the corridor. It is worth noting that the FDOT methodology does not consider the benefits of nearby parallel routes, including several that operate on S 2nd Avenue, that offer additional transit service to travelers in the vicinity of the University Avenue corridor.

Corridor Extent	Buses per Hour	Pedestrian LOS	Pedestrian LOS Adjustment	Adjusted Buses per Hour	Transit LOS
Gale Lemerand Drive to NW 17 th Street	17.5	D	1.00	17.5	A
W 17 th Street to W 13 th Street	4.5	C	1.05	4.7	B
W 13 th Street to Main Street	2.5	C	1.05	2.6	D
Main Street to E 3 rd Street	4.2	C	1.05	4.4	B
E 3 rd Street to E 9 th Street	1.0	C	1.05	1.1	E
E 9 th Street to Waldo Road	0.0	C	1.05	0	F

Bicycle and Pedestrian Count Data



The University Avenue corridor experiences high volumes of non-motorized travel. While comprehensive bicycle and pedestrian count data for the corridor are somewhat lacking, the transportation component of the University of Florida’s *Campus Master Plan, 2010-2020*, and the Gainesville MTPO’s *2014 Bicycle Usage Trends Report* each include several such counts within the corridor’s extents.

The UF plan counted bicycles and pedestrians entering campus (i.e., crossing University Avenue from the north) on a September weekday during the morning (7:00am - 9:00am), midway (12:00pm - 1:00PM), and evening (4:00pm - 6:00pm) travel peaks. Total counts for these periods by mode are shown in the table below. Bicycle volumes at all four locations were significantly higher in the morning period, while pedestrian volumes were generally more consistent throughout the three periods.

Location	Bicycle Count	Pedestrian Count
Gale Lemerand Drive	82	332
NW 18 th Street	130	329
NW 17 th Street	250	475
NW 15 th Street	176	558

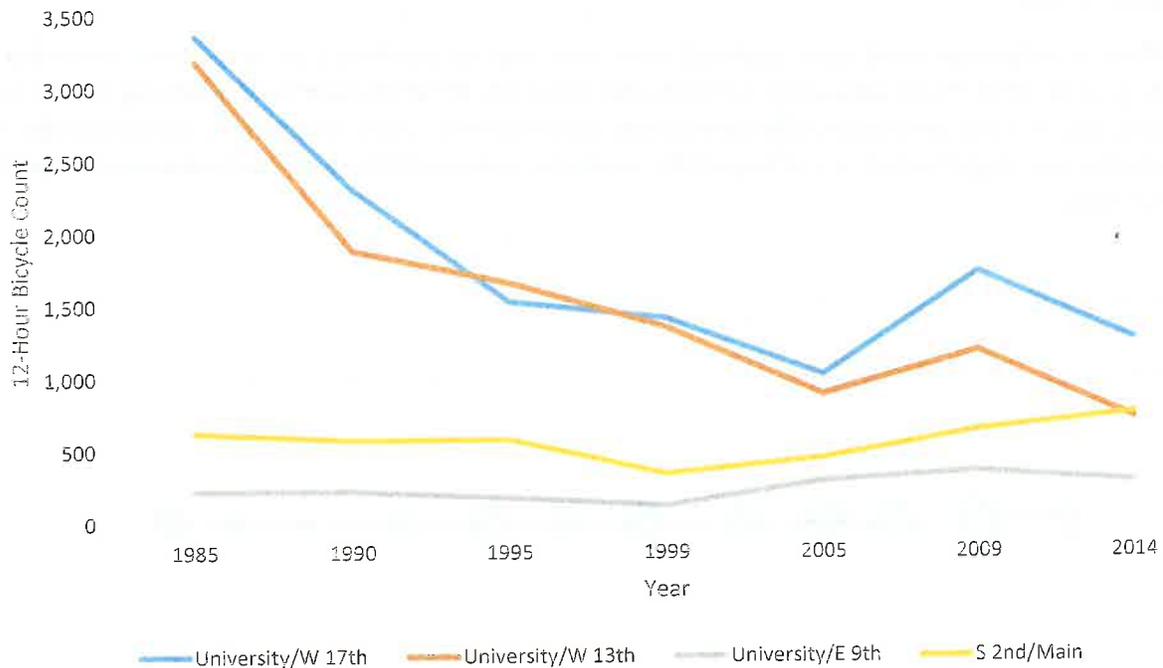


The MTPO maintains a Bicycle Usage Trends Program which is based on routinely collected bicycle volumes at more than a dozen “permanent” count locations, the majority of which were established

in the early 1980s. Three of these intersection locations are located along the University Avenue study corridor, and a fourth is located along S 2nd Avenue, which has a bike lane and is used by many bicyclists as an alternative to University Avenue. The bicycle volumes collected for this program are based on 12-hour weekday counts. The table and figure below show trends at the four relevant locations at roughly five-year intervals since the inception of the program.

Year	University/W 17th	University/W 13th	University/E 9th	S 2 nd /Main
1985	3,365	3,188	225	630
1990	2,305	1,886	225	581
1995	1,532	1,664	177	585
1999	1,416	1,357	122	344
2005	1,028	891	290	454
2009	1,734	1,191	355	645
2014	1,269	725	283	759

Historical Bicycle Count Trends



This trend graph illustrates that the two count locations adjacent to the UF campus demonstrate an overall downward trend since 1985, although most of that decline occurred during the first of the three intervening decades. [The report notes that these two locations are consistently amongst the highest bicycle volumes collected throughout Alachua County.] The count location that represents the eastern portion of the study corridor demonstrates the opposite trend, with bicycle volumes generally on the rise since 1999. Three of the four locations experienced a decline in volume between 2009 and 2014, with the exception being the site along S 2nd Avenue. The 2014 *Bicycle Usage Trends Report* contains additional details, including all years collected and intersection bicycle turning movements for the 2014 counts.

Historical Crash Data

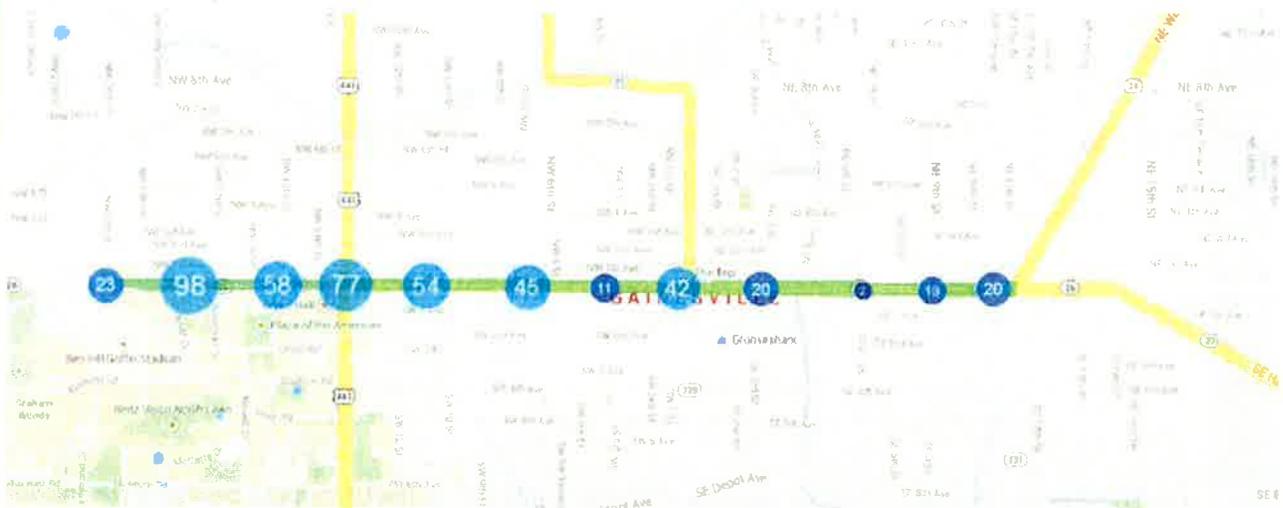
Introduction

A crash analysis was undertaken based on the past three years of crash data for the study corridor. The crash analysis includes an overall examination and separately focuses specifically on bicycle and pedestrian crashes. Temporal, roadway condition, and crash type trends are included in the analysis.

Overall, it was determined that most crashes exhibited a combination of the following characteristics: resulting in one or less injury, involving a rear end collision, occurring during daylight hours, occurring under non-adverse weather, lighting, or road surface conditions, concerning contact primarily between two motor vehicles, and not involving alcohol. Small sample sizes of bicycle and pedestrian crashes makes drawing definitive conclusions about trends difficult. However, both bicycle and pedestrian crashes more often resulted in injury. Most often, bicycle crashes occurred during daylight hours while pedestrian crashes occurred between 7pm-7am. A substantial amount of pedestrian crashes (35%) were alcohol related, with the pedestrian suspected to be under the influence more frequently than the driver.

Crash Trends

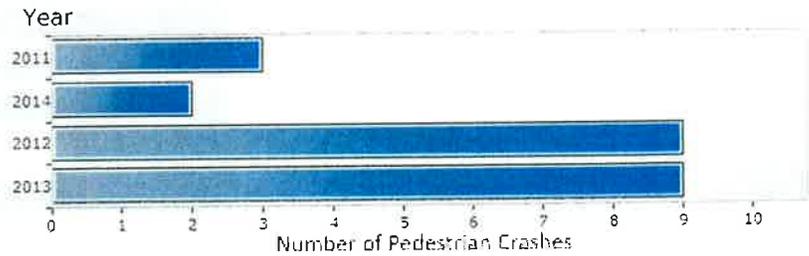
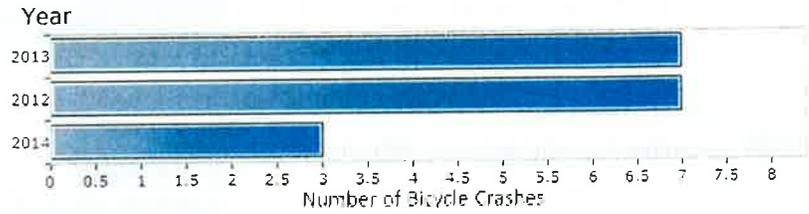
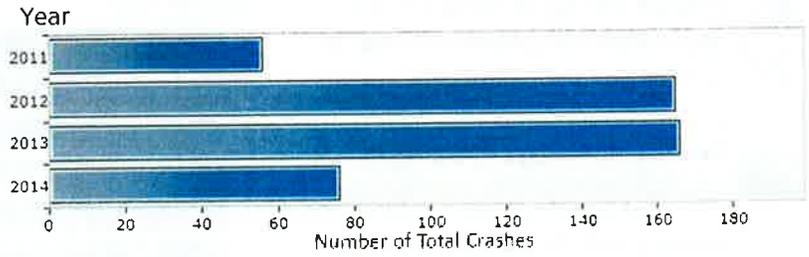
Motor vehicle crash trends were analyzed in the study area for the three year period from September 1, 2011 to August 31, 2014. Crash data was provided by the University of Florida GeoPlan Center’s Signal Four Analytics. Four-hundred and sixty-three (463) total crashes were reported, with 17 crashes involving a bicyclist and 23 crashes involving a pedestrian. A map of the study area is shown below with predominant crash locations identified.



Temporal Trends

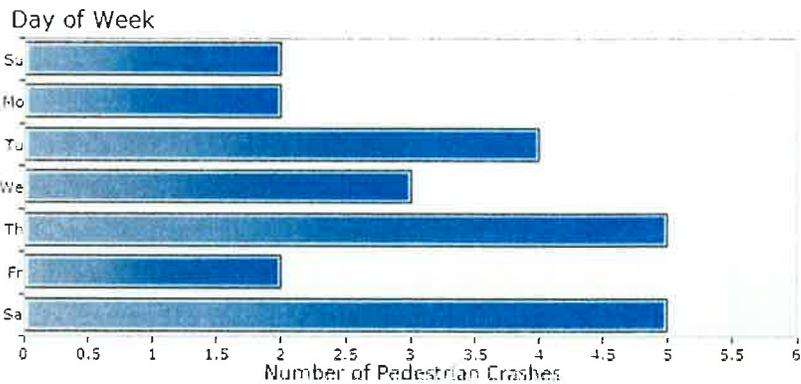
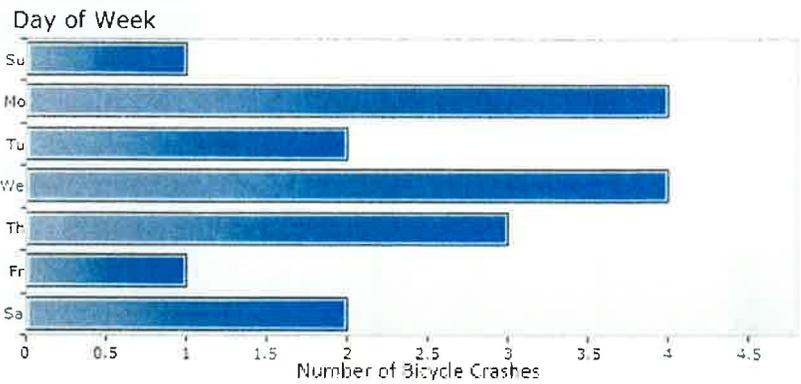
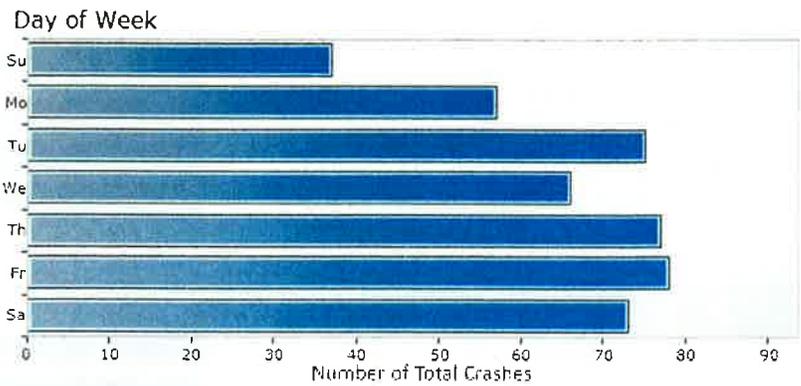
From September 1, 2011 to August 31, 2014, 463 total crashes occurred.

When analyzing the two full years of data, 2012 and 2013, average annual crashes remain steady.



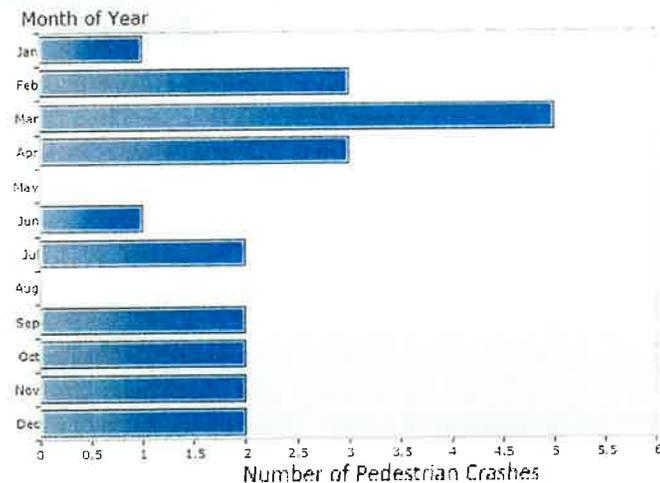
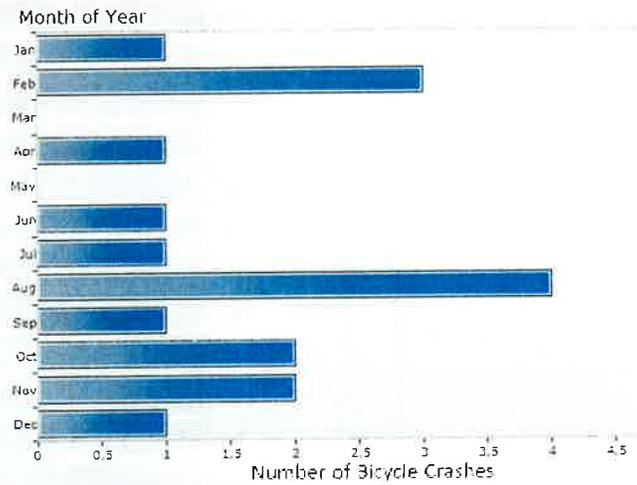
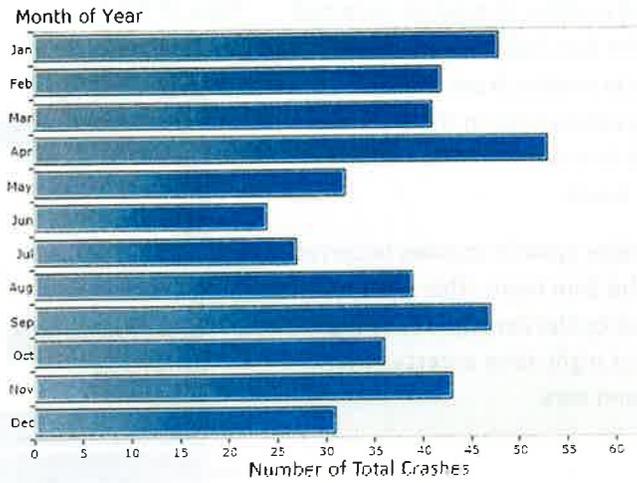
Friday is the day of the week that experiences the greatest number of crashes on the corridor. The number of crashes on Sunday is significantly lower than the other days of the week

The most bicycle crashes occurred on Monday and Wednesday while the most pedestrian crashes occurred on Thursday and Saturday. Only 17 bicycle crashes occurred compared to 23 pedestrian crashes. In both cases, prominent conclusions are difficult to draw due to such a small sample size.



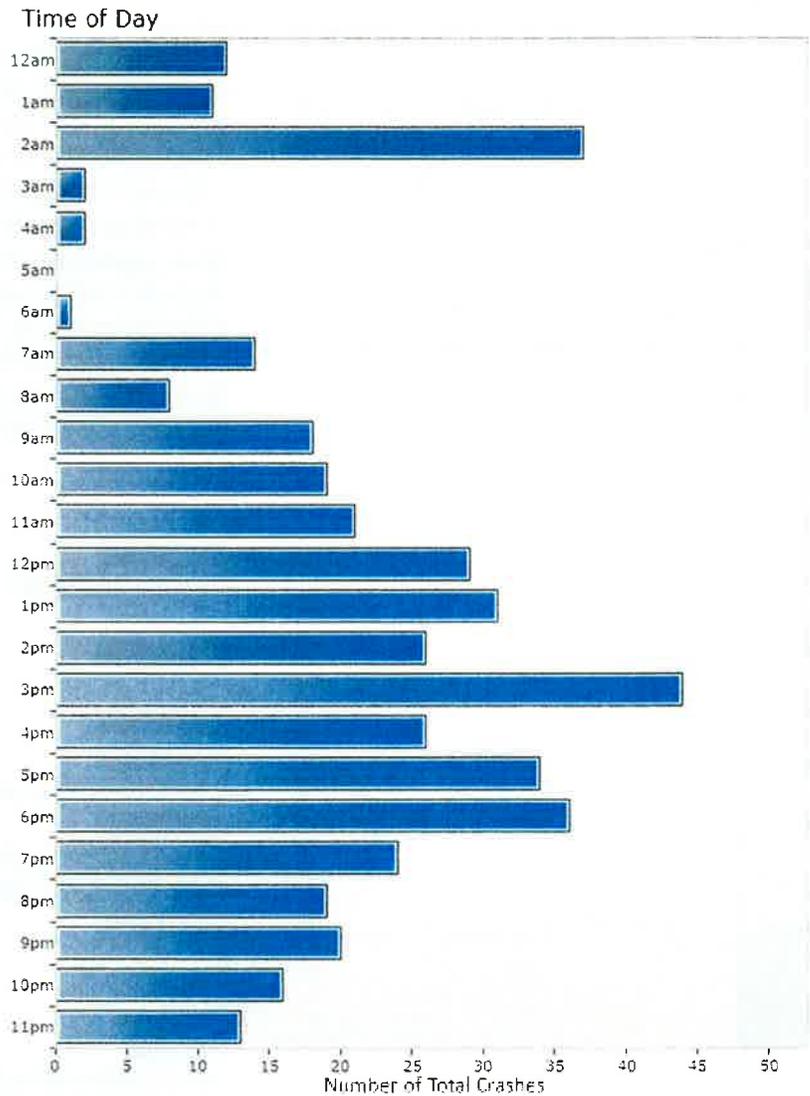
The total number crashes by month of year reveals that April experienced the most crashes, followed by January and September. Crashes are least frequent in the summer months and in December, months when campus activity is generally lightest.

Bicycle and pedestrian crashes do not show discernable seasonal trends.

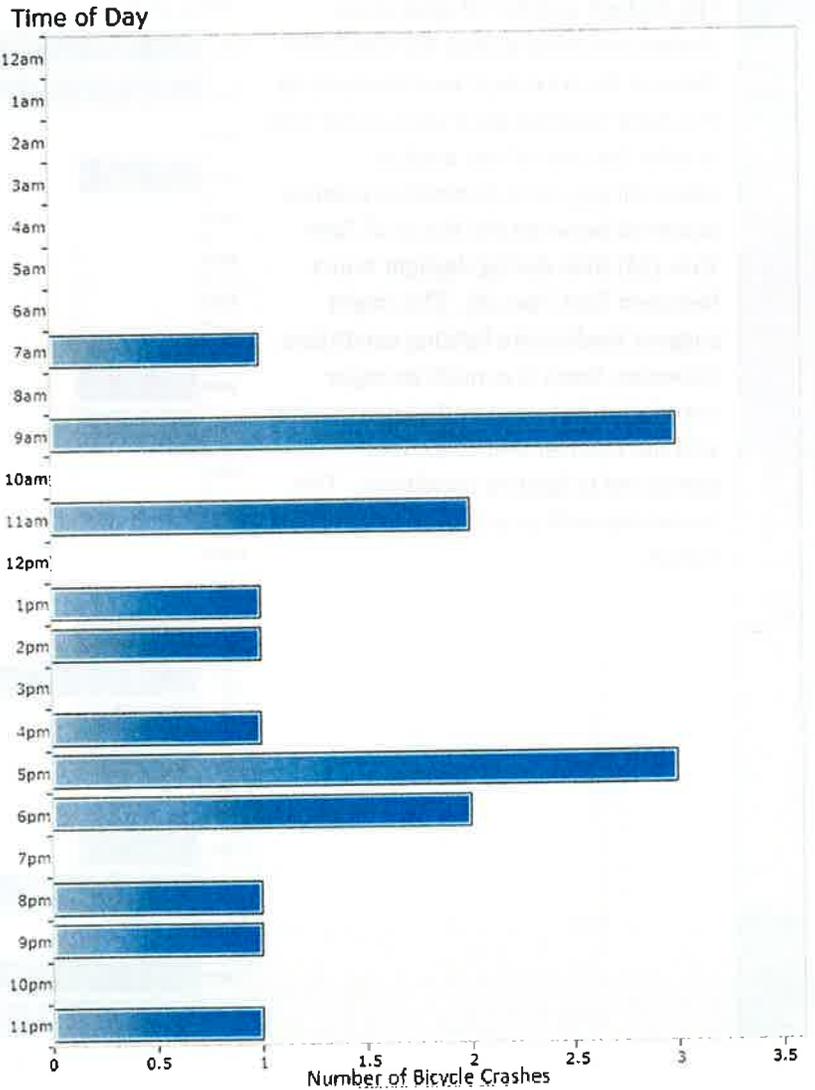


The most number of crashes occurred during the 3pm hour. There is a general increase in crashes from the late morning until a peak in the afternoon followed by a drop-off into the late evening hours.

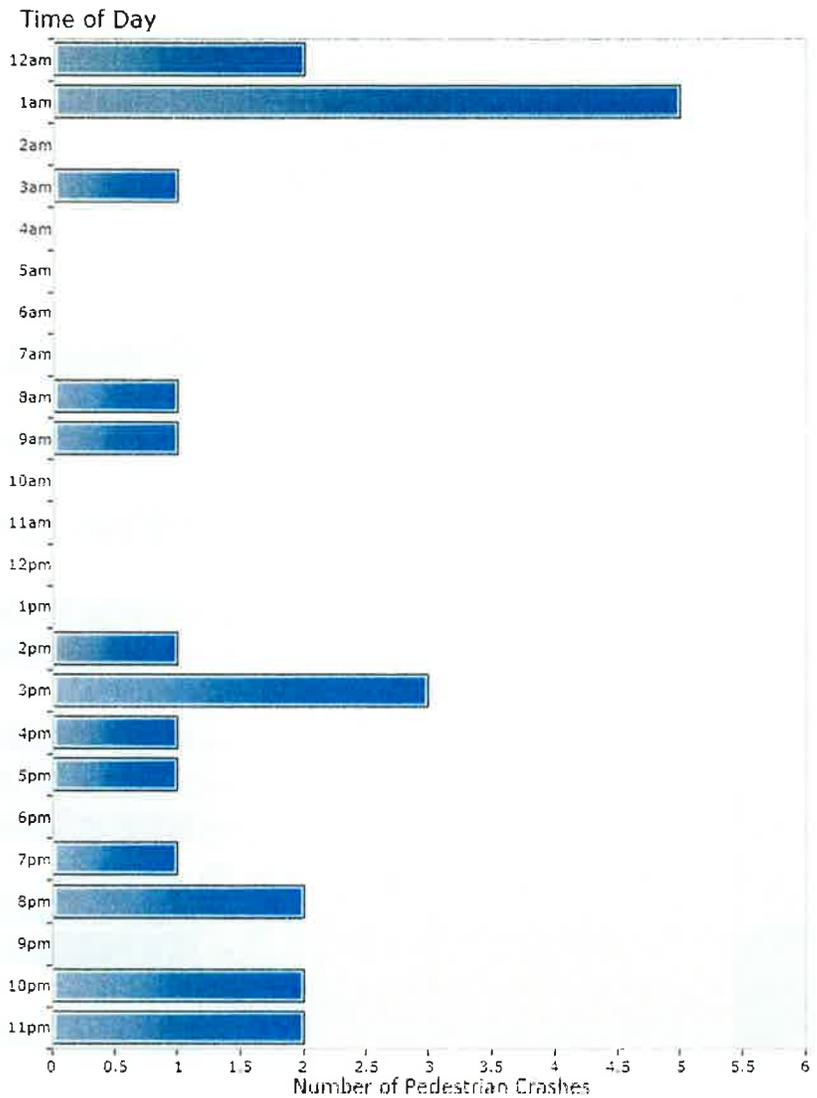
A noticeable spike in crashes occurred during the 2am hour. This spike may be explained by the corridor featuring numerous night-time entertainment venues and bars.



Bicycle crashes occurred sporadically between 7:00am and midnight. While the sample size is small, the greatest number of bicycle crashes occurred during the morning and afternoon peak travel periods.



The highest number of pedestrian crashes occurred during the 1am hour. This can likely be explained similarly to the early morning peak seen in the total crashes by time of day analysis. Interestingly, more pedestrian crashes occurred between the hours of 7pm-7am (14) then during daylight hours between 7am-7pm (9). This might suggest inadequate lighting conditions. However, there is a much stronger correlation between pedestrian crashes and the involvement of alcohol compared to lighting conditions. This correlation will be explored later in this report.



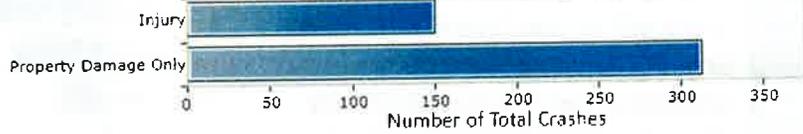
Injury Trends

Injuries occurred far more frequently in crashes involving bicyclists and pedestrians compared to overall crashes. This type of trend is expected as a bicyclist or pedestrian has a higher potential to sustain injury than a motorist in a vehicle.

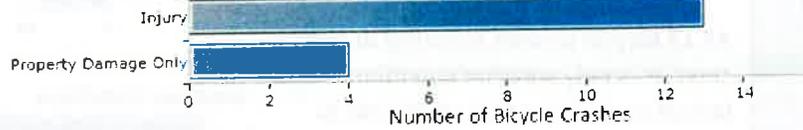
Out of 463 total crashes, 150 crashes occurred in which at least one injury was reported (32%). This figure is skewed slightly by the inclusion of bicycle and pedestrian crashes. There were 216 injuries reported altogether, and 43 crashes resulted in more than one injury.

This high number of crashes resulting in multiple injuries could be the result of one or more of the following: crashes involving higher speeds, crashes where multiple parties are at fault, and crashes involving motor vehicles occupied by multiple persons. Crashes involving motor vehicles occupied by multiple persons likely have the greatest impact on the number of crashes resulting in more than one injury. This is especially true if those involved were not wearing a safety harness.

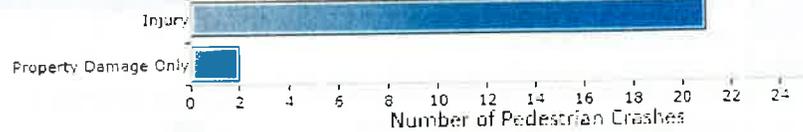
Crash Severity



Crash Severity



Crash Severity



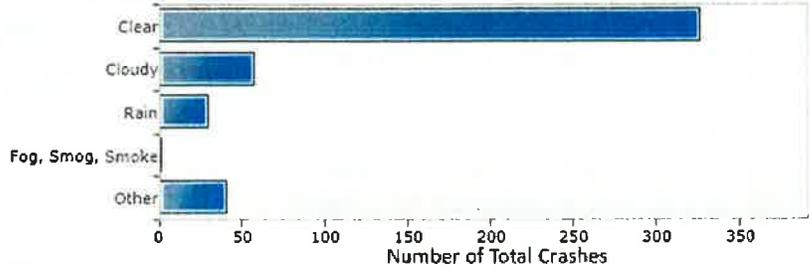
Weather Conditions

Of the 463 reported crashes, 383 (83%) occurred during clear or cloudy weather conditions. Rain was involved in only 29 crashes, and 40 crashes involved a condition other than what is listed.

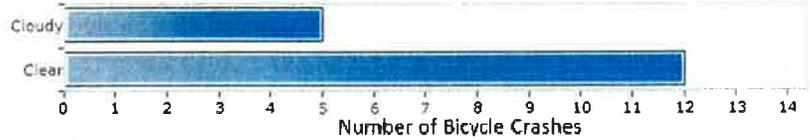
All 17 bicycle crashes occurred during clear or cloudy weather conditions. The lack of crashes in other conditions is likely tied to a reduction in the volume of bicycling activity during adverse weather conditions.

Of the 23 reported pedestrian crashes, only two involving rainy weather conditions occurred. Similarly to crashes involving bicyclists, this low figure is likely tied to a reduction in pedestrian traffic during adverse weather conditions, though perhaps not to the same degree.

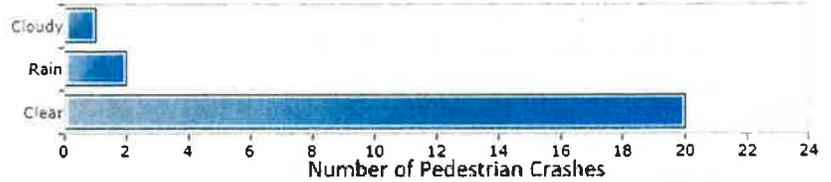
Weather Condition



Weather Condition



Weather Condition

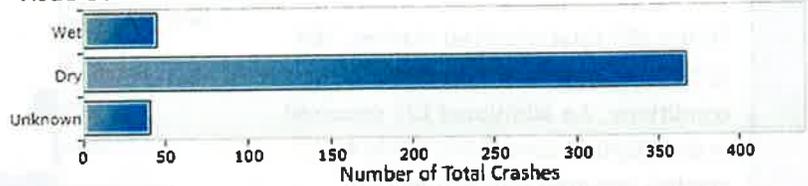


Road Surface Condition

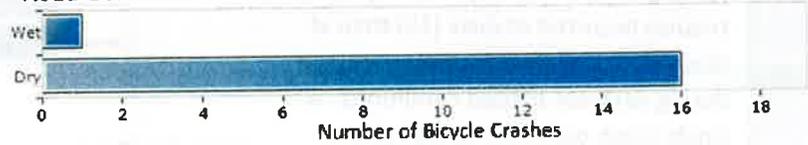
Road surface condition had seemingly minimal impact on the majority of reported crashes. Most crashes involved a dry road surface. Of the 463 total crashes, only 45 (10%) involved a wet road surface while 41 crashes involved an unknown road surface.

A wet road surface was involved in a similarly low number of bicycle and pedestrian crashes. This is likely tied to a reduction in the volumes of bicycle and pedestrian traffic during adverse weather conditions.

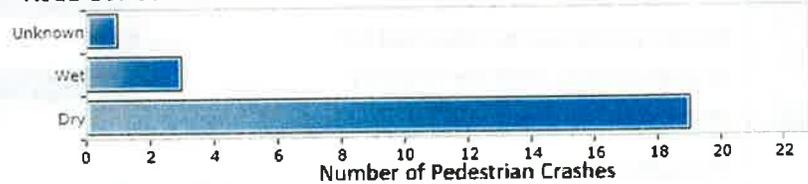
Road Surface Condition



Road Surface Condition



Road Surface Condition



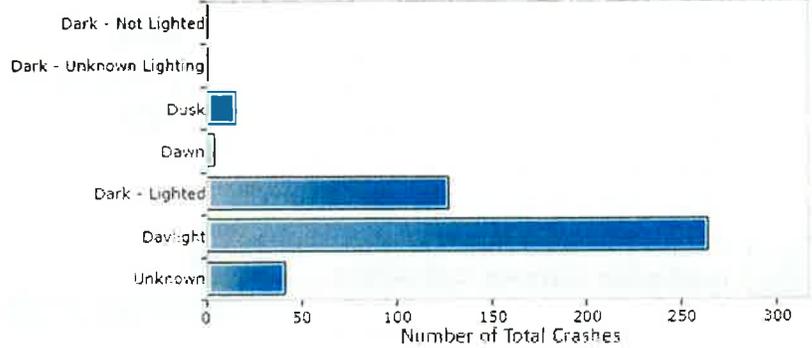
Light Condition

Of the 463 total reported crashes, 264 (57%) occurred during daylight conditions. An additional 127 occurred in dark-lighted conditions, while 41 crashes occurred during unknown lighting conditions. Significantly more crashes occurred at dusk (15) than at dawn (four). Only one crash occurred during dark-not lighted conditions. A single crash occurred during dark-unknown lighting conditions as well.

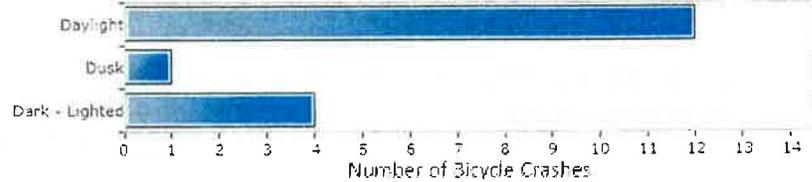
Similar trends can be observed for bicycle crashes, with the majority occurring during daylight hours.

Pedestrian crashes occurred mostly during dark-lighted conditions. This supports previous data that indicates an increase in pedestrian crashes between the hours of 7pm-7am.

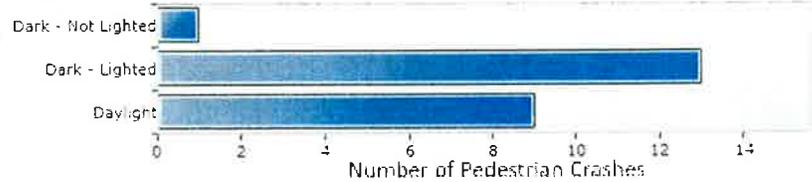
Light Condition



Light Condition



Light Condition



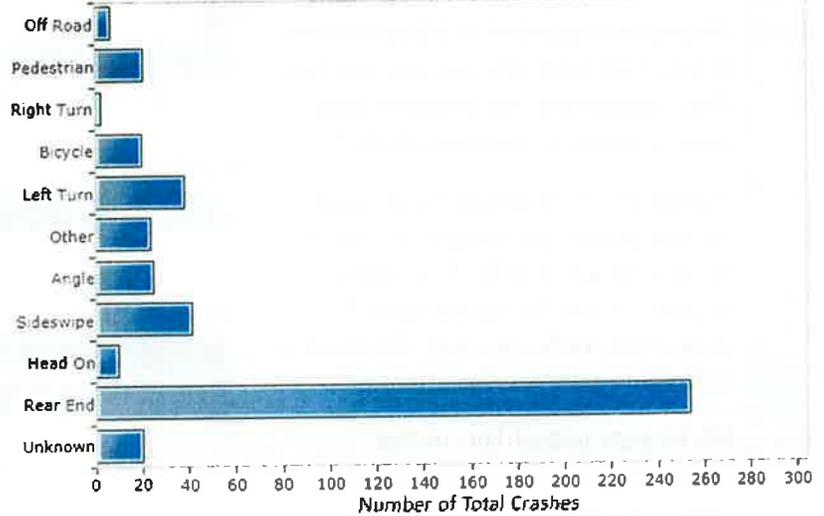
Crash Type

By far the most common crash type reported was rear end collision. Of the 463 reported crashes, 254 (55%) were rear end collisions. Sideswipe collisions were second most frequent, followed by left turn collisions.

These trends suggest that most crashes occurred as the result of an at-fault driver following too close or being inattentive. A relatively high number of sideswipe collisions suggests an at-fault driver who either misjudged a clearance or was inattentive. Left turn and angle collisions suggest a failure to yield on the part of the at-fault driver.

Only ten collisions were head on, while only seven crashes occurred off the roadway. These types of crashes are typically more severe. This correlates highly with the relatively low number of injuries and complete absence of fatalities.

Crash Type



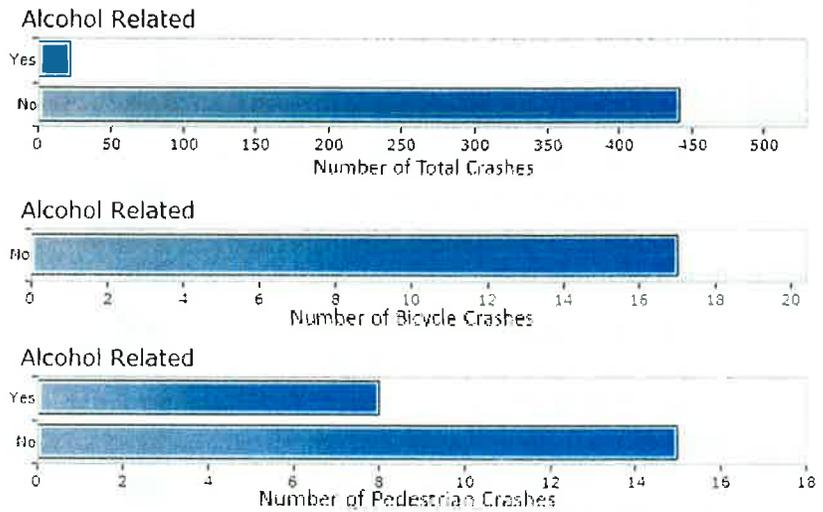
Alcohol Related Trends

Alcohol was reported as being involved in 22 of 463 total reported crashes, less than five percent. No bicycle crashes were reported as involving alcohol.

The same cannot be said for alcohol related pedestrian crashes. Alcohol was involved in about 35% of pedestrian crashes. While the sample size of pedestrian crashes is small, this trend is noticeable and deserves attention.

Of the eight pedestrian crashes reported as involving alcohol, four occurred during the 1am hour. Two occurred during the 8pm hour while 2pm and 11pm also had a pedestrian crash. Only one crash resulted in a D.U.I. for the driver. While alcohol was involved in eight crashes, the pedestrian who was struck was suspected to be under the influence in six of the crashes. More often than not, the pedestrian was witnessed as standing in the middle of the road or suddenly darting into traffic. According to multiple *Florida Traffic Crash Reports*, pedestrians were commonly struck outside of a designated crosswalk.

Note that crashes may be reported as alcohol related if either person involved is *suspected* of being under the influence. Categorization as alcohol related does not necessarily mean that a D.U.I. was issued for the driver or a citation for the pedestrian.



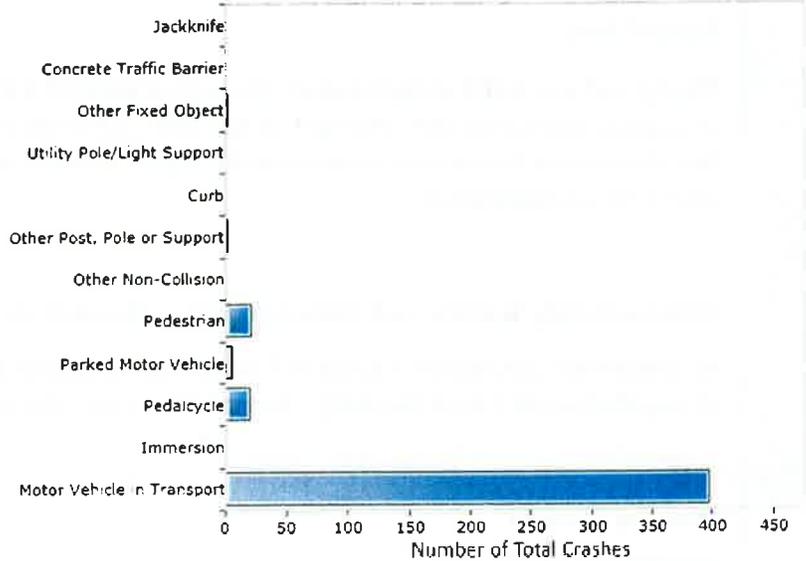
First Harmful Event

The first harmful event describes the first injury or damage producing event of a crash. It is similar to most harmful event, which describes the incident that produces the most serious injury or the most damage. Often times, especially for low speed collisions, first harmful event and most harmful event are the same.

By far the most common first harmful event was motor vehicle in transport (86%). This indicates that the initial event of a crash was due to contact between two travelling motor vehicles. Other than bicycle and pedestrian crashes, the only other first harmful event reported in more than two crashes was parked motor vehicle.

A lack of first harmful events with fixed objects suggests a few important details about the roadway on which these crashes occurred. This low number of crashes with fixed objects suggests that University Avenue is well designed both in terms of geometry and speed limit. Thus, drivers typically have ample time and space to anticipate and react to events occurring within the roadway.

First Harmful Event



Right-of-Way

The right-of-way width along the study corridor varies from a minimum of 43 feet to a maximum of 71 feet with an average width of 56 feet. The right-of-way line is generally located at the back of existing sidewalks, meaning that the corridor is largely constrained in this regard. Right-of-way boundaries and existing adjacent land uses can be seen in Appendix B.

Environmentally Sensitive and Hazardous Materials Locations

No environmentally sensitive areas or documented hazardous material sites are known within the corridor right-of-way that would impact the study’s eventual recommendations.

Land Use Scenario



To begin to study the potential future buildout scenario for the SR 26 Corridor it was necessary to examine the opportunities and constraints that exist within the corridor. The first constraint to consider was to identify the current Historic Districts within which it is not anticipated that development intensity would likely increase in the future. The City’s Comprehensive Plan includes a series of maps that identify five Historic Districts with parcels lying within the study corridor: University Heights Historic District North, University Heights Historic District South, Pleasant Street Historic District, the Northeast Gainesville Residential Historic District and the Southeast Gainesville Historic District. Additionally, the Comprehensive Plan includes another map of Designated Historically Significant Properties, several of which are located within the study area. These parcels are located outside of the Historic Districts and are either listed on the National

Register, listed on the Local Register or on both and should be considered to remain as developed with respect to our future development scenario.

The future land use designations of parcels not listed on the Historic Register or located with Historic Districts were then reviewed for potential future buildout. Density can be defined by dwelling units per acre, floor area ratio, maximum lot coverage or maximum building height or may require a combination of these factors to fully define the potential development opportunity. Where the Future Land Use Designations provided only a maximum dwelling unit factor a general height limitation was derived from reviewing the policies within the current Land Development Code (in effect on 7/2014) for those zoning districts permitted within the Land Use Designation. Incorporating the height limitations into the development scenario will assist in the visualization of the corridor’s potential future buildout. The following are the density factors for the land use designations that fall within the study area and other assumptions made that will be used to develop the potential future buildout scenario:



Residential Low-Density – up to 12 units per acre (height generally 35’ or 3 stories)

Residential Medium Density – between 8 and 30 units per acre (height 3 stories with a bonus opportunity to 5 stories)

Residential High-Density – between 8 and 100 units per acre (height 5 stories)

Mixed-Use Residential – up to 75 units per acre (height generally 3 stories)

Mixed-Use Low-Intensity – between 8 and 30 units (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use Medium-Intensity – between 12 and 30 units per acre (height limits of 5 stories or less but a maximum of 8 stories with special permit)

Mixed-Use High-Intensity – up to 150 units per acre (height limit of 6 stories [88’] or 8 stories [116’] with bonuses)



Urban Mixed-Use 1 - between 8 and 75 units (height minimum 24’ up to 6 stories)

Urban Mixed-Use 2 – between 10 and 100 units per acre with potential additional 25 units per acre by special permit (height limit 6 stories)

Commercial - height limit of 5 stories with a maximum of 8 stories possible with special use permit (assumption 10’ setback; minimum 25’ setback near residential but may be greater based on building height and sun angle coverage; 40% maximum lot coverage)

Education – no floor area ratio maximum

Recreation – intensities based on the Recreation Element of the Comprehensive Plan

Public and Institutional Facilities – maximum lot coverage of 80 percent except in urban core

Planned Development – this would apply to the University Corners PUD where the underlying Mixed Use Residential and Mixed Use Low designations were applied

To develop the preliminary future buildout scenario, these intensities were applied on a lot by lot basis using land area information from the Property Appraiser’s GIS files. Future development would likely involve the assemblage of multiple parcels. This preliminary future buildout scenario is based on intensity calculations only and does not consider factors such as street edge, landscaping and parking requirements.

The projected future increases in density and intensity of land use in the blocks that are adjacent to the study corridor are as follows:

- Blocks 1 to 14 (Gale Lemerand Drive to W 10th Street) are programed to allow an increase of 2,735 dwellings
- Blocks 15 to 23 (W 10th Street to W 3rd Street) are programmed to allow an increase of 4,118 dwellings
- Blocks 24 to 35 (W 3rd Street to E 7th Street) are programmed to allow an increase of 4,388 dwellings
- Blocks 36 to 39 (E 7th Street to Waldo Road) are programed to allow up to 200,000 s.f. of commercial and service uses.

This analysis considers the portion of CRA plan overlap and historic district restrictions.

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Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W _t (ft)	W _b (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle		Pedestrian		Motor Vehicle	Transit
																Score	LOS	Score	LOS	LOS	LOS
Gale Lemerand Dr	NW 19th St	EB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	4.09	D	3.52	D	D	A
Gale Lemerand Dr	NW 19th St	WB	4	27,000	30	2	12	0	0	7	0	0	17.5	Fair	≥30% and < 70%	4.09	D	3.52	D	D	A
NW 19th St	NW 18th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	A
NW 19th St	NW 18th St	WB	4	27,000	30	2	16	0	0	8	0	0	17.5	Fair	≥30% and < 70%	3.53	D	3.36	C	D	A
NW 18th St	NW 17th St	EB	4	27,000	30	2	11	0	0	8	0	0	17.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	A
NW 18th St	NW 17th St	WB	4	27,000	30	2	19	8	75	8	0	0	17.5	Fair	≥30% and < 70%	3.69	D	2.45	B	D	A
NW 17th St	NW 16th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 17th St	NW 16th St	WB	4	27,000	30	2	19	8	50	7	0	0	4.5	Fair	≥30% and < 70%	3.01	C	2.66	C	D	B
NW 16th St	NW 15th St	EB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 16th St	NW 15th St	WB	4	27,000	30	2	11	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.21	D	3.51	D	D	B
NW 15th St	NW 14th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
NW 15th St	NW 14th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 14th St	W 13th St	EB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 14th St	W 13th St	WB	4	27,000	30	2	12	0	0	8	0	0	4.5	Fair	≥30% and < 70%	4.09	D	3.47	C	D	B
W 13th St	W 12th St	EB	4	25,000	30	2	20	8	50	8	0	0	2.5	Fair	≥30% and < 70%	2.77	C	2.50	B	D	D
W 13th St	W 12th St	WB	4	25,000	30	2	12	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.05	D	3.35	C	D	D
W 12th St	W 11th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	2.01	B	D	D
W 12th St	W 11th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 11th St	W 10th St	EB	4	22,000	30	2	21	8	75	8	0	0	2.5	Fair	≥30% and < 70%	3.25	C	2.13	B	D	D
W 11th St	W 10th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 10th St	W 8th St	EB	4	22,000	30	2	19	8	75	8	0	0	2.5	Fair	≥30% and < 70%	3.57	D	2.15	B	D	D
W 10th St	W 8th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 8th St	W 7th St	EB	4	22,000	30	2	19	8	100	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	2.01	B	D	D
W 8th St	W 7th St	WB	4	22,000	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	4.09	D	3.21	C	D	D
W 7th St	W 6th St	EB	4	22,000	30	2	19	8	75	5	3	30	2.5	Fair	≥30% and < 70%	3.57	D	2.08	B	D	D
W 7th St	W 6th St	WB	4	22,000	30	2	11	0	0	5	3	65	2.5	Fair	≥30% and < 70%	4.09	D	3.17	C	D	D
W 6th St	W 3rd St	EB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	4.12	D	3.13	C	D	D
W 6th St	W 3rd St	WB	4	19,900	30	2	10	0	0	6	3	0	2.5	Fair	≥30% and < 70%	4.12	D	3.13	C	D	D
W 3rd St	W 2nd St	EB	4	18,700	30	2	11	0	0	5	3	40	2.5	Fair	≥30% and < 70%	3.96	D	2.89	C	D	D
W 3rd St	W 2nd St	WB	4	18,700	30	2	11	0	0	8	0	0	2.5	Fair	≥30% and < 70%	3.96	D	3.01	C	D	D

Appendix A: SR 26/University Avenue Multimodal Emphasis Corridor Study Multimodal Level of Service Evaluation

From	To	Dir.	Through Lanes	AADT	Speed Limit	HV %	W _c (ft)	W _t (ft)	Park %OSP	SW Width (ft)	Buffer Width (ft)	Tree Spacing (ft)	Freq. (bus/hr)	Stop Amenities	Passenger Load	Bicycle		Pedestrian		Motor Vehicle	Transit
																Score	LOS	Score	LOS	LOS	LOS
W 2nd St	W 1st St	EB	4	18,700	30	2	11	3	0	5	5	40	2.5	Fair	≥30% and < 70%	3.58	D	2.64	C	D	D
W 2nd St	W 1st St	WB	4	18,700	30	2	13	0	0	8	4	25	2.5	Fair	≥30% and < 70%	3.72	D	2.49	B	D	D
W 1st St	N Main St	EB	4	18,700	30	2	12	0	0	5	3	50	2.5	Fair	≥30% and < 70%	3.84	D	2.90	C	D	D
W 1st St	N Main St	WB	4	18,700	30	2	13	0	0	4	3	30	2.5	Fair	≥30% and < 70%	3.72	D	2.86	C	D	D
N Main St	E 1st St	EB	4	16,400	30	2	12	0	0	4	4	40	4.2	Fair	≥30% and < 70%	3.75	D	2.73	C	D	B
N Main St	E 1st St	WB	4	16,400	30	2	11	0	0	5	3	35	4.2	Fair	≥30% and < 70%	3.86	D	2.73	C	D	B
E 1st St	E 3rd St	EB	4	16,400	30	2	11	0	0	7	4	60	4.2	Fair	≥30% and < 70%	3.86	D	2.61	C	D	B
E 1st St	E 3rd St	WB	4	16,400	30	2	11	0	0	6	6	50	4.2	Fair	≥30% and < 70%	3.86	D	2.50	C	D	B
E 3rd St	E 4th St	EB	4	16,400	30	2	11	0	0	6	5	45	1	Fair	≥30% and < 70%	3.86	D	2.54	C	D	E
E 3rd St	E 4th St	WB	4	16,400	30	2	12	0	0	5	10	45	1	Fair	≥30% and < 70%	3.75	D	2.26	B	D	E
E 4th St	E 5th St	EB	4	16,400	30	2	11	2	0	5	3	50	1	Fair	≥30% and < 70%	3.86	D	2.74	C	D	E
E 4th St	E 5th St	WB	4	16,400	30	2	11	0	0	5	10	35	1	Fair	≥30% and < 70%	3.86	D	2.16	B	D	E
E 5th St	NE Blvd	EB	4	16,400	30	2	11	0	0	5	6	45	1	Fair	≥30% and < 70%	3.86	D	2.54	C	D	E
E 5th St	NE Blvd	WB	4	16,400	30	2	11	0	0	5	10	30	1	Fair	≥30% and < 70%	3.86	D	2.10	B	D	E
NE Blvd	E 7th St	EB	4	16,400	30	2	11	0	0	5	8	65	1	Fair	≥30% and < 70%	3.86	D	2.53	C	D	E
NE Blvd	E 7th St	WB	4	16,400	30	2	11	0	0	5	6	70	1	Fair	≥30% and < 70%	3.86	D	2.65	C	D	E
E 7th St	E 8th St	EB	4	16,400	35	2	12	0	0	5	7	60	1	Fair	≥30% and < 70%	3.86	D	2.66	C	D	E
E 7th St	E 8th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	3.86	D	2.61	C	D	E
E 8th St	E 9th St	EB	4	16,400	35	2	12	0	0	5	7	35	1	Fair	≥30% and < 70%	3.86	D	2.49	B	D	E
E 8th St	E 9th St	WB	4	16,400	35	2	12	0	0	5	7	50	1	Fair	≥30% and < 70%	3.86	D	2.61	C	D	E
E 9th St	E 10th St	EB	4	18,100	35	2	12	0	0	5	8	50	0	Fair	≥30% and < 70%	3.94	D	2.64	C	D	F
E 9th St	E 10th St	WB	4	18,100	35	2	12	0	0	5	7	65	0	Fair	≥30% and < 70%	3.94	D	2.78	C	D	F
E 10th St	NE Waldo Rd	EB	4	18,100	35	2	12	0	0	5	3	0	0	Fair	≥30% and < 70%	3.94	D	3.18	C	D	F
E 10th St	NE Waldo Rd	WB	4	18,100	35	2	12	0	0	5	4	0	0	Fair	≥30% and < 70%	3.94	D	3.14	C	D	F

Appendix B:
Right-of-Way Boundaries and Adjacent Land Use Characteristics

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BLOCK N.1A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
Q	31,772	24,330	41
PHD	4,463	1,727	
RL	38,892	8,333	

BLOCK N.2C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RL	53,227	10,879	

BLOCK N.2B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RL	58,479	21,942	

BLOCK N.2A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMUT	81,824	43,952	147

BLOCK N.3C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUR	51,127	21,913	88

BLOCK N.3B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RL	58,963	25,312	74

BLOCK N.3A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMUT	81,327	39,262	147

BLOCK N.4C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUR	53,227	16,379	53

BLOCK N.4B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMUT	39,481	5,263	47

BLOCK N.4A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMUT	66,378	53,341	146





BLOCK N.5C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUR	53,149	24,245	51

BLOCK N.5B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMU1	43,381	22,262	42
MUR	27,189	2,323	28
MF	18,721	8	
MUL	1,428	1,441	2

BLOCK N.5A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMU1	64,124	40,341	147

BLOCK N.6A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMU1	34,254	9,289	48
MUR	17,972	9,289	13

BLOCK N.7A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMU1	24,142	8,346	59

BLOCK N.8A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
SMU1	25,171	24,279	120

BLOCK N.8C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUR	85,401	14,324	58

BLOCK N.8B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUR	41,245	15,326	18

60' 0 60'

GENESIS GROUP
COMMERCIAL REAL ESTATE DEVELOPMENT



BLOCK N.10A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	184,247	58,124	115
BLOCK S.10A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	142,522	48,278	228
BLOCK S.10B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	157,225	43,548	116

BLOCK N.11A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	28,888	8,271	84
RM	55,829	11,847	
BLOCK N.12A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	38,754	0	88
RM	48,787	18,883	

BLOCK N.13B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	45,587	8,615	
RM	22,528	12,754	
BLOCK N.13A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	42,874	21,423	86
BLOCK S.13A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	22,228	24,257	54
RM	58,754	18,288	
BLOCK S.13B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RM	43,362	12,888	
UMU2	41,128	24,571	116

BLOCK N.14B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RM	99,482	22,254	
BLOCK N.14A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	88,444	15,288	112

BLOCK N.15A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	21,578	4,288	49
RM	67,578	28,227	
BLOCK S.15A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	87,262	19,828	188
BLOCK S.15B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	122,798	18,821	228
RM	85,752	18,222	

BLOCK N.16A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	22,812	1,282	52
RM	38,483	6,282	
BLOCK S.16A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	87,588	18,275	221
BLOCK N.17B			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
RM	72,482	21,815	
BLOCK N.17A			
LAND USE	TOTAL AREA	CURRENT USE	FUTURE USE
UMU2	78,882	24,627	225
UMU2	78,882	24,627	225









LAND USE TABLE

- C
- CON
- E
- MUH
- MUL
- MUR
- O
- PF
- PUD
- RH
- RL
- RM
- UMU1
- UMU2

BLOCK N.36C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	11,697	10,802	FUTURE (sq)

BLOCK N.36A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
MUL	88,751	11,376	FUTURE (sq)
RM	179,682	24,824	FUTURE (sq)

BLOCK S.36A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
PUD	37,372	6,605	FUTURE (sq)
MUL	37,393	3,300	FUTURE (sq)
RM	54,552	10,161	FUTURE (sq)

BLOCK N.36B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	48,374	11,885	FUTURE (sq)

BLOCK N.37C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	188,161	28,411	FUTURE (sq)

BLOCK N.37A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	54,786	4,352	42,161
RM	195,821	22,180	FUTURE (sq)

BLOCK S.37A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	160,404	24,240	42,161
MUL	183,847	10,261	FUTURE (sq)
RM	21,312	7,132	FUTURE (sq)

BLOCK N.38C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	38,867	23,794	FUTURE (sq)

BLOCK N.38B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	169,142	16,127	FUTURE (sq)

BLOCK N.38A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	88,888	8,388	24,262
RM	38,879	8,280	FUTURE (sq)

BLOCK S.38A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	16,756	16,226	34,372

BLOCK S.38B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	69,382	12,166	24,262

BLOCK N.39C			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
RM	88,884	19,262	FUTURE (sq)

BLOCK N.39B			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	17,113	8,935	21,452

BLOCK S.39A			
LAND USE	TOTAL AREA	CURRENT (sq)	FUTURE (sq)
C	26,199	6,891	8,478



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SCHEDULED 2014 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 22 <i>TAC Cancelled</i>	January 23	February 3 at 3:00 p.m.
APRIL	April 2 TAC@NCFRPC	April 3	April 14 at 3:00 p.m.
JUNE	May 21	May 22	June 2 at 5:00 p.m.
AUGUST	July 23	July 24	August 4 at 3:00 p.m.
OCTOBER	September 24	September 25	October 6 at 3:00 p.m.
DECEMBER	November 19	November 20	December 1 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