March 8, 2017

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On March 15, 2017, the Technical Advisory Committee will meet at 2:00 p.m. in the Gainesville Regional Utilities Meeting Room, Gainesville Regional Utilities Administration Building, 301 SE 4th Avenue. Also on March 15, 2017, 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

III. Approval of Committee Minutes
APPROVE MINUTES

Page #3

IV. West Newberry Road (State Road 26) Bikelanes
APPROVE STAFF RECOMMENDATION

Page #13

7:10 p.m.

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization recommended that the Florida Department of Transportation replace onstreet parking with designated bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street. In addition, the Metropolitan Transportation Planning Organization requested pavement width information on West Newberry Road (State Road 26) between Interstate 75 and NW 34th Street (State Road 121).

Page #25

7:20 p.m.

V. Williston Road (State Road 331) Safety Referral
APPROVE STAFF RECOMMENDATION

The Metropolitan Transportation Planning Organization referred this issue to its advisory committees for recommendations.
VI. List of Priority Projects - Bicycle and Pedestrian Priorities

Each year, the Metropolitan Transportation Planning Organization submits prioritized lists of needed but unfunded projects to the Florida Department of Transportation.

VII. Information Items

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

A. Citizens Advisory Committee and Technical Advisory Committee Attendance Records

B. Meeting Calendar - 2017

*No handout included with the enclosed agenda item.
MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Charles F. Justice Conference Room
2009 NW 67th Place
Gainesville, Florida

November 16, 2016
2:00 p.m.

MEMBERS PRESENT: Deborah Leistner, Chair; Dekova Batey; Paul Adjan; Linda Dixon; Ron Fuller; Jesus Gomez; James Green; Jeff Hays; Dean Mimms; Brian Singleton.

MEMBERS ABSENT: James Speer.

OTHERS PRESENT: Vicki Gervakas; Erik Lewis.

STAFF PRESENT: Michael Escalante.

CALL TO ORDER

Chair Deborah Leistner, Gainesville Transportation Planning Manager, called the meeting to order at 2:05 p.m.

I. INTRODUCTIONS

Chair Leistner introduced herself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Leistner asked for approval of the agenda.

MOTION: Dean Mimms moved to approve the meeting agenda. Jesus Gomez seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Leistner stated that the June 15, 2016 minutes are ready for consideration of approval by the Technical Advisory Committee.

MOTION: Ron Fuller moved to approve the June 15, 2016 Technical Advisory Committee minutes. Dean Mimms seconded; motion passed unanimously.
Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization a copy of the technical memorandum for the NW 34th Street (State Road 121) turn lane project. He discussed the technical memorandum and answered questions.

MOTION: Ron Fuller moved to recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121). Dean Mimms seconded.

FRIENDLY AMENDMENT:

Jeff Hays asked that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation use State Highway System funds so that the project can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan. Ron Fuller and Dean Mimms accepted the amendment.

MOTION AS AMENDED:

Ron Fuller moved to recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation:

1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and

2. Use State Highway System funds so that the project can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan.

Dean Mimms seconded; motion passed unanimously.

V. WEST NEWBERRY ROAD (STATE ROAD 26) BIKE LANES

Mr. Escalante stated that at its October 3, 2016, the Metropolitan Transportation Planning Organization discussed Newberry Road (State Road 26) bikelanes and requested that the Florida Department of Transportation study the corridor. He reported that the Florida Department of Transportation has responded to the request. He discussed the response, the staff recommendations and answered questions.

MOTION: Linda Dixon moved to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and schedule a public meeting to remove the onstreet parking. Ron Fuller seconded.
FRIENDLY AMENDMENT:

Brian Singleton asked that the motion be modified to include without the loss of the westbound right turnlane at NW 43rd Street. Linda Dixon and Ron Fuller accepted the amendment.

MOTION AS AMENDED:

Linda Dixon moved to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking. Ron Fuller seconded; motion passed 9 to 1.

VI. FLORIDA DEPARTMENT OF TRANSPORTATION - TENTATIVE WORK PROGRAM 2017-18 TO 2021-22

Mr. Escalante stated that the Metropolitan Transportation Planning Organization received the draft Tentative Work Program on November 1, 2016. He discussed the Tentative Work Program and answered questions. He noted the new projects included in the Tentative Work Program.

Linda Dixon, University of Florida Planning Manager, asked about the implementation of the University Avenue and West 13th Street road safety audits.

James Green, Florida Department of Transportation Liaison, stated that he would look into the road safety audits. He also discussed the use of state funds for studies.

MOTION: Linda Dixon moved to recommend that the Metropolitan Transportation Planning Organization authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary to recommend that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program (Exhibit 1):

1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and

2. Program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking;

3. Install Light Emitting Diode fixtures consistent with Gainesville Regional Utilities standards in the four streetlighting update projects;

4. Fund the West 13th Street (U.S. 441) Road Safety Audit, University Avenue (State Road 26) Road Safety Audit and West University Avenue (State Road 26) Multimodal Corridor Study recommendations; and
5. Fund a West 13th Street (U.S. 441) multimodal corridor study between the SW 3500 block and NW 16th Avenue.

Brian Singleton seconded, motion passed unanimously.

VII. SAFE ROUTES TO SCHOOL APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Safe Routes to School funding is December 30, 2016. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

MOTION: Brian Singleton moved to recommend that the Metropolitan Transportation Planning Organization support the following three Safe Routes to School applications:

- Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;
- Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and
- Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.

Jeff Hays seconded; motion passed unanimously.

VIII. TRANSPORTATION ALTERNATIVES PROGRAM APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Transportation Alternatives Program funding is December 9, 2016. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

MOTION: Brian Singleton moved to recommend that the Metropolitan Transportation Planning Organization:

1. Approve the submission of the following two Transportation Alternatives Program applications:
   - Priority 1- Archer Road (State Road 24) Midblock Crosswalk project application prepared by the City of Gainesville; and
   - Priority 2- SW 20th Avenue Sidewalk and Midblock Pedestrian Modifications project application prepared by Alachua County; and

2. Investigate the status of the West University Avenue (State Road 26) from Gale Lemorand Drive to West 13th Street (U.S. 441) application and resubmit as needed.

Jeff Hays seconded; motion passed unanimously.
X. INFORMATION ITEMS

Dean Mimms, City of Gainesville Lead Planner, noted that the Citizens Advisory Committee would be selecting the recipient for the Kermit Sigmon Citizen Participation Award and suggested Roger Pearce.

Ms. Dixon discussed the status of the University of Florida Strategic Development Plan and answered questions. She provided a link to the plan development- http://uf.dumontjanks.com/.

Chair Leistner provided a status report on the Bikeshare Program.

Mr. Mimms commended City Public Works Department for its response to roadway maintenance and safety issues.

ADJOURNMENT

The meeting was adjourned at 3:44 p.m.

Date

Deborah Leistner, Chair
MINUTES
GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

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

November 16, 2016
7:00 p.m.

CALL TO ORDER
Chair Rob Brinkman called the meeting to order at 7:05 p.m.

I. INTRODUCTIONS
Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA
Chair Brinkman asked that the agenda be approved.

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

III. APPROVAL OF COMMITTEE MINUTES
Chair Brinkman asked for approval of the June 15, 2016 Citizens Advisory Committee meeting minutes.

MOTION: James Samec moved to approve the June 15, 2016 Citizens Advisory Committee minutes. Thomas Bolduc seconded; motion passed unanimously.
IV. FLORIDA DEPARTMENT OF TRANSPORTATION - STATE ROAD 121 (NW 34TH STREET) LEFT TURN LANES TECHNICAL MEMORANDUM

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has provided the Metropolitan Transportation Planning Organization a copy of the technical memorandum future NW 34th (State Road 121) turn lane project. He discussed the technical memorandum and answered questions.

MOTION: Ewen Thomson moved to recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area request that the Florida Department of Transportation:

1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and

2. Use State Highway System funds so that the project can be built with protected bikelanes as described in the Year 2040 Long-Range Transportation Plan.

James Samec seconded; motion passed 9 to 1.

V. WEST NEWBERRY ROAD (STATE ROAD 26) BIKELANES

Mr. Escalante stated that at its October 3, 2016, the Metropolitan Transportation Planning Organization discussed West Newberry Road (State Road 26) bikelane and requested that the Florida Department of Transportation study the corridor. He reported that the Florida Department of Transportation has responded to the request. He discussed the response, the staff recommendations and answered questions.

MOTION: Chandler Otis moved to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking. Ewen Thomson seconded; motion passed unanimously.

A member noted she needed to leave the meeting and asked that the agenda be modified to discuss item IX. Kermit Sigmon Citizens Participation Award - 2016 next.

By consensus, the Citizens Advisory Committee agreed to discuss item IX. Kermit Sigmon Citizens Participation Award - 2016 next.

IX. KERMIT SIGMON CITIZENS PARTICIPATION AWARD - 2016

Mr. Escalante stated that each year the Citizens Advisory Committee selects a recipient for the Dr. Kermit Sigmon Citizen Participation Award. He noted the previous recipient and nominees.

ACTION: Ruth Steiner nominated Gainesville Citizens for Active Transportation for the Dr. Kermit Sigmon Citizen Participation Award. After no other nominations, Ruth Steiner moved to close nominations. Gainesville Citizens for Active Transportation was selected unanimously.
VI. FLORIDA DEPARTMENT OF TRANSPORTATION - TENTATIVE WORK PROGRAM
2017-18 TO 2021-22

Mr. Escalante stated that the Metropolitan Transportation Planning Organization received the draft Tentative Work Program on, November 1, 2016. He discussed the Tentative Work Program and answered questions. He noted the new projects included in the Tentative Work Program.

MOTION: Ewen Thomson moved to recommend that the Metropolitan Transportation Planning Organization authorize the Chair to send a letter to the Florida Department of Transportation District 2 Secretary to recommend that the Florida Department of Transportation consider funding the following projects in the Tentative Work Program:

1. Include continuous left turn lanes between NW 19th Place and Cornerstone Academy, between NW 41st Avenue and NW 42nd Place, and between NW 45th Avenue and NW 49th Avenue on NW 34th Street (State Road 121); and

2. Program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street and schedule a public meeting to remove the onstreet parking.

Nelle Bullock seconded, motion passed unanimously.

VII. SAFE ROUTES TO SCHOOL APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Safe Routes to School funding is December 30, 2016. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.

MOTION: Nelle Bullock moved to recommend that the Metropolitan Transportation Planning Organization support the following three Safe Routes to School applications:

- Priority 1 - City of Gainesville Safe Routes to School application for the NW 42nd Avenue bicycle/pedestrian facility project;
- Priority 2 - Alachua County Safe Routes to School application for the SE 43rd Street Sidewalk Gap project; and
- Priority 3 - Alachua County Safe Routes to School application for the SW 24th Avenue Sidewalk project.

James Samec seconded; motion passed unanimously.

VIII. TRANSPORTATION ALTERNATIVES PROGRAM APPLICATIONS

Mr. Escalante stated that the Florida Department of Transportation deadline for submission of applications for Transportation Alternatives Program funding is December 9, 2016. He reported that Alachua County and the City of Gainesville are developing applications based on the current Metropolitan Transportation Planning Organization List of Priority Projects.
MOTION: Ewen Thomson moved to recommend that the Metropolitan Transportation Planning Organization approve the submission of the following two Transportation Alternatives Program applications:

- Priority 1- State Road 24 (Archer Road) Midblock Crosswalk project application prepared by the City of Gainesville; and
- Priority 2- SW 20th Avenue Sidewalk and Midblock Pedestrian Modifications project application prepared by Alachua County.

Gilbert Levy seconded; motion passed unanimously.

X. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 8:30 p.m.

__________________________________________  Rob Brinkman, Chair

Date
March 8, 2017

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: West Newberry Road (State Road 26) Bikelanes

STAFF RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes on West Newberry Road (State Road 26) between NW 52nd Terrace and NW 34th Street (State Road 121) and lower the speed limit from 45 miles per hour to 35 miles per hour between NW 59th Street and NW 40th Drive resulting in a uniform speed limit between Interstate 75 and NW 34th Street (State Road 121).

BACKGROUND

At its August 1, 2016, October 3, 2016 and December 5, 2016 meetings, the Metropolitan Transportation Planning Organization considered several options for replacing onstreet parking on West Newberry Road (State Road 26) with onstreet bikelanes. The Metropolitan Transportation Planning Organization also discussed the Florida Department of Transportation’s response to a request for a study on onstreet parking and bikelanes on West Newberry Road (State Road 26). The Florida Department of Transportation responded that onstreet parking could be converted to bikelanes as a stand-alone project. At the conclusion of discussion at the December 5, 2016 meeting, the Metropolitan Transportation Planning Organization approved a motion to select Option 1 and:

"authorize the Chair to send a letter to request that the Florida Department of Transportation program a project to convert onstreet parking to bikelanes on West Newberry Road (State Road 26) between NW 43rd Street and NW 38th Street without loss of the westbound right turnlane at NW 43rd Street and schedule a public meeting to remove the onstreet parking."

In addition, the Metropolitan Transportation Planning Organization requested pavement width information between Interstate 75 and NW 34th Street (State Road 121). Exhibit 1 is a schematic diagram showing pavement widths and locations of bikelanes and onstreet parking. Exhibit 2 shows pavement width information from the Florida Department of Transportation Road Characteristic Inventory. Exhibit 3 is the Florida Department of Transportation response letter. Exhibit 4 includes photographs of the corridor.

Attachments
t:\scott\sk17\mtpl\memo\sr26_bikelanes_pavement_apr2017comm.docx
Exhibit 1

State Road 26 (Newberry Road/West University Avenue) Pavement Cross-Sections from Eastbound on Ramp (Mile Post 14.396) to I-75 to State Road-121 (Mile Post 17.505)
Exhibit 2

State Road 26 (Newberry Road/West University Avenue) Pavement Cross-Sections from Eastbound on Ramp (Mile Post 14.396) to I-75 to State Road-121 (Mile Post 17.505)

<table>
<thead>
<tr>
<th>Mile Posts</th>
<th>Lane Pavement Width</th>
<th>Median Width</th>
<th>Shoulder Width</th>
</tr>
</thead>
</table>

Source- Florida Department of Transportation Roadway Characteristics Inventory
Scott and Mike
We are in receipt of your letter of December 12 advising the Department of the action taken by the Policy Board of the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO), at their December 5th meeting.

The Department will move forward with a project that removes on-street parking along SR 26 (West Newberry Road) and adds bike lanes, from NW 44th Street and University Avenue. Scheduling of the project, and of the public involvement, is dependent upon when funding becomes available. We will keep you advised of the schedule, as it develops.

Thank you for your interest in improving transportation for all users. Should you have any questions, please contact me.

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

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

NEW WEB ADDRESS: The FDOT’s web address has changed from www.dot.state.fl.us to www.fdot.gov. Please use the following link to see web address for various department offices: http://www.dot.state.fl.us/agencyresources/domainschange/websites.shtml. However, our email addresses will not change, and will continue to use the full @dot.state.fl.us format.
EXHIBIT 4

A. Newberry Road (State Road 26) Westbound at NW 69th Terrace

B. Newberry Road (State Road 26) Eastbound at NW 69th Terrace
C. Newberry Road (State Road 26) Westbound at NW 8th Avenue

D. Newberry Road (State Road 26) Westbound at NW 43rd Street
E. Newberry Road (State Road 26) Eastbound at NW 43rd Street

F. Newberry Road (State Road 26) Westbound at NW 43rd Street
G. Newberry Road (State Road 26) Transit Bus Bay at SIMED

H. University Avenue (State Road 26) Eastbound at NW 36th Street
March 8, 2017

TO: Bicycle/Pedestrian Advisory Board  
Citizens Advisory Committee  
Technical Advisory Committee  

FROM: Scott R. Koons, AICP, Executive Director  

SUBJECT: Williston Road (State Road 331) Safety Referral  

STAFF RECOMMENDATION  

Recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation program a project to extend the 35 mile per hour speed zone on Williston Road (State Road 331) from SE 12th Avenue south to SE 4th Street in order to include the Downtown Connector Rail-Trail crossing within the 35 mile per hour speed zone and place signage on the trail approaches to Williston Road indicating that the crossing is ahead.  

BACKGROUND  

At its December 5, 2016 meeting, the Metropolitan Transportation Planning Organization received citizen safety concerns regarding the Downtown Connector Rail-Trail crossing at Williston Road (State Road 331). After discussion, the Metropolitan Transportation Planning Organization referred the safety concerns to its advisory committees for recommendations.  

Exhibit 1 is a map showing the current speed zones along Williston Road (State Road 331). Exhibit 2 is a map showing the proposed speed zone modifications along Williston Road (State Road 331). Exhibit 3 includes photographs of the Downtown Connector Rail-Trail crossing.  

Attachments
EXHIBIT 1

Williston Road (State Road 331) Safety Referral - Current Conditions
EXHIBIT 2

Williston Road (State Road 331) Safety Referral - Proposed Conditions

Proposed Conditions

- Blue: 35 Miles Per Hour
- Orange: 45 Miles Per Hour
- Red: School Zone
- Green: Downtown Connector Rail Trail
EXHIBIT 3

A. Williston Road (State Road 331) Westbound at Downtown Connector Rail-Trail Crossing

B. Williston Road (State Road 331) Westbound at Downtown Connector Rail-Trail Crossing
C. Downtown Connector Rail-Trail Crossing Northbound

D. Downtown Connector Rail-Trail Crossing South-Facing Signage
E. Downtown Connector Rail-Trail Crossing with Cyclist

F. Downtown Connector Rail-Trail Crossing with Jogger
G. Williston Road (State Road 331) Eastbound Downtown Connector Rail-Trail Crossing Signage and Beacons

H. Williston Road (State Road 331) Eastbound Downtown Connector Rail-Trail Crossing Signage and Beacons
I. Downtown Connector Rail-Trail Crossing Yellow Beacon Actuation

J. Williston Road (State Road 331) at Downtown Connector Rail-Trail Crossing
K. Downtown Connector Rail-Trail Northbound Approach to Williston Road (State Road 331)

L. Downtown Connector Rail-Trail Southbound Approach to Williston Road (State Road 331)
March 8, 2017

TO: Bicycle/Pedestrian Advisory Board
   Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: List of Priority Projects- Bicycle and Pedestrian Priorities

STAFF RECOMMENDATION

Prepare draft bicycle and pedestrian project priority recommendations for federal Transportation Alternatives Program funds and for state Safe Routes to School, Shared-Use Network Trail and State Highway System funds.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization 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.

The Technical Advisory Committee needs to develop initial draft bicycle and pedestrian project priority recommendations for federal Transportation Alternatives Program funds and for state Safe Routes to School, Shared-Use Network Trail and State Highway System funds. Please note that the adopted Year 2040 Cost Feasible Plan includes box funds that do not identify any specific projects. Attached are the following exhibits:

Exhibit 1- Alachua Countywide Bicycle Master Plan Addendum excerpt showing the following priorities:

Priority 1- Archer Braid- This Braid is completed, except for gaps to be constructed by private development.

Priority 2- Alachua Braid- The only remaining project is bikelanes on NW 13th Street (US 441) between Archer Road and NW 23rd Avenue.

Priority 3- University Braid- The Metropolitan Transportation Planning Organization consultant has identified several needed projects in its University Avenue Multimodal Corridor Study- Phase 2 Report.

Exhibit 2- Table 1- Bicycle/Pedestrian Priorities- Approved June 27, 2016;

Note- Red text denotes a currently funded project.
Exhibit 3- Transportation Alternatives Program information excerpted from the Federal Highway Administration website;

Exhibit 4- Shared-Use Network Trail information excerpted from the Florida Department of Transportation website; and

Exhibit 5- Safe Routes to School information excerpted from the Florida Department of Transportation website.

Also attached is a copy of the Year 2040 Cost Feasible Plan poster. The University Avenue Multimodal Corridor Project is identified to be funded with State Highway System funds.

Attachments
Transporting Ecologies

Metropolitan Transportation Planning Organization
North Central Florida Regional Planning Council

Transporting Ecologies Studio
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.

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

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.
**Bicycle/Pedestrian Priorities**

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School, State Highway System, and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

### Table 1

**Bicycle/Pedestrian Priorities**  
**Fiscal Years 2017-18 to 2021-22**  
*(within the Gainesville Metropolitan Area)*

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safe Routes to School Funds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 1-SR  | NW 42 Avenue | FM: NW 13 Street  
TO: NW 6 Street | Construct Sidewalk |
| 2-SR  | SE 43 Street | FM: Hawthorne Road  
TO: University Avenue | Pedestrian Modifications |
| 3-SR  | SW 24 Avenue | FM: SW 87 Way  
TO: SW 77 Street | Construct Multi-use Path |
| 4-SR  | NW 45 Avenue | FM: NW 34 Street  
TO: NW 24 Boulevard | Construct Multi-use Path |
| **State Highway System Funds** | | | |
| 1-SH  | W University Avenue [SR 26] | FM: Gale Lemender Drive  
TO W 13 Street [SR 25] | Construct Bikeway/Sidewalk [29,000 AADT] |
| 2-SH  | W University Avenue [SR 26] | AT: NW 16 Street  
AT: NW 19 Street | Install Enhanced Pedestrian Crossings [29,000 AADT] |
| 4-SH  | E University Avenue [SR 26] | FM: E 7 Street  
TO: E 10 Street | Construct Raised Median [20,500 AADT] |
| 5-SH  | University Avenue [SR 26] | AT: Corridorwide | Install Transit Shelters and Benches [29,000 AADT] |
| 6-SH  | E University Avenue [SR 26] | FM: E 1 Street  
TO: E 3 Street | Construct Midblock Pedestrian Crossings [20,500 AADT] |
| 7-SH  | University Avenue [SR 26] | AT: Corridorwide | Install Bicycle Striping and Signal Detection [29,000 AADT] |
| **SUNTrail Funds** | | | |
| 1-ST  | Tower Road | FM SW 26 Place  
TO: SW 8 Avenue | Construct Multi-use Path |
| 2-ST  | Archer Road | FM: SW 76 Court  
TO: SW 43 Street | Construct Multi-use Path |
| 3-ST  | Gainesville-Hawthorne Trail | FM: La Chua Trail Entrance  
TO: Depot Park | Resurface Trail |
| 4-ST  | Hull Road | AT: SW 34 Street [SR 121] | Construct Grade-Separated Crossing |
Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

<table>
<thead>
<tr>
<th>Number</th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-T</td>
<td>SW 20th Avenue</td>
<td>FM: SW 43 Street TO: SW 34 Street [SR 121]</td>
<td>Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings</td>
</tr>
<tr>
<td>3-T</td>
<td>NW 69 Terrace</td>
<td>FM: Newberry Road TO: NW 11 Place</td>
<td>Construct Sidewalk</td>
</tr>
<tr>
<td>4-T</td>
<td>Glen Springs Braid</td>
<td>FM: Gainesville High School TO: NW 34 Street [SR 121]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>5-T</td>
<td>Gainesville Regional Utilities Right-Of-Way</td>
<td>FM: Depot Park TO: Williston Road [SR 331]</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>6-T</td>
<td>NE 27 Avenue</td>
<td>FM: State Road 222 TO: State Road 26</td>
<td>Construct 8-Foot Multiuse Path on North Side of Roadway</td>
</tr>
<tr>
<td>7-T</td>
<td>Williston Road [SR 331]</td>
<td>FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector</td>
<td>Construct Bicycle/Pedestrian Trail</td>
</tr>
<tr>
<td>9-T</td>
<td>NW 143 Street</td>
<td>FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]</td>
<td>Complete Sidewalk Network</td>
</tr>
<tr>
<td>10-T</td>
<td>NW 6 Street Rail/Trail Extension</td>
<td>FM: NW 16 Avenue TO: NW 39 Avenue</td>
<td>Extend the Rail/Trail North to NW 39 Avenue</td>
</tr>
</tbody>
</table>

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

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

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.
Illustration II
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22

[Map illustrating bicycle and pedestrian priorities in the Gainesville Urbanized Area, marked with various symbols and labels for different types of infrastructure.]

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
List of Priority Projects Fiscal Years 2017-18 to 2021-22
Transportation Alternatives Program (excerpt)

Selection Process

Selection of Projects: Consistent with other Federal-aid highway programs, TAP funds are administered by the State Department of Transportation (State DOT). TAP funds must be used for eligible projects that are submitted by eligible entities (listed below in Section D) and chosen through a competitive process (23 U.S.C. 213(c)(4)(A)). TAP does not establish minimum standards or procedures for competitive processes. The statute requires the following with respect to the selection of projects:

- For urbanized areas with populations over 200,000, the MPO, through a competitive process, selects the TAP projects in consultation with the State. (23 U.S.C. 213(c)(5))
- Funds suballocated to small urban areas and nonurban areas (i.e., areas with populations below 200,000) will be administered by the State through a competitive process. (23 U.S.C. 213(c)(4)(A))
- Funds available to any area of the State will be administered by the State through a competitive process. (23 U.S.C. 213(c)(4)(A))
- For the RTP set-aside, the Governor designates the State agency or agencies to administer the program. This may remain the same agency previously designated by the Governor (for most States, a State resource agency or grant agency, or may be the State DOT). (23 U.S.C. 206(c))
- If States have prior year TE or SRTS funds available, those funds may be administered under the same terms and conditions in effect prior to the effective date of MAP-21.

In a large urbanized area, an MPO representing the large urbanized area may allow the State to run its competitive process. However, the final project selection decision must be retained by the MPO and the State cannot require an MPO to turn over the selection process to the State. (23 U.S.C. §§ 134(k)(4)(A) & 213(c)(5)). States and MPOs have discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TAP activities equally.

Eligible Project Sponsors - Under 23 U.S.C. 213(c)(4)(B), the Eligible Entities to receive TAP funds are:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

State DOTs and MPOs are not eligible entities as defined under 213(c)(4)(B) and therefore are not eligible project sponsors for TAP funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

Nonprofit organizations are not eligible as direct grant recipients for TAP funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency or a school). Nonprofits are eligible to partner with any eligible entity on a TAP project, if State or local requirements permit.

- Local government entities include any unit of local government below a State government agency, except for a Metropolitan Planning Organization. Examples include city, town, township, village, borough, parish, or county agencies.
• Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).

• Transit agencies include any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

• Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  o State or local park or forest agencies
  o State or local fish and game or wildlife agencies
  o Department of the Interior Land Management Agencies
  o U.S. Forest Service

• School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public, and not only a private entity.

The Recreational Trails Program (RTP) set-aside funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206. (23 U.S.C. 213(f)(3))

Eligibility - The project selection process and the eligible project sponsor requirements apply for all TAP eligibility. TAP projects are not required to be located along Federal-aid highways. Activities eligible under TAP are eligible for STP funds (23 U.S.C. 133(b)(11)). Some aspects of activities eligible under TAP also may be eligible under other Federal-aid highway programs.


For SRTS noninfrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K - 8). Other eligible noninfrastructure activities do not have a location restriction. SRTS infrastructure projects are eligible for TAP funds regardless of their ability to serve school populations, and SRTS infrastructure projects are broadly eligible under other TAP eligibilities, which do not have any location restrictions.

Under 23 U.S.C. 213(b), eligible activities under the TAP program consist of:

   A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
   B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
   C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
   D. Construction of turnouts, overlooks, and viewing areas.
   E. Community improvement activities, which include but are not limited to:
      i. inventory, control, or removal of outdoor advertising;
      ii. historic preservation and rehabilitation of historic transportation facilities;
      iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
      iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
   i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
   ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

2. The recreational trails program under section 206 of title 23.

3. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
   A. Infrastructure-related projects.
   B. Noninfrastructure-related activities.
   C. Safe Routes to School coordinator.

4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Ineligibility - TAP funds cannot be used for:

- State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds.
- Promotional activities, except as permitted under the SRTS.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations.

Careful consideration should be given to whether an activity falls within the eligibilities created under TAP. Section 1103 of MAP-21 eliminated the definition of transportation enhancement activities in section 101 of title 23 and inserted in its place a definition of transportation alternatives. The transportation alternatives definition contained in 23 U.S.C. 101(a)(29) created different categories of activities than those included under the previous transportation enhancement definition. As a result, some activities that were previously eligible as independent transportation enhancement projects are no longer eligible; some categories of eligibility remain, but for a different range of activities. In some cases, activities that are no longer eligible for funding as independent TAP projects may be eligible for FHWA participation under other title 23 provisions, such as project mitigation measures when determined necessary to mitigate project impacts (including the impacts of a TAP project). Transportation enhancement categories that are no longer expressly described as eligible activities under the definition of transportation alternatives are:

- Safety and educational activities for pedestrians and bicyclists. **Exception:** Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding).
  **Note:** Some of these activities may be eligible under HSIP. Nonconstruction projects for bicycle safety remain broadly eligible for STP funds.
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields), and scenic or historic highway programs (including tourist and welcome center facilities). **Exceptions:** A few specific activities under this category are eligible for funding as TAP projects, including construction of turnouts, overlooks, and viewing areas; historic preservation and rehabilitation of historic transportation facilities; and bicycle and pedestrian facilities.
- Landscaping and other scenic beautification. However, under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under TAP if selected through the required competitive process. States may use TAP funds to meet junkyard screening and removal requirements under 23 U.S.C. 136 if selected through the competitive process. Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction of any Federal-aid highway project under 23 U.S.C. 319, including TAP-funded projects.
• Historic preservation, and rehabilitation and operation of historic buildings, structures, or facilities (including historic railroad facilities and canals). Historic preservation activities now are limited to historic preservation and rehabilitation activities relating to a historic transportation facility. See section 101(a)(29)(E). Operation of historic transportation facilities is not eligible under TAP.
• Archaeological planning and research. Under TAP, archaeological activities must relate to impacts from implementation of a transportation project eligible under title 23.
• Establishment of transportation museums. There is no eligibility for this activity under TAP.

TE funds apportioned in prior years will continue to be available for their specified period of availability under the same terms and conditions in effect prior to the effective date of MAP-21.

If there are insufficient TE funds to cover all previously selected TE projects, then a State may use old TE funds on projects that were eligible under TE, but are no longer eligible under TAP, and use TAP funds for previously selected TE projects that remain eligible. Note that TAP projects must be selected through a competitive process.

Source: Federal Highway Administration website http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm
SUN Trail Program Process for Funding
Individual Trail Projects

Project Identification
- Identification of purpose, location and goals of the project.
- Consistent with the community's vision, plans, and policies.
- Consistent with transparent public involvement procedures.

Project Prioritization
- Identified priority of Metropolitan Planning Organization (MPO).
- Identified priority of the county (inclusive of their municipalities), tribal government, federal or state managing agency.

Project Selection & Programming
- Priority List and project details submitted to FDOT District by applicable entity.
- District project evaluation and development of draft funding scenario.
- Development of Statewide draft prioritization scenario.
- Upon approval, projects are programmed into appropriate fiscal year of the five year Tentative Work Program.

SUN Trail Program Eligibility Criteria
Individual Trail Projects
There are four eligibility criteria a project must meet to receive consideration for SUN Trail funding.

► Is the project envisioned as a paved component of the Florida Greenways and Trails System (FGTS) Priority Land Trail Network, and therefore the SUN Trail Network?

► Is the project identified as a priority by the applicable jurisdiction?
  - If the project is within a boundary of a Metropolitan Planning Organization (MPO), it must be a MPO priority.
  - For areas outside of a MPO boundary, the project is identified priority of the county (inclusive of their municipalities), tribal government, federal or state managing agency.

► Has an entity formally committed to operation and maintenance of the project?

► Is the project consistent with the applicable comprehensive plan or the long-term management plan?

SUN Trail Program Selection Criteria
Individual Trail Projects
Individual Trail Projects may not meet all of the selection criteria. The selection criteria will not be used to calculate a numerical ranking of Individual Trail Projects. Individual Trail Projects with the greatest strengths will advance more quickly.

► Project enhances the safety of bicyclists, pedestrians and motorists.
  - Project includes a safety component.
  - Project is located within an area identified as a hazardous biking / walking zone or an area with significant numbers of safety concerns.
  - Project implements bicycle and pedestrian safety action plan.

► Project is recognized as having regional, state or national importance.
  - Project is a component of a Regional Trail System prioritized by the Florida Greenways and Trails Council.
  - Project is a component of a National Recreation Trail, East Coast Greenway or a trail that has other national importance.
  - Project implements an adopted regional bike, pedestrian or trail master plan.

► Additional financial contribution committed to the project.
  - Project funds are leveraged by multiple public/private sources of investments dedicated to this specific trail segment (i.e. federal, state, local, non-profit, private landowner contributions). If so, what is the percentage of match? What is the source of the matching funds?
  - Project funds are leveraged by at least one additional public/private source of investment dedicated to this specific trail segment (i.e. federal, state, tribal, local, non-profit, private landowner contributions). If so, what is the percentage of match? What is the source of the matching funds?
SUN Trail Program Selection Criteria (continued)

- Project blends transportation modes by completing, improving or enhancing existing facilities to improve mobility.
  - Project implements Complete Streets objectives and initiatives.
  - Project implements Safe Routes to Schools objectives and initiatives.
  - Project provides a direct connection to regional transit systems, including rail stations, express or local bus routes.
  - Project is located within a designated multi-modal district.
  - Project has the potential to reduce vehicular congestion.
  - Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists.
  - Project improves access in a designated Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center.

- Construction Readiness.
  - Project is ready for immediate construction. All pre-construction phases are complete.
  - Project is capable near term development. The design is nearly complete and permitting is underway. This project includes pre-construction.
  - The project proposal is feasible but construction will occur in the future.

- Project has a high level of documented public support.
  - Measurable public support and community involvement.
  - The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment.
  - Demonstration of support is consistent across multiple entities representing the greater community, rather than a select few interest groups.
  - Recent community surveys provide indication of need and support.

- Project has a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations.
  - Project connects to or through federal, state or local conservation/ recreation areas.
  - Project connects people to jobs, businesses or civic resources.
  - Project is located along or connects to a Florida Scenic Highway.
  - Project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations or private sector partners are directly supporting the project.
  - Project is located within a Rural Economic Development Initiative (REDI) community defined pursuant to Section 288.0656, F.S.
  - Project is located within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, F.S.

- Project enhances or preserves environmental resources.
  - Project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; location is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.
  - Project restores or mitigates impacts of environmental degradation.
  - Project incorporates water quality or drainage improvements.
  - Project incorporates conservation initiatives to restore or maintain connectivity by reducing vehicle-caused wildlife mortality.
  - Environmental impact assessment or statement does not identify specific issues.
  - Environmental approval and permitting process is complete.

- Project facilitates a system of interconnected trails by closing a gap in the SUN Trail Network.
  - Project connects two or more existing trails within the SUN Trail Network.

- Project includes cost-saving elements.
  - Potential for overall cost savings for completing the project in conjunction with another project (i.e. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project).
Safe Routes to School

Project Eligibility

Eligible Projects - This is not a comprehensive list of eligible projects. It is to be used as a guide. The following types of projects are eligible under Florida Guidelines:

Pedestrian Facilities: Includes new sidewalks and other pathways, sidewalk widening and sidewalk gap closures, all on the public right of way. All of these facilities must include ADA ramps and meet other ADA requirements. Short pedestrian bridges may be able to be funded. Improvements made to routes leading to bus stops.

Bicycle Facilities: Includes bicycle parking facilities such as bike racks; shelters and bike lockers on school grounds. These may be purchased for placement of public school property, but not on private property. This means these facilities cannot generally be placed on private school grounds, through there may be special cases. School Boards normally prefer to install racks themselves on school property.

Traffic Control Devices: Includes new or upgraded marked crosswalks, pavement markings, traffic signs and signals, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, pedestrian activated signal upgrades, and all other pedestrian and bicycle related traffic control devices. Generally these are included as part of a larger bicycle or pedestrian facility project instead of as stand-alone projects. (Note: For any traffic control device that requires minimum ‘warrants’ to be satisfied prior to their installation, warrant sheets must be attached to the application. Coordinate with the appropriate traffic engineering office on this.)

Traffic Calming: Includes roundabouts, bulb-outs, speed humps, raised crosswalks, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full or half street closures and other speed reduction techniques. Generally these are included as part of an overall pedestrian or bicycle facility project. (NOTE: to be eligible, the primary benefit of the proposed traffic calming must be to benefit students biking or walking to or from school.)

Ineligible Projects - This is not a comprehensive list of ineligible projects. It is to be used as a guide. The following are examples of projects which are ineligible:

- Purchase of right of way.
- Sidewalks or other pathways on school property, which are the responsibility of the school board or private school.
- Stand-alone curb ramps, which should be addressed with other funds to meet ADA requirements.
- Stand-alone items that should be addressed by regular maintenance, such as pavement repairs, repainting of roadway markings or replacement of signs.

Infrastructure Projects

Basic Information: Proposed Infrastructure or Engineering projects may be located on or off the state highway system. Infrastructure projects usually take longer to plan and implement. But when they are designed to correct an identified problem, they have a great potential to help more students walk and bike safely to and from school. Public support for Infrastructure projects is mandatory. The public should be informed of the proposal through presentations at such groups as Neighborhood Associations, PTA/PTO’s and religious and community groups, as well as through writing articles and letters to the editor of local newspapers. The public should also be invited to attend the school-based SRTS Committee meetings during which the school-based SRTS committee discusses the project proposals. Although meetings of the Bicycle/Pedestrian Advisory Committee and MPO are considered public meetings and should be part of the public involvement process, these meetings must be supplemented by meetings with the affected Neighborhood Associations or other neighborhood meetings, and meetings with the PTA/PTO’s for the affected schools, in order to ensure that those directly affected by the projects are informed and support the projects. Some proposed projects will allow students who live within two miles of their school to walk or bike to school, instead of being bused under a “hazardous” or “courtesy” busing program.
Eligibility for SRTS Funding - You will be asked to supply information on many of these items in your application. Important eligibility points to remember:

- Proposed projects must be designed to meet an identified need that is preventing students from walking or biking safely to and from school.
- Proposed projects must be within a two-mile radius of the participating school, and within the school attendance area. Generally, the closer the project is to the school, the more likely it will be to increase the numbers of students walking or biking to and from school, or to increase the safety of students already walking or biking to school. For instance, projects beginning within a half mile to one mile from the school are more likely to encourage students to walk or bike, than projects beginning farther away.
- Proposed projects must be located on public property or on permanent public easements. Right of way issues must be resolved before applying. Make sure you have a clear right of way, and be ready to show the proof.
- Use of traffic control devices must be consistent with the current Manual on Uniform Traffic Control Devices (MUTCD), unless the applicant receives experimental approval from FHWA.

School-based SRTS Committee - Successful SRTS programs begin by developing a comprehensive SRTS plan for an individual school or group of nearby schools. This is done by bringing together the right people to form a school-based SRTS Committee made up of representatives from each of the 5E’s. The committee must include representatives from the affected school(s), not just from the school board or the school transportation section. The purpose of the Committee is to:

- identify problems in and around the school, which are preventing students from walking or biking to school,
- propose solutions to these problems, using the 5E approach, and
- decide which solutions can be handled by the Committee and community resources, and which will require SRTS funding.

Applicants are required to form a school-based SRTS Committee which has had at least one advertised public meeting before their application is submitted. They are also required to report in the application the names, titles and E represented by each member of the Committee, and what has been discussed at each meeting.

A School-based SRTS Committee can be based on an existing committee like a Community Traffic Safety Team, a PTA/PTO committee or a School Safety Committee, but other members must be added so the final committee includes school and community representatives from all 5E’s. If one of these groups is used as the basis of a SRTS Committee, separate meetings (which can be before or after the regular group meeting) must be held to concentrate on SRTS planning. It is not acceptable to spend a few minutes of a regular committee meeting discussing SRTS and call it a SRTS Committee.

The Committee should include representatives from the school or schools, elected officials, Metropolitan Planning Organizations/Transportation Planning Organizations, appropriate county and city agencies, local neighborhood associations and non-profit organizations. It is important to involve the public and affected neighborhood associations in planning efforts so everyone will be on board if a project is selected for funding. If representatives of the PTA/PTO and affected neighborhoods are not included on the SRTS Committee, special meetings with these groups will need to be held to gain their support for proposed SRTS Infrastructure projects, as explained in more detail in the Infrastructure section.
Funding - The SRTS Program is 100 percent funded, and is managed through the Florida Department of Transportation (FDOT) on a cost-reimbursement basis. Applications are submitted to the local FDOT District Safe Routes to School Coordinator. They can help you with questions. The following measures are critical:

- Projects will be awarded through a competitive process at the local FDOT level.
- Applications are reviewed at the District level for compliance with SRTS Guidelines.
- Applicants are encouraged to be as cost effective as possible so that more SRTS projects and programs can be funded.
- Applicants must prioritize their requests and apply for no more than 5 projects during each Call for Applications.
- These Guidelines list examples of eligible and ineligible SRTS projects and programs. Always check for the most recent version of the Guidelines, since they do evolve over time.

Planning Tools - We recommend that applicants use the Florida Safe Ways to School Tool Kit as their planning process. The Tool Kit contains a process for forming a planning committee and creating and implementing a comprehensive Safe Routes to School plan. The Toolkit can be downloaded from: Florida Safe Ways to School Tool Kit.

Use the national data collection forms located under Evaluation on the website of the National Center for SRTS. The Student In-class Travel Tally and Parent Survey are required to be conducted 3 times during this process. The results must be submitted to the National Center for SRTS (NCSRTS) data base at least six (6) weeks before submitting your application, so you can include the required data summary charts from the NCSRTS as attachments to your application as well as summarizing the results in the body of your Infrastructure application or Non-Infrastructure Information form.

1. Before an application or information form is submitted.
2. Shortly before a SRTS project begins.
3. Three to six months after it is completed.

The results from these survey forms must be reported to the District FDOT office which is overseeing your project, as part of the final report on your project.

Notification and Administration - Applicants are required to list contact information on each SRTS application. This gives the Districts a point of contact if questions need to be answered or if modifications are needed to the application. After SRTS projects are reviewed and funding decisions are made, the District will notify each applicant of their proposal’s selection or non-selection. A representative from the District will also contact the designated local contact person to help him or her through the process of formalizing the agreement and completing the project or program.

Special Requirements (Note: the following overview may not be all-inclusive.) - There are a number of Federal and State requirements that apply to projects under the SRTS program. Applicants must ensure that they are knowledgeable and able to follow these requirements.

Title 23: All projects funded by SRTS funds must comply with Title 23 requirements of the U.S. Code which include, but are not limited to, the Davis Bacon prevailing wage rates, competitive bidding, and other contracting requirements. Whoever carries out the construction (state, county, city, or consultant hired by any of these entities) must comply with all applicable Title 23 requirements. USDOT regulations are available at: USDOT Regulations. (Note: Applicants must work with a Maintaining Agency such as a local government that has experience with Federal Construction Contracts in general, and Title 23 requirements in particular.)
As part of the Title 23 requirements, all SRTS projects must also comply with National Environmental Policy Act (NEPA) regulations. Most SRTS projects will likely be eligible for categorical exclusion under the provisions of 23 CFR Sec 771.117 which recognize there is no significant environmental impact in the construction of bicycle and pedestrian facilities. (Note: The categorical exclusion must be requested and granted; it is not automatic.)

**Inclusion in TIP/STIP:** All projects funded must be programmed in the local Metropolitan Planning Organization’s (MPO’s) or Transportation Planning Organization’s (TPO’s) Transportation Improvement Program (TIP) if applicable, and the Statewide Transportation Improvement Program (STIP). It is recommended that applicants for projects located in an MPO or TPO area work with their MPO or TPO to ensure local support and consistency with regulations.

(Note: the TIP is sometimes called the Comprehensive Improvement Program or CIP.)

**Local Permits:** Maintaining Agencies for SRTS projects or programs are responsible for any and all local permits relevant to their project. Applicant and Maintaining Agency personnel should work together to determine and acquire the required permits.

**Americans with Disabilities Act (ADA):** SRTS projects and programs must be designed to reasonably meet the needs of persons with disabilities. In doing so, the project director for the SRTS project or program must comply with all applicable provisions of the ADA. National standards are available at: National ADA Standards, and information on Florida DOT’s ADA design standards are available at: FDOT ADA Design Standards.

★★ Application Instructions ★★

Florida’s Infrastructure Application can be found on the FDOT Forms Website. Form number 500-000-30. Complete all applicable sections of the Application and attach all required attachments. Failure to provide all required information may disqualify your application.

**Deciding how many Applications are needed:**

- Generally, each school requires a separate Infrastructure Application.
- If schools (or any two or more qualifying schools) are located close together and proposed improvements will benefit both schools, they may be combined in one Application. Information on any after school facility which also benefit from the proposed project can be included in the text of the application.
- If there are multiple improvements requested for one school, they should be included in one application.
- If an Applicant proposes improvements at two schools not in the immediate vicinity, two applications would be needed.

Proposals for the same treatment at multiple schools must be based on comprehensive school-based planning which has resulted in the proposals. “One size fits all” solutions generally are not effective for SRTS.

**Project Evaluation and Selection**

**Eligibility Evaluation -** Applications are reviewed by local FDOT SRTS Coordinator. A proposed project can be declared ineligible for several reasons, such as:

- The Application was not received by the deadline.
- The Application is not fully completed or is missing required attachments.
- A comprehensive planning process was not completed before applying.
- The required Tally and Survey were not completed before applying or is not attached.
- The project does not comply with SRTS guidelines.
- The project would interfere with or disrupt existing infrastructure or planned improvements.
Ranking Criteria - Some of the selection criteria are:

- Completeness of the School-based SRTS Planning Committee.
- Comprehensiveness of the SRTS planning process (including such tasks as addressing all 5 E’s of SRTS and consideration of various solutions to the problems identified).
- Comprehensiveness of the public outreach process, including the affected neighborhoods and PTA/PTO organizations at affected schools.
- High level of interest on the part of the school in supporting walking and bicycling to school, and willingness to participate fully in a comprehensive SRTS program.
- The project does not comply with SRTS guidelines.
- Demonstrated need and community support for the project.
- Potential of the proposed project to increase the number of students walking and bicycling to school.
- Potential to increase the safety of high numbers of students already walking or bicycling to school in hazardous conditions.
- Identification of safety hazards and the potential of the proposed project to reduce child injuries and fatalities.
- Potential for the proposed project to eliminate the need for hazardous or courtesy busing routes.
- Potential for the project to complete a priority pathway, with connections to neighborhoods and public destinations like parks, other schools or libraries.
- Demonstrated need for financial assistance to complete these priority pathway connections.
- Constructability (including clear right of way)
- Consideration and suggestion of alternative locations for projects facing constructability problems.
- Ability of the Applicant or Maintaining Agency to complete the project, or a workable plan to complete the project another way.

Consideration is also given to other factors relating to the proposed project, which are deemed necessary to promote the pedestrian and bicycle safety of students in and around school areas.

Project Administration: Unless the project is to be implemented by the FDOT District, Maintaining Agencies of selected projects will be required to enter into a contract with the FDOT. This contract generally takes the form of a LAP agreement. Any agreement used must contain language for all federally mandated regulations. Important points to remember:

- For projects on local roads, the Project Administrator’s agency must in most cases be LAP-certified in order to enter into a LAP agreement to design and/or build the project.
- Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria established in the Plans Preparation Manual (PPM) and the FDOT design standards. Projects on local systems should meet the minimum standards and criteria provided in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook). These documents can be found on FDOT’s Roadway Criteria web site.
- The Project Administrator is required to pay initial project costs and submit progress reports and billings for reimbursement of direct costs, as described in the FDOT LAP Manual.
- Any work performed by the Project Administrator prior to receiving written authorization to proceed is not eligible for reimbursement.
- Indirect costs will not be reimbursed.
- Please contact your District or designee if you have any remaining questions on the submission, selection and administration of SRTS Infrastructure projects.

Source - Florida Department of Transportation website
http://www.dot.state.fl.us/safety/2A-Programs/Safe-Routes.shtml

\n\t:\marlie\ms16\tax\safe_routos_to_school_info.docx
### TECHNICAL ADVISORY COMMITTEE
#### ATTENDANCE RECORD

<table>
<thead>
<tr>
<th>TAC MEMBER AND ALTERNATE</th>
<th>ORGANIZATION</th>
<th>MEETING DATE 6/15/2016</th>
<th>MEETING DATE 11/16/2016</th>
<th>IN VIOLATION IF ABSENT AT NEXT MEETING?</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEVE LACHNICTH Alt - Jeff Hays [Vice Chair]</td>
<td>Alachua County Department of Growth Management Office of Planning and Development</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>Alt - Chris Dawson Alt - Kathleen Pagan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRIAN SINGLETON Alt - Michael Fay Alt - Ramon Gavarrete</td>
<td>Alachua County Public Works Department</td>
<td>-</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>DEKOVA BATEY Alt - Vacant</td>
<td>Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board</td>
<td>A</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>ANDREW PERSONS Alt - Dean Mimms Alt - Jason Simmons</td>
<td>City of Gainesville Department of Planning &amp; Development Services</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>DEBBIE LEISTNER [Chair] Alt - Phil Mann Alt - Vacant</td>
<td>City of Gainesville Department of Public Works</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>Tom Quigley Alt - Jesus Gomez Matthew Muller (former employee)</td>
<td>City of Gainesville Regional Transit System</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>PAUL ADJAN Alt - Laura Aguiar Alt - Allan Penksa</td>
<td>Gainesville/Alachua County Regional Airport Authority</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>JAMES GREEN Alt - Karen Taulbee Alt - Vacant</td>
<td>Florida Department of Transportation</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>JAMES SPEER Alt - David Deas Alt - Vacant</td>
<td>School Board of Alachua County</td>
<td>A</td>
<td>A</td>
<td>YES</td>
</tr>
<tr>
<td>LINDA DIXON Alt - Erik Lewis</td>
<td>University of Florida Planning, Design &amp; Construction Division</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
<tr>
<td>RON FULLER Alt - Scott Fox</td>
<td>University of Florida Transportation &amp; Parking Services</td>
<td>P</td>
<td>P</td>
<td>NO</td>
</tr>
</tbody>
</table>

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

* City of Gainesville Level of Service Subcommittee Member

**Attendance Rule:**
1. Each voting member of the Technical Advisory Committee may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee'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 that three (3) consecutive absences will be allowed by the member. The Technical Advisory Committee shall deal with consistent absences and is empowered to recommend corrective action for Metropolitan Transportation Planning Organization consideration.
## CITIZENS ADVISORY COMMITTEE

### ATTENDANCE RECORD

<table>
<thead>
<tr>
<th>NAME</th>
<th>TERM EXPIRES</th>
<th>4/20/2016</th>
<th>6/15/2016</th>
<th>11/16/2016</th>
<th>3/15/2017</th>
<th>Violation If Absent At Next Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>E J Bolduc</td>
<td>17-Dec</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas Bolduc</td>
<td>19-Dec</td>
<td>P</td>
<td>A</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rob Brinkman</td>
<td>17-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nelle Bullock</td>
<td>19-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mary Ann DeMatas</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Luis Diaz</td>
<td>19-Dec</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Jan Frentzen</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delia Kradolfer</td>
<td>18-Dec</td>
<td>P</td>
<td>P</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gilbert Levy</td>
<td>17-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chandler Otis</td>
<td>18-Dec</td>
<td>A</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Pickett</td>
<td>19-Dec</td>
<td>-</td>
<td>-</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>James Samec</td>
<td>17-Dec</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ruth Steiner</td>
<td>18-Dec</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ewen Thomson</td>
<td>17-Dec</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paul Thur de Koos</td>
<td>19-Dec</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

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

**ATTENDANCE RULE**

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization 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:**

1. On October 30, 1985, staff asked the Citizens Advisory Committee to clarify the procedures staff should use to record attendance at Citizens Advisory Committee meetings. The Citizens Advisory Committee instructed staff to use the following procedures:
   - all Citizens Advisory Committee meetings will require mandatory attendance by all members; and
   - attendance is recorded at all Citizens Advisory Committee meetings, even if a quorum is not present.

2. On April 28, 1999, the Citizens Advisory Committee decided to limit attendance by teleconferencing to medical emergencies only.

3. Members denoted in **ITALICs** are at risk for attendance rule violation if the next meeting is missed.
### SCHEDULED 2017 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.

<table>
<thead>
<tr>
<th>MTPo MEETING MONTH</th>
<th>TAC [At 2:00 p.m.]</th>
<th>B/PAB [At 7:00 p.m.]</th>
<th>MTPO MEETING</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEBRUARY</td>
<td>CANCELLED</td>
<td>CANCELLED</td>
<td>CANCELLED</td>
</tr>
<tr>
<td>APRIL</td>
<td>March 15</td>
<td>March 16</td>
<td>April 3 at 3:00 p.m.</td>
</tr>
<tr>
<td>JUNE</td>
<td>May 17</td>
<td>May 18</td>
<td>June 5 at 5:00 p.m.</td>
</tr>
<tr>
<td>AUGUST</td>
<td>July 19</td>
<td>July 20</td>
<td>August 7 at 3:00 p.m.</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>September 13</td>
<td>September 14</td>
<td>October 2 at 3:00 p.m.</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>November 15</td>
<td>November 16</td>
<td>December 4 at 5:00 p.m.</td>
</tr>
</tbody>
</table>

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel Metropolitan Transportation Planning Organization meetings if agenda items do not require a meeting and corresponding Advisory Committee meeting may also be cancelled;
2. Technical Advisory Committee meetings are usually conducted at the Gainesville Regional Utilities Administration general purpose meeting room;
3. Citizens Advisory Committee meetings are conducted in the Grace Knight conference room of the Alachua County Administration Building; and
4. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization  
TAC means Technical Advisory Committee  
CAC means Citizens Advisory Committee  
B/PAB means Bicycle/Pedestrian Advisory Board  
NCFRPC means North Central Florida Regional Planning Council