

**Metropolitan Transportation Planning Organization
(MTPO)**

For the Gainesville Metropolitan Area

MEETING

PACKET

for

October 27, 2010

6:00 p.m.

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



October 20, 2010

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

The MTPO for the Gainesville Urbanized Area will meet on **Wednesday, October 27, 2010 at 6:00 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 the Transportation Planning, at 352-955-2200, extension 103.

Enclosures

Page Intentionally Left Blank

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Wednesday, 6:00 p.m.
October 27, 2010

STAFF RECOMMENDATION

- Page #3 **I. Approval of the Meeting Agenda and Consent Agenda** **APPROVE BOTH AGENDAS**

The MTPO needs to review and approve both agendas

- Page #25 **II. Year 2035 Cost Feasible Plan Public Hearing**
- A. Welcome and Opening Remarks (Chair Paula DeLaney)***

- Page #25 **B. Draft Cost Feasible Plan** **RECEIVE PRESENTATIONS**

The MTPO Consultant and staff will present the draft Bicycle/Pedestrian, Roadway and Transit Cost Feasible Plans

C. Public Comments and Questions*

1. In order to ensure that everyone has the opportunity to speak at this public hearing, please fill out a card located at the table in the entrance area.
2. Speakers will be encouraged to provide comments and ask questions in the order that the cards were completed and submitted (each card will have a number at the top).
3. Each speaker will be encouraged to limit their comments to either three or five minutes depending on the number of cards submitted.

D. Close Public Hearing*

Page #89 III. Adoption of Year 2035 Cost Feasible Plan

(Note- additional public comments can be made on proposed motions)

The MTPO must adopt an updated Cost Feasible Plan by November 3, 2010

Page #89 A. Bicycle/Pedestrian Plan APPROVE JOINT RECOMMENDATIONS

The long range transportation plan includes a bicycle and pedestrian element

Page #95 B. Roadway Plan APPROVE MTPO STAFF RECOMMENDATION

The long range transportation plan includes a roadway element

Page #121 C. Transit Plan APPROVE JOINT RECOMMENDATIONS

The long range transportation plan includes a transit element

Page #127 D. Intelligent Transportation System (ITS) APPROVE JOINT RECOMMENDATIONS

This is an optional appendix to the long range transportation plan

Back Cover IV. Next MTPO Meeting AGREE TO MEET ON DECEMBER 13TH

MTPO staff is recommending that the MTPO cancel its November 1st meeting

V. 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.

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



CONSENT AGENDA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION FOR THE GAINESVILLE URBANIZED AREA

Jack Durrance Auditorium
Alachua County Administration Building
Gainesville, Florida

Wednesday, 6:00 p.m.
October 27, 2010

STAFF RECOMMENDATION

Page #7 CA. 1 MTPO Minutes- October 4, 2010 APPROVE MINUTES

This set of MTPO minutes is ready for review

Page #15 CA. 2 Transportation Disadvantaged Board APPOINT MEMBER
Member Appointment

The Alachua County Veterans Service Office nominated Mr. Kyle Morrison to serve as the Veterans Representative on the Coordinating Board

Page #19 CA. 3 Depot Avenue Status Report FOR INFORMATION ONLY

This material is included in your meeting packet for information only

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 4, 2010

MEMBERS PRESENT

Paula DeLaney, Chair
James Bennett/Alan Mosely
Mike Byerly
Cynthia Moore Chestnut
Jack Donovan
Scherwin Henry
Craig Lowe
Lee Pinkoson
Lauren Poe
Ed Poppell
Randy Wells

MEMBERS ABSENT

Thomas Hawkins, Vice Chair
Rodney Long
Jeanna Mastrodicasa
Larry Travis

OTHERS PRESENT

See Exhibit A

STAFF PRESENT

Scott Koons
Marlie Sanderson
Michael Escalante
Suwan Shen

CALL TO ORDER

Chair Paula DeLaney called the meeting to order at 5:05 p.m.

I. APPROVAL OF THE MEETING AGENDA AND CONSENT AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, asked the MTPO to approve the Meeting Agenda and Consent Agenda.

Chair DeLaney noted a Bicycle/Pedestrian Advisory Board (B/PAB) request to move agenda item VI. NW 16th Avenue/Boulevard/NW 23rd Avenue Bicycle/Pedestrian Advisory Board (B/PAB) Alternative Option in front of agenda item VI. Depot Avenue Status Report. She asked if there were any public comments on the consent agenda and amended meeting agenda. There was no public comment.

ACTION: Commissioner Byerly moved to approve the Consent agenda and Meeting Agenda amended to move agenda item VI. NW 16th Avenue/Boulevard/NW 23rd Avenue Bicycle/Pedestrian Advisory Board (B/PAB) Alternative Option in front of agenda item VI. Depot Avenue Status Report meeting. Commissioner Wells seconded; motion passed unanimously.

II. YEAR 2035 COST FEASIBLE PLAN PUBLIC HEARING

Mr. Sanderson stated that the MTPO is required to update its long range transportation plan every five years.

A. WELCOME AND OPENING REMARKS

Chair DeLaney opened the public hearing and welcomed everyone. She noted that some MTPO members needed to leave at 7:30 p.m.

Mr. Sanderson gave an overview of the long range transportation planning process.

B. ALTERNATIVE 5- 30 PERCENT TRANSIT MODE SHARE

Mr. Sanderson stated that the MTPO requested an Alternative 5 test for 30 percent transit mode share. He introduced Ms. Suwan Shen, MTPO Planning Intern. He noted that she developed the Alternative 5 model analysis. He discussed the results and answered questions.

A member of the MTPO commented on the real dollars versus nominal dollars used in the analysis.

A member of the MTPO discussed the fare-free presentation that the MTPO received several years ago. He suggested that the presentation be given again at a future MTPO meeting.

C. POTENTIAL FUTURE LAND USE AND TRANSPORTATION SCENARIOS TO MITIGATE EFFECTS OF PEAK OIL

Mr. Sanderson stated that the MTPO's consultant has completed the "Peak Oil" task for the LRTP update. He introduced Mr. Whit Blanton, Renaissance Planning Group (RPG) Vice President.

Mr. Blanton discussed potential future land use and transportation scenarios to mitigate effects of peak oil and answered questions.

D. DRAFT COST FEASIBLE PLAN

Mr. Sanderson presented an overview of the draft Cost Feasible Plan. He noted that the Advisory Committees' project priority recommendations were not in year of expenditure dollars.

Mr. Blanton discussed the year of expenditure dollar calculations and answered questions.

Mr. Sanderson discussed the draft Cost Feasible Plan Bicycle/Pedestrian Projects and Roadway Projects and answered questions.

Mr. Blanton discussed the proposed multimodal corridor projects and answered questions.

Mr. Sanderson and Mr. Blanton discussed the draft Cost Feasible Plan Transit Projects and answered questions.

Mr. Sanderson reported the MTPO Advisory Committee and Staff recommendations.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed the City's plans for the W. 13th Street and University Avenue multimodal corridors and answered questions.

Chair DeLaney noted that the MTPO would lose its quorum at 7:50 p.m.

A member of the MTPO asked about the need to complete this agenda item this evening.

Mr. Sanderson noted that the next MTPO meeting was scheduled for November 1st, the day before the General Election. He said he hoped that the MTPO could take action this evening on the Year 2035 Cost Feasible Plan and not have to meet in November.

Mr. Jonathan Paul, Alachua County Concurrency & Impact Fee Manager, discussed the Alachua County staff roadway project recommendations and answered questions.

Mr. Sanderson discussed a FDOT policy regarding bus rapid transit (BRT) lanes on the State Highway System (SHS).

A member of the MTPO recommended adding FDOT's BRT policy to the next MTPO meeting agenda. She requested that the FDOT provide the MTPO with a written copy of this policy.

Mr. James Bennett, Florida Department of Transportation (FDOT) Urban Transportation Development Engineer, discussed the District 2 policy concerning BRT lanes in the State Highway System (SHS) right-of-way and the proposed Streetcar project and answered questions. He noted that separate BRT facilities on the SHS would not be maintained by FDOT. He also discussed his concern regarding the need for the transit maintenance facility expansion before any transit enhancements could be undertaken.

Mr. Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, discussed the transit maintenance facility expansion, including its phasing and funding, and answered questions. He said that the facility would cost between \$50 million and \$66 million if done in phases. He reported that RTS had received a \$4.3 million Earmark. He said that \$850,000 was spent on the purchase of property adjacent to the existing RTS maintenance facility. He noted that this 230-bus facility expansion would accommodate the County's BRT plans. He announced that RTS was awarded \$10.6 million for the transit maintenance facility expansion and bus purchases. He estimated that 75 percent of the grant would be allocated to the transit maintenance facility expansion.

A member of the MTPO stated that the MTPO needs to see a realistic funded plan for the transit maintenance facility expansion in order to develop its Cost Feasible Transit Plan.

Chair DeLaney noted that there was about six or seven minutes for a quorum.

Mr. Sanderson stated that MTPO staff could work with City and County staff for scheduling another MTPO meeting for later in October.

A member of the MTPO asked whether the Strategic Intermodal System (SIS) projects involved travel demand strategies such as high occupancy toll (HOT) lanes.

Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the SIS projects and answered questions. She noted that the projects evolved from the Interstate 75 Master Plan.

Mr. Sanderson discussed the Archer Road and Williston Road 4-laning projects and answered questions.

Chair DeLaney noted that the MTPO lost its quorum.

Mr. Ed Poppell, University of Florida Vice President for Business Affairs, discussed the need to maintain funding for the current level of transit service.

Mr. Sanderson discussed funding for the transit maintenance facility expansion and answered questions.

Mr. Paul discussed Alachua County funding for the transit maintenance facility and answered questions. He noted that there was \$71 million for transit service in the plan that could be used for the transit maintenance facility expansion. He added the MTPO would need to find funding for transit operations in order to use these funds for transit infrastructure.

Mr. Robinson noted that there was some Transportation Concurrency Exception Area (TCEA) mitigation funding for the transit maintenance facility. He discussed the Transit Development Plan projects and answered questions.

A member of the MTPO stated that the MTPO needs a funding plan in order to make a decision.

Mr. Sanderson stated that the Year 2035 Long Range Transportation Cost Feasible Plan public hearing will be readvertised.

Chair DeLaney offered an opportunity for public comment.

Mr. John Glanzer, Archer City Manager, and Mayor Roberta Lopez, City of Archer, stated that they would defer their comments until the rescheduled public hearing.

Mr. Sanderson noted that the MTPO would be found in non-compliance if it does not adopt a cost feasible plan by November 3, 2010.

Mayor Lopez requested that the Archer Road materials be saved for the next meeting.

Mr. Sanderson stated that MTPO staff would work with City and County staff for scheduling a new MTPO meeting date and that the public hearing would be advertized again.

VI. NW 16TH AVENUE/BOULEVARD/NW 23RD AVENUE BICYCLE/PEDESTRIAN
ADVISORY BOARD (B/PAB) ALTERNATIVE OPTION

Mr. Jeff Wade, (B/PAB member) discussed the B/PAB's NW 16th Avenue/Boulevard/NW 23rd Avenue Alternative Option and answered questions. He recommended a joint City-County planning effort.

Mr. Robinson stated that RTS Route 10 serves NW 16th Avenue.

Mr. Mike Fay, Alachua County Development Program Manager, announced that the County's NW 16th Avenue/Boulevard/NW 23rd Avenue Project would be presented to the City on October 11th and to the County on October 12th.

Several MTPO members spoke in support of a joint City-County planning effort for the NW 16th Avenue/Boulevard/NW 23rd Avenue Project.

Ms. Julia Reiskind and Mr. Walter Baruch, B/PAB members, spoke in support of the B/PAB Alternative Option.

Chair DeLaney stated that the remaining agenda items would be discussed at a future MTPO meeting.

V. COMMENTS

A. MTPO MEMBERS

A member of the MTPO encouraged people to get out and vote.

B. CITIZENS

There were no citizens comments

C. CHAIR'S REPORT

There was no Chair's Report.

ADJOURNMENT

Chair DeLaney adjourned the meeting at 8:55 p.m.

Date

Cynthia Moore Chestnut, Secretary/Treasurer

EXHIBIT A

<u>Interested Citizens</u>	<u>Alachua County</u>	<u>City of Gainesville</u>	<u>Florida Department of Transportation</u>
Walter Baruch	Mike Fay	Russ Blackburn	Karen Taulbee
Whit Blanton	Jonathan Paul	Paul Folkes	
David Coffey	David Schwartz	Kelly Henderson	
Laurie Costello		Anthony Lyons	
Gerry Dedenbach		Debbie Leistner	
John Glanzer		Doug Robinson	
J. Glenn		John Veilleux	
Monique Heathcock			
Fletcher Hope			
Mary Hope			
Elizabeth Johnson			
Mayor Roberta Lopez			
Monte Marchant			
Terrence McDavid			
Bob Meliti			
Del Meliti			
S. Montemallin			
Yiqiang Ouyang			
Julia Reiskind			
Hermant Salokhe			
Jeff Wade			

* By telephone

Provided written comments

T:\Mike\em1\mtpo\minutes\oct04min.doc

**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 4, 2010**

STAFF RECOMMENDATION

- | | | | |
|-----------------|--------------|--|------------------------------------|
| Page #9 | CA. 1 | MTPO Minutes- August 23, 2010 | APPROVE MINUTES |
| | | <u>This set of MTPO minutes is ready for review</u> | |
| Page #25 | CA. 2 | Selection of Auditor for Fiscal Years
2009-10, 2010-11 and 2011-2012 | APPROVE BUDGETS |
| | | <u>The Audit Committee of the Regional Planning Council is recommending an Auditor to conduct the next three MTPO audits</u> | |
| Page #27 | CA. 3 | Engagement Letter for Fiscal Year 2009-10 | APPROVE
RECOMMENDATION |
| | | <u>This year's MTPO Audit will be prepared by Powell and Jones, Certified Public Accountants</u> | |
| Page #37 | CA. 4 | Citizens Advisory Committee Request-
City of Gainesville Advisory Committee | FORWARD REQUEST
TO CITY |
| | | <u>The Citizens Advisory Committee (CAC) is requesting that the City reinstate the CAC as an advisory committee to the City on transportation issues</u> | |
| Page #41 | CA. 5 | Transportation Disadvantaged Board
Member Appointment | APPOINT MEMBER |
| | | <u>The Central Florida Community Action Agency nominated Ms. Monique Harrison to serve as the alternate representative on the Coordinating Board</u> | |

Page #47 **CA. 6** **Transportation Disadvantaged Program Status Report** **NO ACTION REQUIRED**

The MTPO has asked for regular status reports concerning this program

Page #57 **CA. 7** **Citizens Advisory Committee (CAC) New Member** **NO ACTION REQUIRED**

Ms. Laurie Newsom has filled a vacant position on this Committee

Page #59 **CA. 8** **East University Avenue Landscape Project** **NO ACTION REQUIRED**

Enclosed is information from the Florida Department of Transportation concerning the type of trees that will be planted in the median

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

CA.2



October 25, 2010

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

STAFF RECOMMENDATION

Appoint Mr. Kyle Morrison as the voting Veterans Representative on the Alachua County Transportation Disadvantaged Coordinating Board.

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.

The Alachua County Veterans Service Office nominated Mr. Kyle Morrison to serve as the Veterans Representative on the Board.

apptlmtpovet.doc
T:\Lynn\Appt2010\Alachua\Apptlmtpovet.Doc

**TRANSPORTATION DISADVANTAGED COORDINATING BOARD
NOMINATION FORM**

Name: Kyle W. Morrison

Address: 6101 NW 28th Terr.
Gainesville, FL 32653

Phone: (310) 405.9933

E-Mail: Kyle.morrison56@yahoo.com

Representing: Veterans

County Represented: Alachua

Please complete and return to:

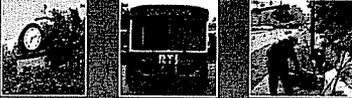
*North Central Florida Regional Planning Council
2009 N.W. 67 Place, Ste. A
Gainesville, FL 32653-1603*

REGIONAL PLANNING COUNCIL

SEP 30 2010

RECEIVED
NORTH CENTRAL FLORIDA

CITY OF GAINESVILLE
every path starts with passion
FLORIDA



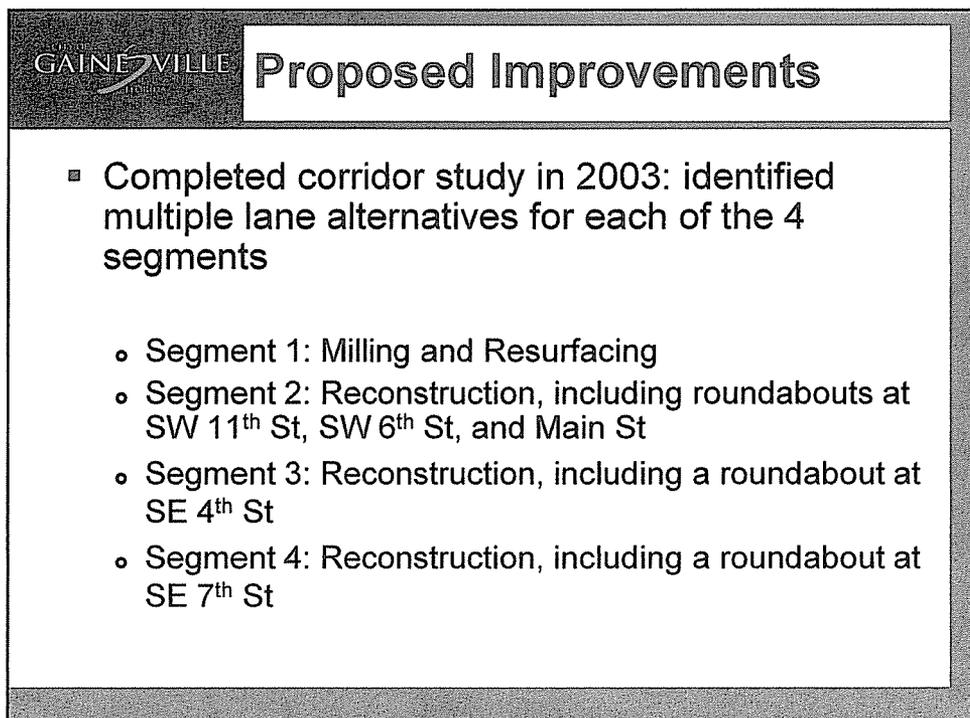
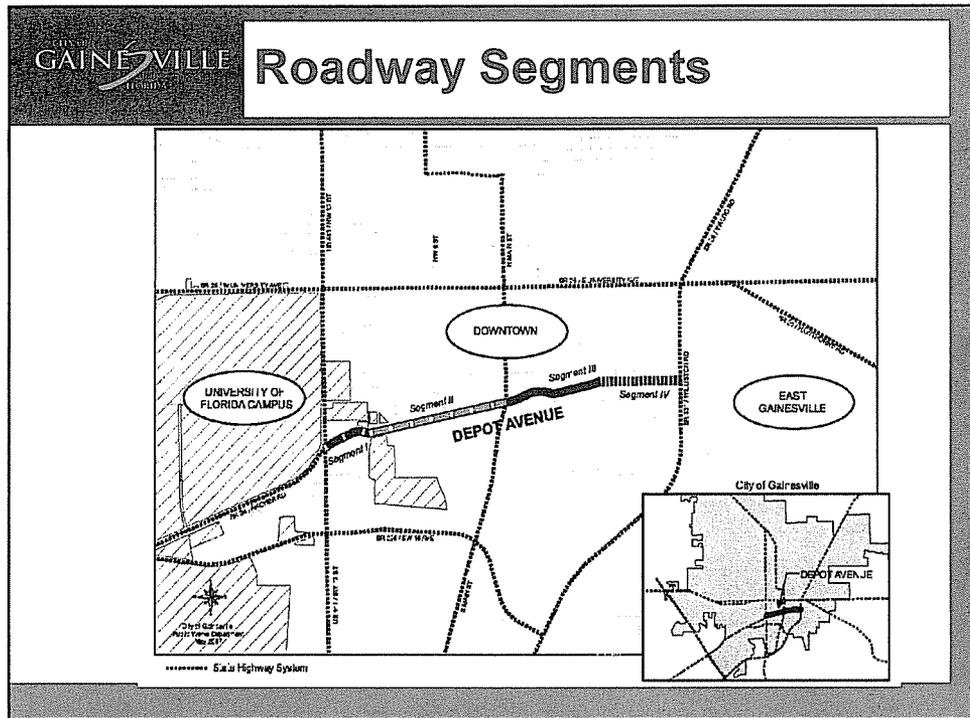
**Project Update:
DEPOT AVENUE
TRANSPORTATION CORRIDOR**
SW 13TH ST (US 441) TO SE 11TH ST (WILLISTON ROAD)

Presented by
City of Gainesville Public Works Department
to the
Metropolitan Transportation Planning Organization
August 23, 2010

CITY OF GAINESVILLE

Project Description

- The project is to provide for reconstruction of Depot Avenue from SW 13th St to Williston Road to an urban roadway, including roundabouts, pedestrian and bicycle facilities, decorative lighting, streetscape and landscape amenities.
- The corridor has been divided into 4 separate segments to accommodate the different roadway lane configurations.



GAINESVILLE **Project Status**

- Segment 1**
 - o Not Begun
- Segment 2**
 - o Design: Underway (90%, est. completion- Dec. '10)
 - o ROW Acquisition: Underway (completion Mar '12)
- Segment 3**
 - o Design: Completed
 - o Construction: Underway (completion- Nov. '10)
- Segment 4**
 - o PD&E: Completed 2007
 - o Design: Underway (30%, est. completion- June '11)
 - o ROW Acquisition: Underway (complete Mar '12)

GAINESVILLE **Cost Estimates**

Phases Underway (\$7.4M):
Segment 2: Design (\$1.0M); ROW (\$3.8M)
Segment 3: Construction (\$1.3M)
Segment 4: Design (\$0.4M); ROW (\$0.9M)

Future Phases (\$4.7M):
Segment 1: Design/Construction (\$0.3M)
Segment 2: Construction (\$3.2M)
Segment 4: Construction (\$1.2M)

Total: \$12.1M * based on latest contract prices

CITY OF GAINESVILLE
energy paths | smart roads | green spaces | livable communities

Funding

Available Funds:

- Federal Earmarks: \$4.2M
- Local Funds (LOGT & Other): \$4.8M
- County Incentive Grant: \$3.8M (programmed for FY 12)
- HUD-EDI: \$0.2M

Total: \$13.0M

CITY OF GAINESVILLE
energy paths | smart roads | green spaces | livable communities

Project View

BEFORE

Segment 3: Intersection of Depot Avenue & SE 4th Street



Eastbound Approach



Northbound Approach



Project View

AFTER

Segment 3: Intersection
of Depot Avenue &
SE 4th Street



Eastbound Approach



Northbound Approach



Meeting

Agenda

Enclosures

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

II.B



October 20, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Long Range Transportation Plan Update- Draft Cost Feasible Plan

On October 27th, the MTPO will be conducting a public hearing on the recommended Year 2035 Cost Feasible Transportation Plan. Enclosed are the following backup materials for this agenda item:

- Exhibit 1- State Maintained Roadways in Gainesville map;
- Exhibit 2A- Committed Transportation Projects map;
- Exhibit 2B- Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects table
- Exhibit 3A- Archer Bicycle/Pedestrian Trail Segment Priorities map
- Exhibit 3B- Existing & Future Bicycle & Pedestrian Network map [Adopted Bicycle/Pedestrian Needs Plan];
- Exhibit 3C- Adopted Year 2035 Needs Plan Bicycle/Pedestrian Projects table];
- Exhibit 4A- Adopted Year 2035 Roadway Needs Plan map; and
- Exhibit 4B- Adopted Year 2035 Roadway Needs Plan Projects table.
- Exhibit 5- Adopted Needs Plan Roadway Projects Federal Aid Highway Eligibility Status;
- Exhibit 6A- Adopted Year 2035 Transit Needs Plan map; and
- Exhibit 6B- Adopted Year 2035 Transit Needs Plan Projects table.
- Exhibit 7- MTPO Needs Plan Prioritization Criteria and Scoring;
- Exhibit 8- Highway Component 2035 Cost Feasible Plan (Florida Strategic Intermodal System (SIS));
- Exhibit 9- George Burke email;

- Exhibit 10- Alachua County ITS Projects table;
- Exhibit 11- Vision, Goals and Objectives;
- Exhibit 12A- Revenue Forecasts (Table);
- Exhibit 12B- Revenue Forecasts (Bar Chart);
- Exhibit 13A- Available Funding for the RTS Maintenance Facility (Table);
- Exhibit 13B- Available Funding for the RTS Maintenance Facility (Bar Chart);
- Exhibit 13C- RTS Bus Maintenance and Operations Facility (Phasing Schedule);
- Exhibit 14- City of Archer Materials; and
- Exhibit 15- FDOT "Legal Basis" Questions

Link to MTPO Packet

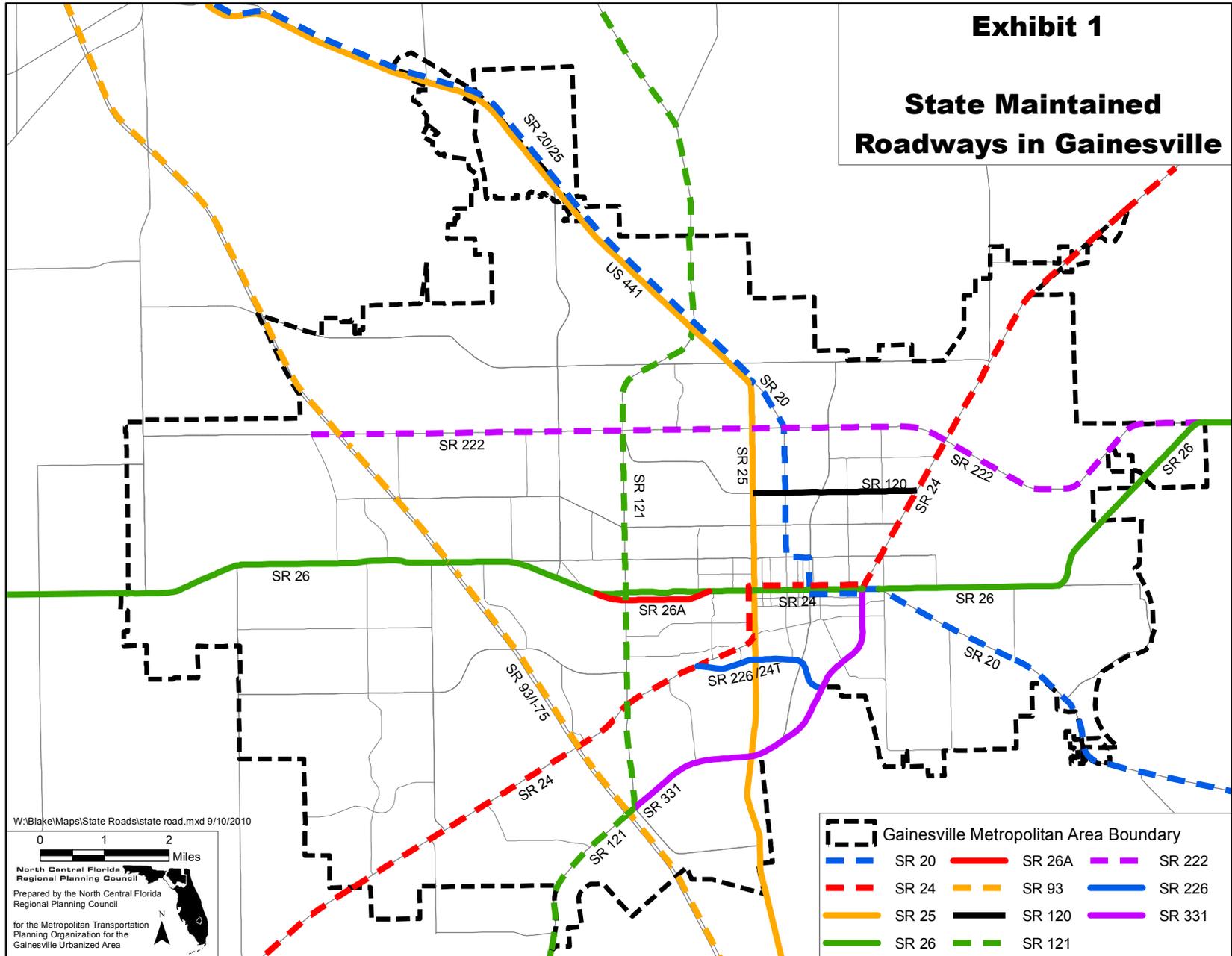
A full-color version of the MTPO October 4, 2010 meeting packet can be seen at the following link:

http://ncfrpc.org/mtpo/FullPackets/MTPO/MTPO_Oct_27_2010.pdf

T:\Marlie\MS11\MTPO\Memo\costfeasibleoct27.docx

Exhibit 1

State Maintained Roadways in Gainesville



W:\Blake\Maps\State Roads\state road.mxd 9/10/2010



North Central Florida
Regional Planning Council
Prepared by the North Central Florida
Regional Planning Council

for the Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

EXHIBIT 2B

Year 2035 Long Range Transportation Plan Existing Plus Committed (E+C) Capacity Projects

FACILITY/LOCATION	TYPE	FISCAL YEAR	SOURCE
I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)	Interchange Modification/Operational Improvement	2011	FDOT WP
SE 4th Street from Williston Road to Depot Avenue- Phase 1	Reconstruction- Design & Right-of-Way	2014	MTPO - TIP
SW 8th Avenue to SW 20th Avenue: Connection of SW 8th Avenue to SW 61st Street	New Road Connection - SW 8th Ave to SW 61st St	2012	MTPO - TIP
SW 8th Ave from SW 122nd Street to SW 143rd Street- Phase 1	New Roadways/2 lane reconstruction	2015	Alachua County CIP
SR 121 (NW 34th Street/NW 22nd Street) from NW 58th Avenue to NW 67th Place	4-laning	2015	City of Gainesville
SR 226 (SE 16th Avenue) from Main Street to Williston Road	4-laning- Preliminary Engineering	2013	MTPO - TIP
SR 329 (Main Street) from Depot Avenue to NW 8th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	FDOT WP
SR 329 (Main Street) from NW 8th Ave to NW 16th Avenue	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane	under construction	Alachua County budget
SW 40th Boulevard Extension to SW 47th Avenue	New 2-lane roadway	2014	Gainesville CIP
Depot Avenue from US 441/SR 25/SW 13th Street to Williston Road	Reconstruction	2012	FDOT WP; Gainesville CIP
SW 6th Street from SW 4th Avenue to University Avenue	Reconstruction	2012	Gainesville CIP

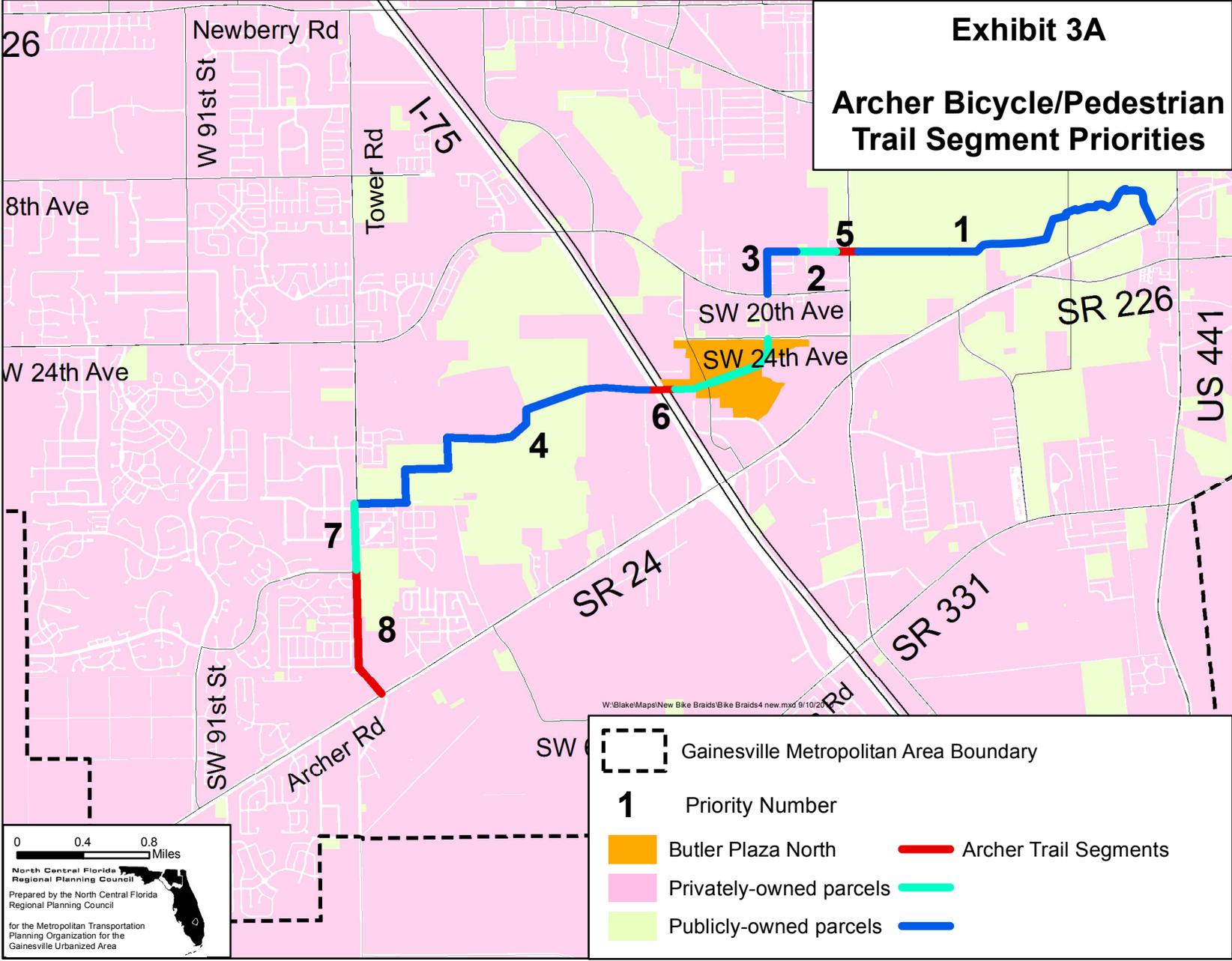


Exhibit 3A

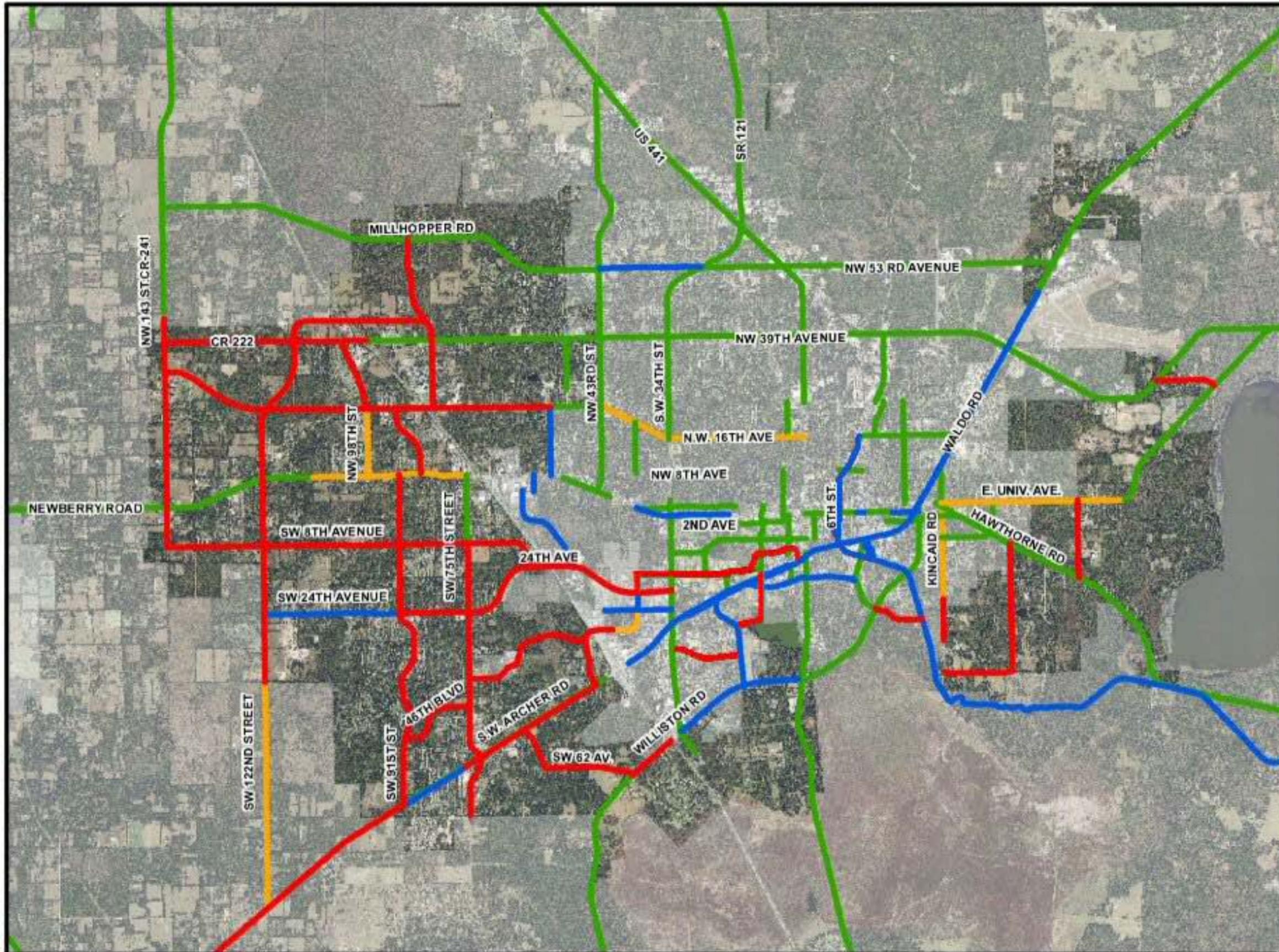
Archer Bicycle/Pedestrian Trail Segment Priorities

- Gainesville Metropolitan Area Boundary
- 1** Priority Number
- Butler Plaza North
- Privately-owned parcels
- Publicly-owned parcels
- Archer Trail Segments
-
-

0 0.4 0.8 Miles

North Central Florida Regional Planning Council
 Prepared by the North Central Florida Regional Planning Council
 for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

EXHIBIT 3B



**Existing & Future
Bicycle & Pedestrian
Network**

Legend

-  Existing multi-use path
-  Existing bike lane/shoulder
-  Future multi-use path
-  Future bike lane/shoulder
-  Area Outside of Urban Cluster



Metropolitan
Transportation
Planning
Organization
Year 2035
Needs Plan

EXHIBIT 3C

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

(Note- Projects must not have significant environmental justice or civil rights impacts or policy, physical or environmental constraints)

BRAID	SEGMENT/DESCRIPTION
ARCHER	University of Florida Cross Campus Greenway Trail SW 34th Street Grade Separated Crossing Hull Road Parking Area to SW 34th Street SW 38th Terrace (north of SW 20th Avenue to Hull Road Parking Area) Butler Plaza Planned Development Interstate 75 Grade Separated Crossing Tower Road east to Interstate 75 Tower Road north of Haile Boulevard Tower Road south of Haile Boulevard Enhance pedestrian crossing between Shands Hospital and Cancer Center Waldo Road Bicycle/Pedestrian Overpass at or near NE 8th Avenue SW 91st Street from Archer Road to Haile/SW 46th Boulevard Haile/SW 46th Boulevard from SW 91st Street to Tower Road SW 41st Place from Tower Road to SW 63rd Boulevard Archer Braid Trail from SW 41st Place to SW 45th Street Bridge SW 45th Street Bridge from SW 45th Street to SW 42nd Street
ALACHUA	US 441 Bikelanes (NW 23rd Avenue to Archer Road)
UNIVERSITY	Enhance bike trail crossing at E. University/Waldo/Williston Road Intersection
HAWTHORNE	(Bicycle/pedestrian trail has been completed)
BIVENS	SW 23rd Street Trail from Archer Road to SW 23rd Terrace
WESTSIDE	Enhance pedestrian crossing at SW 34th Street and Archer Road
	Bikelanes on NW 34th Street between NW 23rd Avenue and SW 2nd Avenue

EXHIBIT 3C CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
MILLHOPPER	Bikelanes & sidewalks as part of NW 23rd Avenue 4-laning from NW 55th Street to NW 98th Street
	NW 83rd Street from NW 23rd Avenue to NW 39th Avenue
GLEN SPRINGS	Enhance pedestrian crossing at US 441 and NW 23rd Avenue
-	Bike Lane/Shoulder on E. University Avenue from NE 15th Street to State Road 26
-	Bike Lane/Shoulder on Kincaid Road from SE 22nd Avenue to Hawthorne Road
-	Bike Lane/Shoulder on Newberry Road from NW 115th Street to Tower Road/SW 75th Street
-	Bike Lane/Shoulder on NW 16th/23rd Avenue from NW 43rd Street to NW 13th Street
-	Bike Lane/Shoulder on NW 98th Street from Newberry Road to NW 23rd Avenue
-	Bike Lane/Shoulder on SW 122nd Street from Archer Road to Diamond Sports Complex
-	Multi-Use Path on Archer Road from SW 75th Terrace to SW 45th Street
-	Multi-Use Path on Archer Road from State Road 45 to SW 91st Street
-	Multi-Use Path on Downtown East Central Trail from Depot Avenue Rail/Trail to NE 39th Avenue
-	Multi-Use Path on Fort Clarke Boulevard from Newberry Road to NW 23rd Avenue
-	Multi-Use Path on NE 27th Avenue from NE 39th Boulevard to NE 55th Boulevard
-	Multi-Use Path on NW 23rd/32nd Avenue from NW 143rd Street to NW 98th Street

EXHIBIT 3C CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

BRAID	SEGMENT/DESCRIPTION
-	Multi-Use Path on NW 39th Avenue from NW 143rd Street to Interstate 75
-	Multi-Use Path on NW 83rd Street from NW 39th Avenue to Millhopper Road
-	Multi-Use Path on NW 98th Street from NW 23rd Avenue to NW 98th Street
-	Multi-Use Path on SE 15th Street from SE 32nd Place to SE 22nd Avenue
-	Multi-Use Path on SE 41st Avenue/ 27th Street from SE 15th Street to Hawthorne Road
-	Multi-Use Path on SE 43rd Street from Hawthorne Road to E University Avenue
-	Multi-Use Path on SW 8th Avenue from SW 143rd Street to SW 24th Avenue
-	Multi-Use Path on SW 20th/24th Avenue from SW 91st Street to SW 34th Street
-	Multi-Use Path on SW 45th Street from Archer Road to SW 45th Street Bridge
-	Multi-Use Path on SW 62nd Avenue/Williston Road from Archer Road to Interstate 75
-	Multi-Use Path on SW 91st Street from SW 46th Boulevard to Newberry Road
-	Multi-Use Path on Sweetwater Preserve from Williston Road to SE 15th Street
-	Multi-Use Path on Tower Road/SW 75th Street from SW 41st Place to SW 8th Avenue
	Multi-Use Path on Tower Road/SW 75th Street from SW 57th Avenue to Archer Road

EXHIBIT 3 CONTINUED

ADOPTED YEAR 2035 NEEDS PLAN

BICYCLE/PEDESTRIAN PROJECTS

-	Multi-Use Path on W 122nd Street from Diamond Sports Complex to NW 39th Avenue
-	Multi-Use Path on W 143rd Street from SW 8th Avenue to NW 44th Avenue
-	Sidewalk on SW 35th Place from SW 23rd Terrace to SW 34th Street
-	Proposed I-75 Crossing from NW 115th Terrace to NW 83rd St
-	Trail corridor on east side of Interstate 75 from Newberry Road north to Millhopper Road

Notes-¹ *The Archer Braid from SW 91st Street to Tower Road is a committed project.*

² *The Archer Braid from SW 24th Avenue to SW 20th Avenue is constructed.*

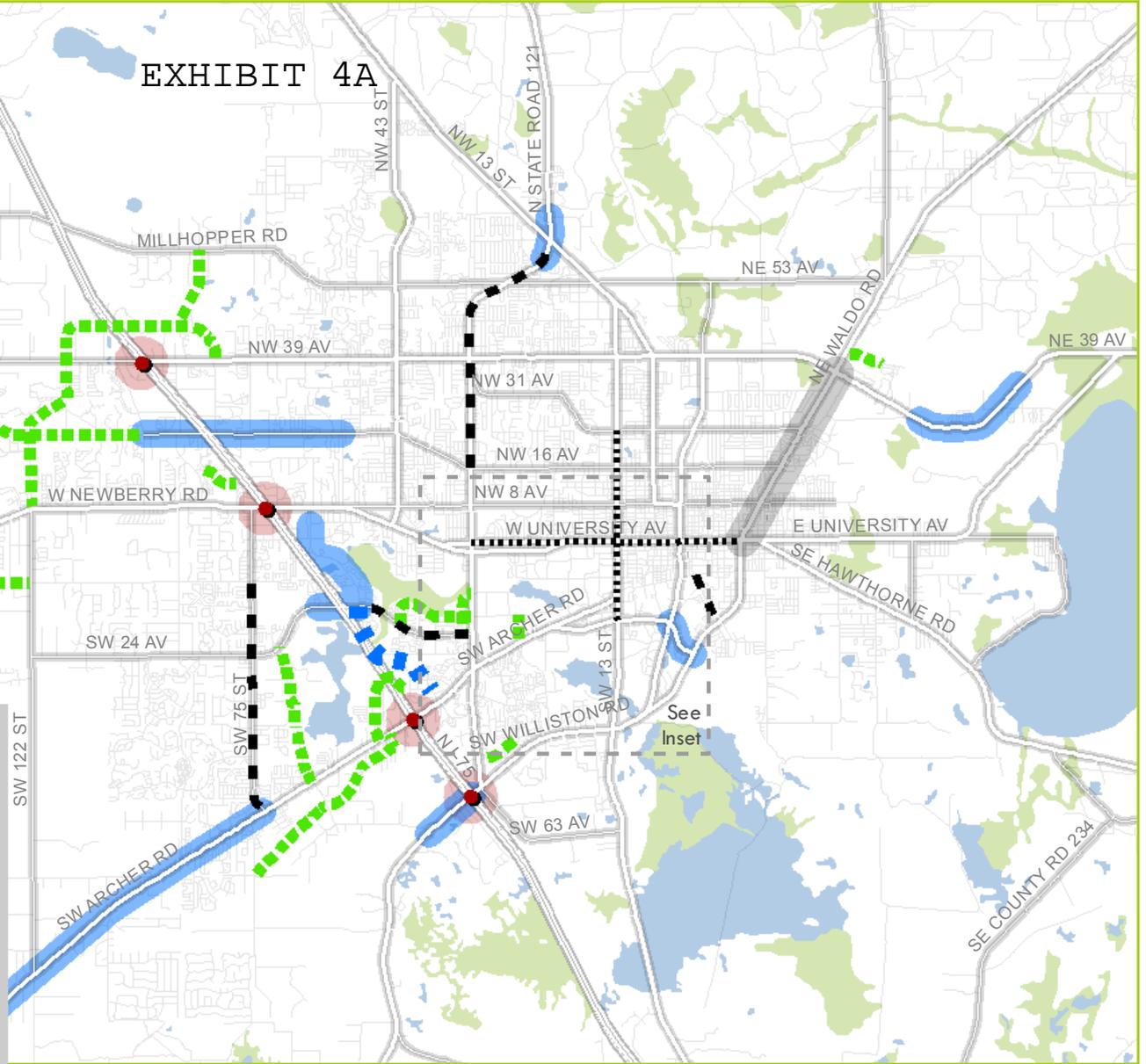
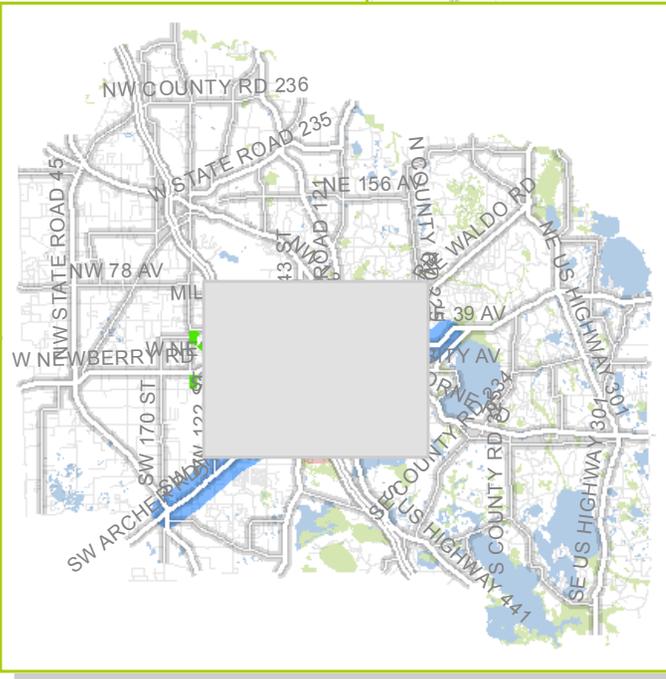
³ *TBD- grade-separated crossing size and cost to be determined by Renaissance Planning Group.*

⁴ *Projects labeled with a - under the Braid column are not part of a braid.*

T:\Marlie\MS11\Update\bikepedneeds_oct04_x3C.docx

**2035
ROADWAY
NEEDS PLAN**

EXHIBIT 4A



Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- ■ ■ ■ New 2 Lane Road
- Multimodal Blvd
- Multimodal Emphasis Corridors
- ■ ■ ■ New 4 Lane Road (with two additional BRT lanes)
- Roadway Widening
- Reconstruction / Turning Lane
- Interchange Modification



EXHIBIT 4B

Adopted Year 2035 Roadway Needs Plan Projects

FACILITY/LOCATION	TYPE
Archer Road (west of I-75 to Archer)	Add 2 lanes (2 to 4)
NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)
NW 23rd Avenue	Add 2 lanes (2 to 4)
SE 16th Avenue	Add 2 lanes (2 to 4)
SR 121 (NW 58th Avenue to NW 67th Place)	Add 2 lanes (2 to 4)
SW 20th Avenue (SW 43rd Street to SW 62nd Boulevard)	Add 2 lanes (2 to 4)
SW 62nd Boulevard	Add 2 lanes (2 to 4)
Williston Road (West of I-75 to SW 62nd Avenue)	Add 2 lanes (2 to 4)
NW 34th Street (NW 16th Ave to US 441)	Add turn lanes
I-75 @ SR 222/39th Avenue	Interchange Modification
I-75 @ SR 24/Archer Road	Interchange Modification
I-75 @ SR 26/Newberry Road	Interchange Modification
I-75 @ SR 331/Williston Road	Interchange Modification
University Avenue (NW 34th Street to Waldo Road)	Multimodal Emphasis
NW/SW 13th Street (SW 16th Avenue to NW 23rd Avenue)	Multimodal Emphasis
Waldo Road Multiway Boulevard (University Avenue to NE 39th Street)	Multiway boulevard (additional one-way access road on west side separated from main roadway)
Airport Access Road	New 2 lane road
Hull Road Extension	New 2 lane road
NW 122nd Street Extension	New 2 lane road
NW 23rd Avenue Extension	New 2 lane road
NW 76th Boulevard Extension	New 2 lane road
NW 83rd Street Extension	New 2 lane road
Radio Road Extension	New 2 lane road
Springhills Boulevard	New 2 lane road
SW 23rd Terrace Extension to University of Florida campus	New 2 lane road
SW 43rd Street (Hull Road extension to SW 20th Avenue)	New 2 lane road
SW 47th Street Extension (east to SW 40th Place)	New 2 lane road
SW 57th Road from SW 75th Street to SW 63rd Boulevard	New 2 lane road
SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road	New 2 lane road
SW 8th Avenue Extension	New 2 lane road
SW 45th Street	New 2 lane road (with 2 dedicated transit lanes, bike lanes, trail)
SW 62nd Boulevard Extension	New 4 lane road
SE 4th Ave	Reconstruction (sidewalks, bike lanes, center turn lane)
SW 20th Avenue	Reconstruction (sidewalks, center turn lanes, raised medians, bus bays, & transit "super stops")
Tower Road	Reconstruction (two lane divided)

EXHIBIT 5

**ADOPTED NEEDS PLAN ROADWAY PROJECTS
FEDERAL AID HIGHWAY ELIGIBILITY STATUS**

ROADWAY PROJECTS
STATE HIGHWAY SYSTEM PROJECTS- 92 Million Dollars
Archer Road [SR 24] 4-laning from City of Archer to Tower Road
NE 39th Avenue [SR 222] from Gainesville Regional Airport to NE 27th Avenue
NW 22nd Street/NW 34th Street [SR 121] 4-laning from NW 58th Avenue to NW 67th Place
NW 34th Street [SR 121] turnlanes from NW 16th Avenue to US 441
SE 16th Avenue [SR 226] 4-laning from Main Street to Williston Road
University Avenue [SR 26] Multimodal Emphasis Corridor from W 34th Street to Waldo Road
W 13th Street [SR 25] Multimodal Emphasis Corridor from SW 16th Avenue to NW 23rd Avenue
Waldo Road [SR 24] Multiway Boulevard from E University Avenue to NE 39th Avenue
Williston Road [SR 121] 4-laning from SW 62nd Avenue to SW 35 Way
OTHER FEDERAL AID HIGHWAY ELIGIBLE PROJECTS- 36.1 Million Dollars
NW 23rd Avenue 4-laning from NW 98th Street to NW 55th Street
SW 20th Avenue reconstruction with turnlanes from Sw 62nd Boulevard to SW 34th Street
SW 62nd Boulevard 4-laning with Bus Rapid Transit in median from SW 20th Avenue to Newberry Road
Tower Road reconstruction with turnlanes from Archer Road to SW 8th Avenue
EXTENSION PROJECTS TO OTHER FEDERAL AID HIGHWAY ELIGIBLE FACILITIES
NW 23rd Avenue Extension from NW 98th Street to NW 143rd Street- new 2-lane road
NW 83rd Street Extension from NW 39th Avenue to Millhopper Road- new 2-lane road
NW 122nd Street Extension from Newberry Road to NW 39th Avenue/SpringHill Boulevard- new 2-lane road
SW 8th Avenue Extension from SW 122nd Street to SW 143rd Street- new 2-lane road
SW 23rd Terrace Extension from Archer Road to Hull Road- new 2-lane road
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from Arcehr Road to SW 24th Avenue
SW 62nd Boulevard Extension 4-laning with Bus Rapid Transit in median from SW 24th Avenue to SW 20th Avenue
OTHER NON-FEDERAL AID HIGHWAY ELIGIBLE PROJECTS
Airport Access Road- new 2-lane road
Hull Road Extension from SW 20th Avenue to SW 34th Street- new 2-lane road
NW 76th Boulevard Extension- new 2-lane road with Bus Rapid Transit
Radio Road Extension- new 2-lane road from SW 20th Avenue to SW 34th Street
Springhills Boulevard- new 2-lane road west of I-75 to east of I-75
SW 45th Street- new 2-lane road from Archer Road to SW 40th Boulevard
SW 47th Street Extension (east to SW 40th Place)- new 2-lane road
SW 57th Road from SW 75th Street to SW 63rd Boulevard- new 2-lane road
SW 63rd/SW 67th Ave from SW 24th Ave to Archer Road- new 2-lane road

EXHIBIT 6B

Adopted Year 2035 Transit Needs Plan Projects

	FACILITY/LOCATION	TYPE
	Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit Trunk Line (dedicated lanes)
	Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit Feeder Route (dedicated lanes)
	Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit Feeder Route (dedicated lanes)
	Northwood Village to UF/ 2 nd Ave S (via 13th Street)	Bus Rapid Transit Feeder Route (mixed traffic)
	Eastside Activity Center (@ SE 43 rd St) to Downtown RTS Transfer Center	Bus Rapid Transit Feeder Route (mixed traffic)
	Downtown/UF	Streetcar
	Urban Village/UF	Streetcar
	High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route
	Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route
	Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route
	Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route
	Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route
	Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus
	Planned RTS Fixed Route Bus (new service)	Fixed Route Bus
	Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Premium Fixed Route (15 minute frequencies)
	Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transportation Center
	Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center
	Newberry Road and CR 241 (Jonesville)	Intermodal Center & Park & Ride Lot
	Butler Plaza Area	Intermodal Center & Park & Ride Lot
	Archer Road and Tower Road (SW 75th Street)	Intermodal Center & Park & Ride Lot
	Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center & Park & Ride Lot
	NW 34th Street and US 441 (Northwood Village)	Intermodal Center & Park & Ride Lot
	NW 39th Avenue and I-75 (Springhills Area)	Intermodal Center & Park & Ride Lot
	NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center & Park & Ride Lot
	I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot
	Newberry Road and Ft. Clarke Road	Park & Ride Lot
	US 441 and Williston Road	Park & Ride Lot
	Transit Overpass (NW 83rd Street extension south over I-75)	Transit Overpass
	RTS Maintenance Facility	Transit Maintenance Facility Expansion
	Bus Replacement Program	Transit Capital

EXHIBIT 7

MTPO Needs Plan Prioritization Criteria

DRAFT

Criteria	Points
1. Is the project on or parallel to an existing or future congested roadway?	1.2 or more = 20 1.05 to 1.2 = 15 .80 to 1.05 = 10
2. Does the project extend existing transit service to serve areas meeting minimum population & employment density thresholds? (Average of 9 du/acre or 12 employees per acre using 2035 data)	Transit service = 20 Park-and-ride connection = 15 Roadway project to enable future transit service = 10
3. Where is the project located relative to the accessibility analysis for the metropolitan area?	Completely within highly accessibility area = 20 Partially within highly accessible area = 15 Within moderately accessible area = 10 Within low accessibility area = 5
4. Does the project connect two or more collector or arterial roads?	Both roads are congested = 20 One road is congested = 10
5. Does the project increase frequency of transit service to less than 30 minutes or expand operating hours?	Both = 20 One = 10

t:\marlie\ms11\update\needs_planprioritycriteria_oct04_x7.doc

YEAR 2035 LONG RANGE TRANSPORTATION PLAN
ROADWAY PROJECT PRIORITY SCORING

ROADWAY	FACILITY/LOCATION	FROM/TO	TYPE	Length	Plan Prioritization Criteria					Total Score
					P1	P2	P3	P4	P5	
A	Airport Access Road	Waldo Rd to Airport	New 2 lane road	0.5	0	0	10	0	0	10
B	Archer Road	West of I-75 to Archer (city limits)	Add 2 lanes (2 to 4)	7.0	15	0	10	20	0	45
D	Hull Road Extension	SW 34th St to SW 43rd St Ext	New 2 lane road	1.1	20	10	15	20	0	65
E	Radio Road Extension	SW 34th St. to Hull Rd Extension	New 2 lane road	1.0	20	0	20	20	0	60
F	Springhills Boulevard	NW 83rd St Ext to NW 115th St	New 2 lane road	2.3	20	0	10	0	0	30
AB	Tower Road	SW 8th Avenue to Archer Road	Reconstruct (2 lane upgrade)	3.2	20	0	20	0	0	40
G	University Avenue	NW 34th St to Waldo Rd	Multimodal Emphasis	3.7	20	10	15	20	0	65
AD	Waldo Road Multiway Boulevard	University Avenue to NE 39th Street	New 2 lane road	2.6	10	0	15	10	0	35
H	Williston Road	West of I-75 to SW 62nd Ave	Add 2 lanes (2 to 4)	0.8	20	0	10	10	0	40
AG	NE 39th Avenue (SR 222)	Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)	1.7	0	0	5	0	0	5
I	NW 122nd Street Extension	NW 46th Ave to Newbery Rd	New 2 lane road	2.2	0	0	10	20	0	30
J	NW 23rd Avenue	NW 55th St to NW 98th St	Add 2 lanes (2 to 4)	2.7	20	0	10	10	0	40
K	NW 23rd Avenue Extension	NW 98th St to NW 143rd St (CR 241)	New 2 lane road	3.12	20	0	5	0	0	25
L	NW 34th Street	NW 16th Ave to US 441	Add turn lanes	3.67	20	0	10	20	0	50
M	NW 34th Street/SR121	NW 58th Ave to NW 67th Place	Add 2 lanes (2 to 4)	0.7	15	0	15	0	0	30
N	NW 76th Boulevard Extension	NW 76th Blvd to Ft Clarke	New 2 lane road	0.6	10	0	15	0	0	30
O	NW 83rd Street Extension	NW 39th St to Millhopper Rd	New 2 lane road	1.5	20	0	15	20	0	55
P	NW/SW 13th Street	SW 16th Ave to NW 23rd Ave	Multimodal Emphasis	2.6	20	0	20	20	0	60
AC	SE 4th Street	Depot Ave to Williston Rd	Multimodal Emphasis	0.7	0	10	15	10	0	35
Q	SE 16th Avenue	Main St to Williston Rd	Add 2 lanes (2 to 4)	0.6	15	0	10	0	0	25
Z	SW 8th Avenue Extension	SW 122nd St to SW 143rd (CR 241)	New 2 lane road	1.4	10	0	5	0	0	15
R	SW 20th Avenue	SW 34th Ave to SW 43rd St	Add turn lanes	1.0	20	0	10	0	0	30
S	SW 20th Avenue	SW 43rd St to SW 62nd Blvd	Add 2 lanes (2 to 4)	0.6	20	0	20	0	0	40
T	SW 23rd Terrace Extension to University of Florida campus	Hull Rd to Archer Rd	New 2 lane road	0.3	20	0	10	0	0	30
V	SW 45th Street	Archer Rd to I-75	New 2 lane road	0.6	0	0	10	0	0	10
AA	SW 47th Street Extension	SW 47th St to SW 40th Place	New 2 lane road	0.5	0	0	20	0	0	20
AF	SW 57th Road	SW 75th Street to SW 63rd Boulevard	New 2 lane road	2.2	20	0	10	10	0	40
X	SW 62nd Boulevard*	Newberry Rd to SW 20th Ave	Add 2 lanes (2 to 4)	1.7	20	10	15	20	0	65
Y	SW 62nd Boulevard Extension*	SW 20th Ave to Windmeadows Blvd	New 4 lane road	0.97	20	10	15	20	0	65
AE	SW 63rd/SW 67th Ave	SW 24th Ave to Archer Road	New 2 lane road	1.9	0	0	10	20	0	30
	I-75 @ SR 222/39th Avenue		SIS Interchange Modification							
	I-75 @ SR 24/Archer Road		SIS Interchange Modification							
	I-75 @ SR 26/Newberry Road		SIS Interchange Modification							
	I-75 @ SR 331/Williston Road		SIS Interchange Modification							

NOTES

PD&E = 10% of Construction Costs
ROW = 20% of Construction Costs
Bridge = \$10,000,000
*SW 62nd Blvd Cost from HNTB

HIGHWAY COMPONENT 2035 COST FEASIBLE PLAN

2009 EDITION

District 2

MAP ID	FACILITY	FROM	TO	State Managed Funds					State Managed MEGA Project			District Managed Funds				Other Funds	MOD TYPE	
				PDE	PE	ROW	CON	TOTAL	COST	BEGINYEAR	#YEARS	PDE	PE	ROW	CON	TOTAL		TOTAL
H21-023-0170	Outer Beltway/SR-23/BFC	I-10	I-95							\$0	2020	16					\$1,840,000	NR
H26-009-0110	SR 9A	I-95	Dames Point Bridge				\$75,142	\$75,142										M-INCH
H26-200-0060	SR-200/A1A	I-95	West of Still Quarters Road				\$42,800	\$42,800										A2-B
H26-200-0040	SR-200/A1A		West of Still Quarters Road				\$22,829	\$22,829										A2-B
H26-200-0020	SR-200/A1A		West of Rublin Road				\$64,899	\$64,899										A2-B
H23-295-0180	I-295		At Philhard Road											\$16,234	\$16,234		M-INCH	
H21-295-0170	I-295		SR-13				\$42,240	\$42,240										A2-AUX
H21-095-0170	I-95		International Golf Parkway				\$200,000	\$200,000										A2-B
H29-075-0910	I-75		At US-90															M-INCH
H21-075-0140	I-75		Alachua County							\$400	\$6,000			\$2,300	\$4,420	\$8,720	M-INCH	
H24-026-0120	SR-26		4 Interchanges							\$500	\$8,000	\$7,000		\$4,200	\$4,200	\$4,200	A2-A	
H23-06A-0050	SR-9A		Gilchrist/Alachua County Line															M-INCH
H24-301-0060	SR-200/US-301		@ Hocksher Drive															A2-A
H23-09A-0019	SR-9A		North of Thomas Creek				\$65,000	\$65,000										M-INT.
H24-301-0040	SR-200/US-301		South of Callahan															A2-A
H24-301-0020	SR-200/US-301		J. Turner Butler Blvd											\$1,000	\$4,750	\$5,750	A2-A	
H24-301-0220	SR-200/US-301 (Baldwin Bypass)		North of Thomas Creek				\$73,000	\$73,000										A2-A
H21-010-0510	I-10		Duval/Nassau County Line				\$40,000	\$40,000										NR
H21-010-0500	I-10		North of Baldwin				\$76,000	\$76,000										A2-B
H21-010-0550	I-10		Duval/Nassau County Line											\$4,634	\$4,006	\$8,640	A2-B	
H21-010-0520	I-10		North of Baldwin											\$4,680	\$4,006	\$8,686	A2-B	
H21-010-0581	I-10		Baker/Nassau County Line											\$5,300	\$3,500	\$8,800	A2-B	
H29-010-0130	I-10		SR-228											\$200	\$700	\$900	A2-B	
H21-295-0050	I-295		Nassau/Duval County Line															A2-B
H21-295-0190	I-295		Baker/Nassau County Line				\$71,368	\$71,368						\$18,056	\$18,056	\$18,056	M-INCH	
H24-026-0100	SR-26		US-301				\$31,250	\$31,250						\$3,000	\$5,460	\$8,460	A2-B	
			SR-23/Brannen Field Challenge				\$26,000	\$26,000										M-INCH
			At SR-200/US-301				\$7,500	\$7,500										A2-A
			Commonwealth Avenue															M-INCH
			At Commonwealth															A2-A
			Gilchrist/Alachua County Line											\$4,441	\$4,441		A2-A	

Funded CFP Totals:	\$0	\$0	\$0	\$838,028	\$838,028				\$900	\$41,755	\$51,898	\$16,234	\$110,787				
Funded MegaProject Totals:									\$0				\$0				\$1,840,000
Funded CFP and MegaProject Totals:					\$838,028								\$110,787				

LEGEND

Fiscal Year 2020 - 2025	Mega Projects Phased Over Time
Fiscal Year 2026 - 2030	Funded, Planned, Not Needed
Fiscal Year 2031 - 2035	Unfunded Needs Plan

Projects color coded by highest feasible phase year.

- NOTES**
- (1) All values in thousands of Present Day Dollars (2009).
 - (2) All phase costs shown as supplied by each District.
 - (3) CON includes both Construction (CON52) and Construction Support.
 - (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
 - (5) Project costs are subject to change.
 - (6) This plan is based on July 1, 2009 1st Five-Year Adopted Work Program and September 2009 Approved 2nd Five-Year Plan.

- MODIFICATION TYPES**
- A2-4: Add 2 Lanes to Build 4
 - A2-6: Add 2 Lanes to Build 6
 - A2-8: Add 2 Lanes to Build 8
 - A4-6: Add 4 Lanes to Build 6
 - A4-8: Add 4 Lanes to Build 8
 - A2-AUX: Add 2 Auxiliary Lanes
 - A2-RUL: Add 2 Reversible Use Lanes
 - A2-SUL: Add 2 Special Use Lanes
 - A4-SUL: Add 4 Special Use Lanes
 - M-INCH: Modify Interchange
 - N-INCH: New Interchange
 - N-CONH: New Connector Highway
 - UP: Ultimate Plan - Maximum Build Out
 - NR: New Road
 - SERV: Service Road
 - BRIDGE: Bridge
 - MODAL: Intermodal Facility
 - AMS: Access Management System

-55-

Marlie Sanderson

From: George Burke [burkegeorge20@yahoo.com]
Sent: Wednesday, September 22, 2010 10:28 AM
To: Marlie Sanderson
Subject: Re: Comments

dear mr sanderson. the peopl that ride the bus need longer rout time-an hours from 6am to 11pm at night. some people work at night--let the bus run every hour on tower road from 7pm to 1130pm at night---this will help people that work at night -thank you for your time george burke

From: Marlie Sanderson <sanderson@ncfrpc.org>
To: burkegeorge20@yahoo.com
Cc: Scott Koons <koons@ncfrpc.org>
Sent: Tue, September 21, 2010 3:57:11 PM
Subject: Comments

George-

Here is my email address- Sanderson@ncfrpc.org. We look forward to getting your comments on the long range plan.

Marlie

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

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

Alachua County ITS Projects:

Prepared by Matthew Weisman
ITS Operations Engineer II
City of Gainesville

Project Priority:

1. I-75 ITS Corridor
 - a. Dynamic Message Signs
 - b. Cameras
 - c. Detection
2. RTS Bus Priority System
3. Dynamic Message Signs on State Highway Arterials
4. Expand Automated Arterial Travel Time System

State Highway Project Limits

1. SR 93 (I-75)
 - a. Marion County Line to Columbia County Line
2. RTS Priority System
 - a. Route #9
 - i. SR 24: SW 23rd Terr to 23rd Dr
 - ii. SR 331: SW 25th Terr to 23rd St
 - b. Route #20
 - i. SR 121: Hull Rd to SW 20th Ave
 - c. Route #21
 - i. SR 121: Hull Rd to SW 20th Ave
 - d. Route #35
 - i. SR 24: SW 23rd Terr to SR 226
 - ii. SR 226: SR 24 to Shealy Dr
 - iii. SR 121: 35th Pl to SR 226
 - iv. SR 226: SR 121 to 23rd St
3. Dynamic Message Signs on SHS
 - a. SR 121 @ SW 20th Ave (SB)
 - b. SR 121 @ SR 331 (EB)
 - c. SR 25 @ SR 26 (SB)
 - d. SR 25 @ SR 222 (WB)
 - e. SR25 @ SR 226 (NB)
 - f. SR 222 @ SR 93 (EB)
4. Expand Automated Arterial Travel Time System

- a. SR 25
 - i. SR 222 to SR 331
- b. SR 121
 - i. NW 16th Ave to SR 93 SB Ramp

Project Description

1. SR 93 (I-75) ITS Project
 - a. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.
 - b. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the DMS's and the 511 information hotline.
 - c. Add traffic detection technology so automated alerts can be sent to Gainesville TMC operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.
2. RTS Bus Priority System
 - a. Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.
3. Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event I-75 is shut down, and travel times.
4. Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or DMS for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.

Planning Level Estimated Cost (Year 2010 dollars)

1. \$9.9 million
2. \$600,000
3. \$700,000
4. \$600,000

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
YEAR 2035 LONG RANGE TRANSPORTATION PLAN
VISION, GOALS, AND OBJECTIVES**

VISION STATEMENT

The Gainesville Urbanized Area will have a multimodal transportation system that integrates land use and transportation planning and investments to promote community well-being through good and healthy relationships with the region's other communities and natural systems. Specific outcomes will be:

1. sustainable, safe, secure, energy efficient and livable land use patterns and complementary context-sensitive transportation networks that provide mobility choices within and between compact, mixed-use, multimodal-supportive development;
2. balanced east-west Gainesville Urbanized Area growth to reduce socioeconomic disparity through increased transportation mobility and accessibility;
3. transportation infrastructure investments that direct growth to existing infill and redevelopment areas;
4. greenbelts to preserve natural and agricultural lands between all municipalities in the Alachua County region through compact land use patterns served by express transit service and park-and-ride facilities; and
5. a network of Rapid Transit Facilities connecting regional employment centers in order to enhance the economic competitiveness of the area.

GOALS, OBJECTIVES AND PERFORMANCE MEASURES

GOAL STATEMENT 1: ECONOMIC VITALITY AND COMMUNITY LIVABILITY

Plan and invest to develop and maintain a comprehensive, multimodal transportation network for the Gainesville Urbanized Area that promotes economic vitality, community livability, and increased housing-employment proximity.

OBJECTIVES

- 1.1 Coordinate the development of the transportation network with the development of affordable housing to promote proximity between residential and employment centers.
- 1.2 Encourage development and location of employment centers to promote desired housing patterns and densities.
- 1.3 Encourage location of health care and commerce in proximity to all residential areas.
- 1.4 Direct location of goods distribution centers to avoid negative impact on residential areas.

- 1.5 Improve the viability of alternatives to the single occupant vehicle (bicycling, walking, public transit, carpooling/vanpooling and teleworking) as options for all users of the transportation network through accessibility, convenience and comfort.
- 1.6 Increase the number of “complete streets” that provide accommodations for all users.
- 1.7 Expand the reach of the regional transit system to improve accessibility, availability and competitiveness of transit as a viable travel option.
- 1.8 Improve access for pedestrians, bicyclists and transit users to public places and centers of activity.
- 1.9 Improve pedestrian/bicycle accessibility by providing connections between commercial centers and surrounding neighborhoods.
- 1.10 Improve connectivity between modes, including transit, bicycle, pedestrian, and automobiles.
- 1.11 Increase bicycle and pedestrian accessibility through an interconnected and continuous system of off-road trails and greenways.
- 1.12 Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes.
- 1.13 Enhance transportation linkages to promote economic development and employment opportunities, especially in the eastern Gainesville Urbanized Area.
- 1.14 Improve access to transportation facilities and services for elderly, children, people with disabilities and economically disadvantaged individuals.
- 1.15 Minimize the adverse impacts of transportation on established neighborhoods through development of a network of transportation facilities.
- 1.16 Preserve the intended function of the Florida Strategic Intermodal System (SIS) and other appropriate corridors for intercity travel and freight movement, but minimize adverse impacts resulting from this policy that are inconsistent with other goals and objectives.

GOAL STATEMENT 2: SUSTAINABLE DECISION-MAKING AND PRESERVATION

Develop and maintain a sustainable transportation system that supports and preserves the existing transportation network through integrated land use and transportation decision-making that results in compact development patterns, preservation of environmental, cultural and historic areas, reduced demand for oil, and lower greenhouse gas emissions.

OBJECTIVES

- 2.1 Minimize travel distances for work, shopping and recreation.
- 2.2 Encourage infill and redevelopment, to increase accessibility for all residents and visitors, especially people with disabilities, lower income citizens, elderly, and children.
- 2.3 Encourage the siting of government facilities such as schools and service centers in areas that have existing and adequate infrastructure in place, providing accessibility by all modes.

- 2.4 Improve the interconnectivity of streets and other modal systems of the transportation network, including sidewalks, bikeways and transit ways.
- 2.5 Create opportunities for access by all modes of travel at centers for employment, education, services, commerce and housing through land use strategies and urban design principles that minimize travel distances and allow for a mix of uses.
- 2.6 Enhance connectivity between different forms of travel by creating multimodal access hubs within new development or redeveloping areas.
- 2.7 Use transportation investments to support development and redevelopment in mixed use activity centers to promote economic development and preserve environmentally-sensitive lands.
- 2.8 Reduce the adverse impacts of transportation on the environment, including habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution.
- 2.9 Make transportation decisions that support the creation of a greenbelt between the Gainesville Urbanized Area and surrounding municipalities and rural communities to reduce sprawl and preserve environmentally sensitive areas.
- 2.10 Improve energy efficiency and reduce greenhouse gas emissions by promoting street designs that maximize opportunities for use of transportation choices and sustainable building techniques.
- 2.11 Phase in new vehicle fleets for public agencies to maximize energy efficiency and reduce air quality impacts.
- 2.12 Reduce impervious surface areas by promoting reuse of surface parking areas for infill development, urban agriculture and other uses and encouraging Low Impact Development (LID) and other creative and innovative ways of handling stormwater from roadways and other transportation facilities.

GOAL STATEMENT 3: SAFETY FOR MOBILITY AND ACCESSIBILITY

Develop and maintain a safe transportation system that supports increased mobility and better accessibility for all users and neighbors of transportation facilities and services.

OBJECTIVES

- 3.1 Address existing and potential safety problems on or adjacent to transportation corridors through an interagency planning and prioritization process.
- 3.2 Implement techniques to calm traffic in residential, educational and commercial areas where walking and bicycling are common.
- 3.3 Implement a comprehensive Safe Routes to School Program to increase the percentage of children walking or bicycling to school.
- 3.4 Increase safety for vulnerable road users, including the elderly, children, pedestrians, bicyclists, motorcyclists and motorscooter riders.

- 3.5 Implement techniques and roadway design to reduce fatalities and serious injuries from common intersection crashes, lane departure crashes, and aggressive driving.
- 3.6 Improve performance through safety improvements and countermeasures.
- 3.7 Coordinate with the Florida Department of Transportation to implement the Florida Strategic Highway Safety Plan.
- 3.8 Incorporate safety-related strategies, plans and activities (including transit safety) in the Safety Element of the long range transportation plan.

GOAL STATEMENT 4: SECURITY AND RESILIENCE

Develop and maintain a transportation system that secures the ability of the Gainesville Urbanized Area to prevent, respond to, and recover from crime, disaster, and other adverse conditions with resilience.

OBJECTIVES

- 4.1 Increase the ability of the transportation network to accommodate variable and unexpected conditions without catastrophic failure.
- 4.2 Compile existing plans and protocols into a transportation security plan that protects lives and coordinates the use of resources.
- 4.3 Increase personal security of users by implementing appropriate design strategies, such as improved lighting and visibility measures, at appropriate locations such as transit stops and intermodal facilities where people are waiting.
- 4.4 Review and update the Continuity of Operations Plan on a regular basis to ensure the continuity of essential office functions if a major event/emergency/disaster occurs.
- 4.5 Support development of alternative fuel sources and infrastructure to provide continuing transportation services in the event of scarcity.
- 4.6 Coordinate with appropriate agencies to protect the critical transportation infrastructure against disaster by identifying vulnerable assets and possible threats to these assets, developing prevention strategies, and planning for recovery and redevelopment after disaster (in coordination with the Local Mitigation Strategy).
- 4.7 Incorporate security-related strategies, plans and activities (including transit security) in the Security Element of the long range transportation plan.

GOAL STATEMENT 5: TRANSPORTATION NETWORK MANAGEMENT AND OPERATIONS

Improve system management, operations, coordination and communication to make sound transportation decisions that reflect wise use of financial resources.

OBJECTIVES

- 5.1 Give priority to preservation and maintenance of the existing transportation network.
- 5.2 Preserve current and planned rights-of-way for transportation system improvements.
- 5.3 Implement transportation demand management and system management strategies before adding general purpose lanes to a roadway.
- 5.4 Improve the operational efficiency of the existing transportation system for all modes of travel based on a balance of needs within the corridor.
- 5.5 Implement a coordinated traffic signal system plan to improve network efficiency and maintain traffic flow.
- 5.6 Coordinate transportation plans and programs with all stakeholders in the transportation system, including the public, public agencies, transit, emergency management, police and fire, etc.
- 5.7 Develop a balanced transportation system that includes a dispersion of traffic across multiple smaller roads rather than concentrating traffic on a few major roadways and provides a better parallel network for vulnerable users, including the elderly and children.

EXHIBIT 12A

**REVENUE FORECASTS
(IN MILLIONS OF YEAR OF EXPENDITURE DOLLARS)**

TYPE OF PROJECT	FISCAL YEAR					22 YEAR TOTAL
	2014- 2015	2016- 2020	2021- 2025	2026- 2030	2031- 2035	
Enhancements	\$0.9	\$2.5	\$2.6	\$2.7	\$2.7	\$11.5
State Highways and Intelligent Transportation System (ITS)	6.0	18.5	20.8	22.4	24.3	92.0
Flex- To Enhancements, Federal-aid Eligible Highways (on or off the State Highway System) or Transit	2.3	7.1	8.1	8.8	9.8	36.1
Transit*	5.6	14.5	16.4	18.3	19.9	74.7
Future Transit Operating Expenses*	(5.3)	(13.8)	(15.6)	(17.4)	(18.9)	(71.0)
Transit Revenues Minus Future Operating Expenses*	0.3	0.7	0.8	0.9	1.0	3.7
TOTAL	\$14.8	\$42.7	\$47.9	\$52.2	\$56.7	\$214.3

Note- rows and columns may not sum due to rounding.

**Assumes revenues as Section 5307 Formula Allocation and service area is less than 200,000 population.*

Exhibit 12B

Revenue Forecast

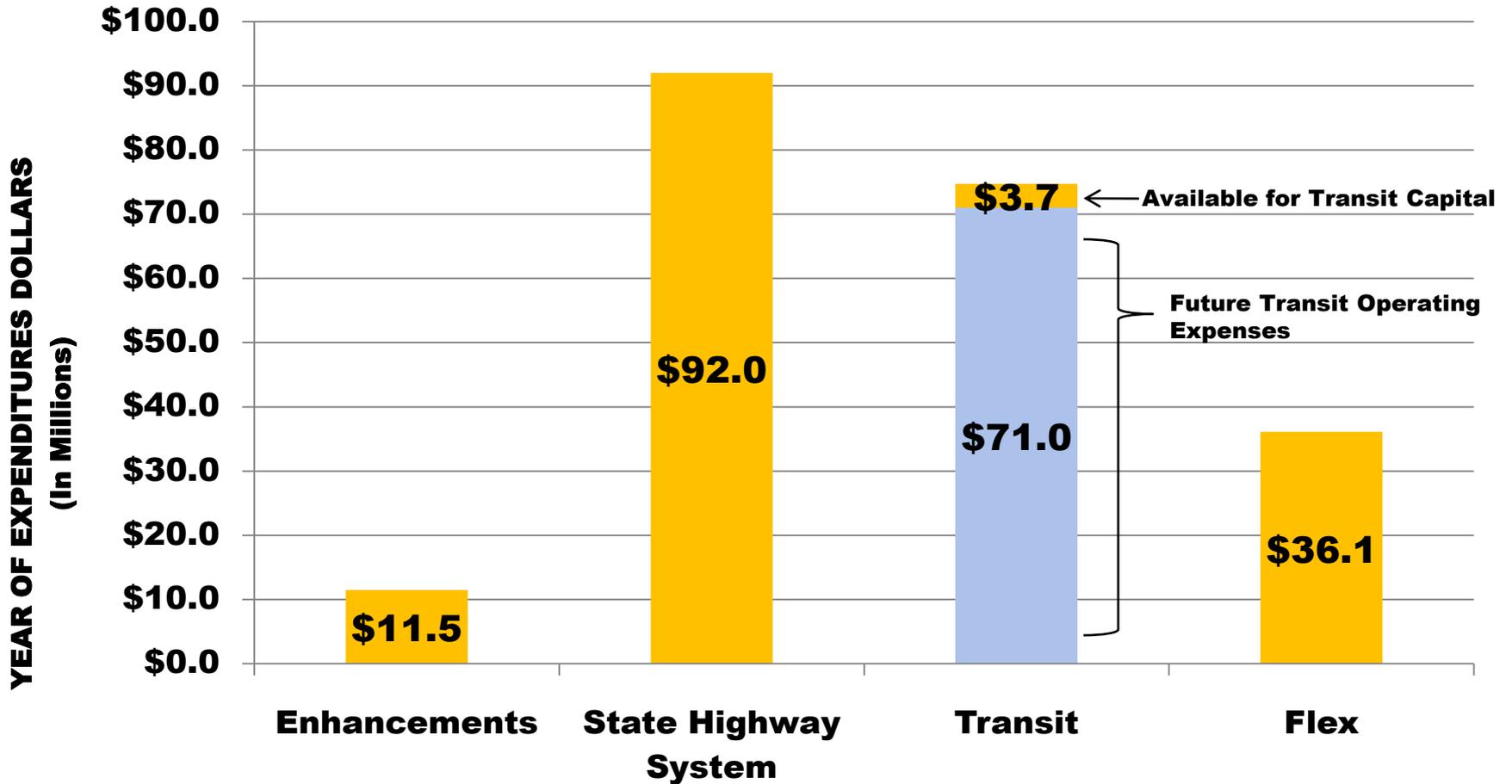


EXHIBIT 13A

**AVAILABLE FUNDING (IN MILLIONS OF YEAR OF EXPENDITURE DOLLARS)
REGIONAL TRANSIT SYSTEM TRANSIT MAINTENANCE FACILITY**

DESCRIPTION	FISCAL YEARS					TOTAL
	2011-15	2016-20	2021-25	2026-30	2031-35	
RTS Maintenance Facility Funds	\$3.5 ^a \$8.0 ^b	\$6.0 ^c	\$8.1 ^c	\$8.8 ^c	\$9.8 ^c	\$44.2
TOTAL	\$11.5	\$6.0	\$8.1	\$8.8	\$9.8	\$44.2

Funding Sources

^aFederal Earmark

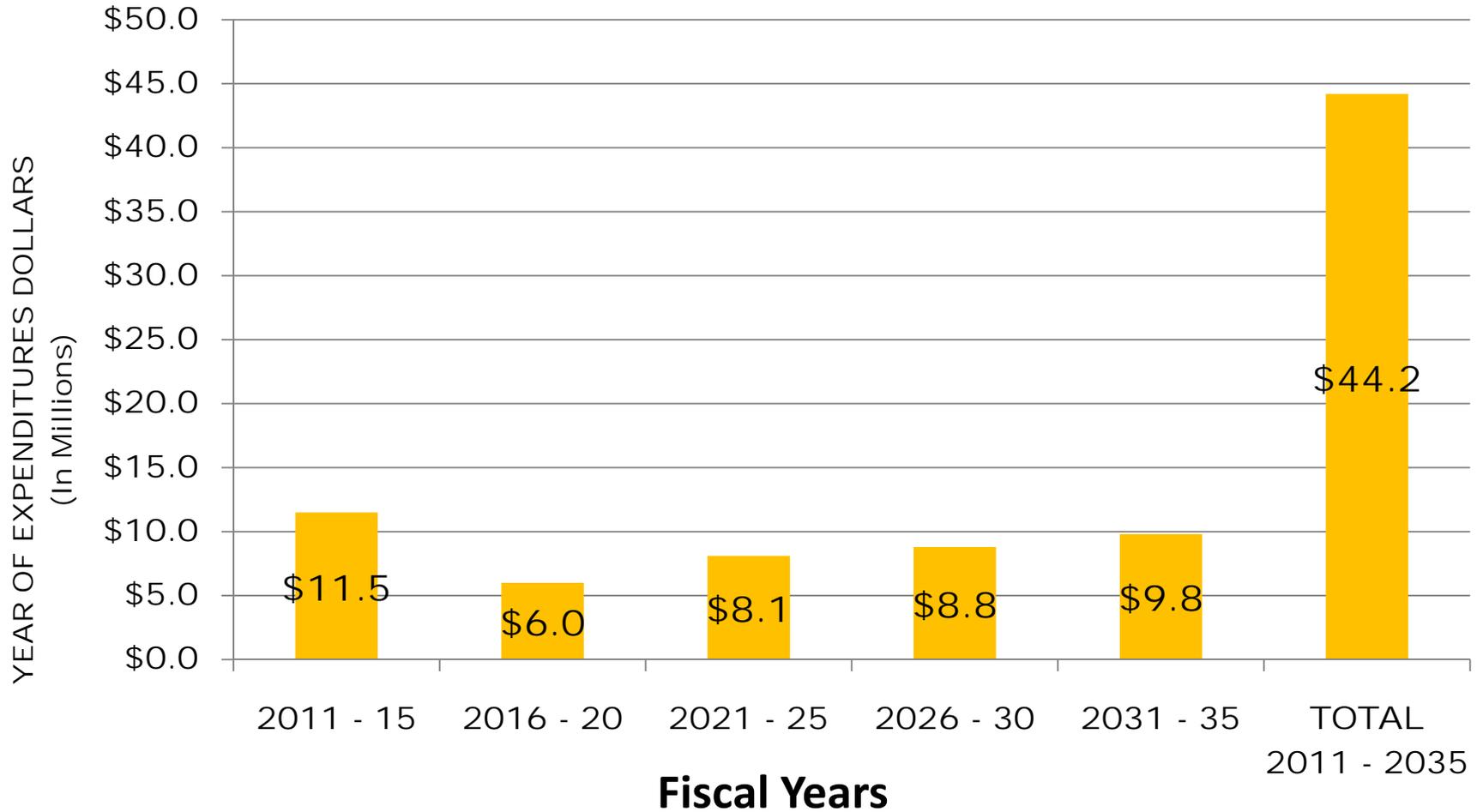
^bFederal Transit Administration

^cFlex - Federal Surface Transportation Program

T:\Marlie\MS11\Update\MAINTENANCE2.docx

Exhibit 13B

RTS Transit Maintenance Facility



RTS Bus Maintenance and Operations Facility

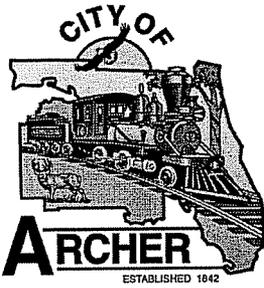
Phase	Total	Year of Completion
Phase 1	\$ 33,319,603.24	2015
Phase 2	\$ 24,165,229.50	2016
Phase 3	\$ 8,561,959.22	2019
Project Total	\$ 66,046,791.96	

Note: Project estimates based on conceptual design.

Updated: September 1, 2010

For use in MTPO Cost Feasible Plan

Source- Regional Transit System (RTS) staff



CITY OF ARCHER

October 15th, 2010

Mayor: Roberta Lopez
Vice-Mayor: Laurie Costello
Commissioner: Blanch Parker
Commissioner: Marjorie Zander
Commissioner: Frank Ogborn

City Manager
 John Glanzer

RE: MTPO five year plan

Dear MTPO Committee Members,

On Wednesday October 27th you will be meeting as representatives of the MTPO Board to consider the five year fiscal feasibility plan for the MTPO area. The City of Archer has attended public workshops where various potential projects have been discussed and we have been impressed by the quantity and creativity of many of the plans put forth for Downtown Gainesville and we applaud the efforts of your staffs. We do however, urge you not to turn your backs to the reality that the Gainesville urban area and the surrounding unincorporated fringe are a large and potent source for employment for the surrounding counties and municipalities and as such generate enormous amounts of traffic passing through or originating at the numerous municipalities surrounding the Gainesville urban core. At the meeting of the 4th of October it was clear at the onset that the Committee, except for a few individuals, was suffering from the myopic vision that Bus Rapid Transit is the panacea for all of Gainesville's problems. While we agree that part of any transportation solution is to create mechanisms to provide for efficient transportation alternatives for their citizens, as a planning organization you also have a responsibility to look holistically to the impact of all of your decisions and to the reality of just what impact your community has in the surrounding municipalities and counties. The traffic volumes created by individuals who live in the outlying areas and are employed in the Gainesville area create stresses on the trunk roads which service the Gainesville core. These stresses create dangerous safety issues on these roads which simultaneously handle commercial truck traffic, school bus traffic, commuter traffic, and bicycle traffic. We understand the impact of the cost to widen the road to four lanes but in order for this we have to start at the urban core and work outward. There lies within the MTPO Boundary a section of SR24 from SW 75th Street to SW91st Street which is on the MTPO needs map which must be placed on the financial feasibility list for widening. This must be done now, that section of road is already over capacity and is projected to grow capacity at a rate of 2.9% a year. If it is not placed on the plan now its next opportunity will be in 2015 at which time the traffic volume will have grown by almost

16870 SW 134TH AVE., P.O.. BOX 39 - ARCHER, FLORIDA 32618-0039

Tel: (352)495-2880

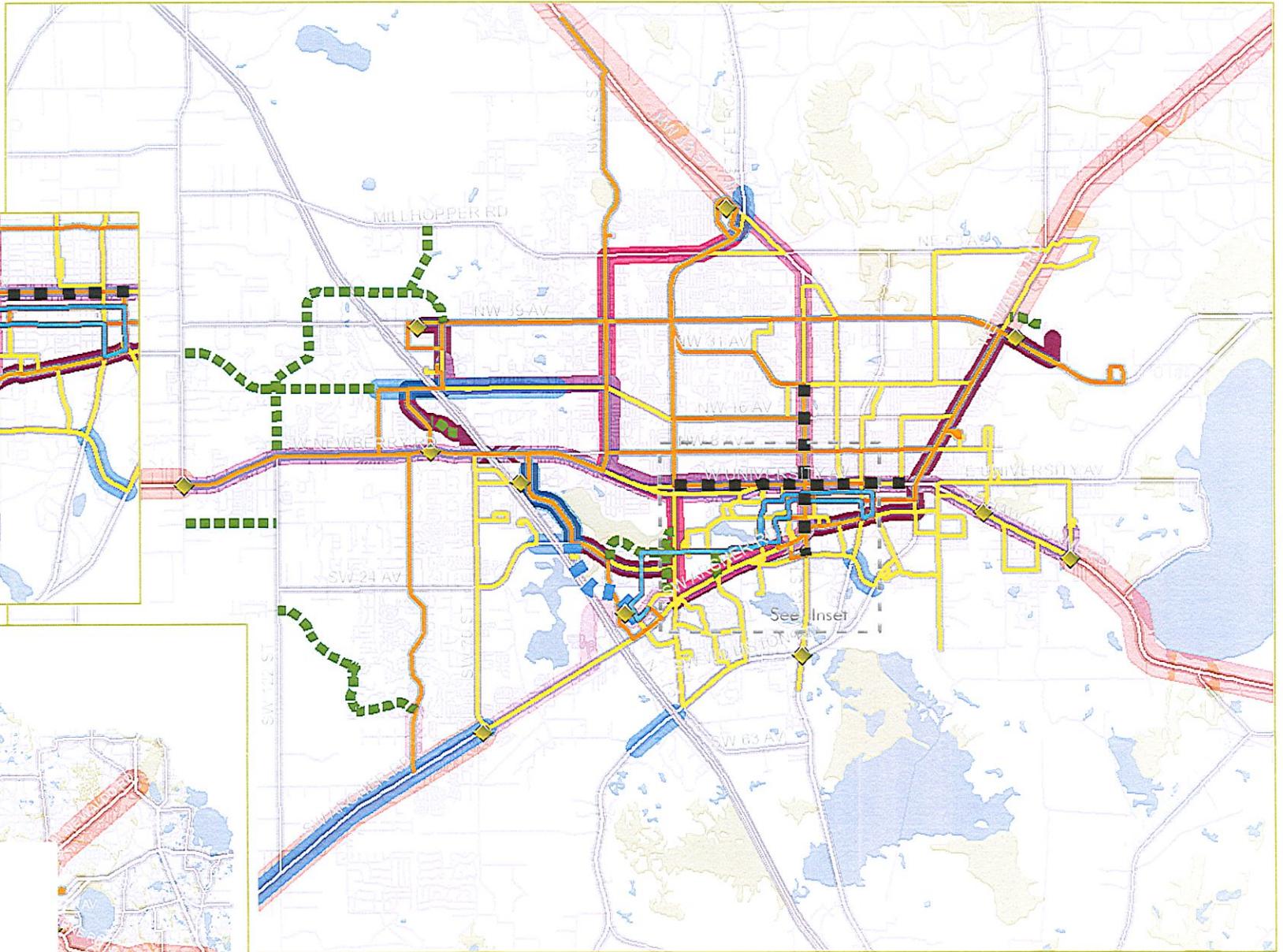
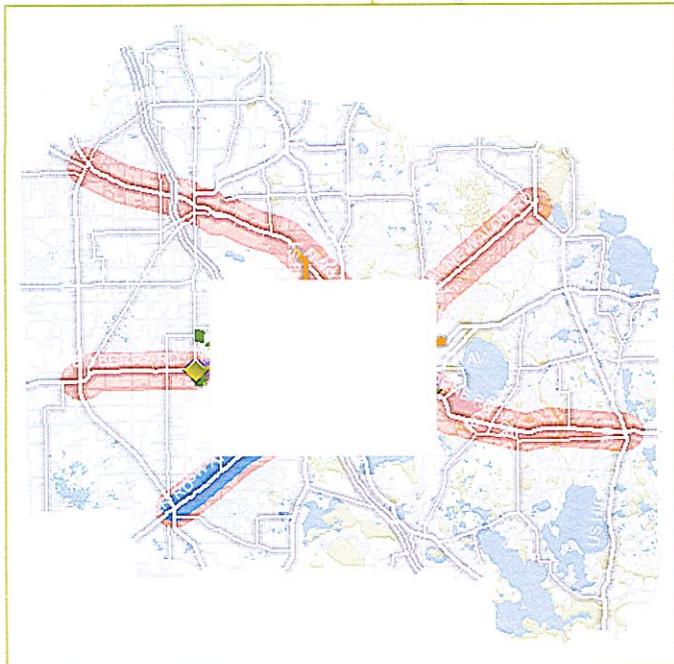
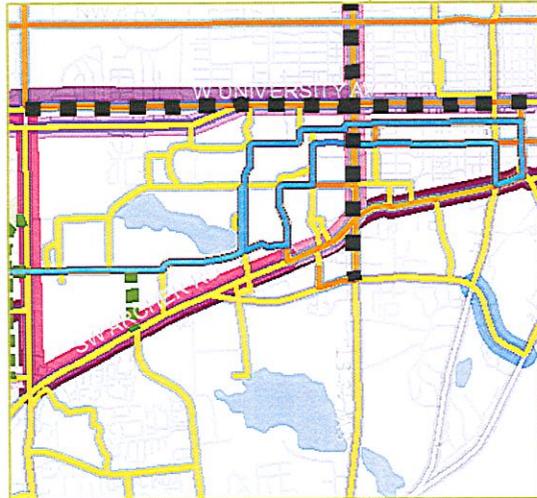
Fax (352)495-2445

15%. You as Committee members cannot deny the fact that the City of Gainesville is a destination for employment in North Central Florida and it would be irresponsible not to address the real need for providing for a safe and efficient modern of transportation to those who have to travel to work in Gainesville. Please give serious consideration to placing that portion of SR24 from SW75th Street to SW91st Street on the financially feasible list.

The Citizens of Archer
The City Commission of Archer
The Commuting Working Public

16870 SW 134TH AVE., P.O.. BOX 39 - ARCHER, FLORIDA 32618-0039
Tel: (352)495-2880 Fax (352)495-2445

**ALTERNATIVE 4
HYBRID NEEDS
NETWORK**



Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- | | | | |
|----------------------------------|--|------------------------------|-----------------------|
| ◆ Potential Park & Ride Location | — Haile Village Center to Butler Plaza | — Streetcar Downtown/UF | ■ ■ ■ New 2 Lane Road |
| — Existing RTS Routes | — Jonesville to E. Gainesville | — Streetcar Urban Village/UF | ■ ■ ■ New 4 Lane Road |
| — Planned RTS Routes | — Northwood Village to UF via 13th Street | ■ ■ ■ Multimodal Emphasis | — Roadway Widening |
| — Express Routes | — Northwood Village to UF via Butler Plaza | | |
| | — Santa Fe to Airport (BRT Study) | | |
| | — Santa Fe College to UF | | |



Alachua County
2008
Level of Service

Florida Strategic Intermodal System



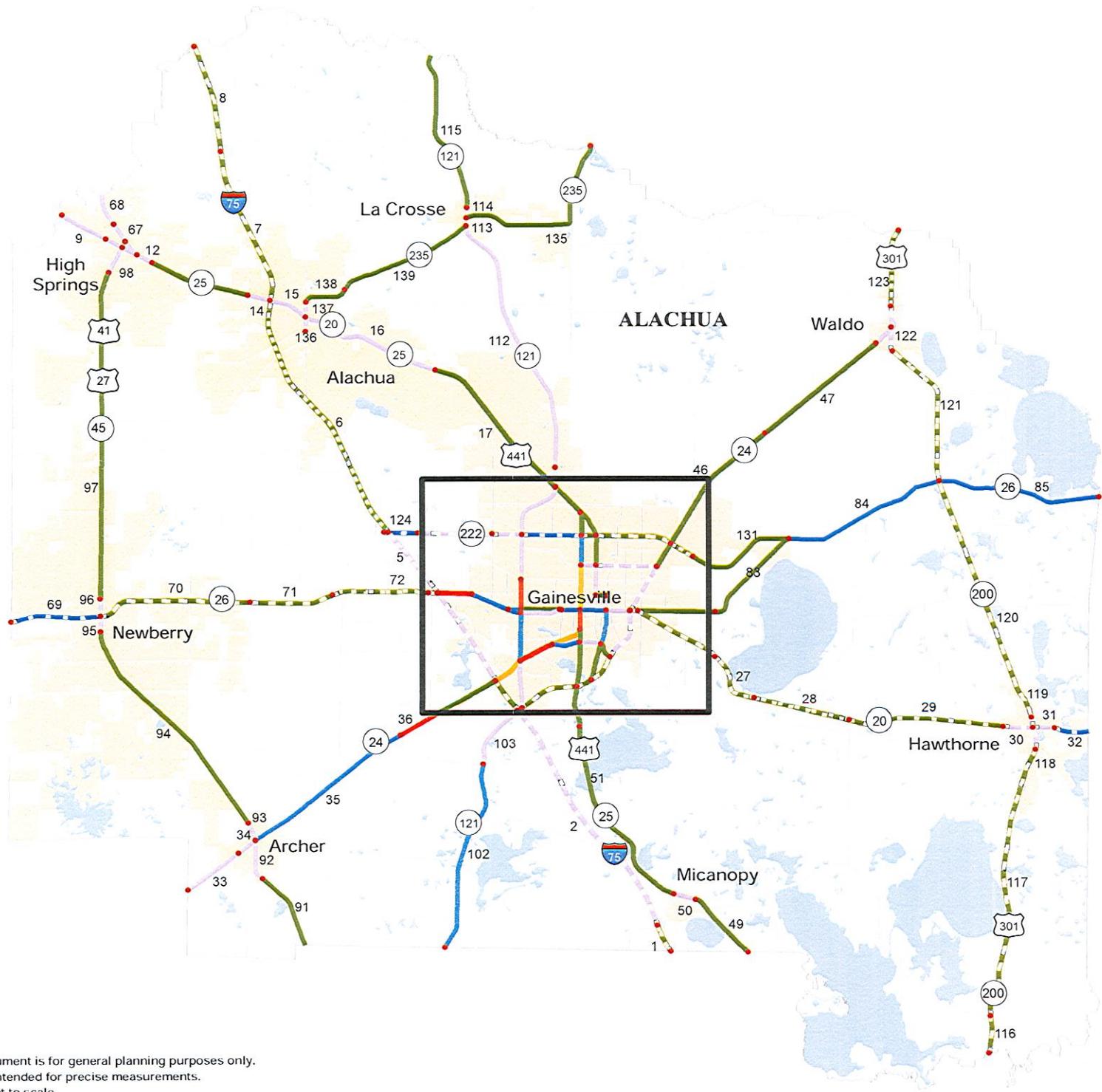
State Highway System



● Segment Break



SOURCE(S):
Florida Department of Transportation
Office of Transportation Statistics
U.S. Geological Survey
2008 AADT Counts
FDOT 2009 LOS Handbook
09/04/09



This document is for general planning purposes only.
It is not intended for precise measurements.
Map is not to scale.

Gainesville MTPO - Draft Cost Feasible List (In Year of Expenditure)

State Highway System (Cost Feasible Plan Revenues = \$92.0 million in year of expenditure dollars)

Priority	Description	Project	From / To	Length (miles)	Project Cost	Year					Total CF Funded	Total Est Cost
						2018-2019	2019-2020	2021-2025	2026-2030	2031-2035		
1	State Road 276 (N. 16th Avenue)	widen to four lanes	Main Street to Wilkinton Road	0.6	\$ 19.0	\$ 0.0 P&BE	\$ 1.9 PE \$ 3.0 ROW	\$ 12.4 CST			\$ 19.0	\$ 19.0
2	State Road 121 (NW 14th Street)	construction to turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$ 6.0	\$ 0.3 P&BE	\$ 0.8 PE \$ 1.6 ROW	\$ 5.0 CST			\$ 7.6	\$ 7.6
3	State Road 26 (University Ave)	Multimodal emphasis Corridor (see footnote)	State Levee and Drive to Waldo Road	1.5	\$ 5.0	\$ 0.3 P&BE	\$ 0.6 PE \$ 1.9 ROW	\$ 4.1 CST			\$ 6.3	\$ 6.3
4	US 441 (W. 33th Street)	Multimodal emphasis Corridor (see footnote)	NW 33rd Avenue to Archer Road	2.8	\$ 5.0		\$ 0.3 P&BE	\$ 0.8 PL	\$ 1.4 ROW		\$ 7.8	\$ 7.8
5	Waldo Road Midway Boulevard	redesign to support bus rapid transit and transit (see footnote)	University Avenue to HL 39th Avenue	2.5	\$ 7.0		\$ 0.7 P&BE	\$ 0.5 PE	\$ 0.9 ROW	\$ 5.3 CST	\$ 4.7	\$ 4.7
6	Bus Rapid Transit (BRT)	Corridor Infrastructure	Suma to Village to Gainesville Regional Airport	7.4	\$ 10.5		\$ 0.8 P&BE	\$ 1.9 PE \$ 3.0 ROW	\$ 11.1 CST		\$ 16.8	\$ 16.8
7	State Road 24 (Archer Road)	widen to four lanes	University Avenue to NE 39th Avenue	3.5	\$ 23.0		\$ 1.0 P&BE	\$ 2.3 PL \$ 3.7 ROW	\$ 13.8 CST		\$ 20.8	\$ 20.8
8	State Road 331 (Wilkinton Road)	widen to four lanes	SW 62nd Avenue to SW 35th Way	2.5	\$ 5.0		\$ 0.4 P&BE	\$ 1.4 PE \$ 7.7 ROW	\$ 5.3 CST		\$ 8.8	\$ 8.8
						\$ 1.3	\$ 10.7	\$ 24.8	\$ 16.4	\$ 48.7	\$ 92.0	\$ 92.0
						\$ 6.0	\$ 18.5	\$ 20.8	\$ 22.4	\$ 34.3	\$ 92.0	\$ 92.0
						\$ 4.7	\$ 7.8	\$ 14.0	\$ 6.0	\$ 14.4	\$ 0.0	\$ 0.0

Surface Transportation Program (Cost Feasible Plan Revenues = \$36.1 million in year of expenditure dollars)

Priority	Description	Project	From / To	Length (miles)	Project Cost	Year					Total CF Funded	Total Est Cost
						2018-2019	2019-2020	2021-2025	2026-2030	2031-2035		
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Uppertown)	n/a	\$ 0.8	\$ 0.4 P&BE					\$ 0.4	\$ 1.4
2	Walters to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Walters to Oaks Mall	n/a	\$ 0.6	\$ 0.6 P&BE					\$ 0.6	\$ 0.6
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Florida State University of Florida	0	\$ 1.0	\$ 1.0 P&BE					\$ 1.0	\$ 1.0

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas¹

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	43,500	59,800	73,600	79,400	
2	Undivided	9,600	15,400	16,500	***	6	65,300	90,500	110,300	122,700	
4	Divided	29,300	35,500	36,700	***	8	87,000	120,100	146,500	166,000	
6	Divided	45,000	53,700	55,300	***	10	108,700	151,700	184,000	209,200	
8	Divided	60,800	71,800	73,800	***	12	149,300	202,100	238,600	252,500	
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*			
2	Undivided	**	10,500	15,200	16,200	+ 20,000	+ 5%	-10% of E			
4	Divided	**	25,000	33,200	35,100						
6	Divided	**	39,000	50,300	53,100						
8	Divided	**	53,100	67,300	70,900						
Class III/IV (more than 4.5 signalized intersections per mile)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900	2	Undivided	7,800	15,600	22,200	27,900
4	Divided	**	12,600	28,200	31,900	4	Divided	34,300	49,600	64,300	72,800
6	Divided	**	19,700	43,700	48,200	6	Divided	51,500	74,400	96,400	109,400
8	Divided	**	27,000	59,500	64,700	Uninterrupted Flow Highway Adjustments					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	3,200	12,100	>12,100	
						50-84%	2,400	3,700	>3,700	***	
						85-100%	6,300	>6,300	***	***	
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Divided/Undivided & Turn Lane Adjustments						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	5,000	14,400	
2	Divided	Yes	No	+5%		50-84%	**	**	11,300	18,800	
2	Undivided	No	No	-20%		85-100%	**	11,400	18,800	>18,800	
Multi	Undivided	Yes	No	-5%		BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+ 15%		0-84%	>5	≥4	≥3	≥2	
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6.						85-100%	>4	≥3	≥2	≥1	

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

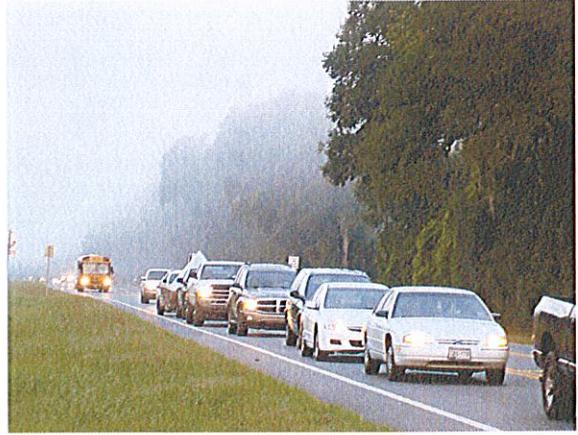
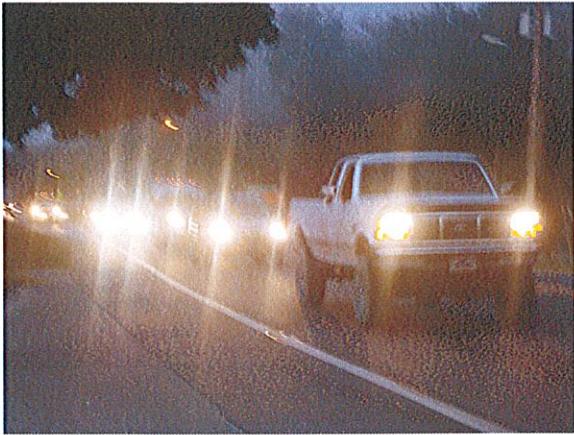
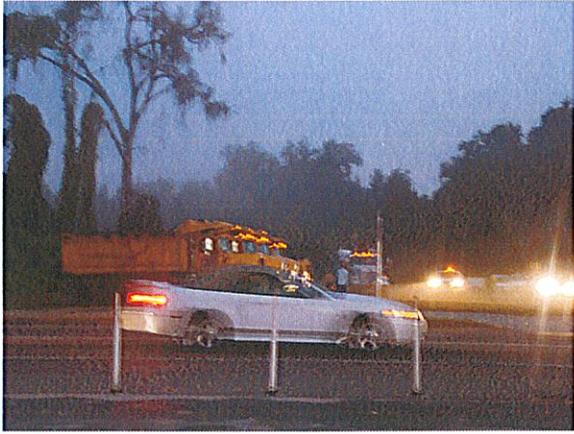
Road Location	Map ID	Local Lanes	Facility AreaType	System Status	W.P Committed Section	Miles	S/MI	FDOT Std	Count Station #	MIN LOS STD	Maximum Service Volume	2007 Count	2008 Count	L Growth O S	Projections				
								Local Std							2010 O S	2015 O S	2025 O S	L O S	
Alachua																			
SR 20	28 (24.1)	Hawthorne Rd.		From CR 2082W to CR 325												K ₁₀₀ 9.69%			
Alachua County	4/D	Highway Rural	Existing SIS	<input type="checkbox"/>	3.28	<input checked="" type="checkbox"/>	263079	AADT: B	26,300	9,100	8,700 B	Var	8,700 B	9,100 B	10,000 B				
				26080000		<input type="checkbox"/>		Peak Hr: B	2,570		843 B	1%	843 B	882 B	969 B				
SR 20	29 (27)	Hawthorne Rd.		From CR 325 (East) to 205th St												K ₁₀₀ 9.69%			
Alachua County	4/D	Highway Rural	Existing SIS	<input type="checkbox"/>	5.23	<input checked="" type="checkbox"/>	260156	AADT: B	26,300	8,600	8,000 B	Var	8,100 B	8,500 B	9,300 B				
				26080000		<input type="checkbox"/>	263079	Peak Hr: B	2,570		775 B	1%	785 B	824 B	901 B				
SR 20	30 (27.1)	Hawthorne Rd.		From 205th St to US 301												K ₁₀₀ 9.69%			
Hawthorne	4/D	Arterial Community	Existing SIS	<input type="checkbox"/>	0.94	1.0	<input checked="" type="checkbox"/>	260156	AADT: C	23,300	8,100	7,300 C	1%	7,400 C	7,800 C	8,500 C			
				26080000		<input type="checkbox"/>		Peak Hr: C	2,260		707 C		717 C	756 C	824 C				
SR 20	31 (28)	Hawthorne Rd.		From US 301 to Cherokee Dr												K ₁₀₀ 9.69%			
* Hawthorne	2/U	Arterial Community	Existing SIS	<input type="checkbox"/>	0.78	1.0	<input checked="" type="checkbox"/>	260159	AADT: C	9,800	9,100	8,600 C	1%	8,900 C	9,300 C	10,200 D			
				26080000		<input type="checkbox"/>		Peak Hr: C	950		833 C		862 C	901 C	988 D				
SR 20	32 (28.1)	Hawthorne Rd.		From Cherokee Dr to Putnam Co. Line												K ₁₀₀ 9.69%			
Alachua County	2/U	Highway Rural	Existing SIS	<input type="checkbox"/>	1.20		<input checked="" type="checkbox"/>	260159	AADT: C	8,100	9,100	8,600 D	1%	8,900 D	9,300 D	10,200 D			
				26080000		<input type="checkbox"/>		Peak Hr: C	790		833 D		862 D	901 D	988 D				
SR 24	33 (40)	Archer Rd.		From Levy Co. Line to McDowell St												K ₁₀₀ 9.69%			
* Alachua County	2/U	Highway Rural	SHS	<input type="checkbox"/>	2.11		<input type="checkbox"/>	260263c	AADT: D	13,800	7,800	7,000 C	1.5%	7,700 C	8,300 D	9,400 D			
				26090000		<input checked="" type="checkbox"/>		Peak Hr: D	1,350		678 C		746 C	804 D	911 D				
SR 24	34 (75)	Archer Rd.		From McDowell St to 154th St												K ₁₀₀ 9.69%			
Archer	2/U	Arterial Community	SHS	<input type="checkbox"/>	0.72	1.0	<input checked="" type="checkbox"/>	260008	AADT: C	9,800	9,400	8,750 C	1%	9,400 C	9,900 D	10,800 D			
				26090000		<input type="checkbox"/>	260263c	Peak Hr: C	950		848 C		911 C	959 D	1,047 D				
SR 24	35 (41)	Archer Rd.		From 154th St to SW 91st Terrace												K ₁₀₀ 9.69%			
* Alachua County	2/U	Highway Rural	SHS	<input type="checkbox"/>	6.05		<input type="checkbox"/>	260008	AADT: D	13,800	11,000	10,500 D	1%	11,200 D	11,700 D	12,800 D			
				26090000		<input checked="" type="checkbox"/>		Peak Hr: D	1,350		1,017 D		1,085 D	1,134 D	1,240 D				
SR 24	36 (89)	Archer Rd.		From SW 91st Terrace to SW 75th St Tower Road												K ₁₀₀ 9.00%			
Alachua County	2/D	Arterial I Urbanized	SHS	<input type="checkbox"/>	1.31	0.8	<input type="checkbox"/>	260487	AADT: D	16,500	19,500	19,000 F	2.9%	21,600 F	24,600 F	30,500 F			
				26090000		<input type="checkbox"/>		Peak Hr: D	1,600		1,710 F		1,944 F	2,214 F	2,745 F				
SR 24	37 (90)	Archer Rd.		From SW 75th St to I-75												K ₁₀₀ 9.00%			
Alachua County	4/D	Arterial I Urbanized	SHS	<input type="checkbox"/>	2.38	1.3	<input type="checkbox"/>	260485	AADT: D	36,700	26,750	27,000 B	2%	28,900 B	31,700 C	37,200 F			
				26090000		<input type="checkbox"/>	263114	Peak Hr: D	3,560		2,430 B		2,601 B	2,853 C	3,348 C				

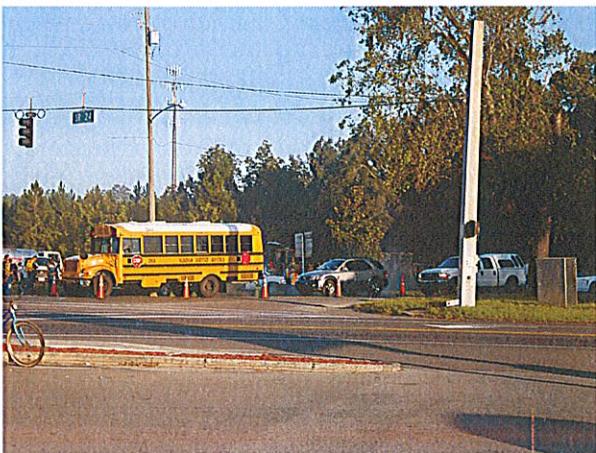
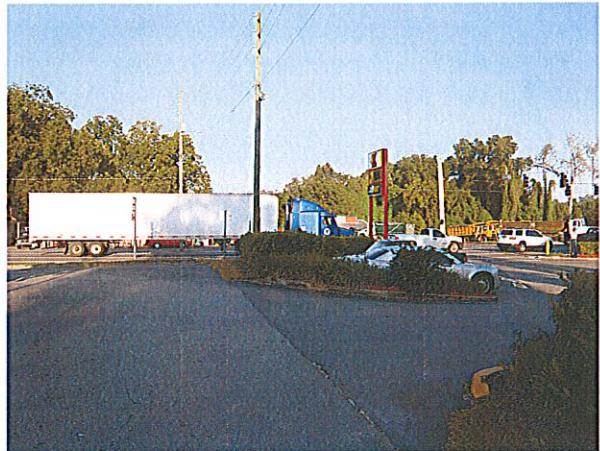
* Multiple Governing Jurisdictions

c = class count

Source: 9/4/09 Generalized Tables

Page 4





Mike Escalante

From: Bennett, James [James.Bennett@dot.state.fl.us]
Sent: Monday, October 18, 2010 4:56 PM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; David C. Schwartz; David W. Wagner; Taulbee, Karen; Mosley, Alan; Parks, Robert; Brown, Joye; Robertson, David; Blackwell, Melissa; Green, James; Magee, Robert; Glaze, Richard
Subject: Response to Questions from the MTPO

Mr. Sanderson,

It is important to note that the development of the Gainesville Metropolitan Transportation Planning Organization's Long Range Transportation Plan (LRTP) should be done following the 3C process - Comprehensive, Continuous, and Cooperative. As such, the Department provides the following response to your inquiry.

1. *What is the legal basis for the FDOT District 2 policy that, if the MTPO uses any of the \$92.0 million shown in the attachment under the line entitled "State Highways and Intelligent Transportation System," then the Bus Rapid Transit lanes cannot be physically-separated from the general purpose lanes?*
 Response: There is no legislation that requires nor prohibits the BRT lanes from being physically separated from the roadway. However, the portion of state funds can only be expended on the state system as per FS 339.08(1). The portion of federal funds may be utilized on a federal aid eligible system, which may or may not be a state roadway. However, all federal funded projects must follow the federal process if it is to remain eligible for federal fund expenditures.

2. *What is the legal basis for the FDOT District 2 policy that, if Bus Rapid Transit lanes are physically-separated from the general purpose lanes, then some entity other than the Florida Department of Transportation will need to be responsible for maintaining the Bus Rapid Transit lanes?*
 Response: There is no legislation that requires nor prohibits the Department from maintaining a physically-separated BRT lane. A physically-separated bus lane will increase the cost of maintenance of a facility as it would have additional curbs, drainage systems, permitting requirements, pedestrian access (ADA) requirements, signalization cost, etc. The Department of Transportation requires local governments to accept responsibility for maintenance of Non-Standard features. At this time, a physically-separated transit lane is considered by the Department to be a non-standard feature.

Before the Department agrees to fund, or permits the construction of a physically-separated BRT facility, additional discussions must occur to reach agreements related to maintenance, which is consistent with the 3C process.

If you have any additional questions, please let me know.

Respectfully,

James G. Bennett, P.E.
 Urban Transportation Development Manager

FL Dept. of Transportation, District Two
(904) 360-5646
email: James.Bennett@dot.state.fl.us

From: Marlie Sanderson [<mailto:sanderson@ncfrpc.org>]
Sent: Friday, October 08, 2010 3:31 PM
To: Bennett, James
Cc: Scott Koons; Mike Escalante; David C. Schwartz; David W. Wagner; Taulbee, Karen
Subject: Questions

James-

This is in regard to your telephone call this afternoon asking us to put the following questions to you in writing.

1. *What is the legal basis for the FDOT District 2 policy that, if the MTPO uses any of the \$92.0 million shown in the attachment under the line entitled "State Highways and Intelligent Transportation System," then the Bus Rapid Transit lanes cannot be physically-separated from the general purpose lanes?*
2. *What is the legal basis for the FDOT District 2 policy that, if Bus Rapid Transit lanes are physically-separated from the general purpose lanes, then some entity other than the Florida Department of Transportation will need to be responsible for maintaining the Bus Rapid Transit lanes?*

We would like to include your written response to these questions in the MTPO's October 27, 2010 meeting packet. We plan to copy and mail the MTPO meeting packet on Tuesday, October 19, 2010. Therefore, we would like to have your written response by Monday, October 18, 2010.

Thanks, Marlie



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

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

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

II.B & III.A

October 20, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Year 2035 Bicycle/Pedestrian Cost Feasible Plan**

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee, Technical Advisory Committee and MTPO staff all recommend that the MTPO approve the Table 1 Year 2035 Bicycle/Pedestrian Cost Feasible Plan.

BACKGROUND

The Year 2035 Bicycle/Pedestrian Cost Feasible Plan is enclosed as Table 1 and Map 1.

T:\Marlie\MS11\MTPO\Memo\bikeplanoct27.docx

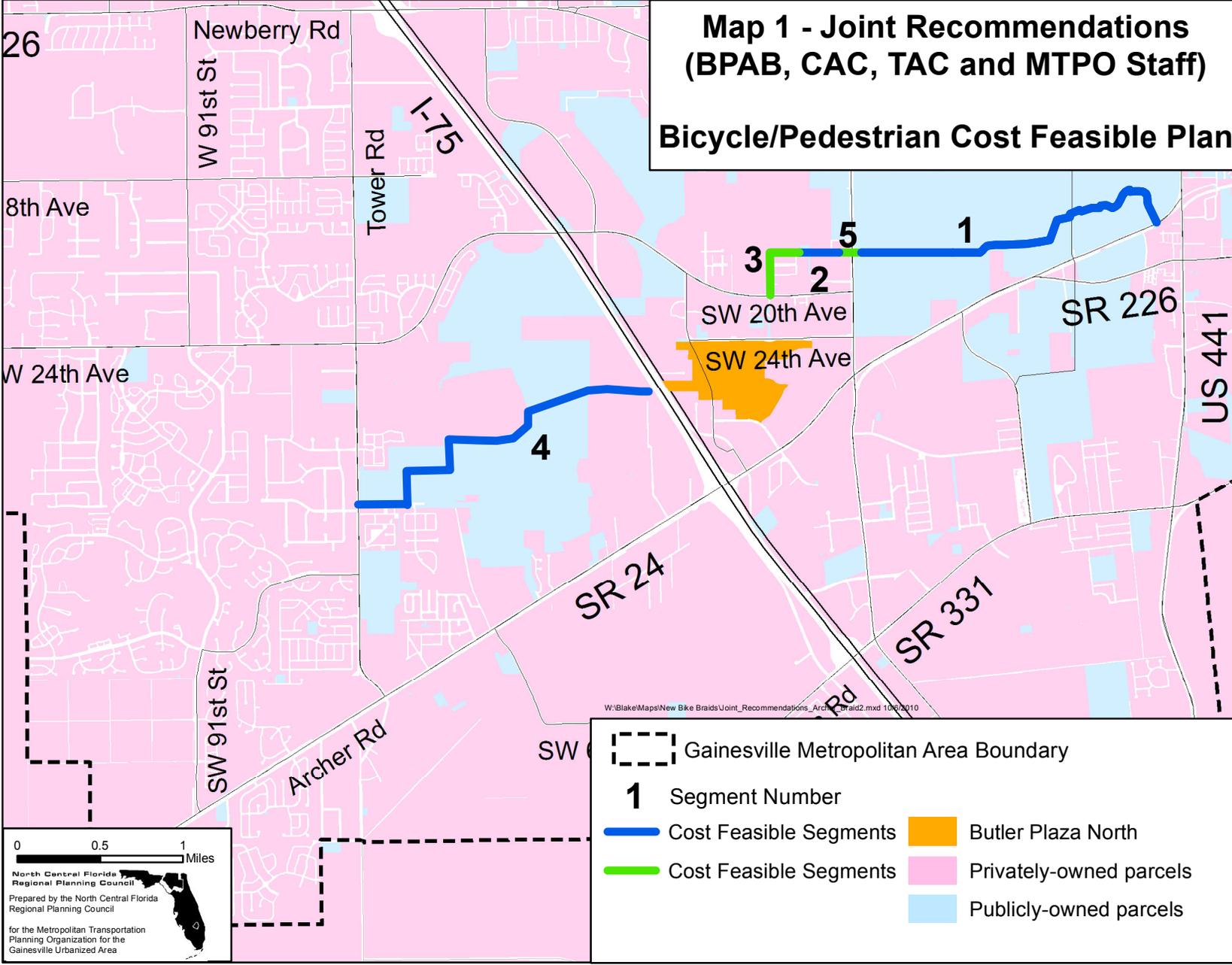
**TABLE 1- JOINT RECOMMENDATIONS
(BPAB, CAC, TAC AND MTPO STAFF)**

YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2007 DOLLARS)
Surface Transportation Program (STP) Enhancements (Cost Feasible Plan Revenues = \$11.5 million)				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
TOTAL STP ENHANCEMENT FUNDED PROJECTS				\$11.7
LOCAL FUNDS				
Alachua County Projects (identified as Cost Feasible by Year 2020)				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	\$0.4
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	\$0.3
TOTAL ALACHUA COUNTY PROJECTS				\$0.7
LOCAL FUNDS				
City of Gainesville Projects (identified as Cost Feasible by Year 2015)				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
TOTAL CITY OF GAINESVILLE PROJECTS				\$0.5
GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS				\$12.9

NA- Not applicable

Map 1 - Joint Recommendations (BPAB, CAC, TAC and MTPO Staff) Bicycle/Pedestrian Cost Feasible Plan



W:\Blake\Maps\New Bike Braids\Joint_Recommendations_Arch\Braid2.mxd 10/6/2010

- Gainesville Metropolitan Area Boundary
- 1** Segment Number
- Cost Feasible Segments
- Cost Feasible Segments
- Butler Plaza North
- Privately-owned parcels
- Publicly-owned parcels

0 0.5 1 Miles

North Central Florida
Regional Planning Council

Prepared by the North Central Florida
Regional Planning Council

for the Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

II.B & III.B



October 20, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Year 2035 Roadway Cost Feasible Plan**

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Citizens Advisory Committee and Technical Advisory Committee all recommend that the MTPO approve Table 2A.

MTPO STAFF RECOMMENDATION

Approve Table 2B.

Note- Table 2B is the same as Table 2A except MTPO staff reduced the amount of funding allocated to priorities 3, 4 and 6 in order to be able to fund priorities 7 and 8.

ALACHUA COUNTY STAFF RECOMMENDATION

Approve Table 2C.

BACKGROUND

Enclosed are three recommended Year 2035 Roadway Plans- Tables 2A, 2B and 2C.

T:\Marlie\MS11\MTPO\Memo\roadwayoct27.docx

TABLE 2A- BPAB, CAC AND TAC RECOMMENDATIONS

YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street) -construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor(see footnote ^a)	Gale Lemerand Drive to Waldo Road	1.5	\$10.0
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor (see footnote ^a)	NW 33rd Avenue to Archer Road	2.8	\$10.0
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment (see footnote ^b)	University Avenue to NE 39th Avenue	2.5	\$3.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport	14.0	\$110.0
TOTAL STATE HIGHWAY SYSTEM				\$154.0

TABLE 2A- JOINT RECOMMENDATIONS (Continued)

ROADWAY AND TRANSIT COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	SW 20th Avenue, four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	\$8.8
2	SW 8th Avenue-Phase 2, two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	\$2.7
3	NW 23rd Avenue, four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	\$1.8
4	NW 23rd Avenue, four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	\$12.0
5	SE 43rd Street, construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
6	SW 45th / 47th Street, new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	\$4.5
7	SW 30 th Avenue, new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	\$13.0
8	NW 83 rd Street, new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	\$2.5
9	Ft Clarke Boulevard dedicated transit lanes	Newberry Road to NW 23rd Avenue	0.5	\$3.0
10	NW 83 rd Street, BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	\$7.8
11	NW 83 rd Street, BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	\$14.0

TABLE 2A- JOINT RECOMMENDATIONS (Continued)

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
12	NW 46 th Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	\$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				\$86.5
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	SE 4th Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	SW 62nd Boulevard -four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				\$113.3
GRAND TOTAL COMBINED ROADWAY SYSTEMS				\$296.2

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

T:\Marlie\MS11\Update\roadoct27.docx

TABLE 2B- MTPO STAFF RECOMMENDATION
YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street)-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor (see footnote^a)	Gale Lemerand Drive to Waldo Road	1.5	\$5.0
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor (see footnote^a)	NW 33rd Avenue to Archer Road	2.8	\$5.0
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment (see footnote^b)	University Avenue to NE 39th Avenue	2.5	\$3.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure-Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$10.5
7	State Road 24 (Archer Road) widen to four lanes	Tower Road to SW 91st Street	1.3	\$13.0
8	State Road 331 (Williston Road) widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	\$5.0
TOTAL STATE HIGHWAY SYSTEM				\$62.5

TABLE 2B- MTPO STAFF RECOMMENDATIONS (Continued)

ROADWAY AND TRANSIT COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	SW 20th Avenue , four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	\$8.8
2	SW 8th Avenue-Phase 2 , two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	\$2.7
3	NW 23rd Avenue , four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	\$1.8
4	NW 23rd Avenue , four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	\$12.0
5	SE 43rd Street , construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
6	SW 45th / 47th Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	\$4.5
7	SW 30th Avenue , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	\$13.0
8	NW 83rd Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	\$2.5
9	NW 83rd Street , BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	\$7.8
10	Ft. Clarke/NW 83rd Street Corridor , BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	\$14.0

TABLE 2B- MTPO STAFF RECOMMENDATIONS (Continued)

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
11	NW 46 th Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	\$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				\$83.5
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	SE 4th Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	SW 62nd Boulevard-four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				\$113.3
GRAND TOTAL COMBINED ROADWAY SYSTEMS				\$265.7

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

T:\Marlie\MS11\Update\finalstaffoct27.docx

-  MTPO Boundaries
-  BRT Infrastructure
-  Turnlanes
-  Multimodal Emphasis Corridor
-  Four-Laning
-  Redesign for BRT
- 1** Priority Number

Map 2B - MTPO Staff Recommendation

Roadway Cost Feasible Plan

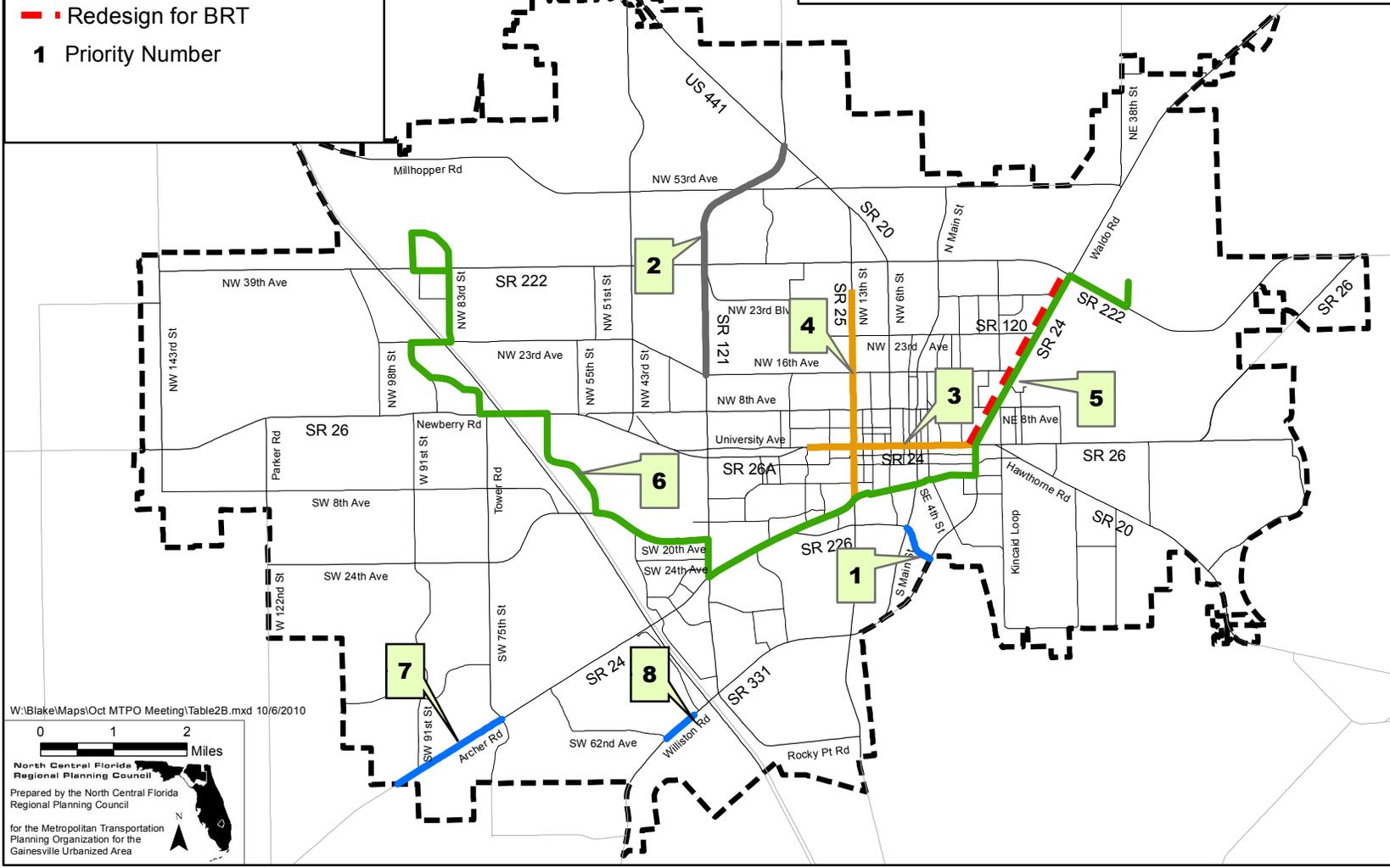
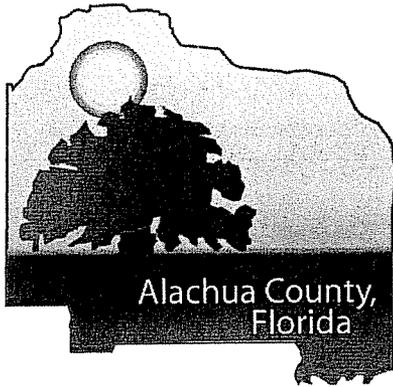


TABLE 2C

ALACHUA COUNTY STAFF'S RECOMMENDATION COST FEASIBLE PLAN FOR STATE HIGHWAY SYSTEM FUNDS				
PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million future year dollars)				
1	State Road 24 (Waldo Road) Multi-way Boulevard redesign to support Bus Rapid Transit (BRT) Dedicated Lane(s), multi-use trail and corridor redevelopment Study (see footnote ^a) (PD&E)	University Avenue to NE 39th Avenue	2.5	\$3.0
2	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	US 441 to SW 37th Boulevard	3.0	\$2.0
3	State Road 26 (Newberry Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	SW 62nd Blvd to Ft. Clarke Blvd	1.5	\$2.0
4	State Road 24 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^b)	Gale Lemerand Drive to Waldo Road	1.5	\$1.0
5	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study (see footnote ^b)	NW 33rd Avenue to Archer Road	2.8	\$1.0
6	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design, additional capacity and corridor management Study (PD&E)	SW 45th Street to MTPO boundary west of SW 91 st Street	3.5	\$2.0
7	State Road 121 (NW 34th Street)-construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
8	State Road 121 (Williston Road) additional capacity & corridor management Study (PD&E)	SW 35th Way (west of I-75) to SW 62nd	.75	\$.5
9	State Road 226 (SE 16th Avenue) design and row	Main Street to Williston Road	0.6	\$4.0
10	Bus Rapid Transit (BRT) Corridor Infrastructure - Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$30.0
11	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$11.0
TOTAL STATE HIGHWAY SYSTEM (Current Year Dollars)				\$62.5
TOTAL STATE HIGHWAY SYSTEM (Future Year Dollars)				\$92.0

^a Waldo Road Multi-way Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

^b Multi-modal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.



**ALACHUA COUNTY
DEPARTMENT OF GROWTH MANAGEMENT**

10 S.W. 2nd Avenue · Third Floor · Gainesville, Florida 32601-6294

Tel: (352) 374-5249 · Fax: (352) 338-3224

Suncom: 651-5249

Home Page: <http://growth-management.alachua.fl.us/>

Steve Lachnicht, AICP
Director
Growth Management

October 14th, 2010

MEMORANDUM

Richard Wolf
Assistant Director
Growth Management

TO: Mr. Randall H. Reid
County Manager

John Freeland
Building Official

FROM: Jonathan B. Paul, AICP, MA²
Concurrency & Impact Fee Manager

Benny Beckham
Zoning Administrator

CC: Steve Lachnicht, AICP
Director of Growth Management

Ken Zeichner, AICP
Principal Planner
Comprehensive Planning

ATTACHMENT: County Staff Recommended Cost Feasible Roadway Table

Brenda Wheeler
Development Review
Manager

SUBJECT: October 4th, 2010 MTPO Board Meeting Summary & Cost Feasible
Plan Recommendation for State Highway System Funds

Tom Webster
Housing Programs
Manager

BACKGROUND

Jonathan B. Paul, AICP
Concurrency & Impact
Fee Manager

The Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO) held its regular board meeting on October 4th, 2010, and the main item on the agenda was adoption of the Cost Feasible Plan for the MTPO 2035 Long Range Transportation Plan. Unfortunately, some confusion was created by presentation of three Cost Feasible Plan lists each with differing projects and funding figures. The lists were:

1. The original MTPO Staff recommendation (Appendix 1),
2. A revised MTPO Staff recommendation (Appendix 2), and
3. An Alachua County Staff recommendation (Appendix 3).

Adding to the confusion, the MTPO was for the first time being presented with new reduced funding figures for the State Highway System projects resulting from the conversion of future funds to 'year of expenditure' figures (a discounting of future revenues to the anticipated value when the projects are being accomplished).

October 4th, MTPO Board Meeting Summary

Finally, the MTPO Board was also hearing for the first time a troubling assertion by the Florida Department of Transportation regarding allowed use of State Highway System funds for dedicated BRT lanes.

DISCUSSION

The original MTPO Staff recommendation (Appendix 1) mostly contained what had been recommended for approval by the various advisory boards. Unfortunately, the recommendations of the advisory boards were made before the MTPO staff determined what funding level would actually be available for the State Highway System projects. Thus the recommendation was made with an assumed availability of \$92 million.

The revised MTPO staff recommendation (Appendix 2) was prepared when it was determined that the funds available for State Highway System projects in 'year of expenditure' dollars are anticipated to be \$62.5 million rather than \$92 million. In its revised recommendation, MTPO staff attempted to retain all of the projects within the original recommendation and the same numerical prioritization of projects while cutting BRT funding by nearly two thirds and cutting the University Avenue and US 441 'Multimodal Emphasis Corridor' project funding in half in order to be consistent with the revised projected funding level of \$62.5 million.

The Alachua County staff recommendation (Appendix 3) was made based upon an expectation that the 'year of expenditure' figure for the State Highway System projects was to be substantially less than the \$92 million figure based upon the footnote in the original MTPO staff recommendation (Appendix 1) which indicated that funding for the Archer Road and Williston Road four lane capacity projects were to be cut due to 'escalating project costs to 'year of expenditure dollars.' The county staff recommendation retained the funding for BRT at the levels recommended by the various advisory boards but lowered funding for several projects, placing greater emphasis on planning what improvements are to be made on numerous projects rather than allocating funding for the actual project improvements, the nature of which are not yet known. Significant reductions in funding allocations for several projects were proposed without removing any projects from the list.

The MTPO Board decided that it could not reach a decision on the Cost Feasible Plan without further information and clarification and has now scheduled a follow up meeting on October 27, 2010 at 5 p.m. Prior to adjourning its meeting, MTPO Board members expressed opinions regarding how best to handle the lowered available funds for State Highway System projects which should provide guidance to County, City and MTPO staff in attempting to produce a consensus Cost Feasible Plan list.

RECOMMENDATION ON STATE HIGHWAY SYSTEM PROJECTS

In an effort to achieve consensus, Alachua County staff has prepared the following revised Cost Feasible Plan list for State Highway System funds. It is intended to ensure that all projects from the original MTPO staff and advisory board recommendation (Appendix 1) remain on the list while reinforcing the fundamental direction of the City and County favoring a multi-modal transportation system with a strong commitment to a BRT spine connecting the eastern part of the Gainesville urban area to the western part of the Gainesville urban area. More realistic and refined allocations are proposed to place planning (PD&E) work as the first priority followed by continuation of the strong commitment for implementation of the highest priority roadway capacity project (i.e., SE 16 Avenue which is designed to move truck traffic off of University Avenue and Archer Road) and the BRT spine connecting Santa Fe College to the University of Florida, downtown and the Gainesville Regional Airport. The following table is recommended to the MTPO for adoption:

ALACHUA COUNTY STAFF'S RECCOMENDATION COST FEASIBLE PLAN FOR STATE HIGHWAY SYSTEM FUNDS				
PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million future year dollars)				
1	State Road 24 (Waldo Road) Multi-way Boulevard redesign to support Bus Rapid Transit (BRT) Dedicated Lane(s), multi-use trail and corridor redevelopment Study (see footnote ^a) (PD&E)	University Avenue to NE 39th Avenue	2.5	\$3.0
2	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	US 441 to SW 37th Boulevard	3.0	\$2.0
3	State Road 26 (Newberry Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design and corridor management Study (PD&E)	SW 62nd Blvd to Ft. Clarke Blvd	1.5	\$2.0

ALACHUA COUNTY STAFF'S RECCOMENDATION COST FEASIBLE PLAN FOR STATE HIGHWAY SYSTEM FUNDS				
PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
4	State Road 24 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^b)	Gale Lemerand Drive to Waldo Road	1.5	\$1.0
5	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study (see footnote ^b)	NW 33rd Avenue to Archer Road	2.8	\$1.0
6	State Road 24 (Archer Road) Bus Rapid Transit (BRT) Dedicated Lane(s) design, additional capacity and corridor management Study (PD&E)	SW 45th Street to MTPO boundary west of SW 91 st Street	3.5	\$2.0
7	State Road 121 (NW 34th Street) -construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
8	State Road 121 (Williston Road) additional capacity & corridor management Study (PD&E)	SW 35th Way (west of I-75) to SW 62nd	.75	\$.5
9	State Road 226 (SE 16th Avenue) design and row	Main Street to Williston Road	0.6	\$4.0
10	Bus Rapid Transit (BRT) Corridor Infrastructure - Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$30.0
11	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$11.0
TOTAL STATE HIGHWAY SYSTEM (Current Year Dollars)				\$62.5
TOTAL STATE HIGHWAY SYSTEM (Future Year Dollars)				\$92.0

^a Waldo Road Multi-way Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

^b Multi-modal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions.

USE OF STATE HIGHWAY SYSTEM FUNDS

An additional major item of discussion at the MTPO Board meeting was an FDOT assertion that State Highway System funds cannot be used to fund Bus Rapid Transit lanes on state roads unless the lanes are part of the roadway itself, not separated by curbs or located within a median. For example, if the County wanted to construct BRT dedicated transit lanes within the median on Archer Road, similar to what was done in Eugene Oregon, FDOT would assert that State Highway System funds could not be used to construct the dedicated transit lanes. Likewise, if the City wanted to relocate the existing trail on Waldo Road and construct dedicated transit lanes along the old railroad alignment, FDOT would assert that State Highway System funds could not be used to construct the dedicated transit lanes.

The State Highway System funds could potentially be used to convert two of the travel lanes on State Roads such as Archer Road, Newberry Road and SW 34th Street from motor vehicle lanes to dedicated transit lanes. According to FDOT, State Highway System funds could also be used for dedicated transit lanes if Archer Road and Newberry Road were widened to eight lanes and Waldo Road was widened to six lanes. However, widening either road would be inconsistent with both the City of Gainesville and Alachua County Comprehensive Plans.

During the Technical Advisory Committee (TAC) review of the Cost Feasible Plan, County Staff disagreed with the FDOT policy assertion that State Highway Funds could not be utilized for separated BRT dedicated transit lanes. County Staff requested, without success, that the TAC request FDOT put its assertion in writing. The MTPO Staff, however, at the direction of the MTPO Board, has requested that the FDOT assertion now be provided in writing. The County Attorney's office is now also seeking such verification from the FDOT legal department.

THE BUS MAINTENANCE FACILITY

Finally, the need to expand the RTS Bus Maintenance Facility was also discussed at the same MTPO Board meeting. Clearly there is a critical need for RTS to expand the maintenance facility in order to maintain its existing service and to allow for future expansion of transit service. The cost estimates for the maintenance facility have ranged from \$30 million dollars to \$65 million dollars. As was explained to the MTPO Board by RTS, there is now approximately \$10 million available for the expansion and further funding is being pursued by the City independent of the MTPO planning process. As the County further develops its BRT plans, it will be looking to a number of funding sources to contribute its fair share of the maintenance facility costs. Such funding source options include: Multi-Modal Transportation Fee, Transportation Concurrency Backlog Areas and Transportation Special District (Tax Increment District). The City of Gainesville could continue to use its Transportation Concurrency Exception Area contributions and also adopt a Transportation Concurrency Backlog Areas or Transportation Special District to generate and dedicate future revenues to assist in funding. A one-year, one-time sales tax similar to what was done to fund the County Courthouse would generate between \$30 million and \$40 million and complete the maintenance facility. The use of State Highway System funds for construction of the maintenance facility was not recommended as the project is likely not eligible to be funded by the State Highway System funds. County Staff does support the use of Federal Transit funds for funding the bus maintenance facility.

APPENDIX 1

TABLE 2- JOINT RECOMMENDATIONS

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street)-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor(see footnote)	Gale Lemerand Drive to Waldo Road	1.5	\$10.0
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor (see footnote)	NW 33rd Avenue to Archer Road	2.8	\$10.0
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment (see footnote)	University Avenue to NE 39th Avenue	2.5	\$3.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport	14.0	\$30.0
7	State Road 24 (Archer Road) widen to four lanes	Tower Road to SW 91st Street	1.3	\$13.0
8	State Road 331 (Williston Road) widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	\$5.0
TOTAL STATE HIGHWAY SYSTEM				\$92.0

Note- yellow-hued priorities 7 and 8 are not anticipated to be "cost feasible" after escalating project costs to "year of expenditure dollars" and are anticipated to be deleted from this table.

APPENDIX 2

TABLE 2A- MTPO STAFF RECOMMENDATION

ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street)-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor(see footnote ^a)	Gale Lemerand Drive to Waldo Road	1.5	\$10.0 <u>\$5.0</u>
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor (see footnote ^a)	NW 33rd Avenue to Archer Road	2.8	\$10.0 <u>\$5.0</u>
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment (see footnote ^b)	University Avenue to NE 39th Avenue	2.5	\$5.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport	14.0	\$30.0 <u>\$10.5</u>
7	State Road 24 (Archer Road) widen to four lanes	Tower Road to SW 91st Street	1.3	\$13.0
8	State Road 331 (Williston Road) widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	\$5.0
TOTAL STATE HIGHWAY SYSTEM				\$92.0 <u>\$62.5</u>

APPENDIX 3

**TABLE 2- ALACHUA COUNTY STAFF RECCOMENDATION TO BOCC
ROADWAY COST FEASIBLE PLAN**

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 million)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)				
1	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment Study (see footnote ^b)	University Avenue to NE 39th Avenue	2.5	\$1.0
2	State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^b)	Gale Lemerand Drive to Waldo Road	1.5	\$1.0
3	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study (see footnote ^b)	NW 33rd Avenue to Archer Road	2.8	\$1.0
4	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
5	State Road 121 (NW 34th Street)-construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
6	State Road 331 (Williston Road) widen to four lanes	SW 62nd Avenue to SW 35th Way	0.5	\$5.0
7	State Road 24 (Archer Road) widen to four lanes	Tower Road to SW 91st Street	1.9	\$10.0
8	Bus Rapid Transit (BRT) Corridor Infrastructure - Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$30.0
9	Waldo Road Multiway Boulevard redesign to support bus rapid transit and corridor redevelopment Study (see footnote ^b)	University Avenue to NE 39th Avenue	2.5	\$2.0
10	State Road 26 (University Avenue) Multimodal Emphasis Corridor(see footnote ^b)	Gale Lemerand Drive to Waldo Road	1.5	\$3.0
11	US 441 (W. 13th Street) Multimodal Emphasis Corridor (see footnote ^b)	NW 33rd Avenue to Archer Road	2.8	\$3.0
TOTAL STATE HIGHWAY SYSTEM				\$77.0
TOTAL STATE HIGHWAY SYSTEM (Future Year Dollars)				\$92.0

North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209

I.I.B & I.I.C



October 20, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Year 2035 Transit Cost Feasible Plan**

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and MTPO staff all recommend that the MTPO approve the Table 3 Year 2035 Transit Cost Feasible Plan.

CITIZEN ADVISORY COMMITTEE RECOMMENDATION

The Citizens Advisory Committee recommends that the MTPO approve the Table 3 Year 2035 Transit Cost Feasible Plan with one revision to reverse priorities 3 and 4.

BACKGROUND

The Year 2035 Transit Cost Feasible Plan is enclosed as Table 3 and Map 3.

T:\Marlie\MS11\MTPO\Memo\transitplanoct27.docx

**TABLE 3- JOINT RECOMMENDATION
(BPAB, TAC AND MTPO STAFF)**

YEAR 2035 TRANSIT COST FEASIBLE PLAN

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit (Cost Feasible Plan Revenues = \$3.7 million)				
1	Transit Maintenance Facility	Not Applicable (NA)	NA	\$50.0
TOTAL				\$50.0

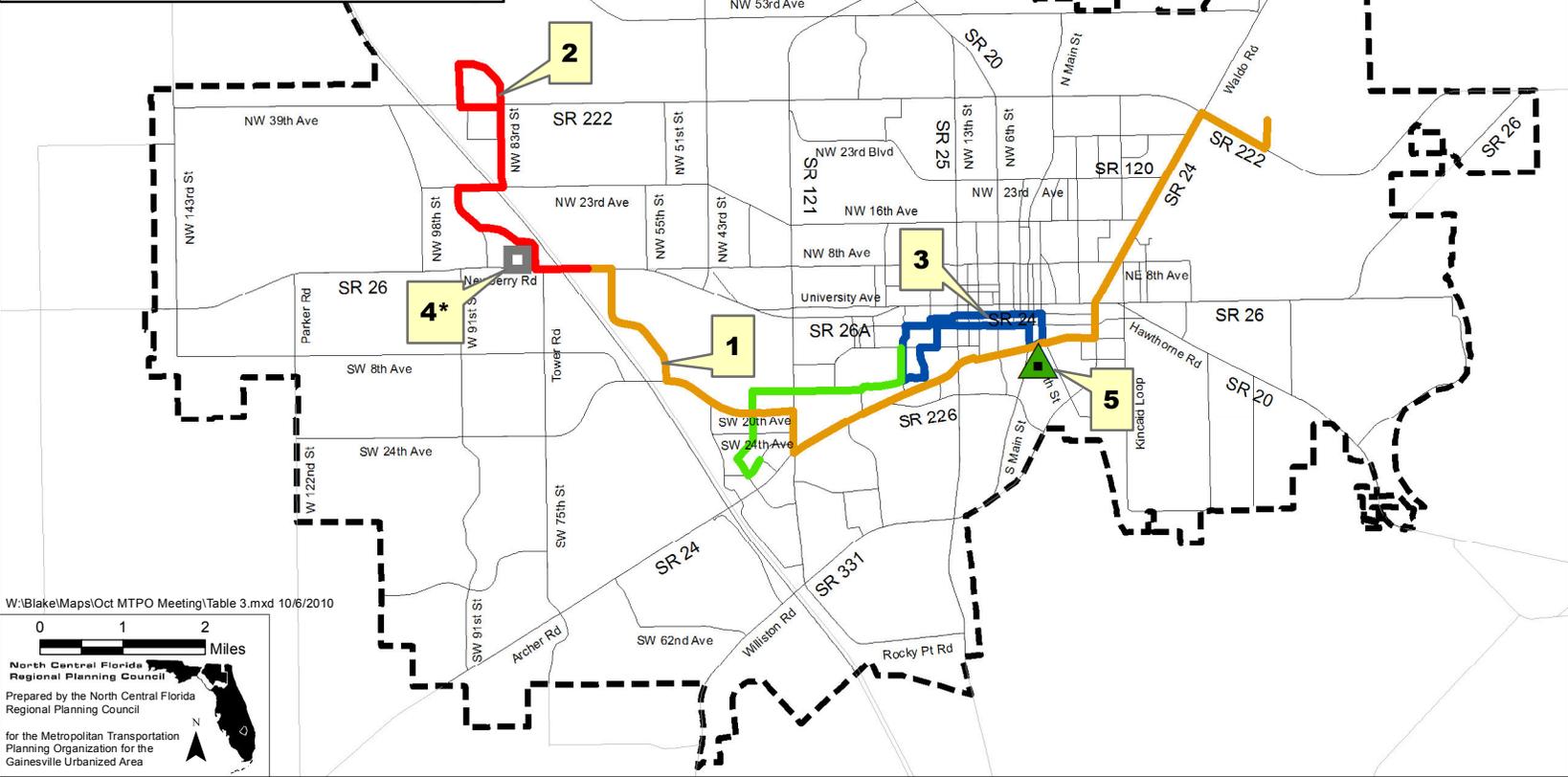
Surface Transportation Program (Cost Feasible Plan Revenues = \$36.1 million)				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe 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	NA	NA	\$50.0
TOTAL				\$53.4

**NOTE-
CAC RECOMMENDATION IS TO REVERSE PRIORITIES 3 AND 4**

Map 3 - BPAB, TAC, and MTPO Staff Recommendations

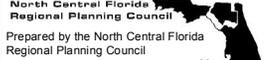
Transit Cost Feasible Plan

-  MTPO Boundaries
-  Intermodal Center/Park and Ride Lot
-  Transit Maintenance Facility
-  Oaks Mall to Airport BRT
-  Santa Fe to Oaks Mall BRT
-  Streetcar Downtown/UF
-  Streetcar Urban Village/UF
- 1** Priority Number
- * Location Subject to Change



W:\Blake\Maps\Oct MTPO Meeting\Table 3.mxd 10/6/2010

0 1 2 Miles



North Central Florida
Regional Planning Council

Prepared by the North Central Florida
Regional Planning Council

for the Metropolitan Transportation
Planning Organization for the
Gainesville Urbanized Area



North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209



October 20, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: **Year 2035 Cost Feasible Plan- Intelligent Transportation System
Appendix**

JOINT RECOMMENDATIONS

The Bicycle/Pedestrian Advisory Board, Technical Advisory Committee and MTPO staff all recommend that the MTPO approve the optional Table 4 Intelligent Transportation System (ITS) Appendix.

CITIZEN ADVISORY COMMITTEE RECOMMENDATION

The Citizens Advisory Committee recommends that the MTPO approve the Table 4 Intelligent Transportation System (ITS) Appendix with one revision to reverse priorities 1 and 2.

BACKGROUND

The Intelligent Transportation System (ITS) Appendix is enclosed as Table 4.

T:\Marlie\MS11\MTPO\Memo\itsoct27.docx

**TABLE 4- JOINT RECOMMENDATIONS
(BPAB, TAC AND MTPO STAFF)**

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	<p><u>Interstate 75 Intelligent Transportation System Corridor</u></p> <p>Marion County line to Columbia County Line</p>	<p>A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p>	\$9,900,000
2	<p><u>Regional Transportation System Bus Priority System</u></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p>	<p>A. <u>Route #9</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to SW 23rd Drive <u>State Road 331 (Williston Road)</u> from SW 25th Terrace to SW 23rd Street</p> <p>B. <u>Route # 20</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>C. <u>Route# 21</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>D. <u>Route #35</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 24 (Archer Road) to Shealy Drive <u>State Road 12 (SW 34th Street)</u> from SW 35th Place to State Road 226 (SW 16th Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 121 (SW 34th Street) to SW 23rd Street</p>	\$600,000

NOTE-
CAC RECOMMENDATION IS TO REVERSE PRIORITIES 1 AND 2

**TABLE 4- JOINT RECOMMENDATIONS (Continued)
(BPAB, TAC AND MTPO STAFF)**

INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLAN APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	<p><u>Dynamic Message Signs on State Highway Arterials</u></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound)</p> <p>B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13th Steet) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)</p>	\$700,000
4	<p><u>Expand Automated Arterial Travel Time System</u></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p>A. <u>State Road 25 (NW 13th Avenue)</u> State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road)</p> <p>B. <u>State Road 121 (SW 34th Street)</u> NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp</p>	\$600,000
GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS			\$11,800,000

NA- Not applicable

T:\Marlie\MS11\Update\itsplan_oct27_t4.docx

SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
JANUARY	-	-	(None Scheduled)
FEBRUARY	Jan. 27 - TAC Sub @ NCFRPC @ 1 pm <i>Jan. 27 - TAC & CAC - CANCELLED</i>	January 28	<i>CANCELLED</i>
MARCH	CAC Orientation @ 6:30 pm March 3	March 4	March 15 at 6:00 p.m.
APRIL	<i>CANCELLED</i>	<i>CANCELLED</i>	<i>CANCELLED</i>
MAY	TAC & CAC @ NCFRPC April 21	April 22	May 10 at 3:00 p.m.
JUNE	June 2	June 3	June 14 at 1:00 p.m.
JULY	June 30 - TAC @ NCFRPC <i>CAC - CANCELLED</i>	July 1	<i>CANCELLED</i>
AUGUST	August 4	August 12	August 23 at 5:00 p.m.
SEPTEMBER	September 1	September 2	<i>CANCELLED</i>
OCTOBER	September 22	September 23	October 4 at 5:00 p.m. October 27 at 6:00 p.m.
NOVEMBER	<i>CANCELLED</i>	October 14	November 1 at 3:00 p.m.
DECEMBER	December 1	December 2	December 13 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. 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.