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January 14, 2015

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, January 21, 2015, 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, January 21, 2015, 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	III.	Approval of Committee Minutes	APPROVE MINUTES
Page #11 7:10 p.m.	IV.	Long Range Transportation Plan Update-Timeline	NO ACTION REQUIRED
		<u>This agenda item is to overview the remaining stages of the plan update process.</u>	
Page #15 7:20 p.m.	V.	Long Range Transportation Plan Update-Performance Measures	APPROVE MEASURES
		<u>The MTPO is scheduled to approve these measures at its February 2, 2015 meeting.</u>	
Page #19 7:40 p.m.	VI.	Long Range Transportation Plan Update-Existing Plus Committed Traffic Assignment	NO ACTION REQUIRED
		<u>This assignment shows deficiencies in the Year 2040.</u>	

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

Page #31 VII. Long Range Transportation Plan Update- Transit Emphasis Alternative NO ACTION REQUIRED

The Year 2040 transit alternative will include enhancements identified in the latest Transit Development Plan and will not include either streetcar or bus rapid transit.

Page #37 TAC ONLY VIII. List of Priority Projects- Transportation Alternatives Program NO ACTION REQUIRED

The TAC needs to begin to discuss how it will develop priorities that can be reviewed by the other MTPO Advisory Committees in May.

8:00 p.m. IX. Committee Officer Elections* ELECT CHAIR AND VICE-CHAIR

Each year, the Committee elects a Chair and Vice-Chair.

X. Information Items

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

Page #45 A. CAC and TAC Attendance Records
Page #47 B. Meeting Calendar- 2015

*No handout included with the enclosed agenda item.

MINUTES

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

Gainesville Regional Utilities General Purpose Room
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
November 19, 2014

<u>MEMBERS PRESENT</u>	<u>MEMBERS ABSENT</u>	<u>OTHERS PRESENT</u>	<u>STAFF PRESENT</u>
Debbie Leistner, Chair	Paul Adjan	Bruce Landis	Marlie Sanderson
Dekova Batey	Dean Mimms	Peyton McLeod	Michael Escalante
Linda Dixon	James Speer	Ameera Sayeed	Mike DePalma
James Green			
Ron Fuller			
Jeff Hays			
Matthew Muller			
Brian Singleton			

CALL TO ORDER

Vice Chair Matt Muller, Regional Transit System (RTS) Transit Planner, called the meeting to order at 2:06 p.m.

I. INTRODUCTIONS

Vice Chair Muller introduced herself and asked other to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Muller asked for approval of the agenda.

MOTION: Ron Fuller moved to approve the meeting agenda - Existing Conditions. Linda Dixon seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that there were two sets of TAC minutes, July 23, 2014 and September 24, 2014, for consideration of r approval by the TAC.

MOTION: Linda Dixon moved to approve both sets of TAC minutes. Ron Fuller seconded; motion passed unanimously.

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 1 REPORT

Mr. Sanderson stated that Mr. Bruce Landis, Sprinkle Consulting Vice President, and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, were present to discuss the University Avenue Multimodal Study Phase 1 Report.

Mr. Landis and Mr. McLeod discussed the University Avenue Multimodal Study Phase 1 Report and answered questions.

Ms. Ameera Sayeed, FDOT District Growth and Development/Modeling Coordinator stated that the document met the scope. She said that it should be reformatted to prioritize a shorter list of projects.

MOTION: Jeff Hays moved to have MTPO staff work with the consultant and FDOT to develop a shorter prioritized list of project recommendations. Linda Dixon seconded; motion passed unanimously.

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

Mr. Sanderson stated that FDOT has submitted its Five Year Tentative Work Program for review and comment. He discussed the draft Five Year Tentative Work Program and answered questions.

MOTION: Brian Singleton moved to recommend that the MTPO recommend that FDOT fund the number two priority in the long range transportation plan on the State Highway System - State Road 121 NW 34th Street turnlanes for locations where they are needed, such as NW 23rd Terrace, NW 25th Terrace and the entrance to the Rock Creek subdivision. Linda Dixon seconded; motion passed unanimously.

MOTION: Dekova Batey moved to recommend that the MTPO recommend that FDOT fund the NW 19th Lane Cycle Track project as described in the City of Gainesville Transportation Alternatives Program grant application. Jeff Hays seconded; motion passed unanimously.

VI. UNIVERSITY OF FLORIDA SURVEY RESEARCH CENTER- TELEPHONE SURVEY 2014

Mr. Sanderson stated that the statistically valid survey is completed. He discussed the survey report and answered questions. He noted that Mr. Scott Richards, University of Florida Survey research Center Principal Investigator, would attend the December 1, 2014 MTPO meeting.

Mr. Jeff Hays, Alachua County Transportation Planning Manager, noted that the survey tracked with the Alachua County Surtax vote.

Mr. Muller suggested distinguishing between City and County data.

VII. LEVEL OF SERVICE (LOS) SUBCOMMITTEE

Mr. Sanderson stated that the LOS Subcommittee requested discussion of the Multimodal LOS Report. He noted that the Mr. Mike DePalma, MTPO Geographic Information System (GIS) Planner, was present.

Chair Debbie Leistner, Gainesville Transportation Planning Manager, discussed the LOS Subcommittee's interest in format changes for the Multimodal LOS Report.

Mr. DePalma discussed the MTPO's GIS characteristics of the LOS Report and availability of shapefiles and answered questions.

Mr. Muller discussed his concerns regarding accurate transit data.

Mr. Hays stated that the County is utilizing the LOS Report for its LOS analyses.

Mr. Mike Escalante, MTPO Senior Planner, discussed the LOS Report. He noted that the report was a significant part of the MTPO's Congestion Management Process. He described how data was used to analyze the corridors. He added that the maps in the LOS Report show the analysis results.

Mr. Sanderson asked whether the City and County need the report. He said that all the MTPO needs is a report on congestion within the Gainesville metropolitan Area.

Chair Leistner discussed format modification concerns.

Mr. DePalma discussed the MTPO's GIS Arcview capabilities and answered questions. He noted that the MTPO does not have the funding and staffing to invest in ArcGIS online or an ArcGIS server.

Mr. Muller stated that RTS did not use the LOS Report, but only reviews it for accuracy.

Mr. Sanderson summarized that the County used the report and that MTPO staff was open to format changes given the GIS constraints.

Chair Leistner stated that this discussion would continue regarding LOS Report format modifications.

X. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 4:38 p.m.

Date

Debbie Leistner, Chair

MINUTES

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

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
November 19, 2014

MEMBERS PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
Nelle Bullock
Rajeeb Das
Luis Diaz
Melinda Koken
Chandler Otis
James Samec
Ruth Steiner
Ewen Thomson

MEMBERS ABSENT

E. J. Bolduc
Thomas Bolduc
Kamal Latham
Chris Towne

OTHERS PRESENT

James Green
Thomas Hawkins
Bruce Landis
Peyton McLeod
Greg Zuest

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:02 p.m.

I. INTRODUCTIONS

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

II. APPROVAL OF THE MEETING AGENDA

Vice Chair Brinkman asked that the agenda be approved.

MOTION: Luis Diaz moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Brinkman asked for approval of the CAC meeting minutes.

MOTION: Ruth Steiner moved to approve the September 24, 2014 CAC minutes. James Samec seconded; motion passed unanimously.

IV. UNIVERSITY AVENUE MULTIMODAL STUDY- PHASE 1 REPORT

Mr. Sanderson stated that Mr. Bruce Landis, Sprinkle Consulting Vice President, was present to discuss the University Avenue Multimodal Study Phase 1 Report.

Mr. Landis and Mr. Peyton McLeod, Sprinkle Consulting Project Manager, discussed the University Avenue Multimodal Study Phase 1 Report and answered questions.

Mr. Sanderson, Mr. Landis and Mr. James Green, Florida Department of Transportation (FDOT) Transportation Specialist, discussed the Technical Advisory Committee recommendation and the FDOT Phase 2 scope and answered questions.

Mr. Thomas Hawkins asked that the CAC recommendation include crosswalks at T-intersections between Gale Lemerand Drive and W. 13th Street.

MOTION: Nell Bullock moved to have MTPO staff work with the consultant and FDOT to develop a refined and consolidated prioritized list of project recommendations. Ruth Steiner seconded; motion passed unanimously.

V. FLORIDA DEPARTMENT OF TRANSPORTATION TENTATIVE FIVE YEAR WORK PROGRAM

Mr. Sanderson stated that FDOT has submitted its Five Year Tentative Work Program for review and comment. He and Mr. Green discussed the draft Five Year Tentative Work Program and answered questions.

Mr. Green said he would look into the Depot Avenue right-of-way project.

MOTION: Ewen Thomson moved to recommend that the MTPO recommend that FDOT fund:

- 1. the number two priority in the long range transportation plan on the State Highway System - State Road 121 NW 34th Street turnlanes for locations where they are needed, such as NW 23rd Terrace, NW 25th Terrace and the entrance to the Rock Creek subdivision; and**
- 2. the NW 19th Lane Cycle Track project as described in the City of Gainesville Transportation Alternatives Program grant application.**

Ruth Steiner seconded; motion passed unanimously.

VI. UNIVERSITY OF FLORIDA SURVEY RESEARCH CENTER- TELEPHONE SURVEY 2014

Mr. Sanderson stated that the statistically valid survey is completed. He discussed the survey report and answered questions. He noted that Mr. Scott Richards, University of Florida Survey research Center Principal Investigator, would attend the December 1, 2014 MTPO meeting.

Ms. Ruth Steiner asked for a copy of the data.

Mr. Sanderson stated that Regional Transit System staff had also asked for survey data.

VIII. PUBLIC INVOLVEMENT PLAN

Mr. Sanderson stated that the MTPO reviews the Public Involvement Plan each year. He discussed revisions to the plan and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the Public Involvement Plan. Luis Diaz seconded; motion passed unanimously.

IX. KERMIT SIGMON CITIZEN PARTICIPATION AWARD

Mr. Sanderson stated that each year the CAC selects a recipient for the Dr. Kermit Sigmon Citizen Participation Award.

Ms. Steiner nominated Ron Cunningham for his contributions to transportation such as Bike Florida and the bike memorial.

Mr. Luis Diaz nominated Jeff Hays for his work on the implementation of the Alachua County Mobility Plan.

Mr. Rajeeb Das nominated Shawn Webber for his contributions to Open Streets.

Ms. Steiner noted that Jonathan Paul was initially responsible for development of the Alachua County Mobility Plan.

Mr. Sanderson conducted a show of hands vote.

MOTION: Ruth Steiner moved to select Ron Cunningham to receive the Dr. Kermit Sigmon Citizen Participation Award. Luis Diaz seconded; motion passed unanimously.

X. INFORMATION ITEMS

Ms. Melinda Koken asked about the date for the next CAC meeting.

Mr. Escalante stated that the 2015 MTPO Calendar would be sent to CAC members after the December 1, 2014 MTPO meeting.

ADJOURNMENT

The meeting was adjourned at 8:35 p.m.

Date

Jan Frentzen, Chair

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Timeline

Year 2040 Long Range Transportation Plan Update

ACTIVITY	2015
<u>Public Workshop #2-</u> Results of Testing Highway Emphasis and Transit Emphasis Networks	February
MTPO Reviews Draft Needs Plan	April 13
<u>Public Hearing #1-</u> Year 2040 Needs Plan Needs Plan Adoption	June 1
MTPO Reviews the Scoring and Ranking of Needs Plan Projects	August 3
<u>Public Workshop #3-</u> Score and Rank Adopted Year 2040 Needs Plan Projects	Late August
<u>Public Hearing #2-</u> Year 2040 Cost Feasible Plan Cost Feasible Plan Adoption	October 5

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YEAR 2040 LONG RANGE TRANSPORTATION PLAN- GAINESVILLE URBANIZED AREA

COMMUNITY PUBLIC WORKSHOP

**Monday, February 23, 2015
6:00 p.m. to 8:00 p.m.
Special Presentation at 6:30 p.m.
Gainesville Regional Utilities
301 SE 4th Avenue,
Gainesville, Florida**

**We want your opinion and your
involvement. Please come to
share your ideas.**



The Gainesville City Commission and the Alachua County Commission sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area are conducting an update of the Long Range Transportation Plan for the Gainesville Urbanized Area. This workshop is the second meeting in a series that will continue through the duration of the two-year study. At this workshop, we will present the results of our transportation model testing and evaluation and receive your input regarding two future (Year 2040) transportation networks:

- Alternative 1- allocates future revenues primarily to new transit projects
- Alternative 2- allocates future revenues primarily to new roadway projects

Please visit our Year 2040 plan update website at www.livablecommunity2040.com and Facebook Page at www.facebook.com/GainesvilleMTPO

More detailed information concerning this public workshop can be obtained in several ways: by visiting the website at www.ncfrpc.org (click transportation/mtpo); by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67th Place, Gainesville, Florida 32653; by appearing in person at the above address 8:00 a.m. to 5:00 p.m., Monday through Friday; or by calling 352.955.2200. Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act or persons who require translation services (free of charge), to participate in this workshop should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least seven (7) days before the workshop.



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January 14, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Performance Measures

STAFF RECOMMENDATION

Approve the performance measures in Exhibit 1.

BACKGROUND

One of the next steps in updating the long range transportation plan is to test and evaluate two alternative future transportation networks. One future network will include a mix of roadway and transit solutions, but shall primarily consider transit related modifications. The other network will also include a mix of highway and transit solutions, but shall primarily consider roadway related modifications. The performance measures discussed in Exhibit 1 will be used to compare the alternative networks to the Base Year (2010) and the Year 2040 Existing Plus Committed Network traffic assignment.

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EXHIBIT 1

There is continuing emphasis from the Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) on use of performance measures and benchmarks to measure the outcomes of the metropolitan planning process. In addition, the FHWA is requiring a stronger link between the MPO's Long Range Transportation Plan and the Congestion Management Process, which is used as a basis to evaluate transportation conditions and trends, and guide the selection of short-term mobility strategies. This linkage is intended to ensure that short-term mobility strategies fit within the LRTP vision, and also provide feedback to the update of the LRTP on the success (or outcomes) of projects as they are implemented.

Per the passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-months to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

The Performance Measures are based on existing datasets that will generally be available as a result of LRTP development. They are also based on information that other agencies, such as the City, County, and FDOT, are required to collect and update as part of their routine planning requirements.

The proposed performance measures presented below will be used to compare the alternative networks to the Base Year or E+C Network.

1. Vehicle Miles Traveled (total and per capita) (MTPO Model)
2. Vehicle Hours Traveled on major corridors (MTPO Model)
3. Average Delay per road traveler (summarized at county, urbanized area and corridor/travel market scale) (MTPO Model)
4. Mode share and transit ridership (systemwide, corridor, and route) (RTS) summarized at urbanized area and corridor/travel market scale) (MTPO Model)
5. Mobility Index (bus ridership per congested lane mile) (MTPO Congestion Management Process Report)



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January 14, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update- Existing Plus Committed Traffic Assignment

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

One important step in updating the long range transportation plan is to make traffic assignments on the Year 2040 “existing plus committed” network (see enclosed Table 1 and Illustration I). Also, enclosed as Exhibit 1 is the information concerning the Year 2040 roadway deficiencies and as Exhibit 2 is the map that shows levels of roadway congestion in the Year 2040. In addition, below are the weblinks to the map that shows levels of roadway congestion in the Year 2040.

http://livablecommunity2040.com/wp-content/uploads/2015/01/2040_EC_Roadway_Deficiencies.pdf

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2015/2040_EC_Roadway_Deficiencies.pdf

Enclosures

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Table 1
Existing and Committed Capacity Projects

New Road Projects Completed Since 2010

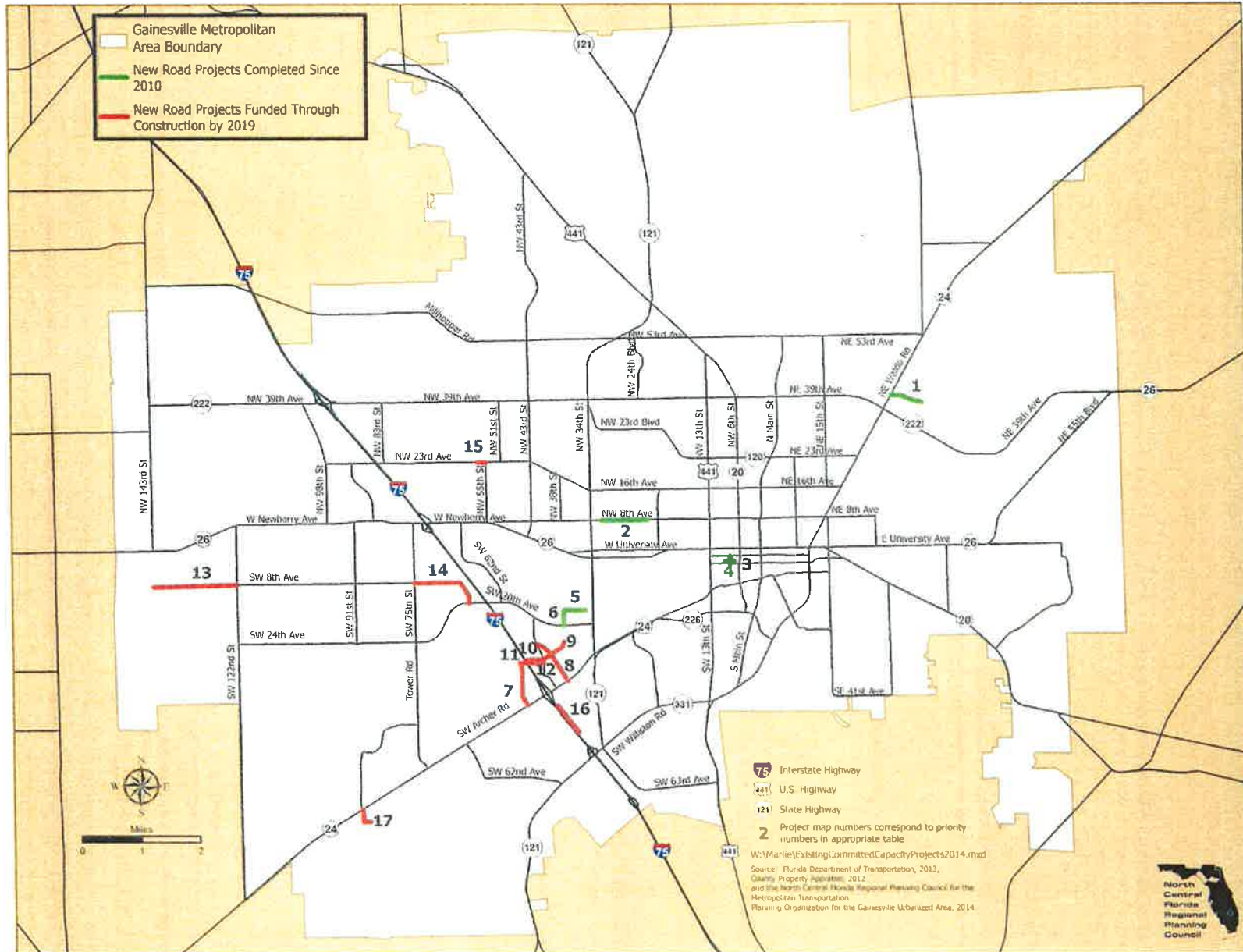
MAP #	Roadway	From	To	Type
1	Gainesville Regional Airport Entrance	Waldo Road	Airport Terminal	New Two-Lane
2	NW 8th Avenue ^a	NW 23rd Street	NW 31st Drive	Two-Lane Reduction
3	SW 9th Street	SW 2nd Avenue	SW 4th Avenue	New Two-Lane
4	SW 3rd Avenue	SW 10th Street	SW 7th Terrace	New Two-Lane
5	Hull Road Extension	SW 34th Street	SW 38th Terrace	New Two-Lane
6	SW 38th Terrace	SW 20th Avenue	Hull Road	New Two-Lane

^aNote- NW 8th Avenue is currently being tested and evaluated as a two-lane road. A final decision concerning whether this road remains two lanes, or returns to being a four-lane road, will be made at a later date.

New Road Projects Funded Through Construction by 2019

MAP #	Roadway	From	To	Type	Fiscal Year
7	Celebration Pointe Boulevard/SW 30th Avenue Bridge	Archer Road	SW 42nd Way	New Four Lane	2014-15
8	SW 62nd Boulevard	Archer Road	SW 43rd Street	New Four Lane	2016-17
9	Plaza Boulevard (SW 38th Terrace)	SW 24th Avenue	SW 42nd Street	New Two-Lane	2016-17
10	SW 30th Avenue	SW 42nd Street	SW 40th Boulevard	New Two-Lane	2016-17
11	SW 42nd Way Extension	SW 30th Place	SW 30th Avenue	New Two-Lane	2016-17
12	SW 30th Place Extension	SW 42nd Way	SW 42nd Street	New Two-Lane	2016-17
13	SW 8th Avenue	SW 143rd Street	SW 122nd Street	New Two-Lane	2014-15
14	Road Connecting SW 8th Ave and SW 61st St	SW 75th Street	SW 24th Avenue	New Two-Lane	2014-15
15	NW 23rd Avenue	NW 55th Street	NW 58th Boulevard	Widen to Four Lanes	2014-15
16	SW 40th Boulevard Extension	South of Archer Road	SW 47th Avenue	New Two-Lane	2016-17
17	SW 91st Street	Archer Road	SW 73rd Avenue	New Two-Lane	2017-18

Illustration I **Existing and Committed Capacity Projects**



2040 Deficiency Analysis

This step in the LRTP update process calls for the development of the forecast year 2040 roadway deficiencies. This was accomplished using the travel demand model with the 2040 socioeconomic data along with the committed projects. This exercise produced volume-to-capacity (v/c) ratios that provided insight into the levels of congestion than can be expected in the future if additional mobility options, beyond those committed in the next five years, are not constructed.

Year 2040 Deficiencies

Future mobility deficiencies were identified through an evaluation of anticipated levels of congestion using the 2040 travel demand model with the existing + committed highway network as the primary analysis tool. Congestion was assessed on an average daily basis through the volume-to-capacity (v/c) ratio. The table below presents the relationship of v/c ratios to congestion levels used for this plan update.

Relationship Between V/C Ratios and Congestion Levels

Daily v/c Ratio	Congestion Level
0.9- 1.1	Borderline Congested
1.1 to 1.3	Congested
Higher than 1.3	Very Congested

The segment volume-to-capacity ratio (v/c) was used as a basis for evaluating Needs Plan projects. A v/c of 1.0 or above generally indicates a congested condition in which projected volume exceeds available capacity. For purposes of this LRTP, roadways with a .09 to 1.1 v/c

were flagged as borderline congested, while roads having a v/c of greater than 1.3 indicate a severe level of congestion.

The 2040 deficiency analysis yielded a number of roadways expected to experience some degree of congestion if no additional modifications are made through the year 2040.

Below is a list of the roadways expected to experience congestion in the year 2040 based on the travel demand model. The following link will direct you to a map depicting all of the deficiencies forecasted for the year 2040.

Link to map: <http://livablecommunity2040.com/maps/>

Gainesville MTPO 2040 LRTP - 2040 Forecasted Congested Roadways (includes Committed Projects)

NW 39 th Ave – SW 143 rd St to NW 91 st St	SW 46 th Blvd – SW 91 st Street to SW 75 th Street/Tower Rd
SW 143 rd St – Newberry Rd to NW 46 th Ave	SW 75 th St/Tower Rd – SW 75 th Ct to SW 24 th Ave
NW 98 th St – Newberry Rd to NW 39 th Ave	SW 75 th St/Tower Rd – University Ave to Newberry Rd
Ft Clark Blvd – Newberry Rd to NW 23 rd Ave	Newberry Rd (SR 26) – NW 98 th St to NW 60 th St
NW 83 rd St – NW 23 rd Ave to SW 39 th Ave	Newberry Rd (SR 26) – NW 39 th Rd to SW 2 nd Ave
NW 91 st St/N Rd – NW 83 rd St to NW 39 th Ave	SW 62 nd Blvd – Newberry Rd to SW 24 th Ave
NW 23 rd Ave – NW 98 th St to NW 43 rd St	SW 24 th Ave – SW 91 st St to SW 62 nd Blvd
NW 16 th Blvd – NW 43 rd St to NW 34 th St	SW 20 th Ave – SW 62 nd Blvd to SW 34 th St
NW 55 th St – Newberry Rd to NW 23 rd Ave	SW 43 rd St – SW 62 nd Blvd (new) to SW 20 th Ave
NW 51 st St – NW 23 rd Ave to NW 39 th Ave	SW 38 th Terrace Extension – SW 42 nd St to Hull Rd Ext
NW 43 rd St – Newberry Rd to NW 39 th Ave	Hull Rd Extension – SW 38 th Terrace to SW 34 th St
NW 38 th St – NW 8 th Ave to NW 16 th Blvd	SW 24 th Ave – SW 38 th Terrace to SW 34 th St
NW 8 th Ave – Newberry Rd to NW 6 th St	
NE 8 th Ave – NE 9 th St to Waldo Rd	
SW 91 st Street – SW 46 th Blvd to Newberry Rd	

Windmeadows Blvd – Lowe's to SW 34th St
 Archer Road (SR 24) – SW 122nd St to SW 75th St
 Archer Road (SR 24) – I-75 to SW 13th St
 SW 16th Ave (SR 226) – Shealy Drive to Main St
 SW 16th St – SW 16th Ave to Archer Rd
 Williston Rd (SR 331) – SW 63rd Blvd to SW 34th St
 Williston Rd (SR 331) – SW 23rd Terrace to SW 13th St
 SW 23rd Terrace – Williston Rd to Archer Rd
 SW 35th Place – SW 34th St to SW 23rd Terrace
 SW 39th Blvd – Archer Rd to SW 34th St
 SW 34th St (SR 121) – SW 35th Place to SW 2nd Ave
 NW 34th St (SR 121) – NW 1st Ct to NW 16th Ave
 NW 34th St (SR 121) – NW 31st Blvd to NW 73rd Pl
 NW 39th Ave – NW 34th St to NW 13th St
 NW 23rd Blvd – NW 22nd St to NW 13th St
 NW 16th Terrace – NW 16th Ave to NW 23rd Ave
 NW 16th Ave – NW 34th St to Main St.
 NW 23rd St – University Ave to NW 8th Ave
 NW 22nd St – University Ave to NW 16th Ave
 NW 17th St – University Ave to NW 5th Ave
 NW 5th Ave – NW 22nd St to NW 13th St
 University Ave (SR 26) – NW 34th St to Waldo Rd
 SW 2nd Ave – SW 34th St to University Ave
 SW 2nd Ave – SW 13th St to SE 3rd St
 SW 4th Ave – SW 13th St to SE 3rd St

SW/NW 13th St (US 441) – SW 16th Ave to NW 39th Ave

NW 13th St (US 441) – NW 6th St to NW 34th St

SW 12th St – SW 8th Ave to University Ave

SW/NW 10th St – SW 8th Ave to NW 16th Ave

SW/NW 6th St – SW 4th Ave to NW 19th Ave

NW 6th St – NW 39th Ave to NW 13th St

NW 2nd St – NW 8th Ave to NW 19th Ave

Main St (SR 329) – Depot Ave to NE 16th Ave

SE 3rd St – Depot Ave to University Ave

SE 4th St – Depot Ave to Williston Rd

NE 9th St – NE 8th Ave to NE 16th Ave

Waldo Rd – University Ave to NE 16th Ave

SE/NE 15th St – SE 8th Ave to NE 8th Ave

SE 8th Ave – SE 15th St to Hawthorne Rd

UF Campus Roads

Radio Rd – SW 34th St to Museum Rd

Museum Rd – Hull Rd to SW 13th St

Hull Rd – SW 34th St to Mowry Rd

SW 23rd Dr – Archer Rd to Hull Rd

Mowry Rd – Hull Rd to Center Dr

Center Dr – Archer Rd to Museum Rd

Village Dr – Museum Rd to SW 2nd Ave

Woodlawn Dr – Museum Rd to Stadium Rd

Stadium Rd – Woodlawn Dr to Buckman Dr

Buckman Dr – Stadium Rd to University Ave

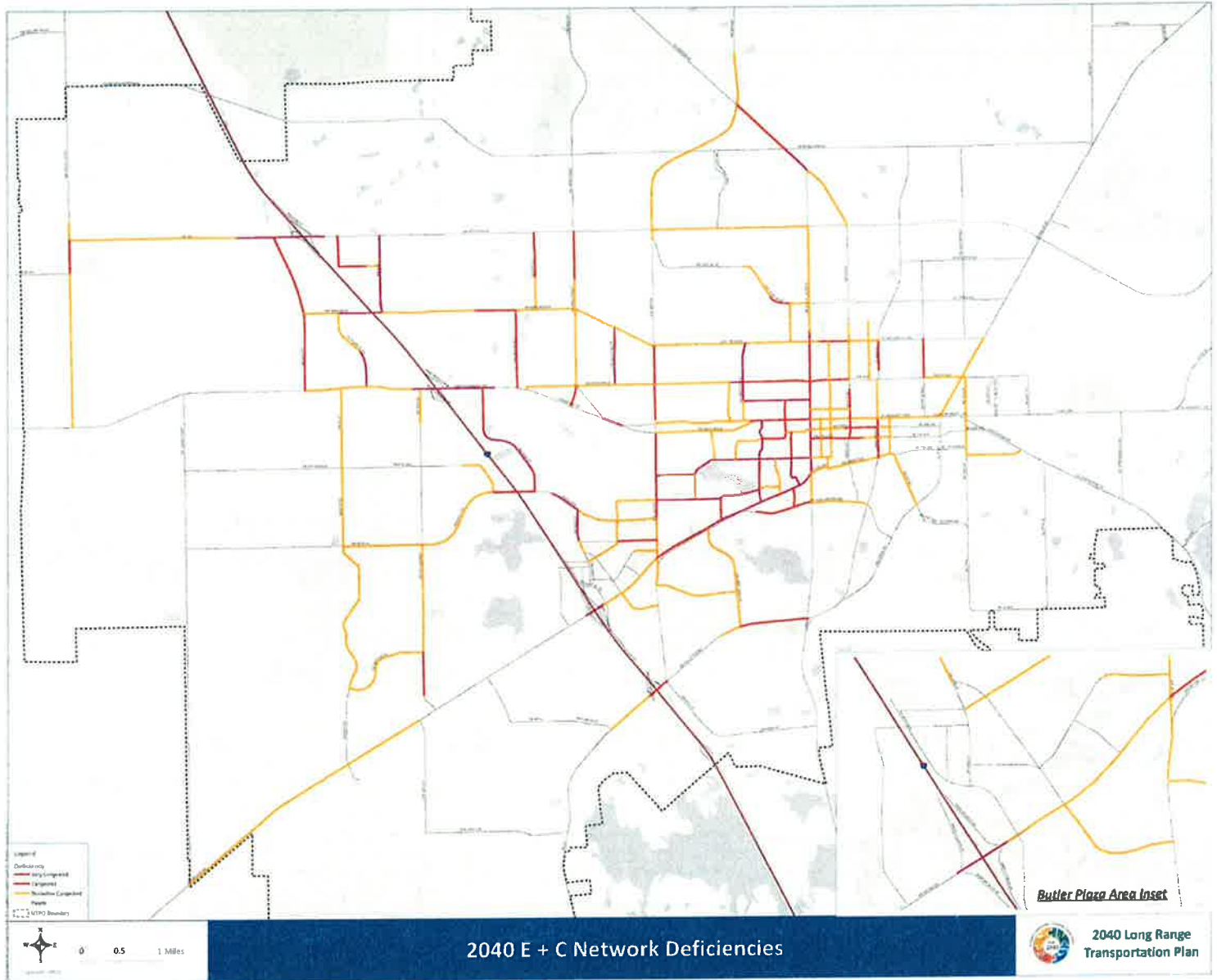
Union Rd – Buckman Dr to SW 13th St

Newell Dr – Archer Rd to Union Rd

Gale Lemerand Dr – Archer Rd to University Ave

Exhibit 2

Year 2040 Existing Plus Committed Network Deficiencies Map





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January 14, 2015

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: Long Range Transportation Plan Update- Transit Emphasis Alternative

STAFF RECOMMENDATION

No action required. This material is for information only.

BACKGROUND

One important step in updating the long range transportation plan is to test and evaluate two future (Year 2040) networks. One alternative network will include a mix of highway and transit solutions, but will primarily consider highway related modifications. The second alternative network will also include a mix of highway and transit solutions, but will primarily consider transit related modifications.

The proposed solutions for the transit alternative will include enhancements identified in the latest Transit Development Plan (see Exhibit 1). This alternative will not include bus rapid transit or streetcar projects.

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





**Gainesville Regional Transit System
2015–2024 TRANSIT DEVELOPMENT PLAN, MAJOR UPDATE**

July 2014

Prepared for:

GAINESVILLE REGIONAL TRANSIT SYSTEM

P.O. Box 490, Station 4
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Prepared by:

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**Table 7-7
Unfunded Needs Plan**

Package Number	Service Days	Routes	Service Change	Cost (2015 dollars)
10	Weekday	75	Adjust alignment	\$115,938
	Weekday	75	Increase frequency peak from 35 to 30 mins, midday 53 to 30 mins, reduce evening from 35 to 45 mins	
11	Saturday	75	Adjust alignment	\$48,307
	Saturday	75	Increase frequency 105 to 45 mins all day	
	Saturday	75	Start 20 mins later, extend 40 mins later	
12	Sunday	75	Adjust alignment	\$80,767
	Sunday	75	Establish new service at 45 mins	
42a	Weekday	39	Increase frequency from 60 to 35 mins	\$133,931
43	Weekday	6	Extend evening 2 hrs	\$22,260
44	Sunday	12	Start 1 hr earlier, extend 1 hr later at 45 mins	\$7,387
47	Saturday	2	Extend evening 2 hrs at 60 mins	\$6,048
49	Weekday	2	Extend evening 3 hrs at 60 mins	\$55,650
50	Weekday	2	Reduce early AM frequency from 30 to 60 mins	\$18,550
51	Weekday, Saturday, Sunday	16, 17, 43	Adjust alignment	\$20,034
	Weekday	16, 17	Reduce evening by 1 hr	
	Weekday	16,17	Improve evening frequency from 60 to 30 mins	
52	Weekday	43	Reduce frequency all day from 28 to 30 mins	\$160,830
53	Saturday	43	Establish new route	\$80,958
	Saturday	16, 43	Extend evening 1 hr	
	Saturday	10	Eliminate Saturday service	
55	Saturday	6	Extend 1 hr earlier, 3 hrs later	\$15,311
56	Weekday	6	Reduce frequency from 60 to 30 mins	\$207,761
57	Weekday	20	Extend evening by 30 mins	\$52,262
58	Sunday	20	Start 2 hrs earlier, extend 2 hrs later	\$16,139
59	Weekday	40	Establish new route at 30 mins all day	\$426,653
60	Weekday	39	Extend afternoon 3 hrs	\$100,542
61	Weekday	75	Extend evening 3 hrs	\$113,156
62	Saturday	53	Establish new route at 60 mins all day	\$24,336
63	Weekday	1	Extend evening 2 hrs	\$34,874
64	Saturday	1	Reduce frequency from 60 to 30 in AM, reduce from 30 to 60 mins in evening	\$12,096
65	Saturday	1	Extend evening 2 hrs	\$7,656
66	Sunday	1	Start 2 hrs earlier, extend evening 1 hr	\$23,579
67	Sunday	5	Start 2 hrs earlier, extend evening 1 hr	\$9,876

**Table 7-8
Unfunded Capital Projects**

Improvement	Capital Cost Estimate	Number of Stops
Landing pad accessibility improvements	\$4,196,500	763
Shelter improvements	\$1,026,660	71
Bench improvements	\$28,050	69
Trash can improvements	\$21,045	69
Bus bay improvements	\$1,250,000	5
Transfer Center	\$18,000,000	N/A
ITS Improvements	\$4,800,410	N/A
Replacement Buses	\$28,294,210	N/A
Total	\$57,616,875	

A summary of the overall cost implications of the baseline scenario and the Implementation Plan are presented in Tables 7-9 and 7-10, respectively. Projected revenues for RTS are presented in Table 7-11. As shown in these tables, even with assumed sales tax revenue, the unfunded vehicle need is only partially satisfied. It is also apparent that RTS will need to postpone needed capital expenditures and may even need to cut service if expected cost increases in ADA service occur and current revenue sources do not expand.

It is important to note that the annualized costs of COA alternative improvements derive from Fall/Spring service levels and, therefore, represent a maximum value. A number of routes that were improved or added do not or will not operate in Summer. Daily revenue hours for Summer 2014 are 66 percent of Spring 2014 daily revenue hours. When implemented, their costs will be lower than what is reflected here.



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January 14, 2015

TO: Technical Advisory Committee
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: List of Priority Projects- Transportation Alternatives Program

STAFF RECOMMENDATION

Begin to discuss how to develop Transportation Alternative Program priorities that can be reviewed by the other MTPO Advisory Committees in May.

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded (or fully-funded). This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program. One category of priorities is for the Transportation Alternatives Program.

The Technical Advisory Committees needs to begin to discuss how to develop Transportation Alternative Program priorities that can be reviewed by the other MTPO Advisory Committees in May. Enclosed are the following materials to assist with this discussion:

- Exhibit 1- Transportation Alternatives Program priorities adopted by the MTPO on June 2, 2014;
- Exhibit 2- Alachua Countywide Bicycle Master Plan Addendum Braid Priorities; and
- Exhibit 3- Archer Bicycle/Pedestrian Trail Segment Priorities.

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

B. Transportation Alternatives Program Priorities

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

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

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

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

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

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.
 *2004 Alachua Countywide Bicycle Master Plan Addendum- Archer Braid projects

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

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

Transporting Ecologies

Alachua Countywide Bicycle Master Plan Addendum

Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council

Final Report

26 May 2004

Transporting Ecologies Studio
www.transportingecologies.com

School of Architecture
University of Florida

Braids

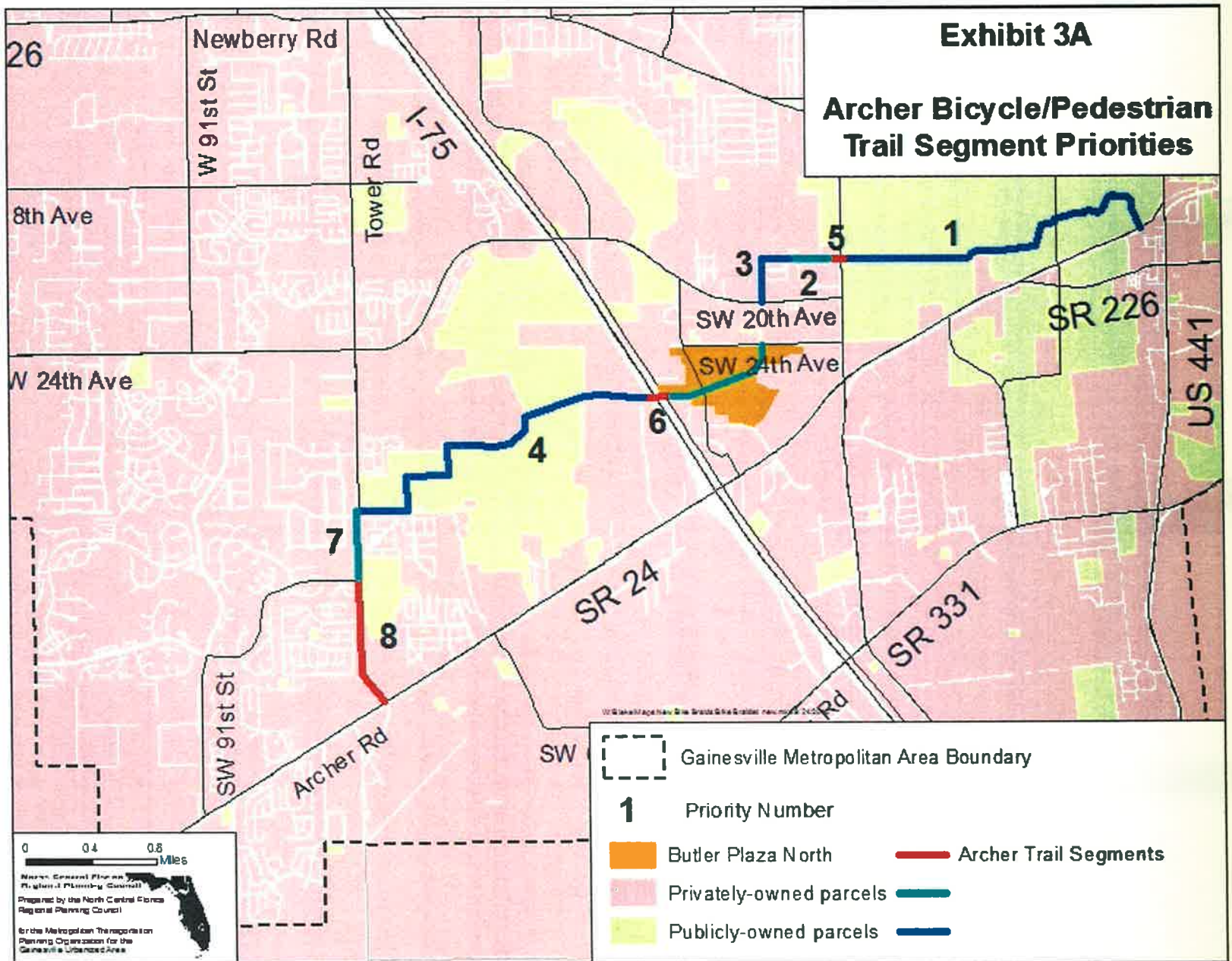
Braids recommendations and priorities are based in part on the 2001 Master Plan data analysis and cost benefit rankings. Updated destination matrix analysis, aggregated segment analysis, public survey prioritization analysis and opportunities for funding that are currently in place or on the horizon represent the major influences of this study on current recommendations. Initial Braids proposals were identified based on three functional provisions — coherence (a connected network structure), directness (reduction of distance and detours between destinations) and safety (minimizing the encounters between cyclists and motor-vehicles). Iterations have been modified and refined based on Steering Committee recommendations and public comments.

The Braids Priority Summary Table below lists the immediate priority Braids in rank order from highest to lowest. Public ranking, aggregated cost benefit and latent demand scores predicted the prioritization schedule as discussed in the sections below.

**Braids Priority Summary
Table**

Priority (highest to lowest)	Braid Designation	Public (low score highest priority)	Cost Benefit (100 best)	Latent Demand (100 best)	Funds
1	Archer (Hull Rd ext)	1	98	70	partial
2	Alachua	2	100	81	initial
3	University	3	91	78	no
4	Hawthorne (6 th St. rail-trail)	4	98	92	partial
5	Bivens	6	92	68	no
6	Westside	8	100	80	no
7	Millhopper	5	87	79	no
8	Glen Springs	7	75	82	no

The Prioritization Summary table above balances the criteria between public interest, safety, latent demand and cost benefit scores to optimize prioritization. Other interests include projects with the momentum of existing funding. These are ranked to promote funding initiatives and public focus on critical linkages. If opportunities become available from linking to related projects or designated funding sources, lower priority projects may be implemented in advance higher priority initiatives.



TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 9/24/2014	MEETING DATE 11/19/2014	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNIGHT Alt - Jeff Hays Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RUTH FINDLEY Alt- Brian Singleton Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
STEVEN DUSH Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons	City of Gainesville Department of Planning & Development Services	P	E	NO
DEBBIE LEISTNER [Chair] Alt- Phil Mann Alt - Jacob Kain	City of Gainesville Department of Public Works	P	P	NO
MATTHEW MULLER [Vice Chair] Alt- Jesus Gomez Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
PAUL ADJAN Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	E	YES
JAMES GREEN Alt - Karen Taulbee Alt - Vacant	Florida Department of Transportation	P	P	NO
JAMES SPEER Alt- David Deas Alt-	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	P	P	NO

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

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* City of Gainesville Level of Service (LOS) Subcommittee Member

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	7/23/2014	9/24/2014	11/19/2014	Violation If Absent At Next Meeting 1/22/2015
E J Bolduc	17-Dec	P	P	A	-
Thomas Bolduc	15-Dec	P	P	A	-
Rob Brinkman	17-Dec	P	P	P	-
Nelle Bullock	16-Dec	A	P	P	-
Rajeeb Das	15-Dec	P	P	P	-
Luis Diaz	16-Dec	P	A	P	-
Jan Frentzen	15-Dec	E	P	P	-
Melinda Koken	15-Dec	P	P	P	-
Kamal Latham	16-Dec	P	P	E	-
Gilbert Levy	17-Dec	-	-	-	-
Ron Lieberman	17-Dec	-	-	-	-
Chandler Otis	15-Dec	P	P	P	-
James Samec	17-Dec	P	P	P	-
Ewen Thomson	16-Dec	A	A	P	-
Chris Towne	16-Dec	A	P	E	-

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 Chair of the MTPO appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

- 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:
 - all CAC meetings will require mandatory attendance by all members; and
 - attendance is recorded at all CAC meetings, even if a quorum is not present.
- On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
- Members denoted in **BOLD ITALICS** are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2015 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

MTPO MEETING MONTH	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 21	January 22	February 2 at 3:00 p.m.
APRIL	April 1 <i>TAC @ NCFRPC</i>	April 2	April 13 at 3:00 p.m.
JUNE	May 20	May 21	June 1 at 3:00 p.m.
AUGUST	July 22	July 23	August 3 at 3:00 p.m.
OCTOBER	September 23 <i>TAC @ NCFRPC</i>	September 24	October 5 at 5:00 p.m. October 26 at 5:00 p.m.
DECEMBER	December 2 <i>TAC @ NCFRPC</i>	December 3	December 14 at 3:00 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 usually 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.

