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July 17, 2013

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, July 24, 2013, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue**. Also on Wednesday, July 24, 2013, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

#### STAFF RECOMMENDATION

7:00 p.m.	I.	Introductions (if needed)*	
	II.	Approval of Meeting Agenda	APPROVE AGENDA
Page #3 7:05 p.m.	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #17 7:10 p.m.	IV.	Transportation Alternative Projects	APPROVE STAFF RECOMMENDATION

This year, FDOT is requesting project applications in September/October.

Page #21 7:30 p.m.	V.	Proposed Long Range Transportation Plan Amendment- Archer Road Project	APPROVE STAFF RECOMMENDATION
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The MTPO wants to know if it should consider an amendment to the long range transportation plan for this project.

Page #29 7:45 p.m.	VI.	Proposed Long Range Transportation Plan Amendment- Tower Road Project	APPROVE STAFF RECOMMENDATION
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The MTPO wants to know if it should consider an amendment to the long range transportation plan for this project.

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

Page #35  
TAC ONLY

**VII.**

**Socioeconomic Working Group**

**APPROVE STAFF RECOMMENDATION**

Staff has developed a draft list of members for this Group.

**VIII.**

**Information Items**

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #37

A. CAC and TAC Attendance Records

Page #39

B. Meeting Calendar- 2013

Page #41

C. Funds by Mode Information

Page #47

D. Number of Crossing Pedestrians and Entering Vehicles at the Intersection of Archer Road and SW 34th Street

Page #55

E. Eugene, Oregon and Gainesville, Florida Comparative Analysis

Page #57

F. Marking Pedestrian Crossings

Page #65

G. SE 16th Avenue- Main Street to Williston Road

Page #67

H. Meeting Summary- TAC Level of Service Working Group

\*No handout included with the enclosed agenda matter

## MINUTES

**GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY  
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)**

Gainesville Regional Utilities  
301 SE 4th Avenue  
Gainesville, Florida

2:00 p.m.  
Wednesday  
May 22, 2013

MEMBERS PRESENT

Jeff Hays, Chair  
Dekova Batey  
Linda Dixon  
Steve Dopp  
Debbie Leistner  
Dean Mimms  
Matthew Muller  
Brian Singleton  
Karen Taulbee

MEMBERS ABSENT

Ron Fuller  
John Gifford  
Mike Iguina  
Steve Kabat  
Harrell Harrison

OTHERS PRESENT

Ned Baier  
Tony Falotico  
Jesus Gomez  
Doreen Joyner-Howard  
Jacob Kain  
Beth Lemke  
Chandler Otis  
Mark Manwell

STAFF PRESENT

Marlie Sanderson  
Michael Escalante  
Luke Tia

## CALL TO ORDER

Chair Jeff Hays, Regional Transit System Chief Transit Planner, called the meeting to order at 2:12 p.m.

## I. INTRODUCTIONS

Chair Hays introduced himself and asked others to introduce themselves.

## II. APPROVAL OF THE MEETING AGENDA

Chair Hays asked for approval of the agenda.

Mr. Marlie Sanderson, Director of Transportation Planning, asked that the agenda be amended to move item V. MTPO Planning Boundary and Voting Membership after item VI. South Main Street- Scoping Plans.

**MOTION: Steve Dopp moved to approve the meeting agenda. Dean Mimms seconded; motion passed unanimously.**

## III. APPROVAL OF COMMITTEE MINUTES

Chair Robinson asked for approval of the January 23, 2013 minutes.

**MOTION: Linda Dixon moved to approve the January 23, 2013 TAC minutes. Dean Mimms seconded; motion passed unanimously.**

#### IV. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Sanderson stated that the Transportation Improvement Program is the most important document that is approved annually by the MTPO. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report. He noted that this year's document authorizes about \$26 million in Federal funds for projects within the Gainesville Metropolitan Area over the next fiscal year.

Ms. Karen Taulbee, Florida department of Transportation (FDOT) Transportation Specialist, stated that the Transit Maintenance Facility State Infrastructure Bank Loan Repayment Project needed to be in the TIP.

Ms. Debbie Leistner, City of Gainesville Transportation Planning Manager, discussed City projects to be added to the TIP and answered questions

Chair Hays discussed modifications to County projects in the TIP.

Ms. Linda Dixon, University of Florida Facilities Planning Assistant Director, discussed modifications to the University of Florida shared-use path project.

**MOTION: Debbie Leistner moved to recommend that the MTPO approve the Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program with changes shown in Exhibit 1. Linda Dixon seconded; motion passed unanimously.**

#### V. SW 34TH STREET AT ARCHER ROAD INTERSECTION- SOUTHBOUND RIGHT-TURN MOVEMENT

Mr. Sanderson stated the FDOT has completed its analysis of the SW 34th Street at Archer Road Intersection.

Ms. Taulbee discussed the SW 34th Street at Archer Road Intersection Technical Report and answered questions.

**MOTION: Debbie Leistner moved to recommend that the MTPO approve the FDOT SW 34th Street at Archer Road Intersection Technical Report Conclusion recommendations (see Exhibit 2) and modify Table 11A Priority No. 5 to summarize the conclusions. Dean Mimms seconded; motion passed unanimously.**

#### VI. LIST OF PRIORITY PROJECTS

Mr. Sanderson stated that, each year, the MTPO develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that this year's draft List of Priority Projects includes projects from the recently adopted Year 2035 Livable Community Reinvestment Plan and from local agency recommendations. He noted that he would discuss tables that may have changes due to review comments that MTPO staff received. He discussed proposed changes and answered questions.

Ms. Taulbee discussed concern regarding landscaping in Williston Road at University Avenue safety project.

Mr. Sanderson suggested including to provide additional pedestrian safety in the medians to Table 8 Priority 3 Item 4.

**MOTION: Linda Dixon moved to recommend that the MTPO approve the List of Priority Projects, with the landscaping of the Williston Road at University Avenue medians as the first priority in Table 4. Debbie Leistner seconded; motion passed unanimously.**

Ms. Dixon noted that the SW 34th Street at Hull Road turnlane project is funded and should be deleted.

**MOTION: Linda Dixon moved to recommend that the MTPO approve the List of Priority Projects, incorporating the changes to Table 4 and Table 8 as discussed. Steve Dopp seconded; motion passed unanimously.**

## VII. SW 8TH AVENUE MULTI-USE PATH

Mr. Sanderson stated that Alachua County Public Works Department requested an opportunity to present the SW 8th Avenue Multi-Use Path 60 Percent Design Plans.

Mr. Brian Singleton, Alachua County Transportation Engineering Manager, discussed the SW 8th Avenue Multi-Use Path 60 Percent Design Plans and answered questions.

**MOTION: Steve Dopp moved to recommend that the MTPO approve SW 8th Avenue Multi-Use Path 60 Percent Design Plans. Dean Mimms seconded; motion passed unanimously.**

## IX. UPDATED BYLAWS

Mr. Sanderson stated that the bylaws were last updated in 1983. He said that several policies have become outdated. He discussed the draft bylaws and answered questions.

**MOTION: Linda Dixon moved to recommend that the MTPO approve the Bylaws document. Karen Taulbee seconded, motion passed unanimously.**

## X. YEAR 2040 POPULATION PROJECTIONS

Mr. Sanderson discussed the University of Florida Bureau of Economic and Business Research Year 2040 population projections for Alachua County and answered questions.

**MOTION: Dean Mimms moved to:**

- 1. approve the Year 2040 medium population projections for Alachua County (see Exhibit 3);**
- 2. convene a working group of county planners; and**
- 3. include footnote to population table stating projections assume no annexations.**

**Linda Dixon seconded, motion passed unanimously.**

XI. TRANSPORTATION ALTERNATIVE PROJECTS

Mr. Sanderson discussed the timetable for Transportation Alternative Projects and answered questions.

XII. ELECTION OF OFFICERS

Mr. Sanderson stated that it was time to elect new TAC officers. He said that currently Doug Robinson was the Chair and Jeff Hays was the Vice Chair.

**MOTION: Dean Mimms moved to elect Jeff Hays as Chair. Steve Dopp seconded, motion passed unanimously.**

**MOTION: Linda Dixon moved to elect Debbie Leistner as Vice Chair. Karen Taulbee seconded; motion passed unanimously.**

XIII. INFORMATION ITEMS

Mr. Dekova Batey, Bicycle/Pedestrian Coordinator, discussed and distributed new city bike maps. He also discussed bicycle registration programs.

ADJOURNMENT

The meeting was adjourned at 4:10 p.m.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Hays, Chair

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## EXHIBIT 1

### Revisions to Draft Transportation Improvement Program Presented at the May 22, 2013 Technical Advisory Committee Meeting

Illustration	Table	Page	Modification
III	6	33; 36	Include the University of Florida shared-use path from Illustration VIII and Table 12
V	-	39	Show construction in Fiscal Year 2013-14 for SW 13th Street at Archer Road and SW 16th Avenue intersections; remove construction from Archer Road at SW 16th Avenue intersection
VIII	-	55	Show construction of sidewalks in Fiscal Year 2012-13 on NW 34th Street Westside from NW 23rd Terrace to WalMart and NW 23rd Street from NW 34th Street to NW 62 Avenue
VIII	12	55	Move the University of Florida shared-use path to Illustration III and Table 6
X	-	61	Show <u>NW 8th Avenue</u> from NW 41st Street to NW 6th Street lane reduction/resurfacing project for construction in Fiscal Year 2012-13
XI	15	67; 69	Add <u>Hull Road</u> construction from SW 38th Terrace to SW 34th Street, with design in Fiscal Year 2012-13 and construction in Fiscal Year 2013-14 [developer funded project cost estimates not provided]
XI	15	67; 71	Add <u>SW 38th Terrace</u> construction from SW 20th Avenue to Hull Road, with design in Fiscal Year 2012-13 and construction in Fiscal Year 2013-14 [developer funded project cost estimates not provided]
XI	15	67; 68	Include termini for Celebration Point Boulevard from Archer Road to SW 47th Way in project location and modify Illustration XI for flyover terminus
-	15	71	Place SW 8th Avenue Extension from SW 143rd Street to SW 122nd Street Design and Construction in Fiscal Year 2014-15 with local and County Incentive Grant Program funding
-	15	74	Delete "includes flyover" from SW 30th Avenue project description
-	17	81	Include <u>Transit Maintenance Facility</u> State Infrastructure Bank Loan repayment with \$4 million in Fiscal Year 2015-16 and \$4.1 million in Fiscal Year 2016-17 using Surface Transportation Program funds

Note; Shaded rows are administrative revisions to the document that were provided at the Technical Advisory Committee meeting.

## **EXHIBIT 2**

### **CONCLUSION:**

Based on the Synchro/Sim Traffic analyses and our site investigations, restriping the outside lane of the north approach of the SR 24/SR 121 intersection to form a right turn only lane would reduce delay to the right turn movement. However, the delay to the north approach would be increased since the number of through lanes would be reduced from three lanes to two. In addition, the through traffic on this approach is expected to queue beyond the Windmeadows Boulevard intersection.

This study also identified other improvements that could improve traffic operations at the intersection. Constructing a right turn lane on the east approach of SR 24 at the SR 121 intersection will greatly reduce delay and vehicle queues, especially during the afternoon peak when frequently traffic backs up more than a mile in length. In addition, lengthening one of the left turn lanes on the north approach of SR 121 at the same intersection will improve traffic operations by providing additional storage for the vehicles turning left.



**EXHIBIT 3**

**Table 1**  
**Population Estimates and Projections**  
**Alachua County, 2012 to 2040**

Municipality	April 1, 2012 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	9,134	3.70%	11,300	3.70%
Archer	1,130	0.46%	1,405	0.46%
Gainesville	123,903	50.21%	153,341	50.21%
Hawthorne	1,389	0.56%	1,710	0.56%
High Springs	5,355	2.17%	6,627	2.17%
LaCrosse	356	0.14%	428	0.14%
Micanopy	605	0.25%	764	0.25%
Newberry	4,957	2.01%	6,139	2.01%
Waldo	969	0.39%	1,191	0.39%
<b>Unincorporated Area</b>	98,972	40.11%	122,496	40.11%
<b>TOTAL</b>	246,770	100%	305,400	100%

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Sources: Florida Estimates of Population 2012, Bureau of Economic and Business Research, University of Florida.  
Projections of Florida Population by County, 2015-2040, with Estimates for 2012, Volume 46, Bulletin, 165,  
March 2013, Bureau of Economic and Business Research, University of Florida.

Note: The municipal projections in this table assume no annexations in the time period.



## MINUTES

### GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) CITIZENS ADVISORY COMMITTEE (CAC)

Grace Knight Conference Room  
12 SE 1<sup>st</sup> Street  
Gainesville, Florida

7:00 p.m.  
Wednesday  
May 22, 2013

#### MEMBERS PRESENT

Jan Frentzen, Chair  
Rob Brinkman, Vice Chair  
E. J. Bolduc  
Thomas Bolduc  
Nelle Bullock  
Rajeeb Das  
Mary Ann DeMatas  
Melinda Koken  
Chandler Otis  
John Richter  
James Samec  
Holly Shema  
Ewen Thomson

#### MEMBERS ABSENT

Ruth Steiner

#### OTHERS PRESENT

Tony Falotico  
Jesus Gomez  
Doreen Joyner-Howard  
Kamal Latham  
Matthew Muller  
Brian Singleton  
Karen Taulbee

#### STAFF PRESENT

Marlie Sanderson  
Michael Escalante

#### CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:03 p.m.

#### I. INTRODUCTIONS

Vice Chair Brinkman introduced himself and asked others to introduce themselves.

#### II. APPROVAL OF THE MEETING AGENDA

Mr. Marlie Sanderson, Director of Transportation Planning, asked that the agenda be approved.

**MOTION: James Samec moved to approve the meeting agenda amended to delete item IV. SW 30th Avenue Interstate Overpass. E. J. Bolduc seconded; motion passed unanimously.**

#### III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

**MOTION: James Samec moved to approve the February 20, 2013 CAC minutes. Nelle Bullock seconded; motion passed unanimously.**

#### IV. TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Sanderson stated that the Transportation Improvement Program is the most important document that is approved annually by the MTPO. He said that the Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report. He noted that this year's document authorizes about \$26 million in Federal funds for projects within the Gainesville Metropolitan Area over the next fiscal year.

Mr. Michael Escalante, MTPO Senior Planner, discussed the revisions recommended by the Technical Advisory Committee

**MOTION: Melinda Koken moved to recommend that the MTPO approve the Fiscal Years 2013-14 to 2017-18 Transportation Improvement Program with the Technical Advisory Committee revisions shown in Exhibit 1. James Samec seconded; motion passed unanimously.**

#### V. SW 34TH STREET AT ARCHER ROAD INTERSECTION- SOUTHBOUND RIGHT-TURN MOVEMENT

Mr. Sanderson stated the FDOT has completed its analysis of the SW 34th Street at Archer Road Intersection. He discussed the recommendations for the

KT discussed the SW 34th Street at Archer Road Intersection and answered questions.

**MOTION: Melinda Koken moved to recommend that the MTPO approve the FDOT SW 34th Street at Archer Road Intersection Conclusion recommendations (see Exhibit 2) and incorporate the changes into the List of Priority Projects. Nelle Bullock seconded; motion passed unanimously.**

#### VI. LIST OF PRIORITY PROJECTS

Mr. Sanderson stated that, each year, priorities are developed for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that this year's draft List of Priority Projects includes projects from the Year 2035 Livable Community Reinvestment Plan and from local agency recommendations. In order to accommodate Regional Transit System (RTS) staff, he asked the CAC to address transit priorities.

Mr. Jesus Gomez, RTS Director, and Mr. Matthew Muller, RTS Planner, discussed transit priorities and answered questions. Mr. Muller announced the Enhanced Transit Open House

Mr. Sanderson discussed the remaining draft tables and answered questions.

**MOTION: Melinda Koken moved to recommend the MTPO approve the List of Priority Projects incorporating the changes to the Archer Road/SW 34th Street intersection. James Samec seconded; motion passed unanimously.**

VII. SW 8TH AVENUE MULTI-USE PATH

Mr. Sanderson stated that Alachua County Public Works Department requested an opportunity to present the SW 8th Avenue Multi-Use Path 60 Percent Design Plans.

Mr. Brian Singleton, Alachua County Transportation Engineering Manager, discussed the SW 8th Avenue Multi-Use Path 60 Percent Design Plans and answered questions.

**MOTION: Rob Brinkman moved to recommend that the MTPO approve SW 8th Avenue Multi-Use Path 60 Percent Design Plans. James Samec seconded; motion passed unanimously.**

VIII. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Sanderson noted that Chair Frentzen wanted to discuss the former CAC Designate positions.

**It was a consensus of the CAC to defer this topic to a meeting attended by Chair Frentzen.**

XIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 7:47 p.m.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jan Frentzen, Chair

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## EXHIBIT 1

### Revisions to Draft Transportation Improvement Program Presented at the May 22, 2013 Citizens Advisory Committee Meeting

Illustration	Table	Page	Modification
III	6	33; 36	Include the University of Florida shared-use path from Illustration VIII and Table 12
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Note; Shaded rows are administrative revisions to the document that were provided at the Citizens Advisory Committee meeting.

## **EXHIBIT 2**

### **CONCLUSION:**

Based on the Synchro/Sim Traffic analyses and our site investigations, restriping the outside lane of the north approach of the SR 24/SR 121 intersection to form a right turn only lane would reduce delay to the right turn movement. However, the delay to the north approach would be increased since the number of through lanes would be reduced from three lanes to two. In addition, the through traffic on this approach is expected to queue beyond the Windmeadows Boulevard intersection.

This study also identified other improvements that could improve traffic operations at the intersection. Constructing a right turn lane on the east approach of SR 24 at the SR 121 intersection will greatly reduce delay and vehicle queues, especially during the afternoon peak when frequently traffic backs up more than a mile in length. In addition, lengthening one of the left turn lanes on the north approach of SR 121 at the same intersection will improve traffic operations by providing additional storage for the vehicles turning left.

The first part of the report discusses the current state of the world economy and the impact of the global financial crisis. It notes that the crisis has led to a significant decline in global economic activity, with many countries experiencing recession. The report also highlights the challenges faced by developing countries, particularly in terms of access to credit and foreign investment.

The second part of the report focuses on the impact of the crisis on the environment. It notes that the crisis has led to a reduction in greenhouse gas emissions, which is a positive development. However, it also points out that the crisis has led to a reduction in investment in clean energy technologies, which could have long-term negative consequences for the environment.





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July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Alternative Projects

**STAFF RECOMMENDATION**

Recommend that the MTPO approve the submission of two transportation alternative project applications by the City of Gainesville for E. University Avenue and the Norton Elementary Trail (see priorities #2 and #3 in Exhibit 1).

*Note- an application was submitted last year for priority #1 in Exhibit 1.*

**BACKGROUND**

According to the Florida Department of Transportation, funding applications this year for transportation alternative projects are due around the end of November. In order to meet this deadline, the following timetable is recommended-

July 24th and 25th-	Recommendations are made by the MTPO Advisory Committees concerning two new projects for funding applications. Last year, an application was submitted for Priority #1- SW 27 Street/SW 40 Place/SW 25 Terrace (see Exhibit 1). Therefore, the next two highest priorities for funding are Priority #2 (E. University Avenue) and Priority #3 (Norton Elementary Trail).
August 5th-	MTPO Approves Two New Projects for Funding Applications.
September/October-	Two Project Applications Prepared.
Late November-	Two Project Applications Submitted.

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**Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area**  
**List of Priority Projects Fiscal Years 2014-15 to 2018-19**

## A. Bicycle/Pedestrian Priorities

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

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

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

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

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

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

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





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

July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Proposed Long Range Transportation Plan Amendment- Archer Road Project

### **STAFF RECOMMENDATION**

Do not consider an amendment to the adopted long range transportation plan, but instead address the project priority for the four-laning of Archer Road along with other transportation project priorities over the next two years as part of the Year 2040 long range transportation plan update.

### **BACKGROUND**

A member of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has requested the following agenda item- *"What would it take and cost to four-lane Archer Road to the City of Archer?"*

Archer Road (State Road 24) currently reduces from four lanes to two lanes immediately west of Tower Road. From this point, Archer Road remains a two-lane road for about seven miles to the City of Archer. About 1.5 miles of this road segment is located within the metropolitan planning area boundary.

In order for the Florida Department of Transportation to program funds to four-lane this State Road, this project must be included in the adopted long range transportation plan. The attached Table 65 is a copy of the adopted Year 2035 Roadway Cost Feasible Plan. During the last long range transportation plan update, this needed project did not rank high enough relative to other needed project to be included in Table 65.

The latest Florida Department of Transportation construction cost estimates (not including right-of-way) to add two lanes to a two-lane road is about \$7.4 million per mile. Therefore, the total construction cost estimate for this project is approximately \$52 million. The construction cost estimate for the 1.5 mile portion in the metropolitan planning area boundary is approximately \$11 million. Sufficient right-of-way for the four-laning of Archer Road was purchased about 20 years ago. However, additional right-of-way is expected to be needed for this project to meet current design and drainage standards.

### **June 3, 2013 Meeting**

At the June 3, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed this project and approved the following motion:

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

*“to direct staff to place on the agenda for an upcoming meeting to consider whether or not to amend the Year 2035 long range transportation plan and, if there is a recommendation to amend the long range transportation plan, then to provide candidate project lists developed by City and County staff that include fiscal impacts and funding sources for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prioritize.”*

### **Conclusion**

Staff has researched this issue and concluded that the currently adopted long range transportation plan should not be amended to include this project for the following reasons-

1. Amending the plan to include this project will not result in the Archer Road project being funded before the next long range transportation plan updated is completed by October 2015. In order to program funds to construct this project, the Florida Department of Transportation will first have to prepare a project development and environmental study and purchase additional right-of-way. None of which could be completed before the long range transportation plan is updated by October 2015.

Exhibit 1 shows the status of State Highway System projects in the currently adopted long range transportation plan. As shown in Exhibit 1, the next project that is scheduled to receive funding is the construction of turn lanes to improve safety and traffic flow on NW 34th Street (State Road 121).

2. The long range transportation plan is updated every five years and includes such tasks as: updating goals and objectives; projecting socioeconomic information using the latest information in City of Gainesville and Alachua County Comprehensive Plans; and re-validating the travel demand model. This plan update process addresses transportation issues and projects in a comprehensive and coordinated manner based on the latest policies in locally-adopted comprehensive plans. Since long range plan amendments do not have the benefits of being considered as part of an overall comprehensive transportation planning process, they should be avoided if possible.
3. If the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area decides to consider an amendment to the long range transportation plan for the Archer Road project, the following issues will need to be addressed- the need to re-code the travel demand model and to run new traffic assignments to test and evaluate the proposed amendment; the requirement that all cost estimates will need to be updated; and the requirement that all updated project costs will need to be converted to “year of expenditure” dollars and assigned to future five-year groupings associated with the forecast of future revenues.

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Table 65: Year 2035 Roadway Cost Feasible Plan

Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
<b>STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 Million)</b>				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
<b>TOTAL STRATEGIC INTERMODAL SYSTEM</b>				<b>\$6.4</b>
<b>STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)</b>				
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 turn lanes 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 <sup>a</sup>	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study <sup>a</sup>	NW 33rd Avenue to Archer Road	2.8	\$4.75
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit , multi-trail and corridor redevelopment study (PD&E) <sup>b</sup>	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	\$28.0

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45 <sup>th</sup> Street	3.5	\$0.5
8	State Road 221 (Williston Road) additional roadway capacity and corridor management (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	\$0.5
<b>TOTAL STATE HIGHWAY SYSTEM</b>				<b>\$62.5</b>
<b>Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
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



2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
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 83 <sup>rd</sup> Street Corridor, BRT Dedicated Transit Lanes & new multimodal only Interstate 75 overpass	NW 23 <sup>rd</sup> Avenue to Newberry Road (SR 26)	1.0	\$14.0
11	NW 46th 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
<b>TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM</b>				<b>\$83.5</b>

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
<b>City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
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
<b>TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM</b>				<b>\$113.3</b>
<b>GRAND TOTAL COMBINED ROADWAY SYSTEMS</b>				<b>\$265.7</b>

<sup>a</sup>Multimodal 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.

<sup>b</sup>Waldo 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.*

## State Highway System Year 2035 Roadway Cost Feasible Plan

Priority	Description	Project	From / To:	Comment
1	State Road 226 (SE 16th Avenue)	Widen-to-four-lanes Transportation System Management	Main Street to Williston Road	Construction in Fiscal Year 2015-16
2	State Road 121 (NW 34th Street)	Construction of turn lanes to improve safety and traffic flow	NW 16th Avenue to US 441	-
3	State Road 26 (University Ave)	Multimodal Emphasis Corridor	Gale Lemerand Drive to Waldo Road	-
4	US 441 (W. 13th Street)	Multimodal Emphasis Corridor	NW 33rd Avenue to Archer Road	-
5	Waldo Road Multiway Boulevard	Redesign to support BRT , multi-trail and corridor redevelopment study (PD&E)	University Avenue to NE 39th Avenue	-
6	Bus Rapid Transit (BRT)	Corridor Infrastructure	Santa Fe Village to Gainesville Regional Airport	-
7	State Road 24 (Archer Road)	BRT dedicated lanes design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45th Street	-
8	State Road 121 (Williston Road)	Additional roadway capacity and corridor management study (PD&E)	SW 62nd Avenue to SW 35th Wa	-

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July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Proposed Long Range Transportation Plan Amendment- Tower Road Project

### **STAFF RECOMMENDATION**

Do not consider an amendment to the adopted long range transportation plan, but instead address the project priority for Tower Road along with other transportation project priorities over the next two years as part of the Year 2040 long range transportation plan update.

### **BACKGROUND**

A member of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has requested the following agenda item- *"What federal funds are available for Tower Road from Newberry Road to Archer Road?"*

Tower Road is classified as part of the "federal aid system." Therefore, this project is eligible for federal Surface Transportation Program Funds. In order to receive these funds, projects must be included in the "financially feasible" portion of the adopted long range transportation plan.

This project is not included in the adopted Surface Transportation Program Year 2035 Cost Feasible Plan (see attached Table 70). In order for this project to be funded with federal Surface Transportation Program funds, it must be included in Table 70.

### **June 3, 2013 Meeting**

At the June 3, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed this project and approved the following motion:

***"to direct staff to place on the agenda for an upcoming meeting to consider whether or not to amend the Year 2035 long range transportation plan and, if there is a recommendation to amend the long range transportation plan, then to provide candidate project lists developed by City and County staff that include fiscal impacts and funding sources for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area to prioritize."***

## **Conclusion**

Staff has researched this issue and concluded that the long range transportation plan should not be amended to include this project for the following reasons-

1. Amending the plan to include this project will not result in the Tower Road project being funded before the next long range transportation plan updated is completed by October 2015. Exhibit 1 shows the status of Surface Transportation Program projects in the currently adopted long range transportation plan.

As shown in Exhibit 1, the next project that will be funded with Surface Transportation Program funds is the repayment of the State Infrastructure Bank loan for the Transit Maintenance Facility in Fiscal Year 2015-16. The Florida Department of Transportation will not fund another Surface Transportation Program project until Fiscal Year 2016-17. Amending the long range transportation plan to include this project will not result in Tower Road being funded before the next long range transportation plan is updated by October 2015.

2. The long range transportation plan is updated every five years and includes such tasks as: updating goals and objectives; projecting socioeconomic information using the latest information in City of Gainesville and Alachua County Comprehensive Plans; and re-validating the travel demand model. This plan update process addresses transportation issues and projects in a comprehensive and coordinated manner based on the latest policies in locally-adopted comprehensive plans. Since long range plan amendments do not have the benefits of being considered as part of an overall comprehensive transportation planning process, they should be avoided if possible.
3. If the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area decides to consider an amendment to the long range transportation plan for the Tower Road project, the following issues will need to be addressed- the need to re-code the travel demand model and to run new traffic assignments to test and evaluate the proposed amendment; the requirement that all cost estimates will need to be updated; and the requirement that all updated project costs will need to be converted to "year of expenditure" dollars and assigned to future five-year groupings associated with the forecast of future revenues.



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

Priority	Description	Project	From / To:	Length (miles)	Project Cost (in 2010 dollars)	2014-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total Cost (YOE dollars)
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	n/a	\$0.4	PD&E	PD&E	PD&E	PD&E	PD&E	\$0.4
						PE	PE	PE	PE	PE	
						ROW	ROW	ROW	ROW	ROW	
						CST	CST	CST	CST	CST	
2	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Santa Fe to Oaks Mall	n/a	\$0.6	PD&E	PD&E	PD&E	PD&E	PD&E	\$0.6
						PE	PE	PE	PE	PE	
						ROW	ROW	ROW	ROW	ROW	
						CST	CST	CST	CST	CST	
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0	\$1.0	PD&E	PD&E	PD&E	PD&E	PD&E	\$1.0
						PE	PE	PE	PE	PE	
						ROW	ROW	ROW	ROW	ROW	
						CST	CST	CST	CST	CST	
4	Intermodal Center / Park and Ride Lot	Park and Ride Lot	TBD	n/a	\$1.4	PD&E	PD&E	PD&E	PD&E	PD&E	\$1.9
						PE	\$ 0.2 PE	PE	PE	PE	
						ROW	ROW	\$ 0.4 ROW	ROW	ROW	
						CST	CST	CST	\$ 1.3 CST	CST	
5	Transit Maintenance Facility	n/a	n/a	n/a	\$50.0	PD&E	PD&E	PD&E	PD&E	PD&E	\$32.2
						PE	PE	PE	PE	PE	
						ROW	ROW	ROW	ROW	ROW	
						CST	CST	CST	CST	\$53.0 CST	





## Surface Transportation Program Year 2035 Cost Feasible Plan

Priority	Description	Project	From / To:	Comment
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	Funded
2	Santa Fe to Oaks Mall Bus Rapid Transit Alternatives Analysis	Alternatives Analysis	Santa Fe to Oaks Mall	Funded
3	Streetcar Feasibility Study	Feasibility Study	Downtown to Butler Plaza via University of Florida	-
4	Intermodal Center / Park and Ride Lot	Park and Ride Lot	TBD	-
5	Transit Maintenance Facility- Phase 4	-	n/a	On December 3, 2012, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved repayment of State Infrastructure Bank Loan using Surface Transportation Program funds in Fiscal Year 2015-16.



**TECHNICAL ADVISORY COMMITTEE**  
**SOCIOECONOMIC WORKING GROUP**

AREA/AGENCY	NAME
Alachua	Justin Tabor
Archer	Al Grieshaber Jr. (City Manager)
Gainesville	Onelia Lazzari
Hawthorne	Mike Castine
High Springs	Edwin Booth (City Manager)
LaCrosse	Charlene Thomas (Town Clerk)
Micanopy	Charles Kelley (Town Administrator)
Newberry	Lowell Garrett
Waldo	Kim Worley (City Manager)
Unincorporated Area	Jeff Hayes
Florida Department of Transportation	Karen Taulbee



## TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 1/23/2013	MEETING DATE 5/22/2013	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNIGHT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RICHARD HEDRICK Alt- Brian Singleton Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	*	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	A	A	YES
ERIK BREDFELDT Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER [Vice Chair] Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Matthew Muller Alt- David Smith	City of Gainesville Regional Transit System	A	P	NO
MICHAEL IGUINA Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	A	NO
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	A	A	YES
KAREN TAULBEE Alt - Thomas Hill Alt - Vacant	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	E	P	NO
BILL REESE~	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	E	E	YES

LEGEND KEY - P = Present A = Absent \* = New Member

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\* City of Gainesville Level of Service (LOS) Subcommittee Member; \*\* LOS Subcommittee Alternate only.

~ Santa Fe College representative currently is a non-voting position.

### Attendance Rule:

- Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
- Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more than three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

# CITIZENS ADVISORY COMMITTEE (CAC)

## ATTENDANCE RECORD

NAME	TERM EXPIRES	7/25/2012	9/19/2012	11/28/2012	1/23/2013	2/20/2013	5/22/2013	PERCENT IF ABSENT AT NEXT MEETING 7/24/2013
E J Bolduc	14-Dec	P	P	P	P	P	P	86%
Thomas Bolduc	15-Dec	-	-	-	P	P	P	-
Rob Brinkman	14-Dec	P	A	P	P	P	P	71%
Nelle Bullock	13-Dec	P	P	P	P	P	P	86%
Rajeeb Das	15-Dec	-	-	-	P	E	P	-
Mary Ann DeMatas	14-Dec	P	P	P	P	P	P	86%
Luis Diaz	13-Dec	-	-	-	-	-	-	-
Jan Frentzen	15-Dec	-	-	-	A	E	P	-
Melinda Koken	15-Dec	-	-	-	P	P	P	-
Chandler Otis	15-Dec	-	-	-	P	P	P	-
John Richter	13-Dec	P	E	P	P	P	P	71%
James Samec	14-Dec	P	P	P	A	P	P	71%
Holly Shema	13-Dec	-	-	-	A	P	P	-
Ruth Steiner	14-Dec	P	P	P	P	P	E	71%
Ewen Thomson	13-Dec	P	P	P	P	E	P	71%

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

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### ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than 66-2/3% for any six (6) month consecutive period or less than 66-2/3% for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

### ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
  - A. all CAC meetings will require mandatory attendance by all members; and
  - B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in BOLD ITALICS are at risk for attendance rule violation if the next meeting is missed.

**SCHEDULED 2013 MTPO AND COMMITTEE MEETING DATES AND TIMES**

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

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

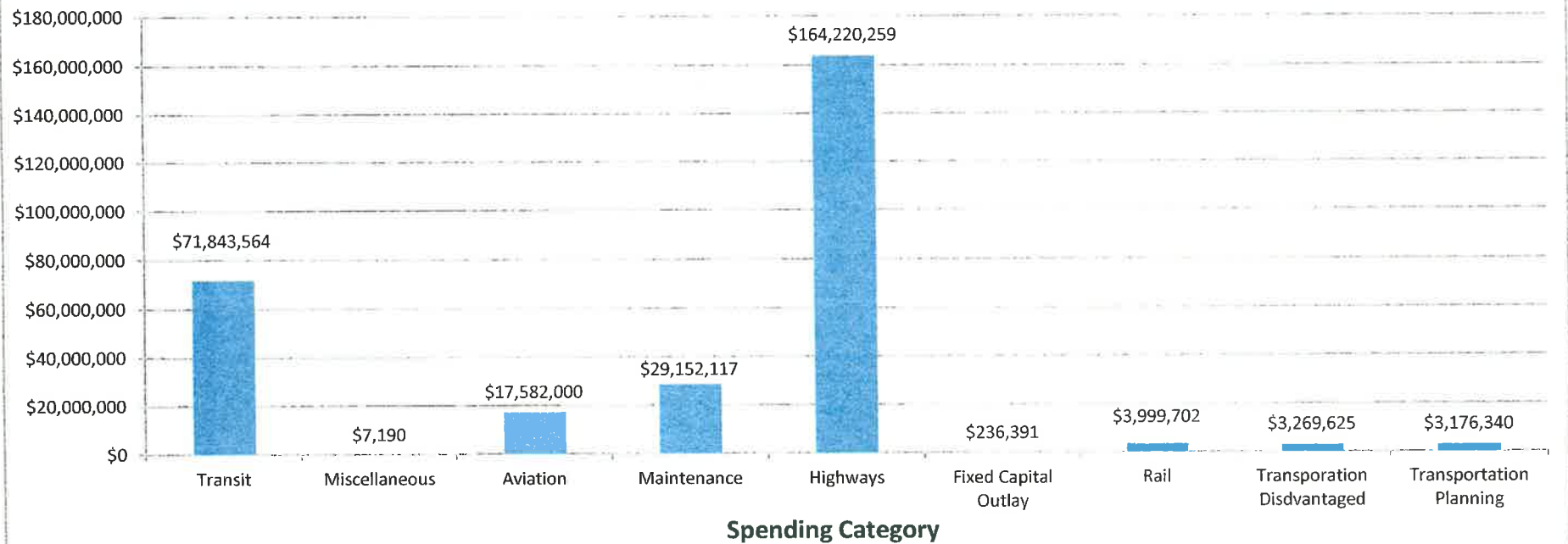
Note, unless otherwise scheduled:

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





## Alachua County Federal and State Funds by Mode - Florida Department of Transportation Work Program Fiscal Year 2007 to 2012



Source: Florida Department of Transportation, Five Year Work Program: 2007-2012 G1: 6 Year History.  
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**Summary of Transportation Funding  
By Transportation Mode  
Gainesville MTPO Agenda – August 6, 2012**

**Transportation Mode/Summary Detail**

**Public Transportation: TRANSIT**

Includes Federal Transit Administration (FTA) formula funding for capacity, operations, transit development, capital purchase, includes other FTA or Federal grant awards specific to transit, transit studies, transit programs 5307, 5309, 5310, 5311, 5339, includes state funding and local match funding for transit programs

**Miscellaneous:**

Includes any emergency operations, tropical storms, Old Depot Building.

**Public Transportation: AVIATION**

Includes all new construction, reconstruction, structures and maintenance that occur specific to the airport and on airport property (excluding planning).

**Maintenance**

Includes maintenance on bridges and highways, contracted maintenance for highways, and maintenance lighting agreements.

**Highways:**

Includes projects on state system, non state system, interstate, intrastate, SIS/non SIS highway, intersection, traffic operations, landscaping, resurfacing, new construction, reconstruction, railroad and utilities for rail crossing projects, Transportation Regional Incentive Program (TRIP), sidewalks (both Enhancement and Safe Routes), bike paths or trails. Included in the totals are all phases associated with the projects, such as right of way, Planning-Design & Environmental (PDE), design plans, construction, environmental mitigation, CEI construction support and contract incentives.

**Fixed Capital Outlay:**

State dollars associated with FDOT owned maintenance facility in Alachua County and includes projects to maintain and repair the state owned facility.

**\*Public Transportation: RAIL**

There was a capital capacity project in 2007 for Newberry Northern Railroad Red Level Power Plan. There were no further capacity/capital funded Rail projects in subsequent years.

**\*Public Transportation: TRANSPORTATION DISADVANTAGED**

Includes funding from Transportation Disadvantaged Commission to provide for the Community Transportation Coordinator and Medicaid non-emergency transportation services.

**Transportation Planning**

Includes Federal PL planning funds for the MTPO, State planning funds for requested special transportation studies, state funding for the long range transportation plan, and associated local funds, if required.

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\*There were no additional capacity Rail projects programmed after 2007.  
Transportation Disadvantaged funding is programmed annually. The funding level for current year 2012 is not yet available in the current five year work program summary.





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## Web Application

## Office of Work Program and Budget Lisa Saliba - Director

# Five Year Work Program

2007-2012 G1

6 YEAR HISTORY

(Updated: 4/4/2013-21:15:01)

District 02 - Alachua County

	2007	2008	2009	2010	2011	2012
Freight Logistics And Passenger Operations Program: Transit	6,612,589	38,555,744	6,529,203	5,399,593	8,496,512	6,249,923
Miscellaneous			536			6,654
Freight Logistics And Passenger Operations Program: Aviation	6,040,432	2,496,738	2,870,641	4,130,027	779,162	1,265,000
Maintenance	4,382,714	4,407,024	4,712,209	5,243,313	5,132,781	5,274,076
Highways	25,654,619	43,791,862	41,053,335	14,480,017	10,560,590	28,679,836
Fixed Capital Outlay	48,947	24,500	133,444	29,500		
Freight Logistics And Passenger Operations Program: Rail	3,999,702					
Transportation Disadvantaged	555,205	573,554	547,754	525,973	526,037	541,102
Transportation Planning	347,598	267,779	410,474	842,976	705,227	602,286
<b>Grand Total</b>	<b>\$47,641,806</b>	<b>\$90,117,201</b>	<b>\$56,257,596</b>	<b>\$30,651,399</b>	<b>\$26,200,309</b>	<b>\$42,618,877</b>

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:  
(Lisa Saliba: [Lisa.Saliba@dot.state.fl.us](mailto:Lisa.Saliba@dot.state.fl.us) or call 850-414-4622)

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Florida Department of Transportation  
**Consistent, Predictable, Repeatable**

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July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Number of Crossing Pedestrians and Entering Vehicles at the Intersection of Archer Road and SW 34th Street

#### **STAFF RECOMMENDATION**

No action required. This material is for information only.

#### **BACKGROUND**

At its June 3, 2013 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed proposed intersection modifications on SW 34th Street at Archer Road and Windmeadows Boulevard. During this discussion, several members stated their concerns about the impact the proposed modifications would have on pedestrians. At the conclusion of this discussion, it was requested that the Florida Department of Transportation provide information concerning the number of pedestrians using these intersections. This information is attached as Exhibit 1.

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## EXHIBIT 1

### Marlie Sanderson

---

**From:** Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]  
**Sent:** Wednesday, June 26, 2013 3:42 PM  
**To:** Marlie Sanderson  
**Cc:** Scott Koons; Mike Escalante; Falotico, Tony; hawkinswt@cityofgainesville.org  
**Subject:** FW: SR 24 at SR 121 -- Traffic Volumes  
**Attachments:** SR 24 at SR 121 AM Peak.pdf; SR 24 at SR 121 Midday.pdf; SR 24 at SR 121 PM Peak.pdf

Marlie,  
Here are the traffic volume peak details and a summary comparing the vehicles to pedestrians. I will have to send the pedestrian count appendices in a separate email.

*Karen S. Taulbee, AICP*

Transportation Specialist  
Jacksonville Urban Office  
904-360-5652  
[karen.taulbee@dot.state.fl.us](mailto:karen.taulbee@dot.state.fl.us)

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**From:** Bennett, James  
**Sent:** Monday, June 10, 2013 7:52 PM  
**To:** Taulbee, Karen  
**Subject:** FW: SR 24 at SR 121 -- Traffic Volumes

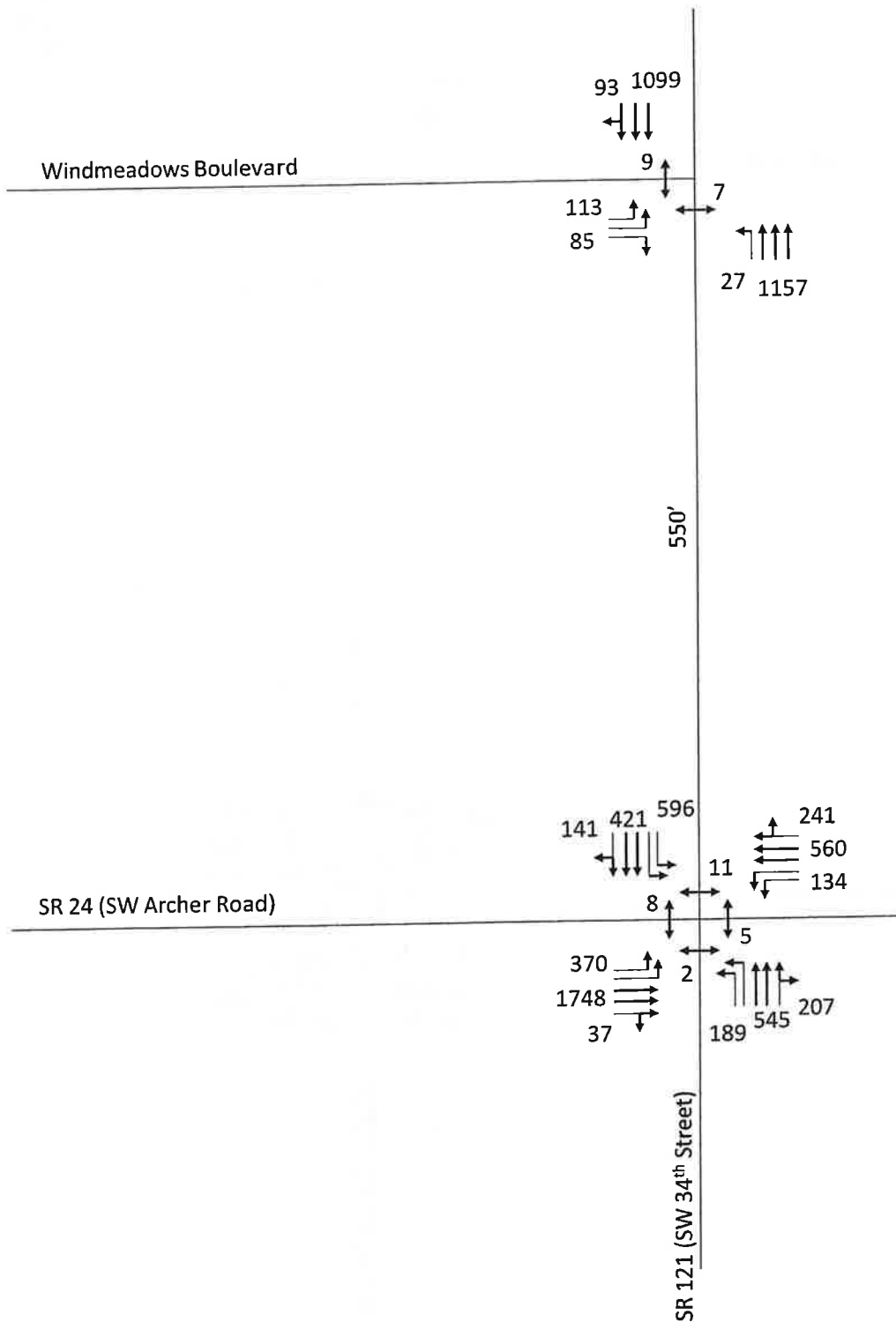
The following table compares the number of vehicles to the number of pedestrians at each location by time of day:

Intersection (Time of Day)	Entering Vehicles (Percent of Total)	Crossing Pedestrians (Percent of Total)
SR 24/SR 121 (AM Peak)	5,189 (99.5%)	26 (0.5%)
SR 24/SR 121 (Midday Peak)	5,366 (99.3%)	40 (0.7%)
SR 24/SR 121 (PM Peak)	6,331 (98.6%)	93 (1.4%)
SR 121/ Windmeadows (AM Peak)	2,574 (99.4%)	16 (0.6%)
SR 121/ Windmeadows (Midday Peak)	3,039 (99.6%)	12 (0.4%)
SR 121/ Windmeadows (PM Peak)	3,488 (99.0%)	37 (1.0%)
Totals	25,987 (99.15%)	224 (0.85%)

As shown (for the three peak hours analyzed), entering vehicles account for more than 99% of the traffic at these intersections, while crossing pedestrians account for less than 1%.

I also compared the entire 8-hour counts for both intersections (which gave very similar results): entering vehicles totaled 67,798 (99.17%), while pedestrians totaled 569 (0.83%).



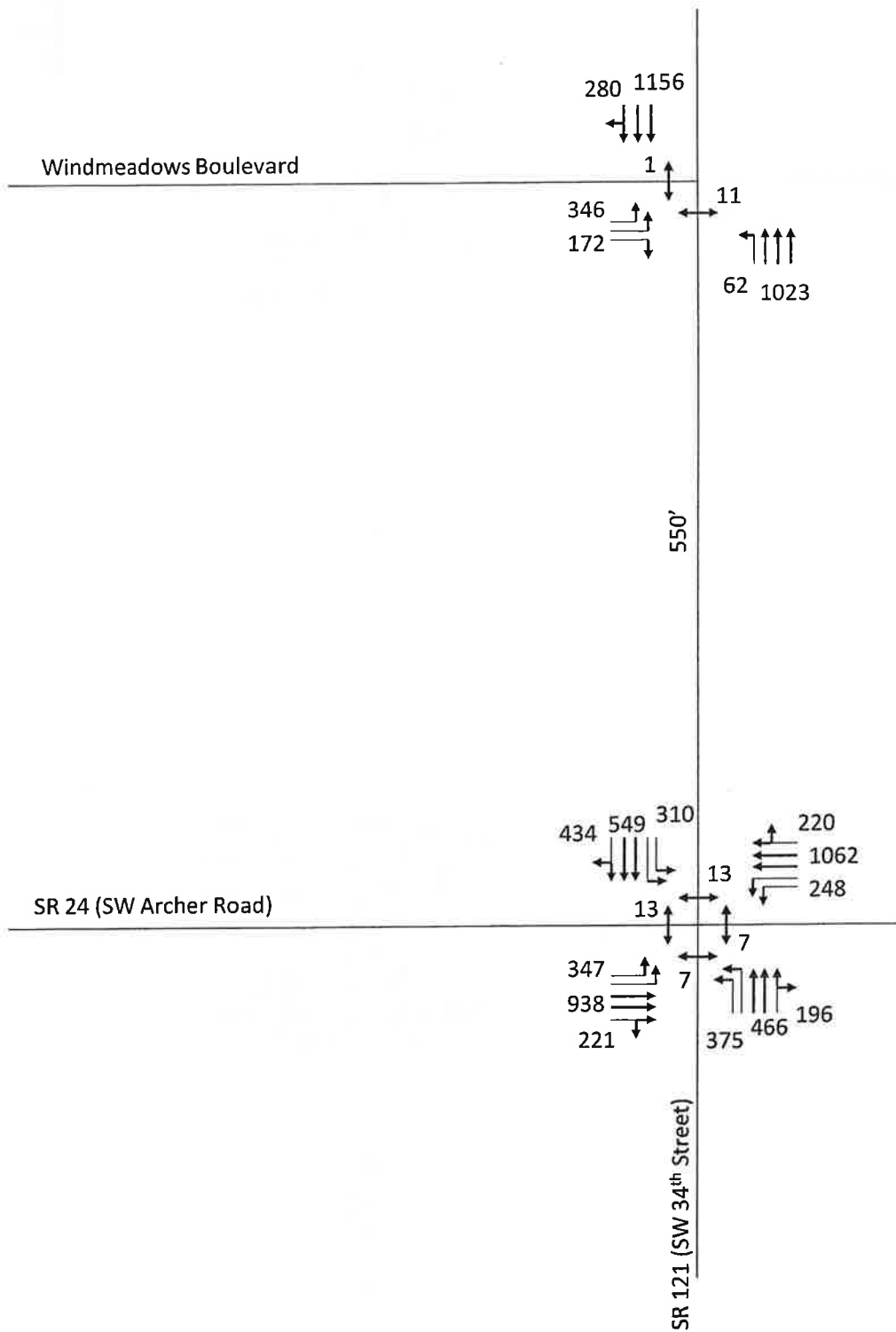


AM Peak Hour  
(7:30 – 8:30 AM)



**ETM**  
England-Thompson & Miller, Inc.  
VISION • EXPERIENCE • RESULTS

SR 121 (SW 34<sup>th</sup> St) – SR 24 (Archer Rd) to Windmeadows Blvd  
Intersection Spacing, Lane Configuration, Traffic Volumes

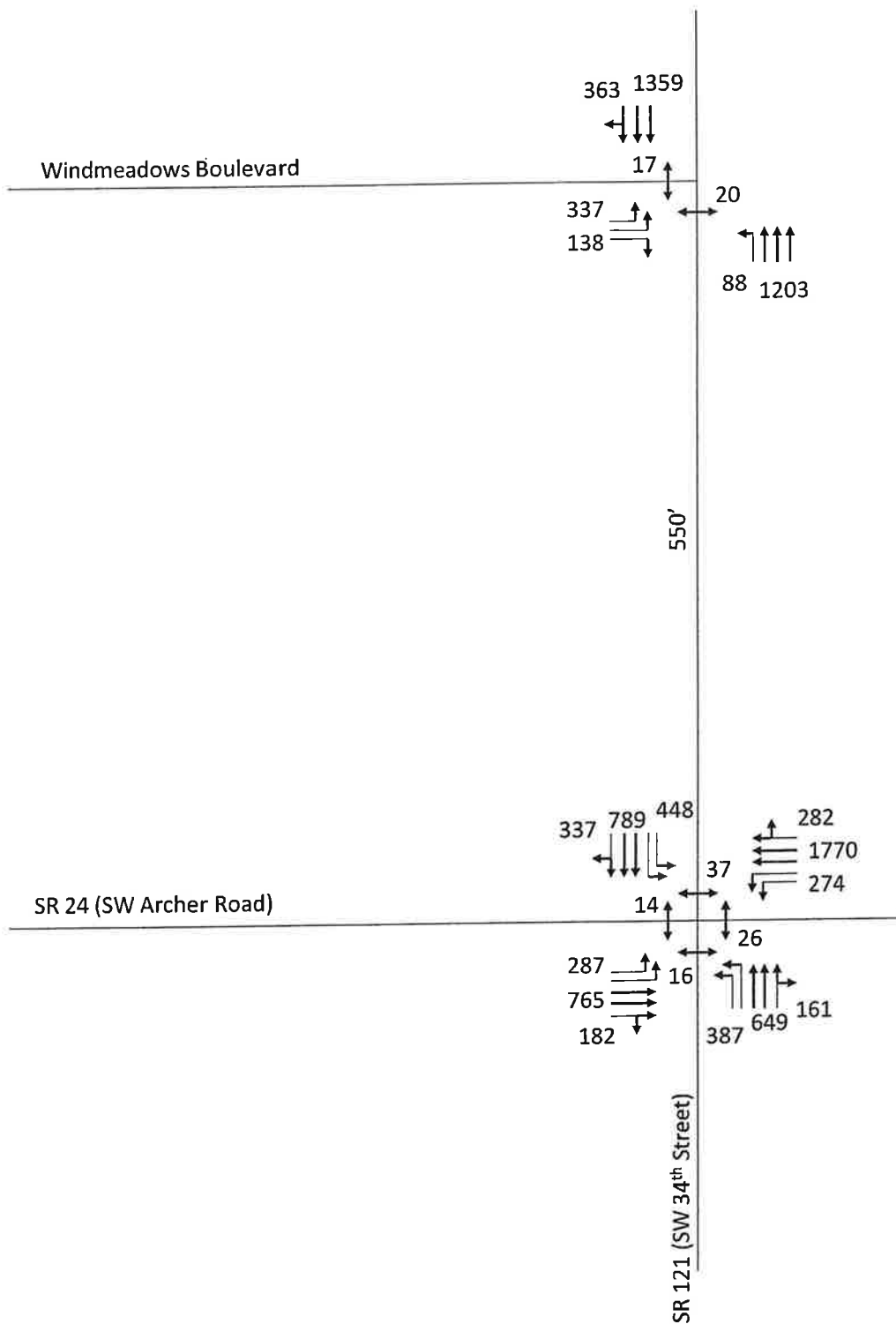


Midday Peak Hour  
(12:15 – 1:15 PM)



**ETM**  
England-Thoms & Miller, Inc.  
VISION • EXPERIENCE • RESULTS

SR 121 (SW 34<sup>th</sup> St) – SR 24 (Archer Rd) to Windmeadows Blvd  
Intersection Spacing, Lane Configuration, Traffic Volumes



PM Peak Hour  
(4:30 – 5:30 PM)



**ETM**  
England, Thoms & Miller, Inc.  
VISION • EXPERIENCE • RESULTS

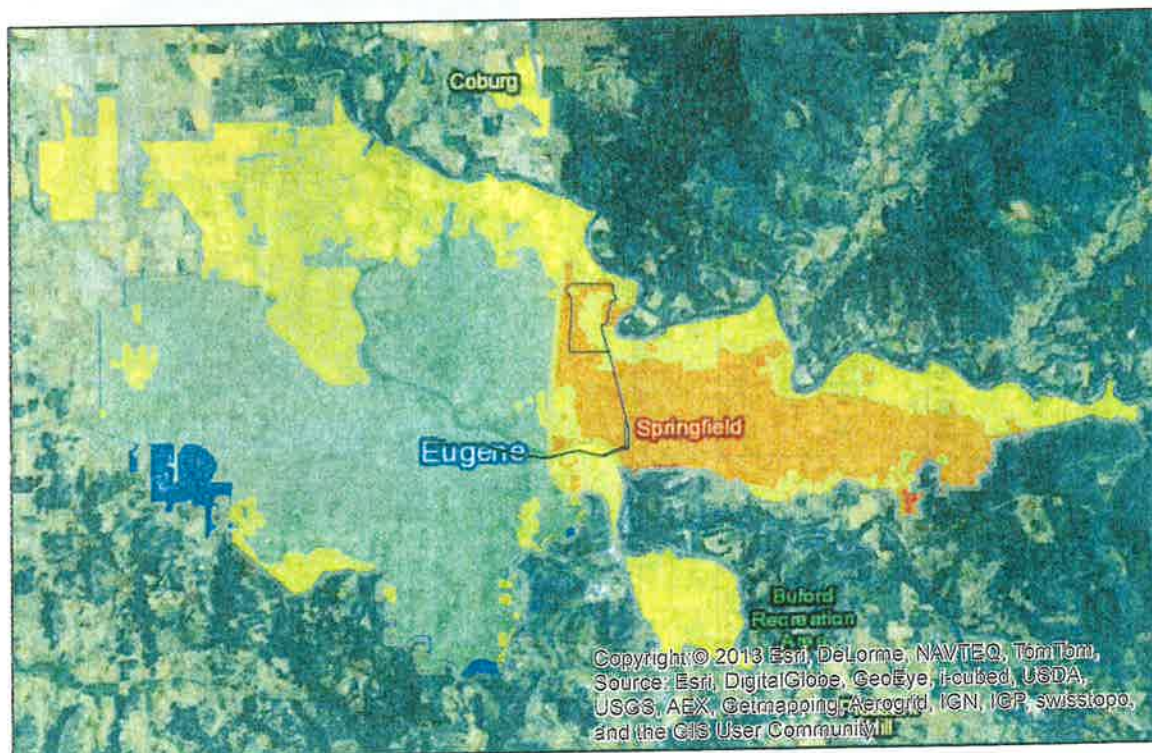
SR 121 (SW 34<sup>th</sup> St) – SR 24 (Archer Rd) to Windmeadows Blvd  
Intersection Spacing, Lane Configuration, Traffic Volumes



# Eugene, Oregon

## Legend

- EmX Route
- Eugene City Limits
- Springfield City Limits
- Eugene Urbanized Area

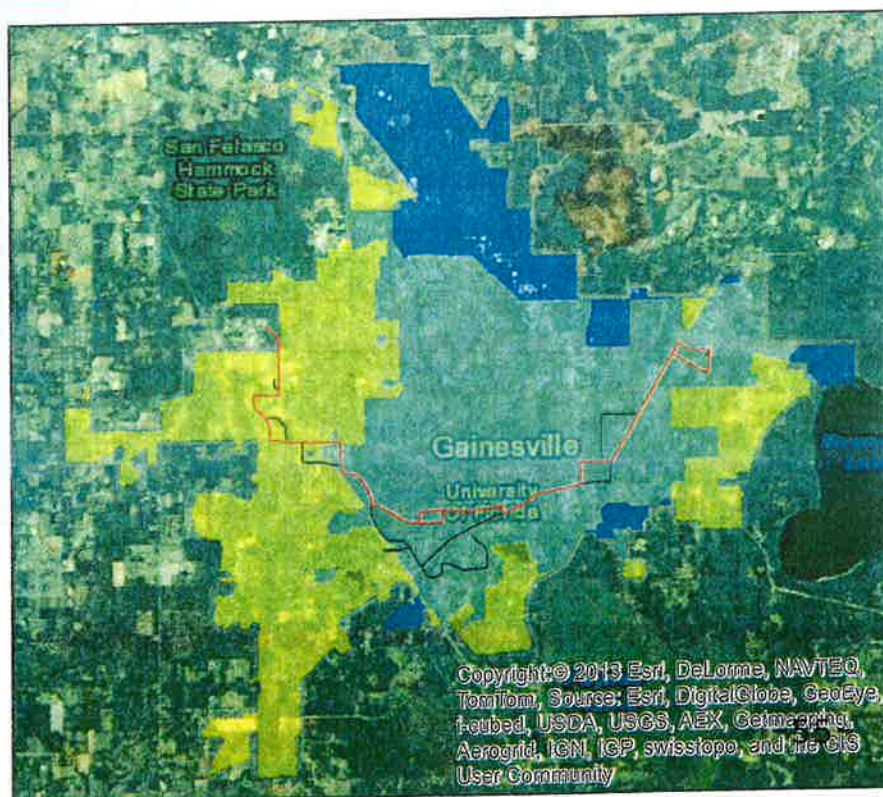


# Gainesville, Florida



## Legend

- Refined Alternative Route A
- Refined Alternative Route B
- Gainesville City Limits
- Gainesville Urbanized Area





## Comparison of Year 2010 Urbanized Areas- Gainesville, Florida and Eugene, Oregon

Urbanized Area	Population	Land Area (in square miles)	Housing Units	Density (persons per square mile)	University Students	2012 Average Weekday Main Bus Ridership
Gainesville, Florida	187,781 <sup>a</sup>	87.04 <sup>a</sup>	85,930 <sup>a</sup>	2,157 <sup>a</sup>	49,913 <sup>b</sup>	43,475
Eugene, Oregon	247,421 <sup>a</sup>	86.75 <sup>a</sup>	108,056 <sup>a</sup>	2,852 <sup>a</sup>	28,293 <sup>d</sup>	39,213 <sup>e</sup>

<sup>a</sup> U.S. Census Bureau, 2010 Census.

<sup>b</sup> University of Florida, Office of Institutional Planning and Research, University of Florida - Common Data Sets (CDS): Enrollment (IPEDS) and Degree Awards.

<sup>c</sup> American Public Transportation Association, Ridership Report Archives.

<sup>d</sup> University of Oregon Public and Government Affairs., "Snapshot 2013."

<sup>e</sup> Lane Transit District, Monthly Performance Reports.



**Emerald Express Rapid Transit, Eugene, Oregon.**  
Image from the Institute for Transportation & Development Policy.



**Regional Transit System, Gainesville, Florida.**  
Image by Douglas Green from Wikimedia Commons.





July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Marking Pedestrian Crossings

**STAFF RECOMMENDATION**

No action required. This material is for information only.

**BACKGROUND**

At the December 3, 2012 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to discuss at a future meeting marking unmarked pedestrian crossings on roads within high pedestrian activity areas. One corridor that has been identified for discussion is University Avenue (State Road 26) from Waldo Road west to W. 34th Street.

University Avenue is identified in the adopted long range transportation plan as a “multimodal emphasis corridor” (see project priority number 3 in Exhibit 1). Multimodal emphasis 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.”*

Additional background information for this agenda item include the following:

1. a Florida Department of Transportation Design Webinar presentation entitled “*Improving Pedestrian Crossings*”. This presentation is located at the following link-  
  
[http://ncfrpc.org/mtpo/FullPackets/MTPO/2013/FDOT\\_Crosswalk\\_Design\\_Jun3.pdf](http://ncfrpc.org/mtpo/FullPackets/MTPO/2013/FDOT_Crosswalk_Design_Jun3.pdf)
2. Exhibit 2 Florida Department of Transportation email dated July 8, 2013.

Attachments

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Table 65: Year 2035 Roadway Cost Feasible Plan

Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
<b>STRATEGIC INTERMODAL SYSTEM (SIS) (Cost Feasible Plan Revenues = \$6.4 Million)</b>				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
<b>TOTAL STRATEGIC INTERMODAL SYSTEM</b>				<b>\$6.4</b>
<b>STATE HIGHWAY SYSTEM (Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars)</b>				
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 turn lanes 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 <sup>a</sup>	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study <sup>a</sup>	NW 33rd Avenue to Archer Road	2.8	\$4.75
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit , multi-trail and corridor redevelopment study (PD&E) <sup>b</sup>	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	\$28.0

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45 <sup>th</sup> Street	3.5	\$0.5
8	State Road 221 (Williston Road) additional roadway capacity and corridor management (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	\$0.5
<b>TOTAL STATE HIGHWAY SYSTEM</b>				<b>\$62.5</b>
<b>Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
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

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasibility Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
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 83 <sup>rd</sup> Street Corridor, BRT Dedicated Transit Lanes & new multimodal only Interstate 75 overpass	NW 23 <sup>rd</sup> Avenue to Newberry Road (SR 26)	1.0	\$14.0
11	NW 46th 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
<b>TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM</b>				<b>\$83.5</b>

2035 Long Range Transportation Plan Update  
Year 2035 Cost Feasible Plan



Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
<b>City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)</b>				
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
<b>TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM</b>				<b>\$113.3</b>
<b>GRAND TOTAL COMBINED ROADWAY SYSTEMS</b>				<b>\$265.7</b>

<sup>a</sup>Multimodal 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.

<sup>b</sup>Waldo 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.*



**Marlie Sanderson**

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**From:** Bennett, James [James.Bennett@dot.state.fl.us]  
**Sent:** Monday, July 08, 2013 1:51 PM  
**To:** Leistner, Deborah L.  
**Cc:** Scott Koons; Mike Escalante; Taulbee, Karen; Blackburn, Russ D.; Hawkins, Jr., Thomas; Scott, Teresa A.; Marlie Sanderson; Taulbee, Karen; Falotico, Tony; Ausher, Jerry  
**Subject:** Pedestrian Crossings

Debbie,

The Department has had preliminary discussions with Comm. Hawkins and the City of Gainesville regarding the policy and procedures to mark/stripe existing unmarked crosswalks. Each proposed location for a marked crosswalk would need a signed and sealed engineering study as outlined in section 3.8.4 of the Department's Traffic Engineering Manual (TEM). Should the City of Gainesville wish FDOT to pursue funding and analysis for the recommended locations, the MTPD should modify the List of Priority Projects to include this request and, in the priority order deemed by the MTPD.

Alternately, the City of Gainesville could coordinate and fund the traffic engineering analysis pursuant to section 3.8.4 of the Department's Traffic Engineering Manual (TEM) and request the MTPD to add requested locations for implementation to the List of Priority Projects for state funding consideration. Last the City of Gainesville could coordinate and fund the traffic engineering analysis and implementation of the project by permit from the Department

If you have further questions on the process, please contact me.

James G. Bennett, P.E.  
Urban Transportation Development Manager FDOT District Two  
904-360-5646  
James.Bennett@dot.state.fl.us







July 17, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SE 16th Avenue (State Road 226)- Main Street to Williston Road

### **STAFF RECOMMENDATION**

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

### **BACKGROUND**

A member of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has requested an agenda item for the August 5, 2013 meeting to discuss the decision that was made not to four-lane SE 16th Avenue (State Road 226) from Main Street east to Williston Road, but instead construct a transportation system management project that includes several intersection modifications.

One question that has been asked concerning this agenda item is “what actions are needed to return to the original project to four-lane this portion of SE 16th Avenue?” The answer to this question is that it would require the following two actions:

1. a majority of City of Gainesville Commissioners and a majority of Alachua County Commissioners present at the meeting would have to vote in favor of a motion to request that the Florida Department of Transportation change back to the original plan to widen from two to four lanes SE 16th Avenue from Main Street east to Williston Road.
2. The Florida Department of Transportation would also have to agree to this MTPo request to replace the current transportation system management project with the original plan to four lane SE 16th Avenue from Main Street east to Williston Road.

The attached Table 1 is a timeline for SE 16th Avenue starting when this project was ranked as the number one priority in the adopted Year 2035 State Highway System Cost Feasible Plan. The only Florida Department of Transportation funds programmed for the SE 16th Avenue four-lane project were project development and environmental study funds (about \$50,000) and preliminary engineering funds (about \$500,000). The only construction funds that have been programmed for the SE 16th Avenue project are for the “Transportation System Management” project (\$1,680,000 in Fiscal Year 2015-16).

Attachment

**Table 1**

**SE 16th Avenue Timeline**

DATE	DESCRIPTION
October 27, 2010	MTPO adopts Year 2035 Cost Feasible Plan that includes the four-laning of S.E. 16th Avenue from Main Street to Williston Road as the number one priority project for State Highway System funds.
December 13, 2010	FDOT presents several alternatives for the SE 16th Avenue Project, including one alternative to construct transportation system management (intersection) modifications (instead of widening from two lanes to four lanes). At this meeting, the MTPO approves the Transportation System Management Build Alternative and asks FDOT to enhance bicycle and pedestrian access at both the Main Street and Williston Road intersections.
October 1, 2012	FDOT presents SE 16th Avenue Transportation System Management scoping plans. The MTPO approves these plans and asks FDOT to “take another look at, and consider removing, the proposed sliplane triangle configuration in the southeast corner of the S. Main Street Intersection.”
March 11, 2013	FDOT presents SE 16th Avenue Transportation System Management 60 percent plans. The MTPO approves these plans with two modifications to:  1. eliminate the sliplane in the southeast corner of the South Main Street and SE 16th Avenue intersection in order to increase bicycle, pedestrian and motor vehicle safety; and  2. provide a sidewalk that is wider than five feet on the south side of SE 16th Avenue in order to accommodate combined-use (bicycle and pedestrian) activity.
June 3, 2013	The MTPO is informed that, since the SE 16th Avenue project has advanced to the design stage of preliminary engineering, FDOT would have to agree to remove this project from the MTPO’s Transportation Improvement Program.

## MEETING SUMMARY

### GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO) **TECHNICAL ADVISORY COMMITTEE (TAC)** **LEVEL OF SERVICE (LOS) WORKING GROUP**

City of Gainesville Thomas Center B, Room 201  
306 NE 6th Avenue  
Gainesville, Florida

2:00 p.m.  
Wednesday  
July 8, 2013

#### MEMBERS PRESENT

Jeff Hays  
Onelia Lazzari

#### MEMBERS ABSENT

#### OTHERS PRESENT

Chris Dawson  
Debbie Leistner  
Jason Simmons  
Brian Singleton

#### STAFF PRESENT

Michael Escalante  
Luke Tia

## CALL TO ORDER

Mr. Mike Escalante, MTPO Senior Planner, called the meeting to order at 2:02 p.m.

## I. INTRODUCTIONS

Mr. Escalante introduced himself and asked others to introduce themselves.

## II. APPROVAL OF MEETING AGENDA

**It was a consensus of the Working Group to approve the agenda.**

## III. IMPACT OF 2012 FDOT GENERALIZED TABLES

Mr. Escalante discussed the impact of the new FDOT Generalized Tables and answered questions. He discussed alternatives for proceeding with the Multimodal LOS Report. He asked the City and County representatives for guidance.

Ms. Onelia Lazzari, City of Gainesville Senior Planner discussed the City's new LOS ordinance.

Mr. Jeff Hays, Alachua County Transportation Planning Manager, and Chris Dawson, Alachua County Senior Transportation Planner, discussed the County's Areawide LOS standards.

**It was a consensus of the Working Group to use Alternative 1, the 2012 Florida Department of Transportation Generalized Tables, for LOS analyses.**

#### IV. IMPACT OF NEW STATE LOS STANDARDS

Mr. Escalante discussed the new state LOS standards and answered questions. He asked the City and County to consider using the standards for the State Highway System.

Ms. Lazzari and Mr. Hays discussed LOS standards within their jurisdictions.

**It was a consensus of the Working Group to modify Exhibit B-3 to show:**

- **LOS C for Interstate 75 within transitioning areas outside the City of Gainesville;**
- **LOS D for Interstate 75 within the City of Gainesville and urbanized area and other State Highway System facilities and local facilities outside the City of Gainesville; and**
- **LOS E for other State Highway System facilities and local facilities within the City of Gainesville.**

#### ADJOURNMENT

The meeting was adjourned at 2:55 p.m.

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