

**Metropolitan Transportation Planning Organization  
(MTPO)**

**For the Gainesville Metropolitan Area**

**MEETING**

**PACKET**

**for**

**December 12, 2011**

**5:00 p.m.**





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December 5, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)  
**FROM:** Thomas Hawkins, Chair  
**SUBJECT:** Meeting Announcement

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area will meet on **Monday, December 12, 2011 at 5:00 p.m.** This meeting will be held in the **Jack Durrance Auditorium, Alachua County Administration Building,** Gainesville, Florida.

Enclosed are copies of the meeting agenda. Please bring the materials enclosed with the agenda to the meeting.

If you have any questions, please contact Mr. Marlie Sanderson, MTPO Director of Transportation Planning, at 352-955-2200, extension 103.

Enclosures

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

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

**Monday, 5:00 p.m.  
December 12, 2011**

**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 #47      II.   Transportation Improvement Program (TIP) Amendments      APPROVE JOINT RECOMMENDATION**

The MTPO is being asked to approve two amendments to its adopted TIP

**Page #51      III. Depot Rail Trail/Waldo Rail Trail Bicycle/Pedestrian Connection      APPROVE STAFF RECOMMENDATION**

The MTPO has requested recommendations concerning ways to improve bicycle and pedestrian safety at the intersection of Waldo Road and E. University Avenue

**Page #99      IV.   Interstate 75 Interchange Signs      NO ACTION REQUIRED**

The MTPO has requested cost estimates to replace Interstate 75 interchange signs in the Gainesville Metropolitan area with signs that include local road names

**Page #103      V.    Federal Transportation Authorization Bill-U.S. Senate Draft Legislation      NO ACTION REQUIRED**

This draft legislation eliminates MPOs that are less than 200,000 in population (the MTPO's population is about 181,000)

**VI. Next MTPO Meeting**

**NO ACTION REQUIRED**

The next MTPO meeting is scheduled for February 6, 2012 at 3:00 p.m.

**VII. Comments**

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

Please bring the enclosed materials to the meeting. If you have any questions regarding the agenda items or enclosed materials, please contact Mr. Marlie Sanderson, AICP, MTPO Director of Transportation Planning, at 955-2200, Extension 103.

\*No handout included with the enclosed 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, 5:00 p.m.  
December 12, 2011**

**STAFF RECOMMENDATION**

- Page #7 CA. 1 MTPO Minutes- October 3, 2011 APPROVE MINUTES**  
This set of MTPO minutes is ready for review
- Page #15 CA. 2 Year 2035 Long Range Transportation Plan-  
Administrative Modifications APPROVE MODIFICATIONS**  
Several administrative modifications to the Year 2035 Cost Feasible Plan are needed to account for additional funding for the Regional Transit System Bus Maintenance Facility
- Page #23 CA. 3 Unified Planning Work Program Revisions-  
Task 3.6 Air Quality APPROVE REVISIONS**  
MTPO staff is requesting that half of the federal planning funds in this task be transferred to Task 1.2 and the other half transferred to Task 2.2
- Page #25 CA. 4 Plan East Gainesville Steering Committee  
Meeting- Community Redevelopment Area APPROVE STAFF  
RECOMMENDATION**  
Alachua County is seeking the input of this Committee concerning the establishment of a community redevelopment area (CRA) in the vicinity of Eastside High School
- Page #29 CA. 5 Transportation Disadvantaged Coordinating  
Board Member Appointment APPROVE STAFF  
RECOMMENDATION**  
The MTPO is being asked to fill one position on the Alachua County Transportation Disadvantaged Coordinating Board

Page #33

**CA. 6 Transportation Disadvantaged Coordinating Board Membership Certification**

**APPROVE STAFF RECOMMENDATION**

Each year, the MTPO certifies that this Board contains the appropriate parties and represents a cross section of the community

Page #37

**CA. 7 Transportation Disadvantaged Program-Status Report**

**NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

***Consent***

***Agenda***

***Enclosures***



MINUTES  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium  
Alachua County Administration Building  
Gainesville, Florida

5:00 p.m.  
Monday  
October 3, 2011

MEMBERS PRESENT

Thomas Hawkins, Chair  
Mike Byerly, Vice Chair  
James Bennett/Nick Tsengas  
Susan Bottcher  
Todd Chase  
Paula DeLaney  
Scherwin Henry  
Lee Pinkoson  
Ed Poppell

MEMBERS ABSENT

Gib Coerper  
Susan Baird  
Rodney Long  
Craig Lowe  
Jeanna Mastrodicasa  
Randy Wells

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons  
Marlie Sanderson  
Michael Escalante

CALL TO ORDER

Chair Thomas Hawkins called the meeting to order at 5:08 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, recommended approval of the consent agenda and meeting agenda amended to add item IV<sub>B</sub> Transportation Improvement Program Amendment after item IV. Florida Department of Transportation Tentative Work Program.

**MOTION: Commissioner DeLaney moved to approve the Consent Agenda and Meeting Agenda amended to add item IV<sub>B</sub> Transportation Improvement Program Amendment- Interstate 75 Resurfacing Project after item IV. Florida Department of Transportation Tentative Work Program. Commissioner Byerly seconded; motion passed unanimously.**

II. PUBLIC INVOLVEMENT PLAN

Mr. Sanderson stated that the MTPO is required to review its Public Involvement Plan and revise it as needed. He discussed the revisions that were made to the plan this year and answered questions. He noted that a 45-day legal notice was published in local newspapers inviting the public to attend today's meeting if they wanted to comment on the proposed revisions.

A member of the MTPO requested that the Alachua County/Gainesville Senior Recreational Center and Rosa Williams Center be included in the list of community centers for posting Long Range Transportation Plan notices.

A member of the MTPO discussed her concern with the use of federal acronyms in the plan.

**MOTION: Commissioner Pinkoson moved to approve the draft Public Involvement Plan with additional revisions to add the Alachua County/Gainesville Senior Citizen Center and Rosa Williams Center to the list of community centers for posting Long Range Transportation Plan notices and to define federal acronyms in the Glossary. Commissioner DeLaney seconded; motion passed unanimously.**

III. DR. KERMIT SIGMON CITIZEN PARTICIPATION AWARD

Mr. Sanderson stated that University of Florida Vice President Ed Poppell was selected to receive the 2010 Dr. Kermit Sigmon Citizen Participation Award. He discussed Vice President Poppell's service on the MTPO and presented him the award.

Vice President Poppell discussed his participation on the MTPO and thanked the MTPO.

Chair Hawkins thanked Vice President Poppell for his service to the MTPO.

IV. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)  
TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted the Tentative Five Year Work Program for review and comment. He also discussed MTPO Advisory Committees' recommendations.

Ms. Karen Taulbee, FDOT Transportation Specialist, gave an overview of the Tentative Work Program and answered questions.

**MOTION: Commissioner Pinkoson moved to recommend that the MTPO request the following two additions to FDOT's Tentative Work Program:**

- 1. add a construction phase to the University of Florida Greenway Trail Project [FIN # 4306141]; and**
- 2. include in the Stat Road 121 (W. 34th Street) Resurfacing Project the extension of the southbound left turnlane at the Hull Road intersection [FIN # 4305471].**

**Commissioner DeLaney seconded, motion passed unanimously.**

IV<sub>B</sub> TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT-  
INTERSTATE 75 RESURFACING PROJECT

Mr. Sanderson stated that FDOT has requested amendments to the Fiscal Years 2012/2013 - 2016/2017 TIP to add the Interstate 75 Resurfacing Project.

**ACTION: Commissioner DeLaney moved to amend the Fiscal Years 2012/2013-2016/2017 Transportation Improvement Program to add the Interstate 75 Resurfacing Project [FIN #4288031]. Commissioner Byerly seconded. Mr. Sanderson conducted a show-of-hands vote; motion passed unanimously.**

V. DEPOT RAIL TRAIL/WALDO RAIL TRAIL

Mr. Sanderson stated that FDOT has reviewed the Depot Rail Trail/Waldo Road Rail-Trail materials that the MTPO sent to FDOT in May. He said that FDOT supports Case 3. He recommended that the MTPO include this project in next year's List of Priority Projects.

Ms. Debbie Leistner, Gainesville Transportation Services Manager, discussed the Case 3 alternative and answered questions.

A member of the MTPO noted that Case 3 did not appear to be an improvement over the existing rail/trail connection.

A member of the MTPO stated that the City's Recreation, Cultural Affairs and Public Works Committee thought Case 3 was safer.

A member of the MTPO requested cost information for the alternatives. Mr. Sanderson stated that he would work with City staff to get cost information for the alternatives.

Ms. Mary Anderson discussed pedestrian safety concerns at the Depot/Waldo Rail Trail intersection and on SW 13 Street.

**ACTION: Commissioner Byerly moved to refer the Depot Rail Trail/Waldo Rail Trail connection to the MTPO Advisory Committees to provide, at the next MTPO meeting, a ranking of route alternatives. Commissioner DeLaney seconded.**

**FRIENDLY AMENDMENTS:**

**Commissioner Pinkoson moved also request that appropriate crash data be provided. Commissioners Byerly and DeLaney accepted the amendment.**

**Commissioner Byerly moved to include a 'do nothing' alternative. Commissioner DeLaney accepted the amendment.**

**Commissioner DeLaney moved to request that information concerning trail signage, sidewalks and roadway restriping be included in the alternative descriptions. Commissioners Byerly accepted the amendment.**

**ACTION AS AMENDED:**

**Commissioner Byerly moved to:**

- 1. refer the Depot Rail Trail/Waldo Rail Trail connection to the MTPO Advisory Committees to provide, at the next MTPO meeting, a ranking of route alternatives, including a 'do nothing' alternative;**
- 2. request that appropriate crash data be provided; and**
- 3. request that information concerning trail signage, sidewalks and roadway striping be included in the alternative descriptions.**

**Commissioner DeLaney seconded; motion passed unanimously.**

## VI. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Sanderson stated that the MTPO needs to fill five vacant positions on its CAC. He said that the five positions have a term of office through December 31, 2014. He noted that there was one candidate who lives outside the MTPO boundary.

Chair Hawkins asked if there were any applicants present to speak concerning their candidacy.

Mr. Rob Brinkman and Mr. E. J. Bolduc spoke regarding their candidacy for the CAC. Dr. Dave Kaufmann spoke regarding his Bicycle/Pedestrian Advisory Board candidacy.

Mr. Sanderson conducted a voice rollcall ballot for the CAC candidates. He reported the results of the CAC appointment vote.

**MOTION: Commissioner Byerly moved to:**

- 1. reappoint Rob Brinkman, Mary Ann DeMatas, James Samec and Ruth Steiner to the CAC for a term through December 31, 2014;**
- 2. appoint E. J. Bolduc to the CAC for a term through December 31, 2014; and**
- 3. appoint Roderick Gonzalez and Melinda Koken as CAC Designates for a term through December 31, 2012.**

**Commissioner DeLaney seconded; motion passed 6 to 1.**

## VII. BICYCLE/PEDESTRIAN ADVISORY BOARD- VACANT POSITION

Mr. Sanderson stated that the MTPO needs to fill one vacancy on the Bicycle/Pedestrian Advisory Board for a term ending in October 31, 2014. He asked if there were any Bicycle/Pedestrian Advisory Board applicants present to speak regarding their candidacy.

Ms. Clare Stokes spoke regarding her Bicycle/Pedestrian Advisory Board candidacy.

Mr. Sanderson conducted a voice rollcall vote and reported the results.

**MOTION: Commissioner Byerly moved to appoint Dr. Dave Kaufmann to the Bicycle/Pedestrian Advisory Board for a term through October 31, 2014. Commissioner DeLaney seconded; motion passed unanimously.**

## VIII. ELECTION OF OFFICERS

Mr. Sanderson stated that the MTPO needed to elect a Chair, Vice Chair and Secretary/Treasurer for the coming year. He identified the current officers and noted that the MTPO Chair traditionally alternates between the City Commission and County Commission.

**MOTION: Commissioner DeLaney moved to elect Commissioner Byerly as the MTPO Chair, Commissioner Wells as the MTPO Vice Chair and Commissioner Baird as MTPO Secretary/Treasurer. Commissioner Chase seconded; motion passed unanimously.**

IX. MTPO AUDIT REVIEW COMMITTEE

Mr. Sanderson requested that the MTPO appoint two members to an Audit Review Committee. He noted that the MTPO Secretary/Treasurer traditionally chairs this committee.

**MOTION: Commissioner DeLaney moved to appoint Commissioner Baird and Commissioner Bottcher to the MTPO Audit Review Committee and to have Commissioner Baird serve as Committee Chair. Commissioner Chase seconded; motion passed unanimously.**

X. METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL (MPOAC) REPRESENTATIVES

Mr. Sanderson asked the MTPO to appoint voting and alternate representatives to the Metropolitan Planning Organization Advisory Council (MPOAC) for calendar year 2012.

**MOTION: Commissioner Pinkoson moved to reappoint Commissioner DeLaney as the MPOAC voting representative and Commissioner Hawkins as the MPOAC alternate representative. Commissioner Chase seconded; motion passed unanimously.**

XI. MEETING SCHEDULE

Mr. Sanderson discussed a proposal to reduce the number of MTPO meeting dates.

**ACTION: Commissioner Pinkoson moved to approve Option 2 bi-monthly MTPO meetings, with the understanding that, if the MTPO needs to take unexpected action on an agenda item before the next scheduled meeting, MTPO staff will work with City and County staff to schedule a special MTPO meeting. Commissioner DeLaney seconded; motion passed unanimously.**

XII. NEXT MTPO MEETING

Mr. Sanderson stated that there wasn't any business that requires the MTPO to meet in November. He said that the next MTPO meeting is scheduled for December 12th at 5:00 p.m.

**It was a consensus of the MTPO to meet December 12th at 5:00 p.m.**

XIII. COMMENTS

A. MTPO MEMBERS

A member of the MTPO noted the Gainesville Sun article regarding Mr. Jesus Gomez, Regional Transit System Director.

A member of the MTPO noted the amount of federal and state transit funding in the FDOT Tentative Work Program.

B. CITIZENS

There were no citizen comments.

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

Chair Hawkins adjourned the meeting at 6:32 p.m.

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Date

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Randolf M. Wells, MTPO Secretary/Treasurer

**EXHIBIT A**

<b><u>Interested Citizens</u></b>	<b><u>Alachua County</u></b>	<b><u>City of Gainesville</u></b>	<b><u>Florida Department of Transportation</u></b>
Mary Anderson	Mike Fay	Paul Folkers	Karen Taulbee
E. J. Bolduc	Jeff Hays	Debbie Leistner	
Rob Brinkman	Randall Reid	Doug Robinson	
Dave Kaufmann		Teresa Scott	
Clare Stokes			

\* 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, 5:00 p.m.  
October 3, 2011

**STAFF RECOMMENDATION**

- |          |       |  |                                 |
|----------|-------|--|---------------------------------|
| Page #7  | CA. 1 | MTPO Minutes- August 1, 2011   | APPROVE MINUTES                 |
|          |       | <u>This set of MTPO minutes is ready for review</u>  |                                 |
| Page #19 | CA. 2 | Engagement Letter for Fiscal Year 2010-11  | APPROVE STAFF<br>RECOMMENDATION |
|          |       | <u>This year's audit will be prepared by Powell and Jones, Certified Public Accountants</u>                                    |                                 |
| Page #27 | CA. 3 | Transportation Improvement Program<br>Administrative Modifications   | APPROVE STAFF<br>RECOMMENDATION |
|          |       | <u>These modifications add information concerning the estimated total costs for projects</u>                                   |                                 |
| Page #45 | CA. 4 | Transportation Disadvantaged Coordinating Board<br>Member Appointments   | APPROVE STAFF<br>RECOMMENDATION |
|          |       | <u>The MTPO is being asked to fill several positions on the Alachua County Transportation Disadvantaged Coordinating Board</u> |                                 |
| Page #53 | CA. 5 | Transportation Disadvantaged Program-<br>Status Report   | NO ACTION REQUIRED              |
|          |       | <u>The MTPO has asked for regular status reports concerning this program</u>   |                                 |

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December 5, 2011

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Year 2035 Long Range Transportation Plan- Administrative Modifications**

### **MTPO STAFF RECOMMENDATION**

Recommend that the MTPO approve the enclosed Year 2035 Long Range Transportation Plan Administrative Modifications.

### **BACKGROUND**

As you know, the City of Gainesville has recently received an additional \$9 million to supplement the \$10.7 million received in December 2010 of federal Section 5309 funds for the Regional Transit System Bus Maintenance Facility. As a result, there are several “administrative modifications” that need to be made to the MTPO’s adopted Year 2035 long range transportation plan to account for these funds. The following exhibits describe these administrative modifications:

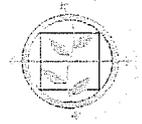
- Exhibit 1- Table 53: Committed Projects (2007 - 2014) is revised to show Phase 1 funding for the Transit Maintenance Facility;
- Exhibit 2- Table 66: Year 2035 Transit Cost Feasible Plan is revised to show Phase 2, 3 and 4 funding for the Transit Maintenance Facility; and
- Exhibit 3- Table 70: Year 2035 Surface Transportation Program Cost Feasible Plan (by Year of Expenditure) is revised to show Phase 2, 3 and 4 funding for the Transit Maintenance Facility in Priority 5.

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## EXHIBIT 1

### 2035 Long Range Transportation Plan Update Year 2035 Needs Plan



used to define the Preliminary Needs Plan. Details regarding the analysis of the Existing Plus Committed Network and development of the Preliminary Needs Plan are described in this section.

#### Existing Plus Committed Network

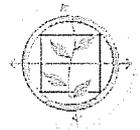
##### Development of the E+C Network

The Existing Plus Committed (E+C) Network consists of projects funded for construction through the Year 2014 in the FDOT Work Program, the MTPO's Transportation Improvement Program, the City of Gainesville and Alachua County current budgets/Capital Improvements Programs, and other sources of programmed construction funding, such as developer commitments. **Table 53** lists the projects included in the E+C Network, and **Map 43** shows the project location and funding source.

*Table 53: Committed Projects (2007-2014)*

Map #	Facility/Location	From/To	Type
1	SR 45/US 41 at SW 30th Avenue		Add Turn Lanes
2	SW 8th Ave	SW 24th Ave to SW 143rd Street	New Roadways/2 lane reconstruction
3	SW 6th Street	SW 4th Avenue to University Avenue	Reconstruction
4	I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)		Interchange Modification/Operational Improvement
5	SW 8th Avenue Connector	SW 8th Avenue to SW 20th Avenue	New Road Connection - SW 8th Ave to SW 61st St
6	SW 20th Avenue at SW 43rd Street		Intersection Modification
7	SW Archer Road at SW 40th Boulevard		Intersection Modification
8	I-75 Ramps at Paynes Prairie Rest Area		Traffic Ops Modifications - Ramp Turn lanes
9	SW Archer Road at SE 16th Avenue		Intersection Modification
10	NW 23rd Avenue at 16th Terrace		Traffic Signal Reconstruction
11	NE 53rd Avenue at N Main Street		New Traffic Signal

2035 Long Range Transportation Plan Update  
Year 2035 Needs Plan



Map #	Facility/Location	From/To	Type
12	SR 329 (Main Street)	NW 8th Ave to NW 16th Ave	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane
13	SR 329 (Main Street)	Depot Avenue to NW 8th Ave	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane
14	SW 40th Boulevard Extension	SW 40th Boulevard to SW 47th Avenue	New 2-lane roadway
15	Depot Avenue	Archer Road to Williston Road	Reconstruction
16	NE 19th Terrace from NE 8th Ave to NE 12th Ave and NE 12th Ave	Waldo Rd to NE 21st St	New 2-lane roadway
17	NE 19th Street/NE 19th Terrace	E University Avenue to NE 8th Avenue	New Road Construction
18	SR 26 at SR 222		Intersection Realign and Install Flashing Beacons
19	SR 26 at NE CR 234		Add Turn Lanes
20	SR 200(US 301) at CSX Railroad Overpass (in Waldo)		CSX Railroad Overpass Modification
N/A	W 6th Street Rail/Trail	SW 2nd Avenue to NW 10th Avenue	Rail Trail
N/A	NW 34th Street	NW 55th Boulevard to US 441	Sidewalk
N/A	SW 35th Place	SW 34th Street to SW 23rd Terrace	Sidewalk
N/A	Transit Maintenance Facility-Phase I*	-	Phase I Facility Expansion

\* Administrative modifications made on December 12, 2011 to add Transit Maintenance Facility- Phase I.



2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan

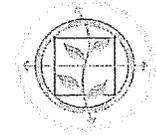


Table 66: Year 2035 Transit Cost Feasible Plan

Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
<b>Transit (Cost Feasible Plan Revenues = \$3.7 million)</b>				
I	Transit Maintenance Facility- Phases 2, 3 & 4*	Not Applicable (NA)	NA	\$53.4
<b>TOTAL</b>				<b>\$53.4</b>
<b>Surface Transportation Program (Cost Feasible Plan Revenues = \$36.1 million)</b>				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives	Santa Fe to Oaks Mall	NA	\$0.6
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
5	Transit Maintenance Facility- Phases 2, 3 & 4*	NA	NA	\$53.4
<b>TOTAL</b>				<b>\$56.8</b>

\* Administrative Modification made on December 12, 2011

1. revise Transit Priority I & Surface Transportation Program Priority 5 Description to add Federal Transit Administration funding for the Transit Maintenance Facility to existing plus committed (E+C) planning period; and
2. add 3.4 million to the original \$50 million Project Cost (in 2010 dollars).

EXHIBIT 2







Table 70: Surface Transportation Program Year 2035 Cost Feasible Plan (by Year of Expenditure)

Priority	Description	Project	From / To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total Cost (YOE dollars)		
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	n/a	\$0.4	\$0.4	PD&E	PD&E	PD&E	PD&E	PD&E	\$0.4	
							PE	PE	PE	PE	PE		
							ROW	ROW	ROW	ROW	ROW		
							CST	CST	CST	CST	CST		
							PD&E	PD&E	PD&E	PD&E	PD&E		
2	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Santa Fe to Oaks Mall	n/a	\$0.6	\$0.6	PE	PE	PE	PE	PE	\$0.6	
							ROW	ROW	ROW	ROW	ROW		
							CST	CST	CST	CST	CST		
							PD&E	PD&E	PD&E	PD&E	PD&E		
							PE	PE	PE	PE	PE		
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0	\$1.0	\$1.0	PE	PE	PE	PE	PE	\$1.0	
							ROW	ROW	ROW	ROW	ROW		
							CST	CST	CST	CST	CST		
							PD&E	PD&E	PD&E	PD&E	PD&E		
							PE	PE	PE	PE	PE		
4	Intermodal Center / Park and Ride Lot	Park and Ride Lot	TBD	n/a	\$1.4	\$0.1	\$0.2	PE	PE	PE	PE	\$1.9	
							ROW	ROW	\$0.4	ROW	ROW		ROW
							CST	CST	CST	\$1.3	CST		CST
							PD&E	PD&E	PD&E	PD&E	PD&E		
							PE	PE	PE	PE	PE		
5	Transit Maintenance Facility- Phases 2, 3 & 4*	n/a	n/a	n/a	\$53.4		PE	PE	PE	PE	PE	\$32.2	
							ROW	ROW	ROW	ROW	ROW		
							CST	CST	CST	CST	\$42.1		CST

\* Administrative modification made on December 12, 2011 to:

- i. revise the Priority 5 Description to add Federal Transit Administration (FTA) funding for the Transit Maintenance Facility to existing plus committed (E+C) planning period; and
- 2. add \$3.4 million to the original \$50 million Project Cost (in 2010 dollars).

EXHIBIT 3







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December 5, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)  
**FROM:** Marlie Sanderson, AICP, Director of Transportation Planning  
**SUBJECT:** Unified Planning Work Program Revisions- Task 3.6 Air Quality

**MTPO STAFF RECOMMENDATION**

Approve the following two Fiscal Year 2011/12 revisions to the Unified Planning Work Program in Task 3.6:

1. move half of the planning (PL) funds (\$40,050), and half of the corresponding State in-kind match (\$8,833), to Task 1.2; and
2. move half of the planning (PL) funds (\$40,050), and half of the corresponding State in-kind match (\$8,833), to Task 2.2.

**BACKGROUND**

The Unified Planning Work Program describes the planning tasks to be undertaken by MTPO staff for Fiscal Years 2010/11 and 2011/12. Task 3.6, entitled *Air Quality*, is concerned with ensuring that air quality requirements are addressed concerning national air quality standards for ozone.

State and federal agencies have not identified any tasks for us to work on during Fiscal Year 2011/12 for Task 3.6. Therefore, MTPO staff recommends that the funds that have been allocated to this task be transferred to Task 1.2- Functional and Financial Responsibility and Task 2.2- System-Associated Characteristics.

Several months ago, we were informed of the need to develop prior and future information for the Transportation Improvement Program that was not anticipated when the adopted Unified Planning Work Program was developed. This transfer of funds to Task 1.2 will allow us to have sufficient resources to complete this unanticipated task.

Also, we were recently informed of the need to develop public use microdata area (PUMA) information for the U.S. Bureau of the Census that was not anticipated when the adopted Unified Planning Work Program was developed. This transfer of funds to Task 2.2 will allow us to have sufficient resources to complete this unanticipated task.

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December 5, 2011

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Plan East Gainesville Steering Committee Meeting- Community Redevelopment Area**

**MTPO STAFF RECOMMENDATION**

Recommend that the MTPO authorize the Plan East Gainesville Steering Committee to meet and forward review comments to the Alachua County Commission concerning Alachua County's proposed community redevelopment area near Eastside High School.

**BACKGROUND**

The enclosed November 29th Alachua County staff letter states that the Alachua County Commission is seeking input from the MTPO's Plan East Gainesville Steering Committee concerning the County's proposed community redevelopment area near Eastside High School. The Plan East Gainesville Steering Committee currently consists of the following members-

**STEERING COMMITTEE MEMBERS**

Commissioner Rodney Long, Chair  
Commissioner Paula DeLaney  
Mayor Craig Lowe  
Commissioner Scherwin Henry



# Alachua County Board of County Commissioners

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Paula M. DeLaney, *Chair*  
Mike Byerly, *Vice Chair*  
Rodney J. Long  
Susan Baird  
Lee Pinkoson

**Administration**  
Randall H. Reid  
*County Manager*

November 29, 2011

Commissioner Thomas Hawkins, Chair  
Metropolitan Transportation Planning Organization  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653

RE: Referral of Eastside Community Redevelopment Area in Unincorporated Alachua County to Plan East Gainesville Steering Committee

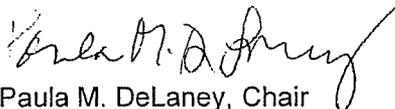
Dear Commissioner Hawkins:

This letter is a request to refer the Alachua County Eastside Community Redevelopment Area project to the Plan East Gainesville Steering Committee of the Metropolitan Transportation Planning Organization at the next regularly scheduled meeting of the MTPO on December 12, 2011.

As you may know, Alachua County has been considering establishment of a Community Redevelopment Area in the unincorporated area in the general vicinity of Eastside High School, Hawthorne Road and East University Avenue as a follow up to Plan East Gainesville. At the November 15, 2011 Special Meeting of the Board of County Commissioners, the Board heard a presentation on the Community Redevelopment Area project and decided to send it to committees including the MTPO Plan East Gainesville Steering Committee for input on the Community Redevelopment Area and other strategies.

Thank you for your kind consideration.

Sincerely,



Paula M. DeLaney, Chair  
Alachua County Commission  
Chr12.023

PMD/KZ/mc

cc: Board of County Commissioners  
Randall H. Reid, County Manager  
Dave Wagner, County Attorney  
Steve Lachnicht, Growth Management Director  
Department File





December 5, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)  
**FROM:** Marlie Sanderson, AICP, Director of Transportation Planning  
**SUBJECT:** **Transportation Disadvantaged Board Member Appointment**

**STAFF RECOMMENDATION**

Appoint Mr. Andrew Singer to the Alachua County Transportation Disadvantaged Coordinating Board as the alternate Agency for Health Care Administration - Medicaid Representative.

**BACKGROUND**

This is regarding Florida's Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. According to Rule 41-2 of the Florida Administrative Code, the MTPO shall appoint members to the Alachua County Transportation Disadvantaged Board.

Florida Medicaid nominated Mr. Andrew Singer to serve as their alternate representative on the Board. Attached is Mr. Singer's nomination.

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# FLORIDA MEDICAID

A Division of the Agency for Health Care Administration

Better Health Care for all Floridians

RICK SCOTT  
GOVERNOR

ELIZABETH DUDEK  
SECRETARY

October 31, 2011

North Central Florida Regional Planning Council  
Lynn Godfrey, AICP, Senior Planner  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

Dear Ms. Godfrey;

Alana McKay, Senior Human Services Program Specialist, continues to be the Transportation Specialist for Area 3-A, attending board meetings as required throughout the Area. However, to be sure there is always Medicaid representation at each board meeting we have appointed Andrew Singer, Senior Human Services Program Specialist, as the Area 3-A Alternate Transportation Specialist.

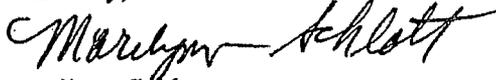
We appreciate your approval of Mr. Singer as the alternate for the following counties: Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Suwannee and Union. Should Ms. McKay be unable to attend any scheduled board meeting Mr. Singer would attend as a voting Medicaid member. Below is the contact information for Mr. Singer.

Andrew Singer, Senior Human Services Program Specialist  
14101 NW Hwy 441, Suite 600  
Alachua, FL 32615

(386) 462-6245  
[Andrew.Singer@ahca.myflorida.com](mailto:Andrew.Singer@ahca.myflorida.com)

Please contact me at 386-462-6217, if you have any questions or need additional information.

Sincerely,



Marilynn Schlott  
Field Office Manager  
Area 3 Medicaid Program

cc: Alana McKay, Andrew Singer, Greg Hager

---

Headquarters  
2727 Mahan Drive  
Tallahassee, FL 32308  
<http://ahca.myflorida.com>



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Area Three  
Medicaid Program Office  
14101 NW Hwy 441 Suite 600  
Alachua, FL 32615





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November 30, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)

**FROM:** Marlie Sanderson, Director of Transportation Planning

**SUBJECT:** **Alachua County Transportation Disadvantaged Coordinating Board Membership Certification**

**STAFF RECOMMENDATION**

Authorize the Chair to sign the enclosed Transportation Disadvantaged Coordinating Board Membership Certification.

**BACKGROUND**

This is regarding the Transportation Disadvantaged Program established by Chapter 427, Florida Statutes. Enclosed is the Transportation Disadvantaged Coordinating Board Membership Certification for Alachua County. This form certifies that the membership of the Coordinating Board is established pursuant to Rule 41-2.012(3) of the Florida Administrative Code. This form also certifies that the membership of the Coordinating Board represents, to the maximum extent feasible, a cross section of the local community.

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**LOCAL COORDINATING BOARD CERTIFICATION**

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area  
 Address: 2009 N.W. 67 Place  
Gainesville, FL 32653-1603

The Metropolitan Planning Organization named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), FAC, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 William Thomas Hawkins, Chair

<b>REPRESENTATION</b>	<b>MEMBER'S NAME</b>	<b>TERM OF APPOINTMENT</b>
Chairperson	Commissioner Paula DeLaney	No Term
Elderly	Mary Douglas Edwards	3 Years
Disabled	Christine Eason Louton	3 Years
Citizen Advocate	Staci Graff	2 Years
Citizen Advocate - User	Earther Wright	2 Years
Veterans Services	Kyle Morrison	No Term
Community Action	Robert W. Wilford	No Term
Public Education	Dr. Harrell Harrison	No Term
Fla. Dept. of Transportation	Phillip Worth	No Term
Fla. Dept. of Children and Families	Peggy Henderson	No Term
Fla. Dept. of Education	Lydia Bush	No Term
Fla. Dept. of Elder Affairs	Jeff Lee	No Term
Fla. Dept. of Health Care Administration	Alana McKay	No Term
Early Childhood Services	Elliene Chisholm	No Term
Private Transportation Industry	Vacant	1 Year
Regional Workforce Development Board	Linda Tatum	No Term
Local Medical Community	Vacant	1 Year
Mass Transit Industry	Jesus Gomez	No Term

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November 30, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)  
**FROM:** Marlie Sanderson, AICP, Director of Transportation Planning  
**SUBJECT:** **Transportation Disadvantaged Program – Status Report**

**MTPO STAFF RECOMMENDATION**

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

**BACKGROUND**

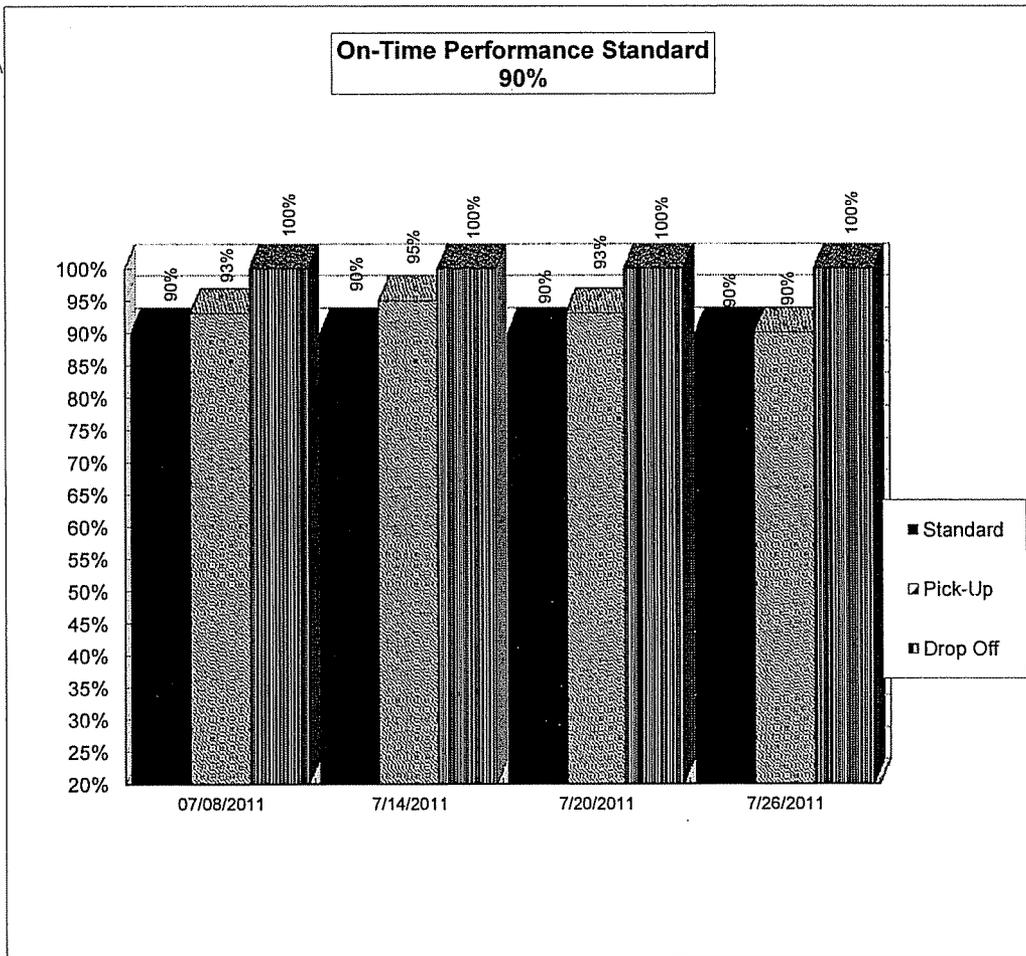
Enclosed are the following reports:

1. TDSP Standards Report shows that:
  - MV met the on-time performance standard;
  - MV met the complaint standard;
  - MV met the call hold time standard;
  - MV did not meet the accident standard in August, 2011; and
  - MV did not meet the roadcall standard in July 2011.
2. MV Transportation Operations Report July 2011 – September 2011.

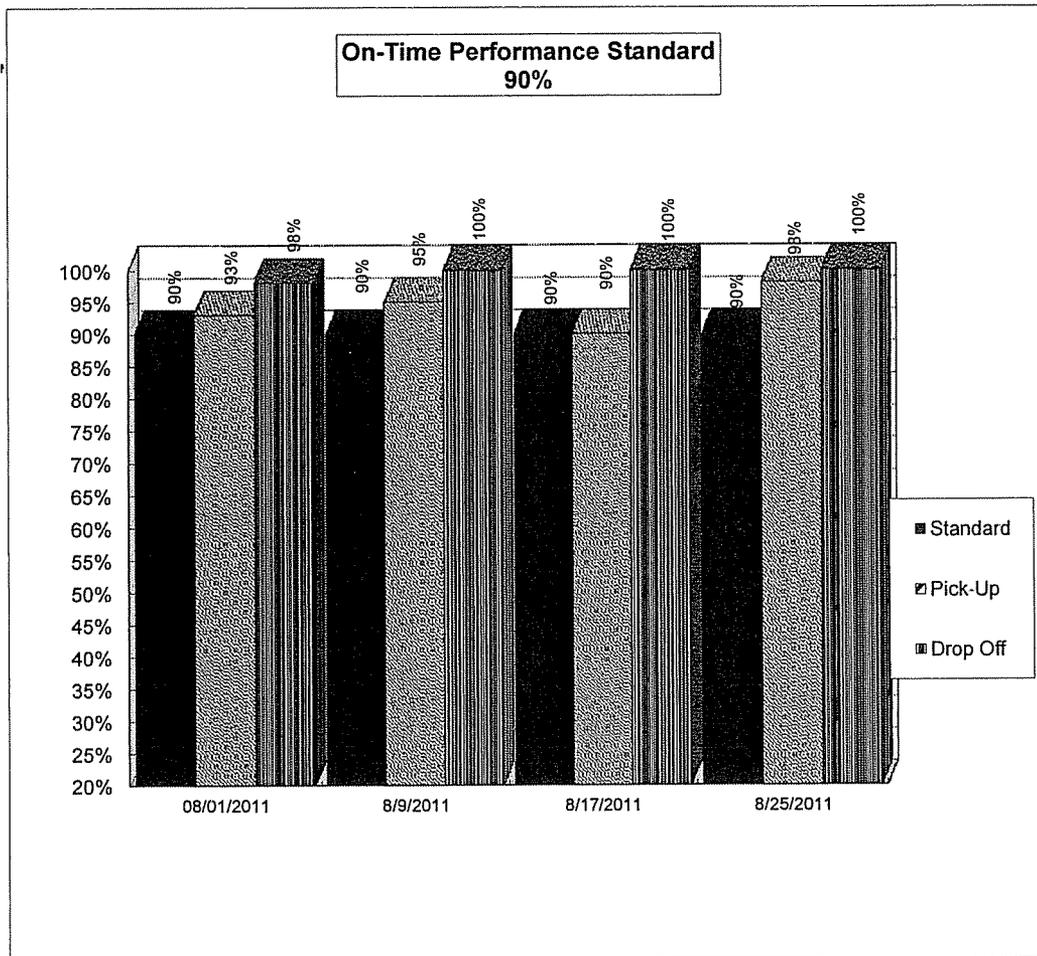
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TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, JULY 2011



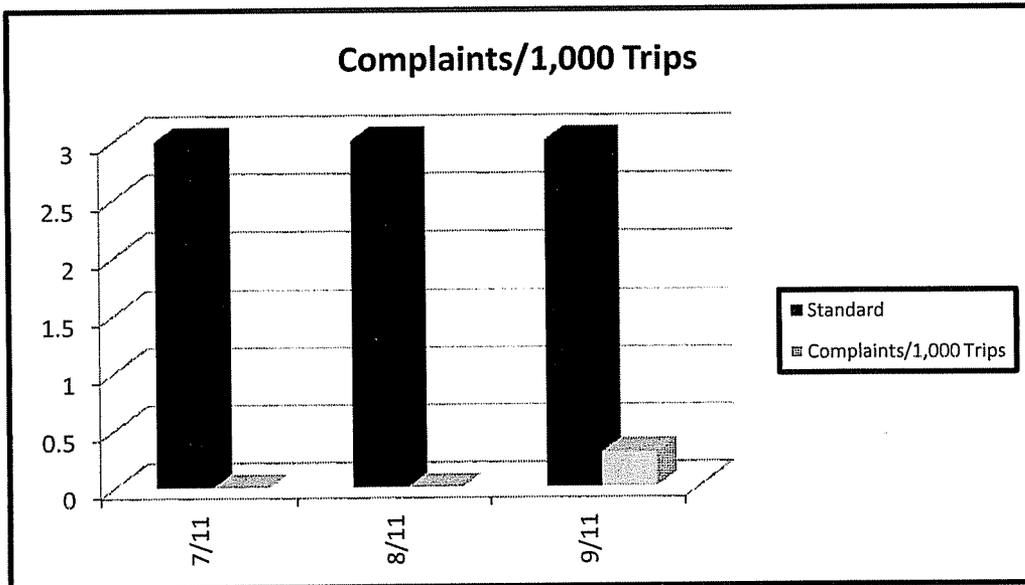
TRANSPORTATION DISADVANTAGED  
 SERVICE PLAN (TDSP) STANDARDS  
 ALACHUA COUNTY, AUGUST 2011



**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS**

**ALACHUA COUNTY, JULY 2011 - SEPTEMBER 2011**

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
7/11	3	0
8/11	3	0
9/11	3	0.3



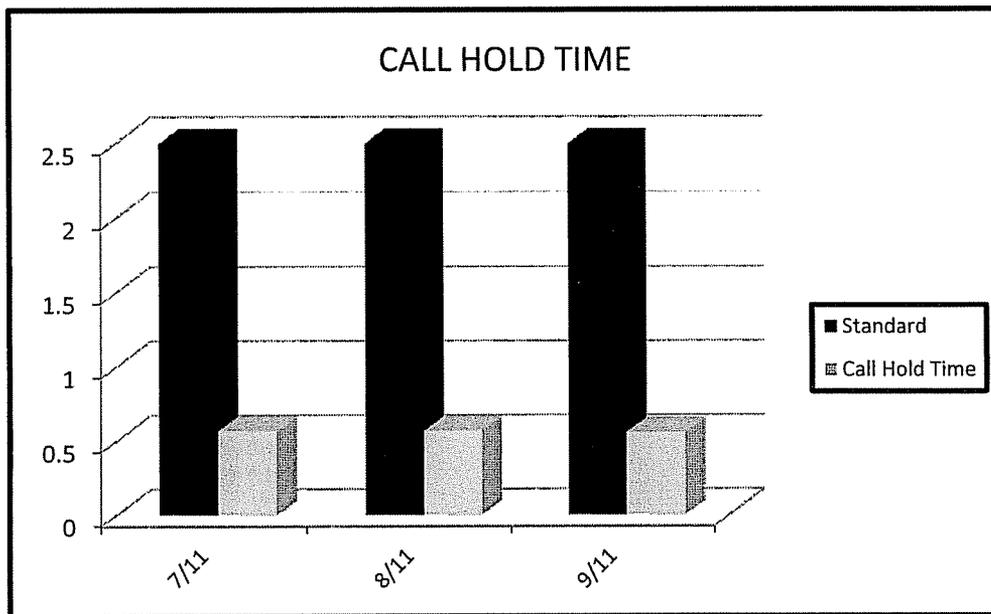
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**MV TRANSPORTATION  
SUMMARY OF SERVICE ISSUES**

TYPE OF COMPLAINT	7/11	8/11	9/11	10/11	11/11	12/11	1/12	2/12	3/12	4/12	5/12	6/12
Late Drop-Off	0	0	2	0	0	0	0	0	0	0	0	0
Pick-Up before Window Opens	0	0	0	0	0	0	0	0	0	0	0	0
Late Return Pick-Up	0	0	0	0	0	0	0	0	0	0	0	0
Ride Time Exceeded Standards	0	0	0	0	0	0	0	0	0	0	0	0
Can't Get Through by Telephone	0	0	0	0	0	0	0	0	0	0	0	0
On Hold for Excessive Periods of Time	0	0	0	0	0	0	0	0	0	0	0	0
Phone System Problems	0	0	0	0	0	0	0	0	0	0	0	0
Sunday Reservations	0	0	0	0	0	0	0	0	0	0	0	0
Trip Denial	0	0	0	0	0	0	0	0	0	0	0	0
Driver Training	0	0	0	0	0	0	0	0	0	0	0	0
Driver Behavior	0	0	1	0	0	0	0	0	0	0	0	0
No Passenger Assistance Provided	0	0	0	0	0	0	0	0	0	0	0	0
No Driver ID	0	0	0	0	0	0	0	0	0	0	0	0
Dispatcher Behavior	0	0	0	0	0	0	0	0	0	0	0	0
Reservationist Behavior	0	0	0	0	0	0	0	0	0	0	0	0
Unsafe Driving	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Driver	0	0	0	0	0	0	0	0	0	0	0	0
Reservations/Scheduling	0	0	0	0	0	0	0	0	0	0	0	0
Reservations	0	0	0	0	0	0	0	0	0	0	0	0
Air Conditioning not Working	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchair/Scooter Securement	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Behavior	0	0	0	0	0	0	0	0	0	0	0	0
No Show by Passenger	0	0	0	0	0	0	0	0	0	0	0	0
Customer Service	0	0	0	0	0	0	0	0	0	0	0	0
Safety	0	0	0	0	0	0	0	0	0	0	0	0
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0	0	0	0	0	0	0
Wheelchair Lift Not Working Properly	0	0	0	0	0	0	0	0	0	0	0	0
Charged Wrong Passenger Fare	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Condition	0	0	0	0	0	0	0	0	0	0	0	0
MV Staff Availability	0	0	0	0	0	0	0	0	0	0	0	0
Dropped Off at Wrong Location	0	0	0	0	0	0	0	0	0	0	0	0
Improper Passenger Assistance	0	0	0	0	0	0	0	0	0	0	0	0
Did Not Process TD Eligibility Application	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRIPS</b>	<b>8,930</b>	<b>10,065</b>	<b>10,039</b>									
<b>COMPLAINTS/1,000 TRIPS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.30</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#####</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>	<b>#DIV/0!</b>
Number of Individuals Submitting Complaints	0	0	3	0	0	0	0	0	0	0	0	0
RTS	0	0	0	0	0	0	0	0	0	0	0	0
CIL	0	0	3	0	0	0	0	0	0	0	0	0
Foster Grandparents	0	0	0	0	0	0	0	0	0	0	0	0
NCFRPC	0	0	0	0	0	0	0	0	0	0	0	0
<b>COMMENDATIONS</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, JULY 2011 - SEPTEMBER 2011**

MONTH	STANDARD	CALL HOLD TIME
7/11	2.5	0.57
8/11	2.5	0.57
9/11	2.5	0.56

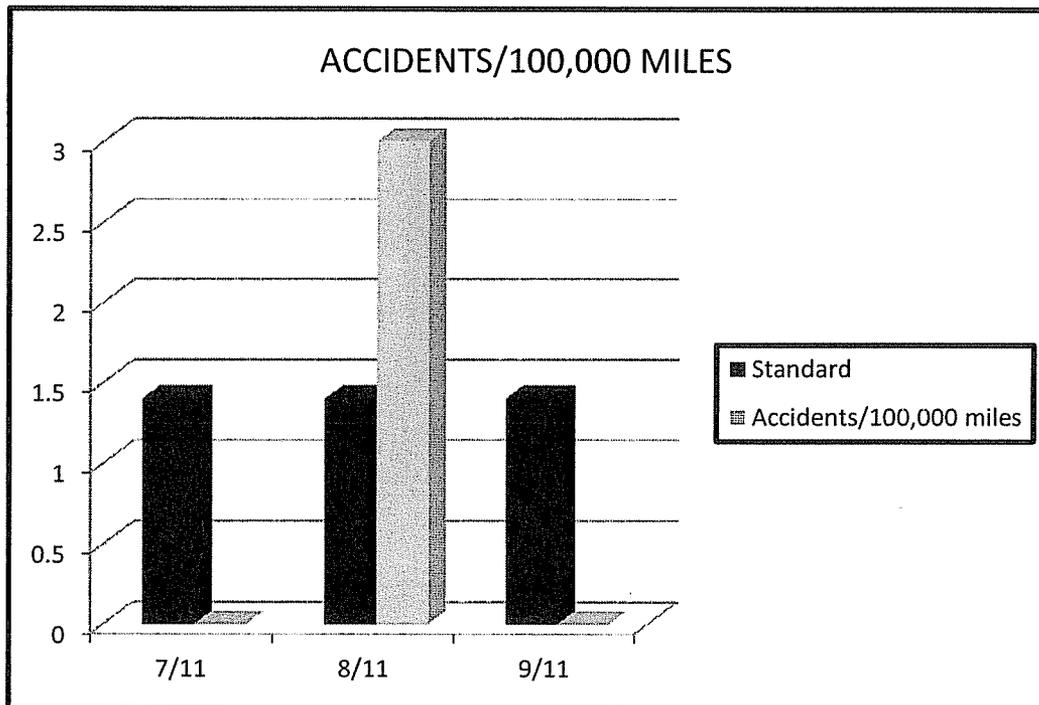


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# TRANSPORTATION DISADVANTAGED SERVICE PLAN (TDSP) STANDARDS

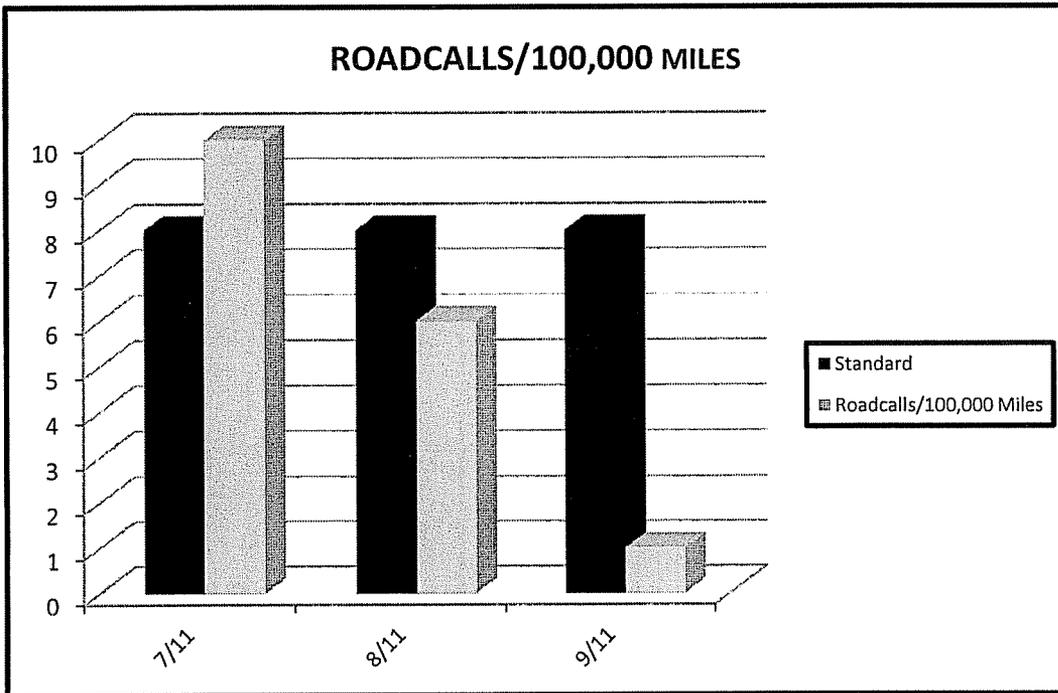
## ALACHUA COUNTY JULY 2011 - SEPTEMBER 2011

MONTH	STANDARD	ACCIDENTS/100,000 MILES
7/11	1.4	0
8/11	1.4	3
9/11	1.4	0



**TRANSPORTATION DISADVANTAGED  
SERVICE PLAN (TDSP) STANDARDS  
ALACHUA COUNTY, JULY 2011 - SEPTEMBER 2011**

MONTH	STANDARD	ROADCALLS/100,000 MILES
7/11	8	10
8/11	8	6
9/11	8	1





***Meeting***

***Agenda***

***Enclosures***





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December 5, 2011

**TO:** Metropolitan Transportation Planning Organization (MTPO)  
**FROM:** Marlie Sanderson, AICP, Director of Transportation Planning  
**SUBJECT:** **Fiscal Years 2011/12 - 2015/16 Transportation Improvement Program-  
Amendments**

**JOINT RECOMMENDATION**

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and MTPO staff all recommend that the MTPO approve the following two amendments to the Fiscal Years 2010/11 - 2014/15 Transportation Improvement Program:

1. to delete the I-75 @ SR 26 (Newberry Road) NW Quadrant Right-Of-Way Purchase Project [FIN # 4278251]; and
2. to add \$9,000,000 Federal Transit Administration funding and \$2,249,000 local funding to the Regional Transit System Maintenance Facility Expansion- Phase 2 to Fiscal Year 2011/2012 [FIN # 4305471].

**BACKGROUND**

The attached letter dated November 4, 2011 from the Florida Department of Transportation requests that the MTPO approve two amendments to the Fiscal Years 2011/12 - 2015/16 Transportation Improvement Program.

<b>Programmed Funds Timeline</b>				
2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
Transit Maintenance Facility* \$24,583,000 [construction]	-	-	-	-

\* includes funding for 42 farebox replacements

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# Florida Department of Transportation

RICK SCOTT  
GOVERNOR

2198 Edison Avenue MS 2812  
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.  
SECRETARY

Transmitted Electronically: November 4, 2011

November 4, 2011

Mr. Marlie Sanderson, AICP  
Director, Transportation Planning  
Metropolitan Transportation Planning Organization  
2009 NW 67<sup>th</sup> Place  
Gainesville, FL 32653-1603

Subject: Request for Transportation Improvement Program (TIP) amendment  
FY 2011/12 – 2015/16

Dear Marlie,

The Florida Department of Transportation would like to request placement on the next agenda for the Technical Advisory Committee, Citizens Advisory Committee and MTPO meeting. The agenda request is for two TIP amendments. The requests are:

<u>Project</u>	<u>Description</u>	<u>Reason for TIP Amendment</u>	<u>Fund Code</u>
4278251	I-75 @SR 26 Operational Improvement NW quadrant – Purchase ROW	Delete ROW funding-parcel no longer available for sale	ROW \$1,769,000
4299271	RTS Ph 1 Main Facility & 42 Fare box Replacement 5309 /RTS Ph 2 Maintenance Facility	Add Ph 2 Main Facility-5309 State of Good Repair funding-current FY 2011/2012	FTA \$ 9,000,000 LF \$ 2,249,000

Please contact me if you have any questions or need additional information.

Sincerely,

*Karen S. Taulbee*

Karen S. Taulbee, AICP  
Transportation Specialist  
[Karen.Taulbee@dot.state.fl.us](mailto:Karen.Taulbee@dot.state.fl.us)  
904-360-5652

cc: James Bennett, PE  
Mike Escalante, MTPO  
Barbara Cloud, FDOT  
Barbara Borer, FDOT





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December 5, 2011

TO: Metropolitan Transportation Planning Organization (MTP0)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: **Depot Rail Trail/Waldo Rail Trail Bicycle/Pedestrian Connection**

**ALACHUA COUNTY TRAFFIC SAFETY TEAM (ACTST) RECOMMENDATION**

ALTERNATIVE	DESCRIPTION
5	Existing Crossing with Safety Modifications listed in Table 5

**BICYCLE/PEDESTRIAN ADVISORY BOARD (B/PAB) RECOMMENDATION**

ALTERNATIVE (RANK ORDER)	DESCRIPTION
5	Existing Crossing with Safety Modifications listed in Table 5 and speed tables in the sliplanes
4	Cross at E. 10th Street to N.E. 3rd Avenue

**CITIZENS ADVISORY COMMITTEE (CAC) RECOMMENDATION**

ALTERNATIVE (RANK ORDER)	DESCRIPTION
5	Existing Crossing with Safety Modifications listed in Table 5 and investigation of traffic calming alternatives to provide safety for all users
4	Cross at E. 10th Street to N.E. 3rd Avenue and include exploration of safer crossings for bicycle and pedestrian users at the major roadway crossings of E. University Avenue, Waldo Road and Williston Road

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

**TECHNICAL ADVISORY COMMITTEE (TAC) AND MTPO STAFF RECOMMENDATION**

<b>ALTERNATIVE (RANK ORDER)</b>	<b>DESCRIPTION</b>
5	Existing Crossing with Safety Modifications listed in Table 5
6	Do Nothing
2	Cross at S.E. 2nd Avenue
3	Cross at S.E. 2nd Avenue to E. 15th Street
1	Cross at E. 10th Street
4	Cross at E. 10th Street to N.E. 3rd Avenue

**ADDITIONAL MTPO STAFF RECOMMENDATION**

Revise Table 5 to include the following additional safety modifications:

1. eliminate the three slip lanes in the Waldo Road and E. University Avenue intersection;
2. extend the rail trail in the northeast corner of the intersection to the pedestrian crosswalk;  
and
3. move the stop bars further back from the crosswalks to provide better visibility.

**RECOMMENDATION SUMMARY**

<b>ALTERNATIVE</b>	<b>PRIORITY RANK</b>		
	<b>ACTST</b>	<b>B/PAB/ CAC</b>	<b>TAC/ MTPO STAFF</b>
1- E 10th Street	-	-	Fifth
2- SE 2nd Avenue	-	-	Third
3- SE 2nd Avenue/E 15th Street	-	-	Fourth
4- E 10th Street/NE 3rd Avenue	-	Second	Sixth
5- Safety Modifications	First	First	First
6- Do Nothing	-	-	Second

## **BACKGROUND**

At its meeting on October 3, 2011, the MTPO discussed the intersection at State Road 26 (East University Avenue), State Road 331 (Williston Road) and State Road 24 (Waldo Road). This discussion was about ways to improve bicycle and pedestrian safety at this intersection where the Depot Rail Trail and the Waldo Rail Trail meet. After discussing this issue, the MTPO approved a motion to:

- 1. refer the Depot Rail Trail/Waldo Rail Trail connection to the MTPO Advisory Committees to provide, at the next MTPO meeting, a ranking of route alternatives, including a 'do nothing' alternative;*
- 2. request that appropriate crash data be provided; and*
- 3. request that information concerning trail signage, sidewalks and roadway striping be included in the alternative descriptions.*

In addition, the MTPO requested that MTPO staff work with City of Gainesville staff to get cost information for the alternatives. Exhibit 1 is a letter dated October 17, 2011 to the City of Gainesville requesting this information. This information is not available at this time to include in the MTPO meeting packet.

### **Identification of Route Alternatives**

Tables 1 through 5 and Illustrations I through IV identify route alternatives and provide detailed information for each alternative. Route Alternatives 1, 2 and 3 were originally called "cases" by the City of Gainesville Recreation, Cultural Affairs and Public Works Committee. The "do nothing" alternative is Route Alternative 6.

### **Existing Trail Signage**

In order to implement Alternatives 1 through 4, existing trail signage would need to be installed. Alternatives 5 and 6 do not deviate from the existing Depot Rail/Waldo Rail Trail. Although Alternatives 5 and 6 use existing trail signage, this signage needs to be enhanced to increase wayfinding and aesthetics.

### **Crash Data**

Illustration V shows the location of bicycle and pedestrian collisions within the E. University Avenue and Waldo Road intersection. According to Illustration V, there have been a total of seven bicycle and pedestrian related crashes/collisions over the last eight years (2003 through 2010)- 3 bicycle related and 4 pedestrian related. This averages out to about one bicycle or pedestrian related crash/collision per year.

### **Pedestrian and Bicycle Bridge (Overpass)**

One alternative considered was the construction of a pedestrian and bicycle bridge (overpass) at the existing E. University Avenue and Waldo Road intersection where the Depot Rail Trail and Waldo Rail Trail connect. In researching this issue, a document on the Safe Routes to School website entitled *Pedestrian and Bicycle Bridges and Tunnels* was reviewed. After reviewing this material, this alternative was eliminated from consideration for the following reasons:

1. Grade-separated crossings are most feasible where terrain conditions allow for crossing over the roadway without having to provide long ramps or steps.
2. Grade-separated crossings that are inconvenient, or require an indirect path, are likely not to be used. *“Pedestrians will weigh the perceived safety benefit of using the bridge versus the extra effort and time it will require when making a decision about where to cross. Often it is best to redesign the crossing or modify the traffic control at the at-grade crossing instead of building an over- or underpass.”*
3. Costs range from \$500,000 to \$4 million.

Source: *SRTS: Guide: Pedestrian and Bicycle Bridges and Tunnels* developed by the Pedestrian and Bicycle Information Center in collaboration with Safe Routes to School experts from around the country and support from the National Highway Traffic Safety Administration, Federal Highway Administration and Institute of Transportation Engineers.

### **FDOT Waldo Road at University Avenue Study- October 2005**

Enclosed is a copy of a Florida Department of Transportation Study concerning ways to increase bicycle and pedestrian safety at the Waldo Road and E. University Avenue intersection. Note that page 3 of 10 is missing from this Study. We are currently working with FDOT staff to locate this missing page.

Enclosed as Exhibit 3 are FDOT District 2 comments concerning this Study. According to Exhibit 3, many of the Study recommendations have been completed. However, comment number 7 on page 4 of 5 discusses several safety modifications that have not been implemented. This includes:

1. eliminating the “freeflow” northbound right turn movement (slip lane) or signalize the northbound right turn movement to restrict right turns on red;
2. extending the rail trail in the northeast corner of the intersection to the pedestrian crosswalk; and
3. moving the stop bars further back from the crosswalks to provide better visibility.

### **Evaluation of Alternatives**

Table 6 is a summary overview to aid in the development of recommendations. A summary of the information in Table 6 is as follows-

1. with respect to required crossings at four-lane unsignalized intersections, Alternative 1 crosses one and Alternative 4 crosses two;
2. with respect to required crossings of four lane roads, all of the alternatives have two crossings except Alternative 3 which crosses three; and
3. with respect to distance traveled off of the Greenway, Alternatives 1 through 4 leave the Depot Rail Trail/Waldo Rail Trail for some distance and return. While Alternative 5 retains the existing Rail Trail alignment and includes additional safety enhancements.

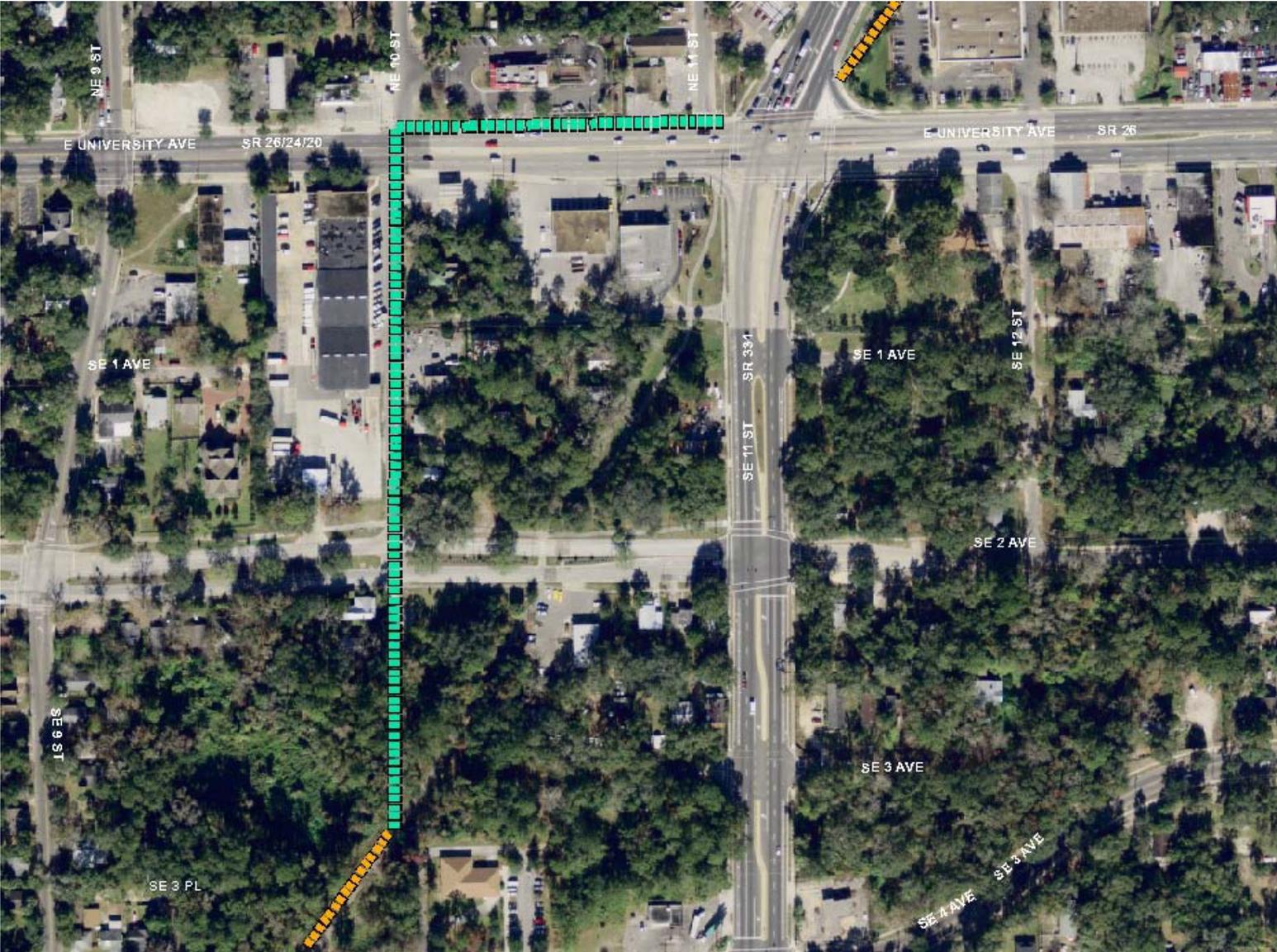
TABLE 1  
ALTERNATIVE 1

**CROSS AT E. 10TH STREET**

SEGMENT	DESCRIPTION	LENGTH (IN FEET)	SIDEWALKS PRESENT	INSTREET BIKELANES PRESENT	COMMENTS
1	Depot Trail north to SE 10th Street at SE 2nd Avenue	410	No	No	Undeveloped easement across private property
2	SE 10th Street from SE 2nd Avenue north to E. University Avenue	680	No	No	Low volume local street Crossing at E. University Avenue is unsignalized
3	E. University Avenue (northside) east to Waldo Road	600	Yes	No	All users must use sidewalk The north leg of the Waldo Road intersection must be crossed.

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# Case 1: Cross at E 10 St



*SE 10<sup>th</sup> Ave is unsignalized intersection at University Ave*

ILLUSTRATION I

**TABLE 2**  
**ALTERNATIVE 2**

**CROSS AT SE 2ND AVENUE**

<b>SEGMENT</b>	<b>DESCRIPTION</b>	<b>LENGTH (IN FEET)</b>	<b>SIDEWALKS PRESENT</b>	<b>INSTREET BIKELANES PRESENT</b>	<b>COMMENTS</b>
1	SE 2nd Avenue at Depot Avenue Trail to eastside of Williston Road	360	Yes	Yes	Users can travel on sidewalks or bikelanes Crossing at Williston Road is signalized.
2	Williston Road at SE 2nd Avenue to E. University Avenue	675	Yes	Northbound only	Southbound users do not have a bikelane and must use sidewalk

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# Case 2: cross at SE 2 Ave

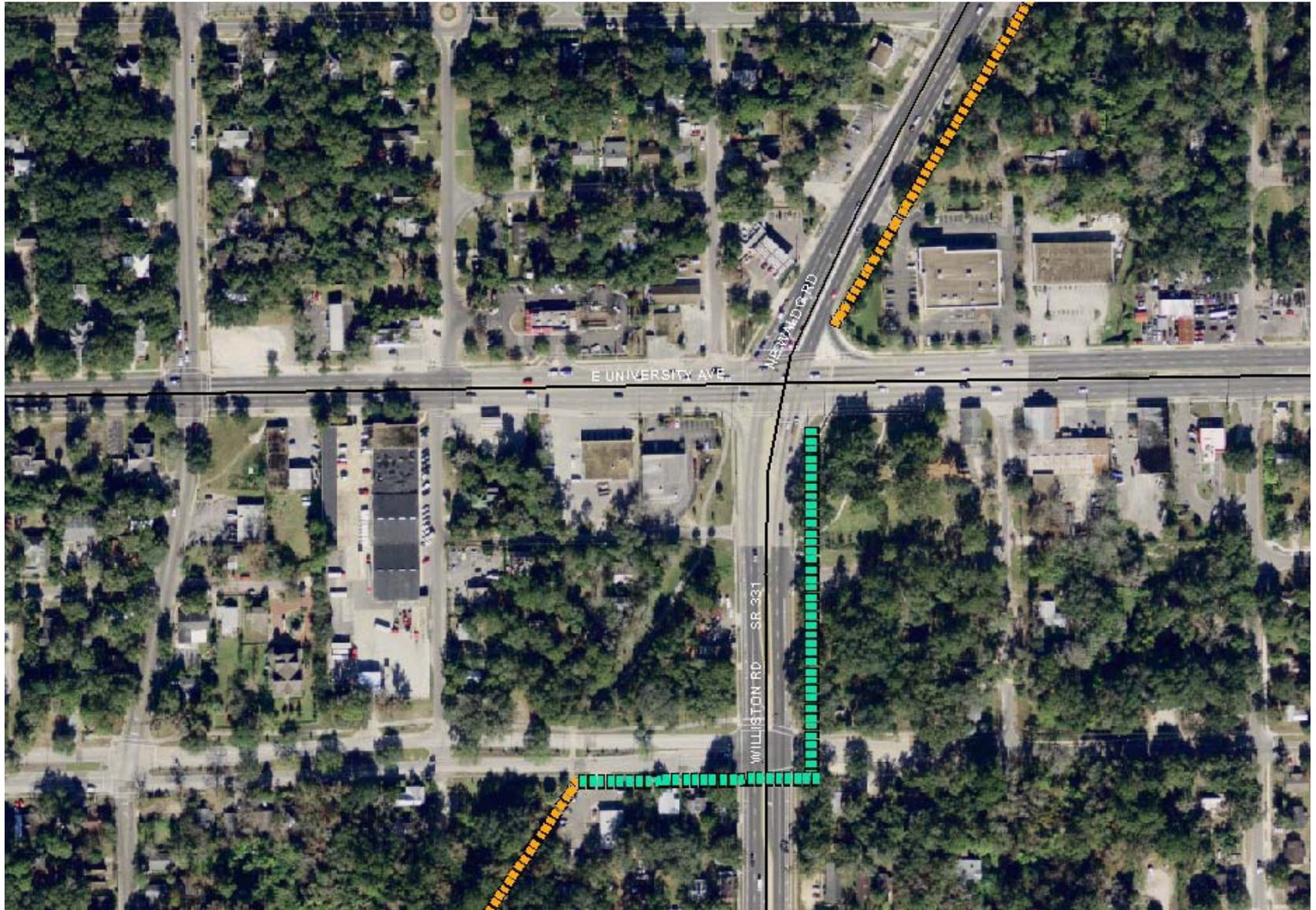


ILLUSTRATION II

*SE 2<sup>nd</sup> Ave is signalized at Waldo Rd*





**TABLE 3**  
**ALTERNATIVE 3**

**CROSS AT SE 2ND AVENUE TO E. 15TH STREET**

<b>SEGMENT</b>	<b>DESCRIPTION</b>	<b>LENGTH (IN FEET)</b>	<b>SIDEWALKS PRESENT</b>	<b>INSTREET BIKELANES PRESENT</b>	<b>COMMENTS</b>
1	SE 2nd Avenue at Depot Avenue Trail to eastside of Williston Road	360	Yes	Yes	Users can travel on sidewalks or bikelanes First four-lane signalized intersection crossing
2	Williston Road to SE 15th Street	1,795	North Side only	No	Significant distance traveling off of the Trail/Greenway
3	SE 15th Street to Hawthorne Road	425	Yes	Yes	Second four-lane signalized crossing
4	Hawthorne Road to E. University Avenue	275	Yes	No	Third four-lane signalized crossing
5	University Avenue to NE 8th Avenue	2,675	Yes	No (wide curblane)	Significant distance traveling off of the Trail/Greenway
6	NE 8th Avenue to Waldo Greenway	165	Yes	No	None

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# Case 3: cross at SE 2 Ave to E 15 St

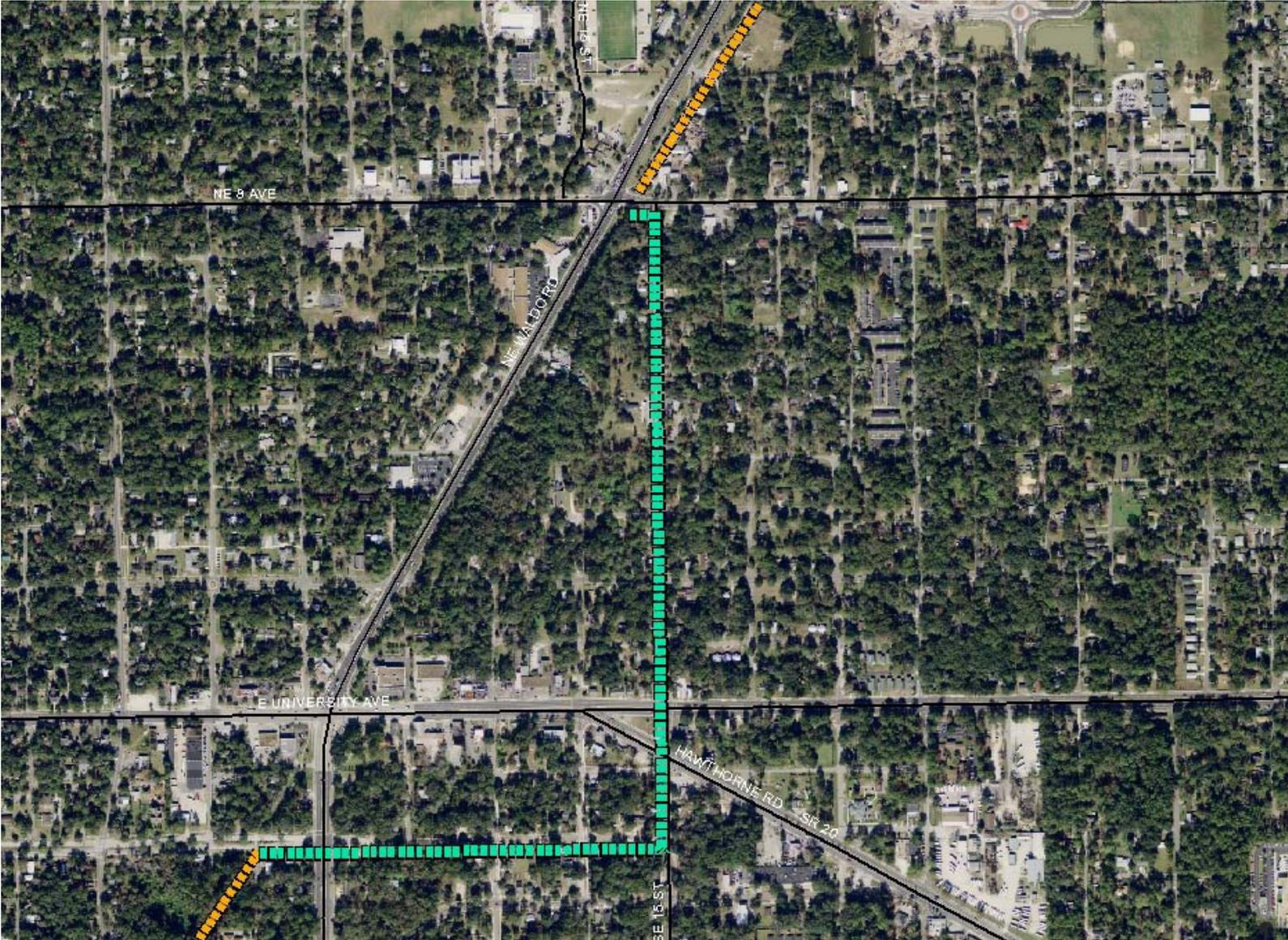


ILLUSTRATION III

*Signage plan to direct users; most experienced may prefer current direct route*





TABLE 4

ALTERNATIVE 4

CROSS AT E. 10TH STREET TO NE 3RD AVENUE

SEGMENT	DESCRIPTION	LENGTH (IN FEET)	SIDEWALKS PRESENT	INSTREET BIKELANES PRESENT	COMMENTS
1	Depot Trail north to SE 10th Street at SE 2nd Avenue	410	No	No	Undeveloped easement across private property
2	SE 10th Street from SE 2nd Avenue north to E. University Avenue	680	No	No	Low volume local street Crossing at E. University Avenue is unsignalized
3	E. University Avenue (northside) north to NE 3rd Avenue	710	No	No	Low volume local street
4	NE 3rd Avenue east to Waldo Greenway	1,090	Both sides to NE 11th Street Southside only east of NE 11th Street	No	Low volume local street Crossing at Waldo Road is unsignalized

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# E. 10<sup>th</sup> Street/NE 3<sup>rd</sup> Avenue



ILLUSTRATION IV



**TABLE 5**  
**ALTERNATIVE 5**

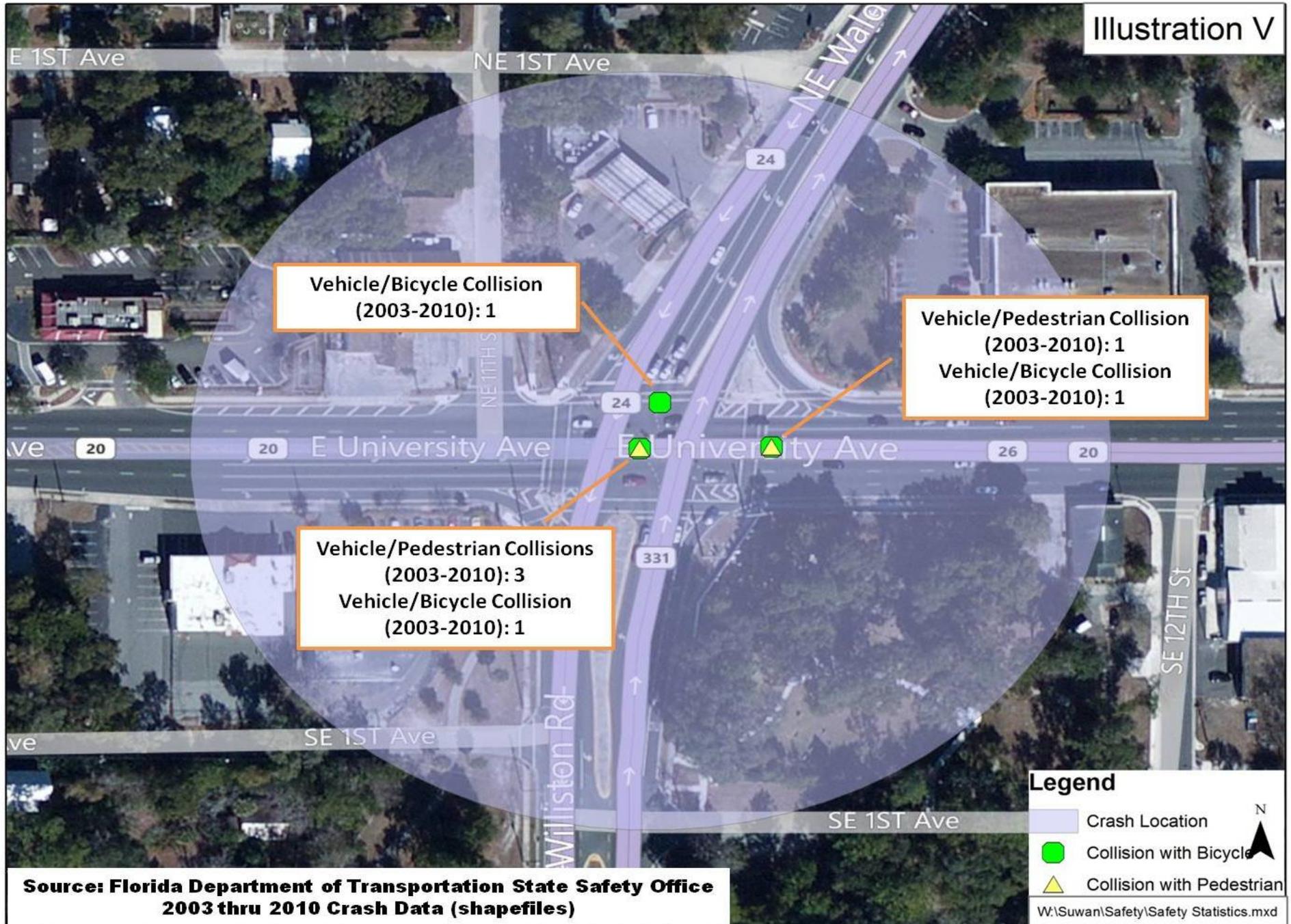
**EXISTING CROSSING WITH SAFETY MODIFICATIONS**

MODIFICATION	DESCRIPTION
1	Add Rail/Trail Signage to provide wayfinding and increase aesthetics
2	Add ladder striping to all crosswalks
3	Add pedestrian refuges in the medians for the western, eastern and northern approaches (one currently exists at the southern approach)
4	Install vegetative median within the existing median for the southern approach

Source- MTPO Adopted *List of Priority Projects*- Table 9 Safety Priorities.

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**TABLE 6**  
**SUMMARY COMPARISON**

ISSUE	ALTERNATIVES					
	1	2	3	4	5	6
Number of four-lane unsignalized intersections crossed	1	0	0	2	0	0
Number of four-lane roads crossed	2	2	3	2	2	2
Distance traveled off of the Trail/Greenway	1,690 feet	1,035 feet	5,695 feet	2,890 feet	0	0

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**EXHIBIT 1**



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October 17, 2011

Honorable Craig Lowe, Mayor  
City of Gainesville  
P.O. Box 490  
Gainesville, Florida 32627

**RE: Depot Rail Trail/Waldo Rail Trail**

Dear Mayor Lowe:

At its meeting on October 3, 2011, the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area discussed ways to improve bicycle and pedestrian safety for the Depot Rail Trail/Waldo Rail Trail connection at the intersection of E. University Avenue and Waldo Road. In particular, the MTPO discussed the enclosed Cases 1, 2 and 3 developed by the City of Gainesville Recreation, Cultural Affairs and Public Works Committee. As you may know, Cases 1, 2 and 3 are concerned with alternative routes around the E. University Avenue and Waldo Road intersection.

The MTPO would also appreciate City staff developing cost information for the attached Alternatives 4 and 5. Alternative 4 was developed by a member of the MTPO's Citizens Advisory Committee. Alternative 5 is the existing intersection crossing at E. University Avenue and Waldo Road (where the Depot Rail Trail and Waldo Rail Trail meet). Included in Alternative 5 are four safety modifications approved by the MTPO on May 2, 2011.

During discussion of this issue, the MTPO requested cost information for Cases 1, 2 and 3 for the next MTPO meeting on December 12, 2011. The purpose of this letter is to request that City staff develop this cost information and forward it to MTPO staff by Tuesday, November 22, 2011. This will allow enough time to include this information in MTPO Advisory Committee meeting packets for their November 30th and December 1st meetings.

Thank you for considering this request. If you have any questions, please contact Mr. Marlie Sanderson, AICP, MTPO Director of Transportation Planning at (352) 955-2200, extension 103.

Sincerely,

W. Thomas Hawkins, Chair  
Metropolitan Transportation Planning Organization for the  
Gainesville Urbanized Area

Enclosures

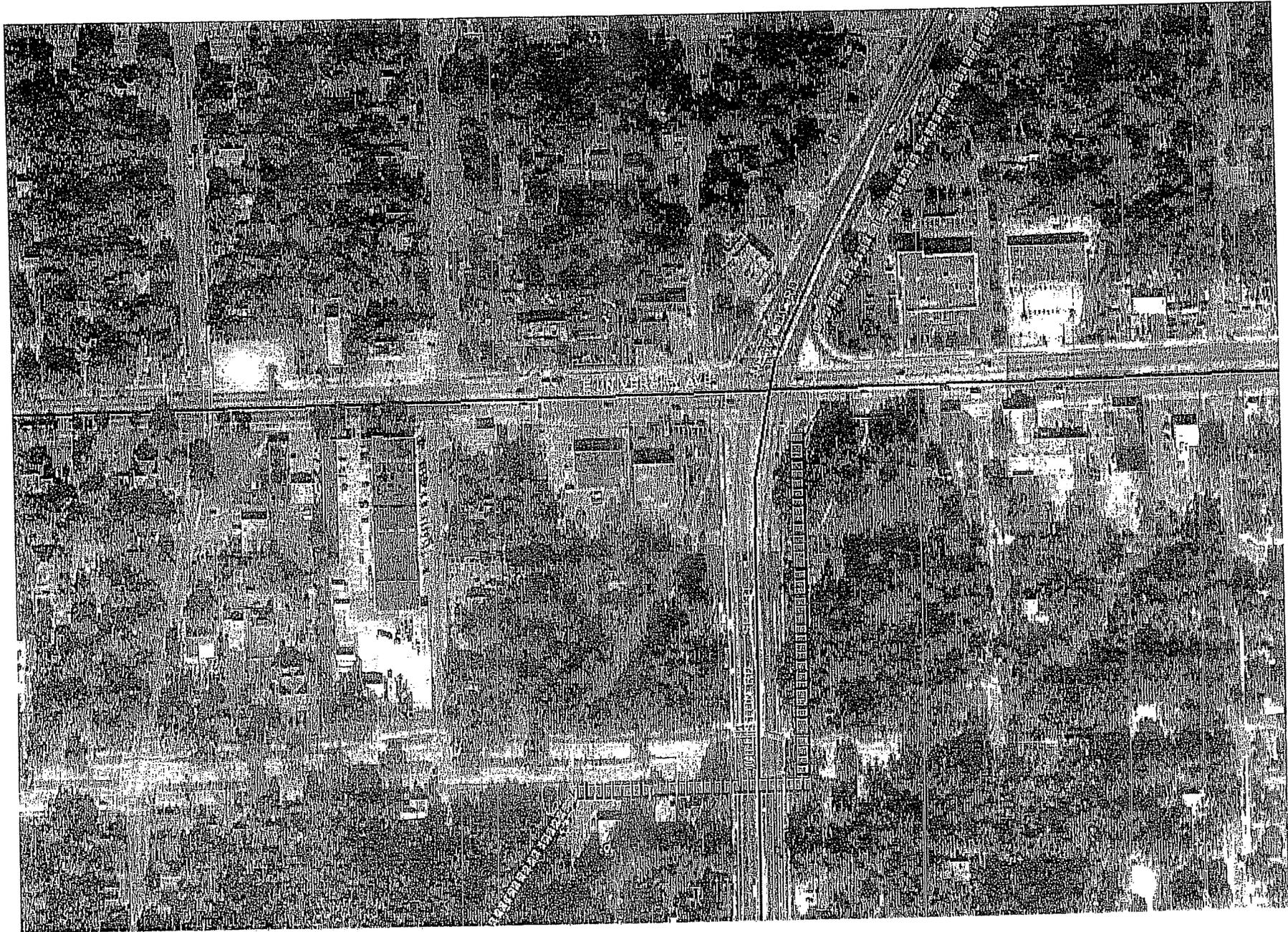
xc: Russ Blackburn, Gainesville City Manager  
Dekova Batey, Bicycle/Pedestrian Advisory Board Staff  
Debbie Leistner, City of Gainesville Public Works Department  
Teresa Scott, Gainesville Public Works Department Director

# Case 1: Cross at E 10 St



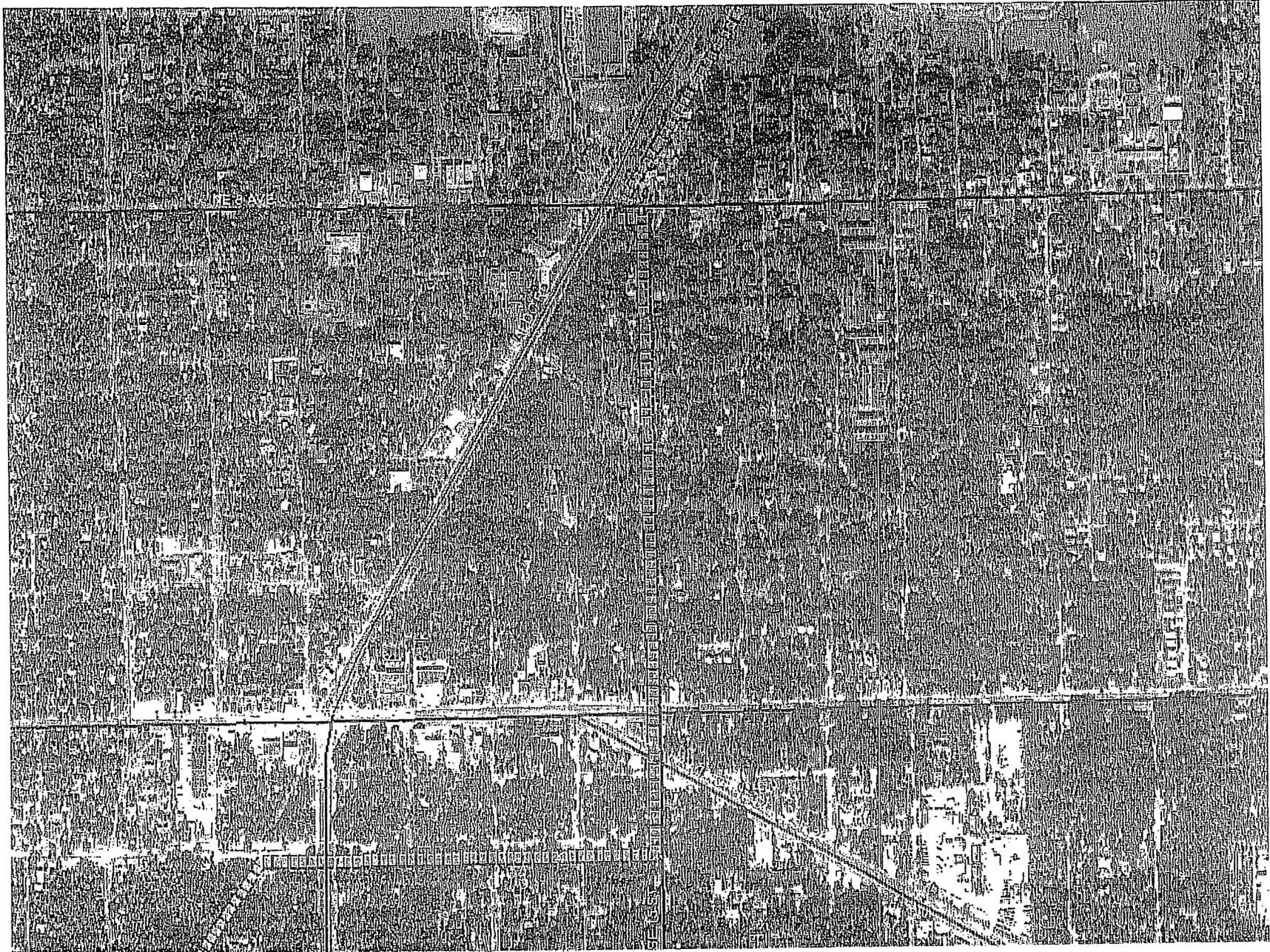
*SE 10<sup>th</sup> Ave is unsignalized intersection at University Ave*

# Case 2: cross at SE 2 Ave



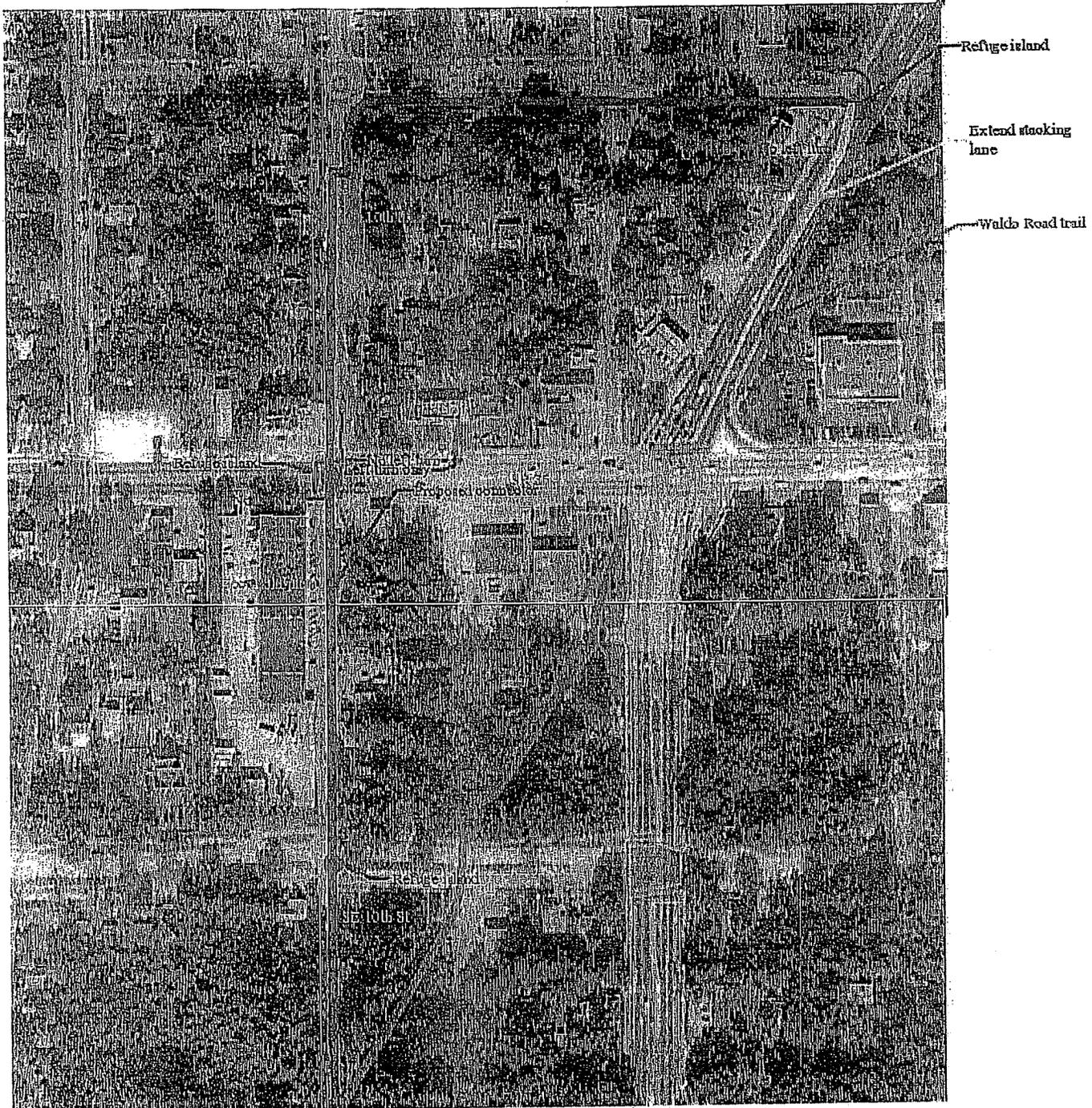
*SE 2<sup>nd</sup> Ave is signalized at Waldo Rd*

# Case 3: cross at SE 2 Ave to E 15 St



*Signage plan to direct users; most experienced may prefer current direct route*

# E. 10<sup>th</sup> Street/NE 3<sup>rd</sup> Avenue



Alternative 4

TABLE 5  
ALTERNATIVE 5

EXISTING CROSSING WITH SAFETY MODIFICATIONS

MODIFICATION	DESCRIPTION
1	Add Rail/Trail Signage to provide wayfinding and increase aesthetics
2	Add ladder striping to all crosswalks
3	Add pedestrian refuges for the western, eastern and northern approaches (one currently exists at the southern approach)
4	Install vegetative median within the existing median for the southern approach

Source- MTPO Adopted List of Priority Projects- Table 9 Safety Priorities.

**TECHNICAL MEMORANDUM**

**DESIGN PROJECT CONCEPT STUDIES**  
**Authorization #43**

**DRAFT**

**LOCATION:** SR 24/331 (Waldo Road) at SR 26 (University Avenue)  
Sections: 26050 (SR 24) & 26070 / 26080 (SR 26)  
Mileposts: 3.390 (SR 24) & 21.167 / 0.000 (SR 26)

**County:** Alachua

**PREPARED FOR:** District 2 Traffic Operations  
Florida Department of Transportation  
Lake City, FL

**PREPARED BY:** Comprehensive Engineering Services, Inc.  
201 South Orange Ave., Suite 1300  
Orlando, FL 32801

**DATE:** October, 2005



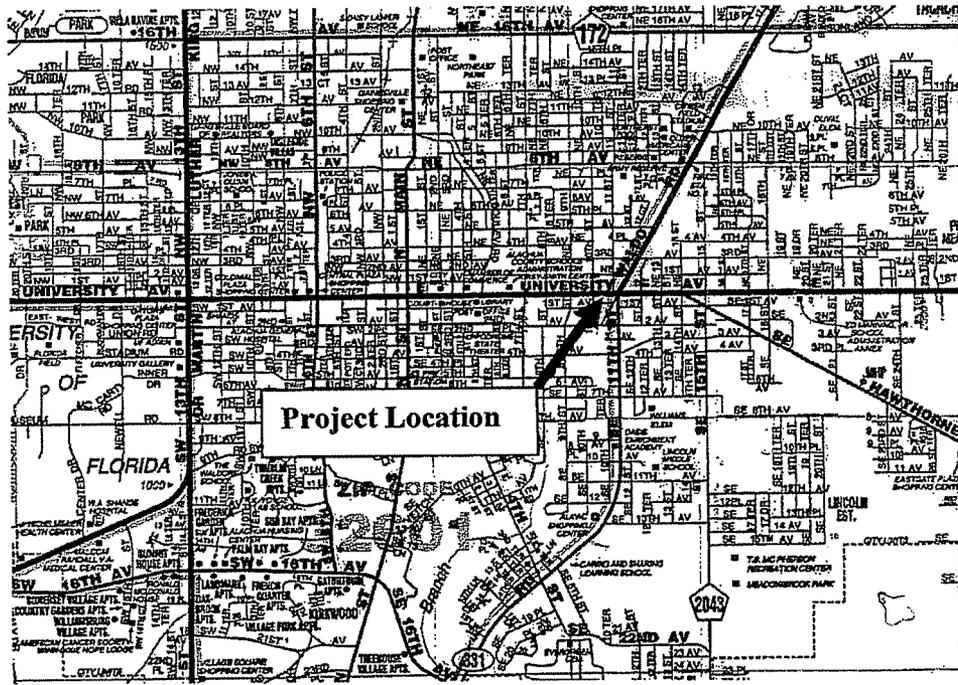


**INTRODUCTION:**

The intersection of SR 24 / SR 331 (Waldo Road / Williston Road) at SR 26 (University Avenue) is an urban signalized intersection located in Gainesville, Florida. Recent local concerns for pedestrian / bicycle accommodations and safety has generated the need for further analysis to determine how and if the intersection can be made more pedestrian/bicycle-friendly.

**LOCATION DETAILS:**

**Location Map:**



**Sections / mileposts:**

SR 26 (West):	Section 26070, MP 21.167
SR 26 (East):	Section 26080, MP 0.000
SR 24 / SR 331:	Section 26050, MP 3.390

**Roadway configuration / designation:**

SR 26 and SR 24 / SR 331 are both 4-lane Urban Principal Arterials

**Posted speed limits:**

35 MPH on all approaches

**Current pedestrian and bicycle facilities / accommodations:**

Push-button actuated pedestrian signals and striped crosswalks exist across all legs of the intersection. Pedestrian islands are located in the northeast and southwest corners of the intersection only. Bicycle lanes exist along SR 331 south of SR 26 and this section has recently been reconstructed. The configuration includes a five foot bike lane bordered by a 3.5' chevroned area. This configuration ends one block south of SR 26. There are no bicycle lanes provided at the intersection. The Depot Avenue Rail Trail (shared-use path) approaches the intersection from the southwest where it terminates at the sidewalk radius return in the southwest corner. The trail resumes in the northeast corner of the intersection as the Waldo Road Rail Trail and proceeds north along SR 24 (Waldo Road). Signage provided for these approaches to the intersection call for bicyclists to use the pedestrian crosswalks to traverse the intersection.

A sketch of the intersection is included on the following page.

**CRASH HISTORY:**

A five year crash history from the Department's crash database was examined to determine if there were any trends associated from pedestrian or bicycle crashes occurring at the intersection. There were two pedestrian/bike-related intersection crashes that occurred between 1999 and 2003. The crash descriptions are as follows:

Friday, May 28, 1999 (Between 12 Noon & 1 PM): An eastbound bicyclist in the eastbound left turn lane struck the right side of a southbound vehicle attempting to turn left. The crash occurred under clear weather conditions.

Saturday, September 2, 2000 (Between 8 & 9 AM): A northbound passenger vehicle attempting a right turn struck a westbound bicyclist in the crosswalk (southeast corner of the intersection). It was raining at the time of the crash.

As reflected above, no crash trends can be derived from the limited pedestrian / bicyclist crash data available.

WALGRÉE

V LINE

11TH STREET

SR 24

RAIL

WALGREENS S

TREES PARTIALLY  
BLOCK SIGHT  
DISTANCE

212'

80'

UNIVERSITY BOULEVARD

Page 13 of 110

71'

ANCE DISCOUNT  
UTO PARTS

R/W LINE

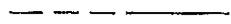
SR 331

166'

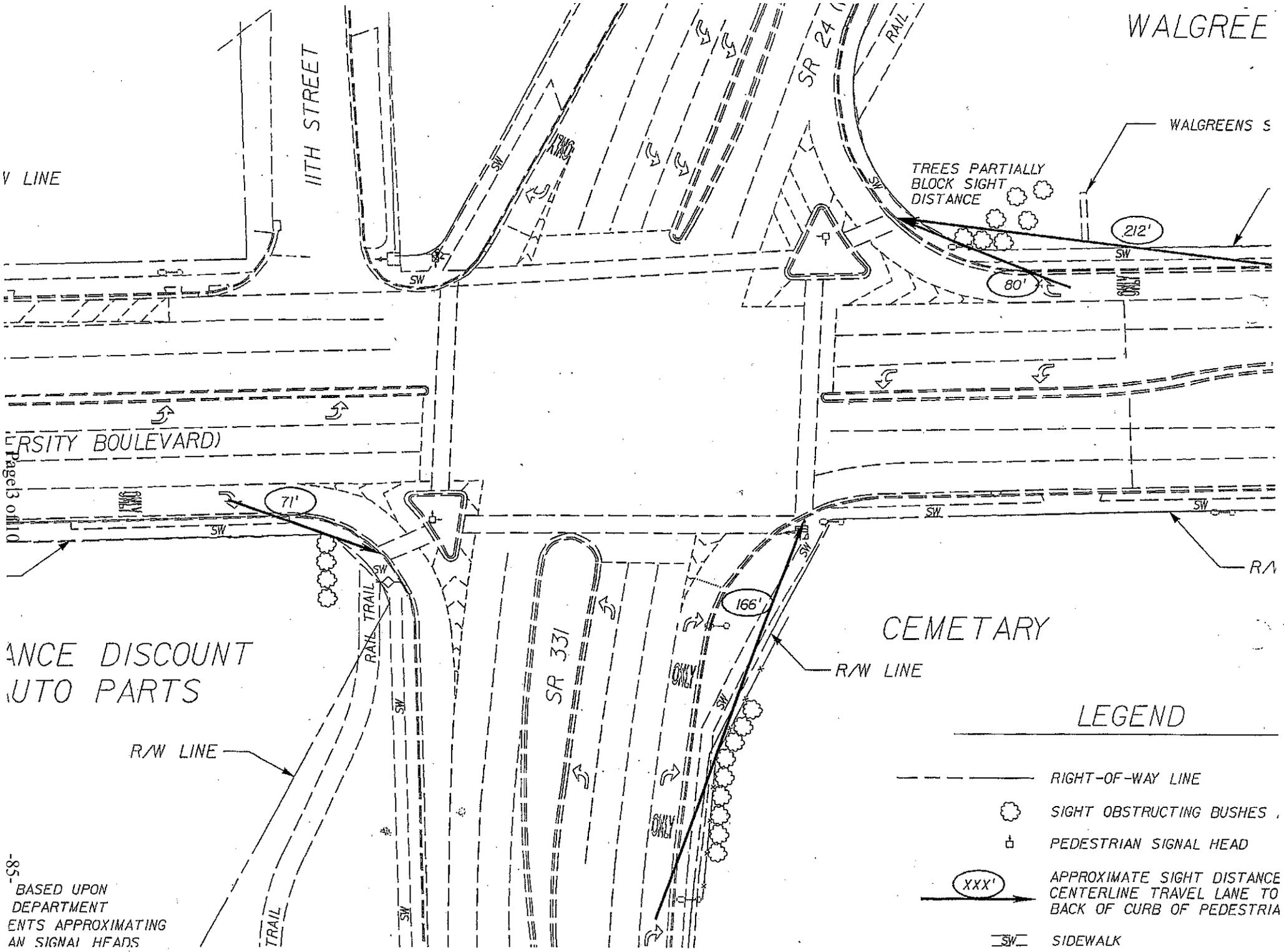
CEMETARY

R/W LINE

LEGEND

-  RIGHT-OF-WAY LINE
-  SIGHT OBSTRUCTING BUSHES
-  PEDESTRIAN SIGNAL HEAD
-  APPROXIMATE SIGHT DISTANCE  
CENTERLINE TRAVEL LANE TO  
BACK OF CURB OF PEDESTRIA
-  SIDEWALK

-85-  
BASED UPON  
DEPARTMENT  
MENTS APPROXIMATING  
AN SIGNAL HEADS

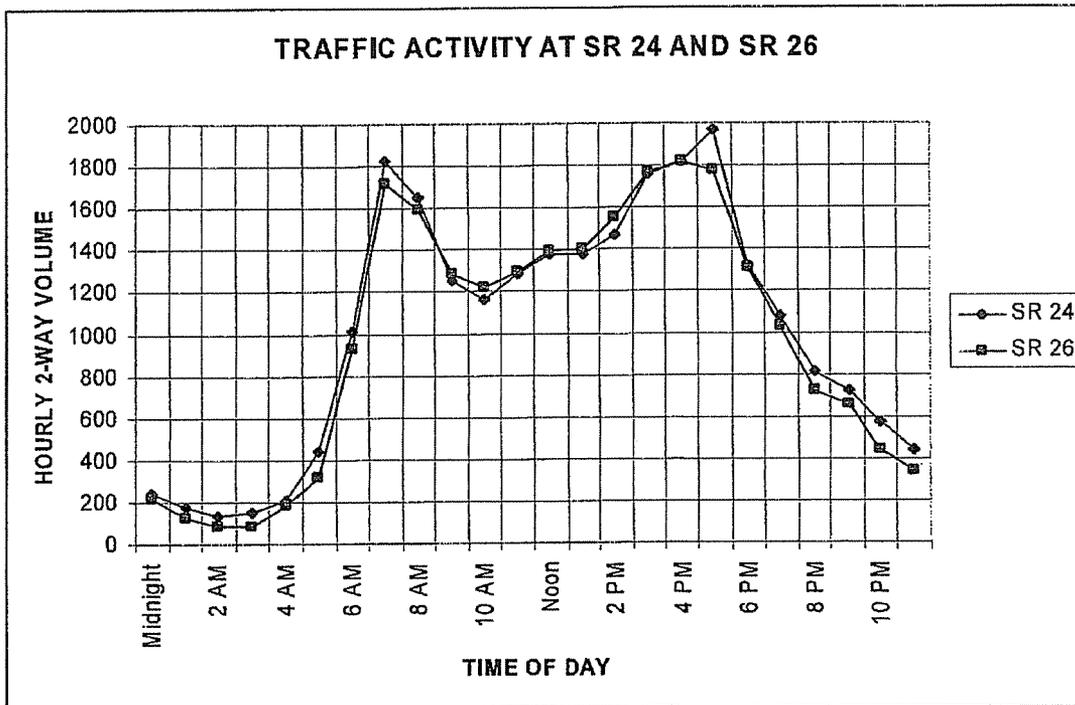


**VEHICULAR TRAFFIC:**

Contributing to the pedestrian-friendliness of the intersection are the presence of, and interaction with passenger vehicles. The table below shows the existing daily traffic volumes and traffic characteristics of the two roadways.

Location	AADT	K <sub>30</sub> Factor	D <sub>30</sub> Factor	Truck %
SR 26 (East of SR 24)	25,000	9.71%	53.65%	5.31%
SR 24 (North of SR 26)	24,000	9.71%	53.65%	6.36%
SR 331 (South of SR 26)	20,500	9.71%	53.65%	6.36%
SR 26 (West of SR 24 / 331)	19,500	9.71%	53.65%	3.52%

The following graph shows the daily fluctuations in traffic volumes along both SR 26 (University Avenue) and SR 24 (Waldo Road) as collected in 2004 from local traffic count stations.



**PEDESTRIAN TRAFFIC:**

On Thursday, October 6, 2005, pedestrian and bicycle counts were collected at the intersection of SR 24 and SR 26. Observations occurred from approximately 9:30 AM to 11:00 AM. The following chart details the results of this count:

Intersection Leg	Pedestrian Crossings				Bicycle Crossings			
	NB	EB	SB	WB	NB	EB	SB	WB
WEST LEG	0		2		1		5	
EAST LEG	0		0		1		1	
NORTH LEG		5		6		0		2
SOUTH LEG		1		0		4		1
<b>TOTALS</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>3</b>

As shown above, there were 14 pedestrian crossings and 15 bicycle crossings during the 90 minute observation period. This results in an average of 10 pedestrian and 10 bicycle crossings per hour.

**QUALITATIVE ASSESSMENT:**

A qualitative assessment of various geometric and operational issues was also conducted on October 6, 2005. The following issues were found to be noteworthy as related to the focus of this study:

- The “Flash Don’t Walk / Don’t Walk” signal in the northeast corner of the intersection (for eastbound pedestrians) was not functioning at the time of the field review. As a result, observed pedestrian confusion was occurring across this leg as most pedestrians did not know if the signal was functioning at all. The City of Gainesville was contacted in regard to this issue as it is recommended that this be fixed immediately.
- The pedestrian ramps at this intersection currently do not meet ADA design criteria. Detectable warning devices are not currently provided and a 2’ landing does not exist at the base of each ramp. From the field review, it appears that the ramp slopes do not meet current standards. The pedestrian push-button devices also do not meet current standards.
- Overall, the pavement markings for pedestrian features should be improved. Reflectivity of the striping is likely limited due to its apparent age and there are few reflective pavement markers still in place. Crosswalk striping located within the right turn vehicle tracking area is worn and in especially poor condition.
- The pedestrian signal times were found to require a walking speed in excess of the 4 feet/second walking speed recommended by the *Florida Intersection Design Guide* and the *Manual on Uniform Traffic Control Devices (Section 4E.10)*. The following table lists the amount of current pedestrian timing (“Walk” and “Flash Don’t Walk”), the associated length pedestrians must cross and the corresponding pedestrian speed. The crossing distance shown was measured from the departing curb to the center of the farthest travel lane and is the basis for the walking speed noted in the *Florida Intersection Design Guide*.

Pedestrian Crossing	“Walk” Time	Flash “Don’t Walk” Time	Crossing Distance	Required Speed
North leg (SR 24)	4 seconds	29 seconds	122 feet	4.2 ft/sec
South leg (SR 331)	4 seconds	29 seconds	115 feet	4.0 ft/sec
West leg (SR 26)	4 seconds	18 seconds	75 feet	4.2 ft/sec
East leg (SR 26)	4 seconds	18 seconds	87 feet	4.8 ft/sec

- Sight distance is a safety issue in the northeast, southeast and southwest corners of the intersection for approaching right turn vehicles versus crossing

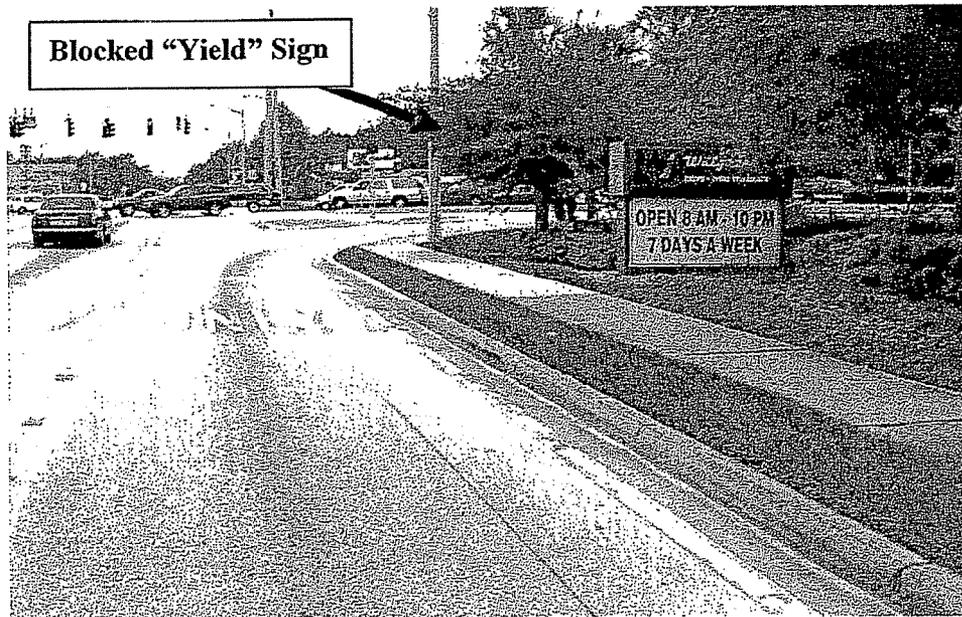
pedestrians. The critical pedestrian sight distances are detailed on the existing condition diagram and comparisons to the recommended (design) stopping sight distances are provided in the following table. The recommended stopping sight distances were obtained from the 2004 Edition of AASHTO's *A Policy on Geometric Design of Highways and Streets* (Greenbook). These stopping distances were based upon field observation of vehicle speeds only; they were not confirmed via a spot-speed assessment.

Approach Direction	Sight Obstruction	Approach Speed*	Available Sight Distance	Recommended Sight Distance
NB	Trees/Shrubs	30 MPH	166 feet	200 feet
WB	Trees/Sign	20 MPH	80 - 212 feet	115 feet
EB	Shrubs	20 MPH	71 feet	115 feet

\* Estimated approach speed in right turn lane based on field observations only

The presence of shrubs is the primary limiting factor for sight distance along the noted approaches however a *Walgreens* sign in the northeast corner also restricts sight distance (see below). As shown in the previous table, the available sight distance is less than the recommended stopping sight distance along each of these approaches. Improving advanced warning of potential pedestrian crossings or improving sight distance would benefit the current situation, however many of the obstructing elements are located outside the right-of-way limits (on private property). Modifications to these elements would require coordination with the local businesses.

**Westbound SR 26 Approach Sight Distance:**



- The rail trail access to the intersection at the northeast corner does not promote continuity. As shown in the existing condition diagram, the southbound approach to the intersection (along the Waldo Road Rail Trail) does not direct users to the pedestrian ramp; it instead stops short and tapers into the sidewalk. Compounding the rail trail issues are the signs provided along the approaches. Each approach includes the display shown adjacent. At the top of the display is a Signal Ahead warning panel (W3-3). The *Manual on Uniform Traffic Control Devices (Section 9B.18)* states that this sign "...should be installed no less than 50 feet in advance of the beginning of the condition". These signs are currently located immediately adjacent to the intersection, at the termini of the trail approaches. Additionally, intersection or signal warning signs should be utilized when the visibility of the intersection or signal is limited along the rail trail approaches. Warning signs do not appear to be necessary since the alignment of the approaches to the intersection provide adequate sight distance to the signal.



## DESIGN RECOMMENDATIONS:

The following recommendations are provided based on the aforementioned observations and research. As mentioned earlier, fixing the pedestrian signal in the northeast corner of the intersection to provide a "Don't Walk" display should be completed as soon as possible. This is a serious safety issue that is currently resulting in observed confusion by crossing pedestrians.

1. Provide ADA ramps and update pedestrian push buttons throughout the intersection.
2. Increase "Flash Don't Walk" times for pedestrian crossings to achieve the 4 feet/second walking speed recommended in the *Florida Intersection Design Guide* and the *Manual on Uniform Traffic Control Devices*. An additional 2-4 seconds will be required for each of the affected pedestrian phases.

3. It is recommended that the existing pedestrian signal heads be replaced with countdown pedestrian signal heads. FDOT District 2 favors the installation of countdown pedestrian heads where current pedestrian-actuated devices exist and require replacement. Countdown pedestrian heads would be beneficial at this intersection due to the minimum (4 second) "Walk" time and the minimum "Flash Don't Walk" times (based on 4 feet/second walking speeds or greater) currently in operation at this intersection.
4. Refresh/replace pavement markings for all pedestrian crosswalks to provide improved daytime visibility (contrast) and night time visibility (retro-reflectivity).
5. Evaluate the location (right-of-way) issues associated with the sight-obstructing landscaping (trees and shrubs) then trim or remove landscaping that may be limiting sight distance below acceptable levels along the right turn lanes at this intersection. Coordination with local businesses will be required and measurements of approach speeds should be collected and reviewed to determine the necessary stopping sight distances. At a minimum, trimming should be completed at the current right-of-way limits as blocking of traffic control devices is occurring (see photo of blocked "Yield" sign along westbound approach).
6. In conjunction with or as an alternative to trimming/removing landscaping, adjust sign locations as necessary to ensure "Yield" sign displays are viewable along the westbound and eastbound right turn lanes.
7. Replace the "Signal Ahead" (W3-3) signs with "Stop" (R1-1) signs and markings along the rail trail approaches to the intersection. As previously discussed, the use of a "Signal Ahead" warning sign is inappropriate at this location. Since bicyclists are instructed to use the pedestrian crosswalks to traverse the intersection, a more restrictive ("Stop" or "Yield") traffic control condition is recommended. The *Manual on Uniform Traffic Control Devices (Section 9B.03)* states that "Yield" signs shall be installed on shared-use paths at points where bicyclists have an adequate view of conflicting traffic as they approach the sign. The preliminary sight distance evaluation conducted for this study shows that sufficient sight distance is not available for these movements. To maximize sight distance and safety, "Stop" signs are recommended. To reinforce the stop-control, a stop bar is also recommended across the rail trail coincident with the "Stop" sign placement. The supplemental guide panels at the bottom of the current displays should remain.

Following are additional considerations that would further improve pedestrian safety but may require right-of-way or reconstruction that the Department may not deem necessary without a significant pattern of pedestrian-related crashes or complaints. These improvements are therefore provided for consideration purposes only.

- A. Reconstruct (restripe) the radius in the southeast corner to eliminate the “free-flow” northbound right turn movement. This reconstruction would slow traffic speeds around this turn, improve sight distance toward the pedestrian ramps, and could allow for a consistent stop bar along all approach lanes which may improve driver recognition and awareness of this stopping point.
  
- B. Consider signalization of the northbound right turn movement to restrict right-turns-on-red. Currently, the southbound right turn movement is signalized via an exclusive 3-section head. Providing a signal display with a supplemental “No Turn On Red” panel for the northbound right turn movement would improve safety by eliminating conflicts between northbound right turn vehicle drivers looking west for a gap in traffic and westbound pedestrians and bicyclists attempting to cross the south leg of the intersection. A crash of this type was found in the historic crash data involving a westbound bicyclist. An evaluation of capacity impacts may need to be conducted prior to completing this revised traffic control however a right turn overlap phase with the westbound left turn movement could potentially recover any impact to current capacity. If originally designed to control the northbound right turn lane, it appears that the existing, outside 3-section head along this approach does not meet the guidelines discussed in the *Manual on Uniform Traffic Control Devices (Section 4D.15)* as it does not appear to fit within the 20-degree cone of vision. Any signal head revisions should evaluate and consider this issue.
  
- C. Extend the rail trail in the northeast corner of the intersection to the pedestrian crosswalk. The signage used for the end of the rail trail directs users to cross using the pedestrian signal, however the trail stops 50 feet from the crosswalk. Any extension of the trail may, however, be costly if right-of-way is required.
  
- D. Consideration could also be given toward moving the stop bars further back from the crosswalks to provide better visibility of traffic toward bicyclists/pedestrians, especially from right-turn-on-red vehicles whose sight distance may be blocked by adjacent queued traffic. This improvement would reduce current turn lane storage lengths.

### EXHIBIT 3

Comments to Draft TECHNICAL MEMORANDUM  
DESIGN PROJECT CONCEPT STUDIES  
SR 24/331 (Waldo Road) at SR 26 (University Avenue)  
Sections: 26050 (SR 24) & 26070 / 26080 (SR 26)  
Mileposts: 3.390 (SR 24) & 21.167 / 0.000 (SR 26)

QUALITATIVE ASSESSMENT: A qualitative assessment of various geometric and operational issues was also conducted on October 6, 2005. The following issues were found to be noteworthy as related to the focus of this study:

- The "Flash Don't Walk / Don't Walk" signal in the northeast corner of the intersection (for eastbound pedestrians) was not functioning at the time of the field review. As a result, observed pedestrian confusion was occurring across this leg as most pedestrians did not know if the signal was functioning at all. The City of Gainesville was contacted in regard to this issue as it is recommended that this be fixed immediately.
  - As a result of the contact, the issues were resolved by the City of Gainesville. Additionally, the Pedestrian Signals were checked by the City of Gainesville Traffic Engineering Unit during the week of August 17<sup>th</sup> 2009 and found to be working properly. All pedestrian signal heads have been changed to countdown since the initial study was made.
- The pedestrian ramps at this intersection currently do not meet ADA design criteria. Detectable warning devices are not currently provided and a 2' landing does not exist at the base of each ramp. From the field review, it appears that the ramp slopes do not meet current standards. The pedestrian push-button devices also do not meet current standards
  - The northeast quadrant was brought to current ADA standards during the Waldo Road resurfacing project in 2008. The remaining three quadrants will be brought to current ADA standards during the University Road resurfacing project (207355-2) scheduled to begin construction in early 2010.
- Overall, the pavement markings for pedestrian features should be improved. Reflectivity of the striping is likely limited due to its apparent age and there are few reflective pavement markers still in place. Crosswalk striping located within the right turn vehicle tracking area is worn and in especially poor condition.
  - The entire intersection will be repaved during the upcoming M&R project. At the project's conclusion all pavement markings will be new and up to current standard.
- The pedestrian signal times were found to require a walking speed in excess of the 4 feet/second walking speed recommended by the Florida Intersection Design Guide and the Manual on Uniform Traffic Control Devices (Section 4E.10). The following table lists the amount of current pedestrian timing ("Walk" and "Flash Don't Walk"), the associated length pedestrians must cross and the corresponding pedestrian speed. The crossing distance shown was measured from the departing curb to the center of the farthest travel lane and is the basis for the walking speed noted in the Florida Intersection Design Guide.

Comments to Draft TECHNICAL MEMORANDUM  
DESIGN PROJECT CONCEPT STUDIES  
SR 24/331 (Waldo Road) at SR 26 (University Avenue)  
Sections: 26050 (SR 24) & 26070 / 26080 (SR 26)  
Mileposts: 3.390 (SR 24) & 21.167 / 0.000 (SR 26)

- The pedestrian signal times were changed to meet the 4 feet per second walking speed as recommended by the Florida Intersection Design Guide and the Manual on Uniform Traffic Control Devices (Section 4E.10). They were checked in August 2009 and found to be in compliance.
- Sight distance is a safety issue in the northeast, southeast and southwest corners of the intersection for approaching right turn vehicles versus crossing pedestrians. The critical pedestrian sight distances are detailed on the existing condition diagram and comparisons to the recommended (design) stopping sight distances are provided in the following table. The recommended stopping sight distances were obtained from the 2004 Edition of AASHTO's A Policy on Geometric Design of Highways and Streets (Greenbook). These stopping distances were based upon field observation of vehicle speeds only; they were not confirmed via a spot-speed assessment.
  - To the extent possible, adjustments have been made in the M&R projects to improve the site distances noted. On the NE quadrant (WB SR 26 to NB SR 24) the pedestrian crosswalk was relocated to improve visibility by of both the pedestrian and oncoming vehicles.
- The presence of shrubs is the primary limiting factor for sight distance along the noted approaches however a Walgreens sign in the northeast corner also restricts sight distance (see below). As shown in the previous table, the available sight distance is less than the recommended stopping sight distance along each of these approaches. Improving advanced warning of potential pedestrian crossings or improving sight distance would benefit the current situation, however many of the obstructing elements are located outside the right-of-way limits (on private property). Modifications to these elements would require coordination with the local businesses.
  - As stated above, *many of the obstructing elements are located outside the right-of-way limits*. Unfortunately, there is nothing we can do to resolve this issue.
- The rail trail access to the intersection at the northeast corner does not promote continuity. As shown in the existing condition diagram, the southbound approach to the intersection (along the Waldo Road Rail Trail) does not direct users to the pedestrian ramp; it instead stops short and tapers into the sidewalk. Compounding the rail trail issues are the signs provided along the approaches. Each approach includes the display shown adjacent. At the top of the display is a Signal Ahead warning panel (W3-3). The Manual on Uniform Traffic Control Devices (Section 9B.18) states that this sign "...should be installed no less than 50 feet in advance of the beginning of the condition". These signs are currently located immediately adjacent to the intersection, at the termini of the trail approaches. Additionally, intersection or signal warning signs should be utilized when the visibility of the intersection or signal is limited along the rail trail approaches. Warning signs do not appear to be necessary since the alignment of the approaches to the intersection provide adequate sight distance to the signal.

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- o Right of Way limitations prohibit widening the sidewalk from the pedestrian crossing to the rail trail. We will investigate to see if any signage can be provided to help guide trail users.

DESIGN RECOMMENDATIONS:

The following recommendations are provided based on the aforementioned observations and research. As mentioned earlier, fixing the pedestrian signal in the northeast corner of the intersection to provide a "Don't Walk" display should be completed as soon as possible. This is a serious safety issue that is currently resulting in observed confusion by crossing pedestrians.

1. Provide ADA ramps and update pedestrian push buttons throughout the intersection.
  - a. Has been (or will be) completed under resurfacing projects.
2. Increase "Flash Don't Walk" times for pedestrian crossings to achieve the 4 feet/second walking speed recommended in the Florida Intersection Design Guide and the Manual on Uniform Traffic Control Devices. An additional 2-4 seconds will be required for each of the affected pedestrian phases.
  - a. Completed by City Traffic Engineering Department.
3. It is recommended that the existing pedestrian signal heads be replaced with countdown pedestrian signal heads. FDOT District 2 favors the installation of countdown pedestrian heads where current pedestrian-actuated devices exist and require replacement. Countdown pedestrian heads would be beneficial at this intersection due to the minimum (4 second) "Walk" time and the minimum "Flash Don't Walk" times (based on 4 feet/second walking speeds or greater) currently in operation at this intersection.
  - a. Completed. Countdown Heads were provided by FDOT, installed by the City Traffic Engineering Department.
4. Refresh/replace pavement markings for all pedestrian crosswalks to provide improved daytime visibility (contrast) and night time visibility (retro-reflectivity).
  - a. Has been (or will be) completed under resurfacing projects.
5. Evaluate the location (right-of-way) issues associated with the sight-obstructing landscaping (trees and shrubs) then trim or remove landscaping that may be limiting sight distance below acceptable levels along the right turn lanes at this intersection. Coordination with local businesses will be required and measurements of approach speeds should be collected and reviewed to determine the necessary stopping sight distances. At a minimum, trimming should be completed at the current right-of-way limits as blocking of traffic control devices is occurring (see photo of blocked "Yield" sign along westbound approach).

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- a. Trimming will be maintained to the extent possible given limitations of ownership and local ordinances.
6. In conjunction with or as an alternative to trimming/removing landscaping, adjust sign locations as necessary to ensure "Yield" sign displays are viewable along the westbound and eastbound right turn lanes.
- a. Completed (or will be) to the extent possible under resurfacing projects.
7. Replace the "Signal Ahead" (W3-3) signs with "Stop" (R1-1) signs and markings along the rail trail approaches to the intersection. As previously discussed, the use of a "Signal Ahead" warning sign is inappropriate at this location. Since bicyclists are instructed to use the pedestrian crosswalks to traverse the intersection, a more restrictive ("Stop" or "Yield") traffic control condition is recommended. The Manual on Uniform Traffic Control Devices (Section 9B.03) states that "Yield" signs shall be installed on shared-use paths at points where bicyclists have an adequate view of conflicting traffic as they approach the sign. The preliminary sight distance evaluation conducted for this study shows that sufficient sight distance is not available for these movements. To maximize sight distance and safety, "Stop" signs are recommended. To reinforce the stop-control, a stop bar is also recommended across the rail trail coincident with the "Stop" sign placement. The supplemental guide panels at the bottom of the current displays should remain.
- a. Reconstruct (restripe) the radius in the southeast corner to eliminate the "freeflow" northbound right turn movement. This reconstruction would slow traffic speeds around this turn, improve sight distance toward the pedestrian ramps, and could allow for a consistent stop bar along all approach lanes which may improve driver recognition and awareness of this stopping point
  - b. Consider signalization of the northbound right turn movement to restrict right-turns-on-red. Currently, the southbound right turn movement is signalized via an exclusive 3-section head. Providing a signal display with a supplemental "No Turn On Red" panel for the northbound right turn movement would improve safety by eliminating conflicts between northbound right turn vehicle drivers looking west for a gap in traffic and westbound pedestrians and bicyclists attempting to cross the south leg of the intersection. A crash of this type was found in the historic crash data involving a westbound bicyclist. An evaluation of capacity impacts may need to be conducted prior to completing this revised traffic control however a right turn overlap phase with the westbound left turn movement could potentially recover any impact to current capacity. If originally designed to control the northbound right turn lane, it appears that the existing, outside 3section head along this approach does not meet the guidelines discussed in the Manual on Uniform Traffic Control Devices (Section 4D.15) as it does not appear to fit within the 20-degree cone of vision. Any signal head revisions should evaluate and consider this issue.
  - c. Extend the rail trail in the northeast corner of the intersection to the pedestrian crosswalk. The signage used for the end of the rail trail directs users to cross using the pedestrian signal, however the trail stops 50 feet from the crosswalk. Any extension of the trail may, however, be costly if right-of-way is required.

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- d. Consideration could also be given toward moving the stop bars further back from the crosswalks to provide better visibility of traffic toward bicyclists/pedestrians, especially from right-turn-on-red vehicles whose sight distance may be blocked by adjacent queued traffic. This improvement would reduce current turn lane storage lengths
  - i. Upon completion of the M&R projects, Lake City Traffic will conduct a review of the rail trail termination and adjust as needed.



**Florida Department of Transportation**

2198 Edison Avenue - MS 2812

Jacksonville, FL 32204

TO: Marlie Sanderson, AICP  
Director Transportation Planning

FROM: Karen Taulbee, AICP

DATE: December 2, 2011

COPY: James Bennett, PE  
Anthony Falotico, PE  
James Lang

Subject: MTPO Request for Information on I-75 Guide Signs

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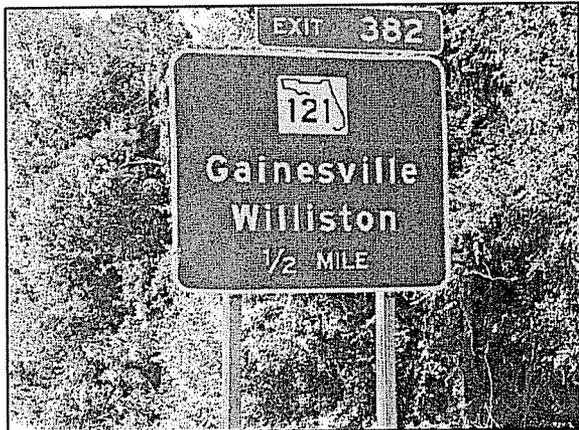
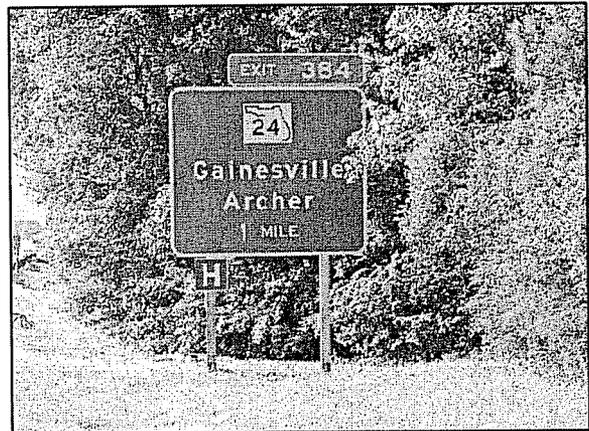
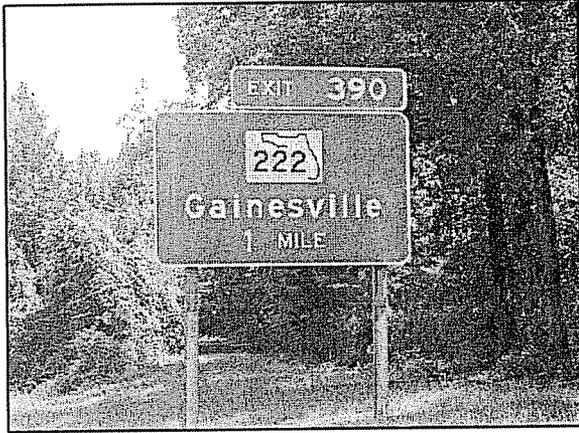
At the August 1<sup>st</sup> MTPO meeting, there was discussion regarding the interchange signage on I-75 and the possibility of adding the local street name onto the existing signs. Discussion of whether this could be accomplished with an overlay or require new replacement signage, and the cost estimates associated with the options resulted in a Motion by the MTPO to: Direct MTPO staff to work with FDOT staff to provide the MTPO the costs for sign replacements and sign overlays.

The FDOT has reviewed the existing signage at the interchanges on I-75 within the MTPO boundary, and has concluded that an overlay will not work on the existing signage. The interstate speeds require larger lettering and the existing sign panels will not accommodate an overlay to include the local street name. In order to install a new larger sign panel the sign structures would need to be evaluated and most likely reconstructed to handle the additional load.

The Department is considering the replacement signs (upgraded to include the local street name) as part of the scope of work and project cost for one resurfacing project and one interchange modification project in the Tentative Five Year Work Program FY 2013-2017.

The projects to be considered are: #4230711 – I-75 @ SR 222/39<sup>th</sup> Avenue, Interchange Improvement, PE (engineering) in FY 2013; #4288031 - I-75 south of SR. 222 to north of SR 25/US 441, Resurfacing, CST (construction) in FY 2015. (This project encompasses SR 222/39<sup>th</sup> Ave. interchange). For this one interchange, the FY 2015 construction is the first opportunity to address the replacement signage for SR 222/39<sup>th</sup> Ave.

Providing cost estimates for the additional signs that would need to be replaced in order to add the local street name is forthcoming. FDOT is currently preparing this information for nine (9) new signs and will provide the information to you.







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

December 5, 2011

TO: Metropolitan Transportation Planning Organization (MTPO)  
FROM: Marlie Sanderson, AICP, Director of Transportation Planning  
SUBJECT: **Federal Transportation Authorization Bill- U.S. Senate Draft Legislation**

### **MTPO STAFF RECOMMENDATION**

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

### **BACKGROUND**

On November 4th, the U.S. Senate released draft legislation for the next Federal Transportation Authorization Bill entitled *Moving Ahead for Progress in the 21st Century (Map 21)*. This draft legislation would eliminate MPOs with populations that are less than 200,000 (the latest estimate of the population in the MTPO area is approximately 181,000). Other key provisions related to this issue include the following:

1. Existing MPOs under 200,000 population would have four to five years to dissolve; and
2. Existing MPOs under 200,000 population may request Tier II designation with support of the Governor and approval by the Secretary of the U.S. Department of Transportation. Tier II includes MPOs between 200,000 and 1 million in population.

### **CONSEQUENCES OF NOT HAVING THE MTPO**

A member of the MTPO has requested information concerning “the consequences of not having the MTPO.” Discussed in the following sections are the consequences, that have been identified by MTPO staff, of what would happen if the MTPO was dissolved.

### **Approval of Projects Using Federal and State Transportation Funds**

The City of Gainesville Commission and Alachua County Commission will be removed from the decision-making process to approve federally-funded and state-funded transportation projects. As a result, federal and/or state funds could be used to construct a transportation project that is not supported by the City of Gainesville and/or Alachua County. For example, federal and/or state funds could be used

to widen an intersection by adding a right-turn lane adjacent to an elementary school, even if the City or County is not in favor of widening this intersection.

This situation occurred in Gainesville in 2000 when the Florida Department of Transportation wanted to add a right-turn lane on State Road 121 (NW 34th Street) at NW 8th Avenue across from Littlewood Elementary School. The MTPO decided that it did not want to widen this intersection and this project was removed from FDOT's Five Year Work Program.

*Section 339.175 (4) (8) 1., Florida Statutes states that "The transportation improvement program must, at a minimum .... include projects and project phases to be funded with state and federal funds within the time period of the transportation improvement program and which are recommended for advancement during the next fiscal year and 4 subsequent fiscal years."*

### **Project Selection**

The City of Gainesville will not formally participate in the annual transportation project selection process with the Florida Department of Transportation (FDOT). FDOT would only formally consult with the Alachua County Board of County Commissioners. However, the Board of County Commissioners would not have the authority to approve or disapprove federally-funded and state-funded transportation projects.

*Section 339.135 (4) (c) 1., Florida Statutes states that "the board of county commissioners shall serve as the metropolitan planning organization for those counties that are not located in a metropolitan planning organization ....."*

### **Formal Transportation Planning Process**

There will not be a formal process to develop transportation plans and programs for the Gainesville Metropolitan Area [Section 339.175 (1), Florida Statutes].

The Gainesville Metropolitan Area will not have an updated long range transportation plan that is jointly prepared by Alachua County and the City of Gainesville, with input from the University of Florida, the MTPO Rural Advisor and MTPO Advisory Committees.

The Florida Department of Transportation will select projects for implementation without the benefit of an updated long range transportation plan for the Gainesville Metropolitan Area.

The Florida Department of Transportation will not receive a list of project priorities each year that has been jointly developed by the City of Gainesville Commission and Alachua County Board of County Commissioners.

The University of Florida will not formally participate in the transportation planning process for the Gainesville Metropolitan Area.

A federally-mandated forum for open discussion of transportation issues and cooperative decision-making across jurisdictional boundaries by local elected officials, state officials, public agencies, transportation operators and citizens will no longer exist.

**SCHEDULED 2012 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.

<b>MTPO MEETING MONTH</b>	<b>TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]</b>	<b>B/PAB [At 7:00 p.m.]</b>	<b>MTPO MEETING</b>
<b>FEBRUARY</b>	TAC @ NCFRPC January 25	January 26	February 6 at 3:00 p.m.
<b>APRIL</b>	March 21	March 22	April 2 at 3:00 p.m.
<b>JUNE</b>	May 23	May 24	June 4 at 5:00 p.m.
<b>AUGUST</b>	TAC @ NCFRPC July 25	July 26	August 6 at 3:00 p.m.
<b>OCTOBER</b>	September 19	September 20	October 1 at 3:00 p.m.
<b>DECEMBER</b>	November 28	November 29	December 3 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.