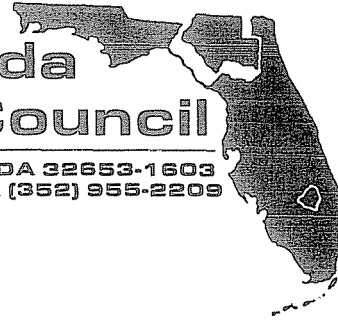


North Central Florida Regional Planning Council

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



May 26, 2010

TO: Citizens Advisory Committees (CAC)
Technical Advisory Committees (TAC)

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, June 2nd, the TAC will meet at 2:00 p.m. in the *Multi-purpose Room, Gainesville Regional Utilities*. Also on Wednesday, June 2nd, the CAC 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 CAC meeting.

STAFF RECOMMENDATION

- | | | | |
|-----------------------|------|--|-----------------------|
| 7:00 p.m. | I. | Introductions (if needed)* | |
| | II. | Approval of Meeting Agenda | APPROVE AGENDA |
| Page #3
7:05 p.m. | III. | Approval of Committee Minutes | APPROVE MINUTES |
| Page #13
7:10 p.m. | IV. | Upcoming Meetings | FOR INFORMATION ONLY |
| | | A. <u>Next MTPO meeting-</u> June 14th at 1:00 p.m. | |
| | | B. <u>Next set of Committee Meetings-</u> (June 30th) | |
| Page #15
7:15 p.m. | V. | Transportation Improvement Program (TIP) Amendments-
Bus Rapid Transit Alternative Analysis | APPROVE
AMENDMENTS |

The Florida Department of Transportation is providing \$125,000 for this study

Page #17 VI. Long Range Transportation Plan Update- Testing and APPROVE
7:20 p.m. Evaluation of Alternatives ALTERNATIVE 4

The MTPO's Consultant will discuss the results of testing Alternatives 1, 2 and 3 and recommend a proposed Alternative 4 for testing and evaluation

Page #45 VII. State Road 20 Landscaping APPROVE PROJECT
7:45 p.m.

FDOT has identified funds to landscape State Road 20 (Hawthorne Road)- MTPO landscaping priority #3 last year and priority #6 this year

Page #51 VIII. Proposed NW 8th Aveue Mast Arm- REVIEW AND DISCUSS
8:00 p.m. Vertical Signal Heads

City staff is requesting an exception that will allow for vertical signal heads

Page #61 IX. Monotube Traffic Signals REVIEW AND DISCUSS
TAC ONLY

City staff has requested an agenda item to discuss whether the use of monotube traffic signals are compatible with local design standards

Page #77 X. CAC- Request to be City Advisory Committee REVIEW AND DISCUSS
8:15 p.m. CAC ONLY

At the last meeting, the Committee discussed having the CAC serve as an advisory committee to the City Commission

XI. Information Items

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

Page #79 A. CAC and TAC Attendance Records

*No handout included with the enclosed agenda material.

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MINUTES

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

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

2:00 p.m.
Wednesday
April 21, 2010

MEMBERS PRESENT

Doug Robinson, Chair
Jonathan Paul, ViceChair
Linda Dixon
Steve Dopp
Kathy Fanning
Ron Fuller
John Gifford
Harrell Harrison
Debbie Leistner
Dean Mimms
Meg Niederhofer
Ha Nguyen
Karen Taulbee

MEMBERS ABSENT

Dekova Batey
Michael Iguina

OTHERS PRESENT

Michael Lagasse
Phil Mann
Kelly Rhinesmith
Matt Weismann

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Doug Robinson, Regional Transit System (RTS) Chief Transit Planner, called the meeting to order at 2:00 p.m.

I. INTRODUCTIONS

Chair Robinson introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, asked for approval of the meeting agenda.

Chair Robinson asked for the agenda to be amended to add item VII. Unfunded Project Priorities. He noted that RTS would like to add an enhancement project priority.

ACTION: Steve Dopp moved to approve the meeting agenda amended to add item VII. Unfunded Projects Priorities in order to discuss amending Table 2 Enhancement Priorities. Linda Dixon seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Mr. Sanderson, stated that the March 3, 2010 minutes are ready for approval.

ACTION: Steve Dopp moved to approve the March 3, 2010 TAC minutes. Dean Mimms seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Sanderson announced that the next MTPO meeting is scheduled for May 10th at 3:00 p.m. in the Jack Durrance Auditorium. He said that the TAC's next meeting, if needed, is scheduled for June 2nd. He asked the TAC to reschedule its August meeting from August 11th to August 4th.

ACTION: Linda Dixon moved to reschedule the August TAC meeting from August 11th to August 4th. Debbie Leistner seconded; motion passed unanimously.

V. TRAFFIC MANAGEMENT SYSTEM (TMS)- STATUS REPORT

Mr. Sanderson stated that City of Gainesville Public Works staff was present to provide a TMS status report.

Mr. Matt Weismann City of Gainesville ITS Operations Engineer and Mr. Phil Mann, City of Gainesville Traffic Operations Manager, discussed the TMS and answered questions.

Mr. Dean Mimms, City of Gainesville Chief of Comprehensive Planning noted that the TMS has a bias towards automobiles versus pedestrians and bicyclists.

VI. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that the TIP is the most important document that is approved annually by the MTPO. He said that the TIP is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the MTPO and included in this report. He noted that this year's document authorizes about \$19 million in Federal funds for projects within the Gainesville Metropolitan Area over the next fiscal year.

ACTION: Linda Dixon moved to recommend that the MTPO approve Fiscal Years 2010/2011-2014/2015 Transportation Improvement Program with corrections provided by review agencies. Steve Dopp seconded; motion passed unanimously.

VII. UNFUNDED PROJECT PRIORITIES

Mr. Sanderson stated that RTS staff has requested an amendment to the Enhancement Priorities.

Mr. Robinson discussed amending the Fiscal Years 2011/2012 – 2015/2016 List of Priority Projects to add to Table 2 Enhancement Priorities a sidewalk connection project for RTS Systemwide. He noted that these connections are to address Americans with Disabilities Act (ADA) concerns.

ACTION: Linda Dixon moved to recommend that the MTPO approve the Fiscal Years 2011/2012 – 2015/2016 List of Priority Projects amended to add to Table 2 Enhancement Priorities as Priority #10 Bus Stop Upgrades for ADA compliance project for RTS Systemwide. Debbie Leistner seconded; motion passed unanimously.

VIII. TRANSPORTATION ENHANCEMENT APPLICATIONS

Mr. Sanderson stated that the Florida Department of Transportation has requested new Enhancement Project Applications

ACTION: Linda Dixon moved to recommend that the MTPO:

- 1. request that appropriate staff prepare applications for enhancement priorities on and two and submit them to MTPO staff by Wednesday May, 19, 2010;and**
- 2. approve the submission of these two enhancement applications.**

John Gifford seconded; motion passed unanimously.

IX. UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Sanderson stated that the staff services agreement between the MTPO and the Regional Planning Council (RPC) requires submission of the budget to support the transportation planning staff. He said that MTPO staff is forwarding for its consideration the UPWP. He added that the UPWP outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Metropolitan Area for a two-year period. He discussed the Fiscal Years 2010/2011 - 2012/2013 UPWP and answered questions.

ACTION: Steve Dopp moved to recommend that the MTPO approve the Fiscal Years 2010/2011 – 2012/2013 UPWP with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by MTPO staff. Linda Dixon seconded; motion passed unanimously.

X. PLAN TO REDUCE GREENHOUSE GASES

Mr. Sanderson requested TAC review comments concerning proposed transportation strategies for the Plan to Reduce Greenhouse Gases component of the Year 2035 Long Range Transportation Plan. He discussed the strategies and answered questions.

XI. INFORMATION ITEMS

Ms. Karen Taulbee, FDOT Transportation Specialist, noted that there would be a presentation on the Florida Transportation Plan- Horizon 2060 at the May 10th MTPO meeting.

ADJOURNMENT

The meeting was adjourned at 4:55 p.m.

Date

Douglas Robinson, Chair

MINUTES

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

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

7:00 p.m.
Wednesday
April 21, 2010

MEMBERS PRESENT

Jan Frentzen, Chair
Rob Brinkman, Vice Chair
Nelle Bullock
Mary Ann DeMatas
George Blake Fletcher
Sharon Hawkey
Valerie Rosenkrantz
James Samec
Ewen Thomson
Gary Weed

MEMBERS ABSENT

Harvey Budd
Tom Collett
Seth Lane
Chandler Otis
Ruth Steiner

OTHERS PRESENT

Oriya Cunningham
Doreen Joyner-Howard
Phil Mann
Doug Robinson
Karen Taulbee
Matt Weisman

STAFF PRESENT

Marlie Sanderson
Mike Escalante

CALL TO ORDER

Chair Jan Frentzen called the meeting to order at 7:00 p.m.

I. INTRODUCTION

Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Chair Frentzen asked for approval of the meeting agenda.

ACTION: Rob Brinkman moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

ACTION: Rob Brinkman moved to approve the December 2, 2009 CAC minutes. James Samec seconded; motion passed unanimously.

IV. UPCOMING MEETINGS

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, announced that the next MTPO meeting is scheduled for May 10th at 3:00 p.m. in the Jack Durrance Auditorium. He said that the CAC's next meeting, if needed, is scheduled for June 2nd.

It was a consensus of the CAC to reschedule the August 11th meeting to August 4th.

V. TRAFFIC MANAGEMENT SYSTEM (TMS)- STATUS REPORT

Mr. Sanderson stated that City of Gainesville Public Works staff was present to provide a TMS status report. He noted that the CAC Chair requested this presentation to the CAC.

Mr. Matt Weismann, City of Gainesville ITS Operations Engineer, and Mr. Phil Mann, City of Gainesville Traffic Operations Manager, discussed the TMS and answered questions.

Mr. Sanderson suggested discussing Unfunded Project Priorities next in order to accommodate Regional Transit System (RTS) staff.

It was a consensus of the CAC to discuss agenda item VII. Unfunded project priorities.

VII. UNFUNDED PROJECT PRIORITIES

Mr. Sanderson stated that, each year, the MTPO develops recommended transportation priorities for projects that are needed but not currently funded. He said that this information is used by the Florida Department of Transportation (FDOT) each fall to develop its Tentative Five Year Work Program. He added that, by Florida Statute, the MTPO's "List of Priority Projects" must be submitted to FDOT by October 1, 2010. He noted that FDOT staff has asked for the MTPO's Fiscal Years 2011/2012 - 2015/2016 List of Priority Projects as soon as possible so that it may begin development of its Tentative Five Year Work Program. He asked the CAC to discuss Table 5- Public Transportation Priorities.

Mr. Doug Robinson, RTS Chief Transit Planner, discussed Table 5- Public Transportation Priorities and answered questions.

Mr. Sanderson noted that the Technical Advisory Committee developed a new Table 1- Enhancement Priorities. He, Mr. Michael Escalante, MTPO Senior Planner, and Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the remaining tables in the draft Fiscal Years 2011/2012 - 2015/2016 List of Priority Projects and answered questions.

ACTION: Ewen Thomson moved to revise Table 1- Enhancement Priorities to change Priority #9 to add bicycle connectivity in the description and extend the project limit to E 15 Street. Sharon Hawkey seconded motion passed unanimously.

ACTION: Ewen Thompson moved to revise Table 1- Enhancement Priorities to move Priority #9 E University Avenue Refuge Islands Project to Priority #2. Valerie Rosenkrantz seconded motion passed unanimously.

Mr. Sanderson continued discussion of the draft Fiscal Years 2011/2012 - 2015/2016 List of Priority Projects and answered questions.

ACTION: Ewen Thompson moved recommend that the MTPO approve Table 2-Intelligent Transportation System Priorities and to revise Table 3- Landscape Priorities to move Priority #3 W 6 Street Rail/Trail Landscaping Project to Priority #1. Valerie Rosenkrantz seconded motion passed unanimously.

Mr. Sanderson continued discussion of the draft Fiscal Years 2011/2012 - 2015/2016 List of Priority Projects and answered questions.

Chair Frentzen discussed his concerns about the Interstate 75 at NW 39 Avenue intersection.

Mr. Sanderson stated that he would have Mr. Escalante report these concerns to the Alachua County Traffic Safety Team.

Mr. Sanderson and Mr. Escalante continued discussion of the draft Fiscal Years 2011/2012 - 2015/2016 List of Priority Projects and answered questions.

ACTION: Sharon Hawkey moved to recommend that the MTPO approve the Fiscal Years 2011/2012 – 2015/2016 List of Priority Projects amended to substitute Table 1-CAC for Table 1 (Exhibit 1) and Table 3-CAC for Table 3 (Exhibit 2). Rob Brinkman seconded motion passed unanimously.

VI. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Sanderson stated that the MTPO's consultant was prepared to discuss the E+C highway and transit assignment results.

ACTION: Sharon Hawkey moved to recommend that the MTPO approve Fiscal Years 2010/2011-2014/2015 Transportation Improvement Program. James Samec seconded; motion passed unanimously.

VIII. TRANSPORTATION ENHANCEMENT APPLICATIONS

Mr. Sanderson stated that FDOT has requested two new Enhancement Project Applications

ACTION: Valerie Rosenkrantz moved to recommend that the MTPO:

- 1. request that appropriate staff prepare enhancement applications for the SW 8 Avenue Sidewalk Project and E University Avenue Pedestrian Refuge Islands Project and submit them to MTPO staff by Wednesday May, 19, 2010;and**
- 2. approve the submission of these two enhancement applications.**

Blake Fletcher seconded; motion passed unanimously.

IX. UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Sanderson stated that the staff services agreement between the MTPO and the Regional planning Council (RPC) requires submission of the budget to support the transportation planning staff. He said that MTPO staff is forwarding for its consideration the UPWP. He added that the UPWP outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Metropolitan Area for a two-year period. He discussed the Fiscal Years 2010/2011 - 2012/2013 UPWP and answered questions.

ACTION: Valerie Rosenkrantz moved to recommend that the MTPO approve the Fiscal Years 2010/2011 – 2012/2013 UPWP with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by MTPO staff. Sharon Hawkey seconded; motion passed unanimously.

XI. INFORMATION ITEMS

Chair Frentzen noted that he had received a letter of resignation from Ms. Sharon Hawkey. He read the letter to the CAC.

Mr. Sanderson noted that Ms. Hawkey received the Kermit Sigmon Citizen Participation Award.

Chair Frentzen discussed whether there was interest from CAC members to become advisory group to the City of Gainesville.

Mr. Sanderson suggested that the CAC Chair develop a draft letter for the CAC to consider.

ADJOURNMENT

The meeting was adjourned at 9:25 p.m.

Date

Jan Frentzen, Chair

EXHIBIT 1

TABLE 1-CAC

FISCAL YEARS 2011/2012 - 2015/2016
ENHANCEMENT PRIORITIES
(within the Gainesville Metropolitan Area)

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

NUMBER	PROJECT	LOCATION	DESCRIPTION
1 <i>Partially Funded</i>	SW 8 Avenue	FM: Parker Road TO: SW 91 Street	Construct ADA-compliant concrete sidewalk
2	E University Avenue [SR 26]	FM: E 9 Street TO: E 15 Street	Pedestrian refuge islands/ bicycle connectivity
3	UF Cross Campus Trail [part of the Archer Braid*]	FM: SW 34 Street TO: Archer Road	Construct bicycle/pedestrian trail
4	Hull Road Extension Trail North [part of the Archer Braid*]	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Construct bicycle/pedestrian trail
5	SW 23 Road Trail [part of the Bivens Braid*]	FM: SW 23 Terrace TO: Archer Road [SR 24]	Construct bicycle/pedestrian trail
6	Downtown East Central Trail	FM: Depot Avenue TO: NE 39 Avenue [SR 222]	Construct bicycle/pedestrian trail
7	Hull Road Extension Trail North [part of the Archer Braid*]	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing
8	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
9	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
10	Bus Stop Upgrades for ADA compliance	AT: RTS Systemwide	Construct ADA-compliant bus stops and sidewalk connections

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA- Americans with Disabilities Act
RTS- Regional Transit System
UF- University of Florida

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

EXHIBIT 2

TABLE 3-CAC

**FISCAL YEARS 2011/2012 - 2015/2016
LANDSCAPING PRIORITIES-
STATE HIGHWAY SYSTEM (SHS) ONLY*
(within the Gainesville Metropolitan Area)**

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

NUMBER	PROJECT	LOCATION	DESCRIPTION
1	West 6 Street Rail/Trail	FM: Depot Avenue TO: NW 16 Avenue	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
2	SW 34 Street [SR 121]	FM: Williston Road [SR331] TO: Archer Road [SR 24]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
3	Williston Road [SR331]	FM: SW 34 Street [SR 121] TO: SW 23 Terrace	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
4	NW 13 Street [US 441]	FM: NW 39 Avenue [SR 222] TO: NW 6 Street [SR 20]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
5	NW 39 Avenue [SR 222]	FM: NW 43 Street TO: NW 34 Street [SR 121]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
6	Hawthorne Road [SR 20]	FM: SE 27 Street TO: SE 55 Boulevard	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
7	Archer Road [SR 24]	FM: SW 91 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
8	Newberry Road [SR 26]	FM: NW 98 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible

* Projects must be constructible within the available State Road right-of-way.

Initial Landscaping Priorities were developed by Alachua County and City of Gainesville Public Works Department staff.

SCHEDULED 2010 MTPO AND COMMITTEE MEETING DATES AND TIMES

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

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

Note, unless otherwise scheduled:

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

North Central Florida Regional Planning Council

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

May 26, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program (TIP) Amendments-
Bus Rapid Transit Alternative Analysis

MTPO STAFF RECOMMENDATION

Amend the Fiscal Years (FY) 2009/10 – 2013/14 TIP and Fiscal Years (FY) 2009/10 – 2013/14 TIP to add the Bus Rapid Transit Alternative Analysis Project (4285911).

BACKGROUND

The Florida Department of Transportation has provided the Regional Transit System (RTS) with \$125,000 to help pay for the proposed Bus Rapid Transit Alternative Analysis. In order to receive these funds, the MTPO must amend its TIP as shown below. The reason that there are two amendments is so RTS staff will have the flexibility to spend these funds in either Fiscal Year 2009/10 or Fiscal Year 2010/11 (funding is shown in thousands of dollars).

Fiscal Years (FY) 2009/10 – 2013/14 TIP Amendment

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FUND CODE Table 3	FED FUNDS
FIXED ROUTE CAPITAL TRANSIT PLANNING STUDY (4285911)	-	-	Conduct Bus Rapid Transit (BRT) Alternatives Analysis Study	125 PLN	-	-	-	-	DS	NO

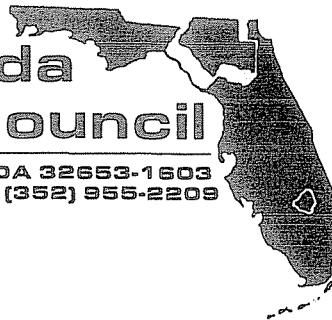
Fiscal Years (FY) 2010/11 – 2014/15 TIP Amendment

PROJECT DESCRIPTION (FINANCE NUMBER)	MAP #	MILE	TYPE WORK	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FUND CODE Table 3	FED FUNDS
FIXED ROUTE CAPITAL TRANSIT PLANNING STUDY (4285911)	-	-	Conduct Bus Rapid Transit (BRT) Alternatives Analysis Study	125 PLN	-	-	-	-	DS	NO

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May 26, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Long Range Transportation Plan Update-
Testing and Evaluation of Alternatives

MTPO STAFF RECOMMENDATION

Approve Alternative 4 for testing and evaluation.

BACKGROUND

The MTPO is currently updating its long range transportation plan to the Year 2035. At its meeting on March 15, 2010, the MTPO approved the testing and evaluation of Alternatives 1, 2 and 3. Black and white copies of agenda item materials concerning the results of testing Alternatives 1, 2 and 3 are enclosed. Color copies of this material is also located at the following website- www.livabletransportation.org- go to the bottom of the home page under the heading "What's New?"

Alternative Network One- Transit Emphasis

Alternative 1 includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications.

Alternative Network Two- Highway Emphasis

Alternative 2 includes a mix of highway and transit solutions, but will primarily consider highway related modifications that expand the grid network of roads. This network alternative will include transit modifications, but will consist primarily of new roads or projects that add capacity to existing roads. This alternative will also include the projects in the currently adopted Year 2035 Livable Community Reinvestment Cost Feasible Plan.

Alternative Network Three- Streetcar/Bus Rapid Transit Emphasis

Alternative 3 includes a mix of highway and transit solutions, but will primarily consider transit related modifications. This network alternative will include some highway modifications, but will consist primarily of a future bus rapid transit system, new and/or extended regular and express bus routes, bus ways and other transit related modifications. In this alternative network, a future streetcar and/or light rail system will be tested and evaluated.

Alternative Network Four- Combination of Alternative 1, 2 and 3

The next step in the planning process is the testing and evaluation of Alternative 4. Alternative 4 includes a combination of effective approaches identified in the previous three alternatives. In addition, this alternative will also consider innovative demand management techniques, such as congestion pricing, high occupancy vehicle (HOV) lanes, park-and ride facilities and ride sharing programs.














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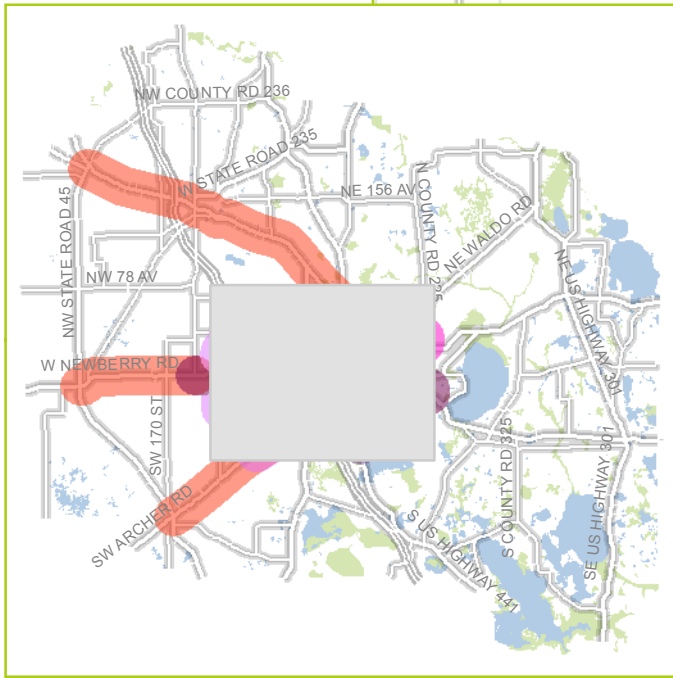
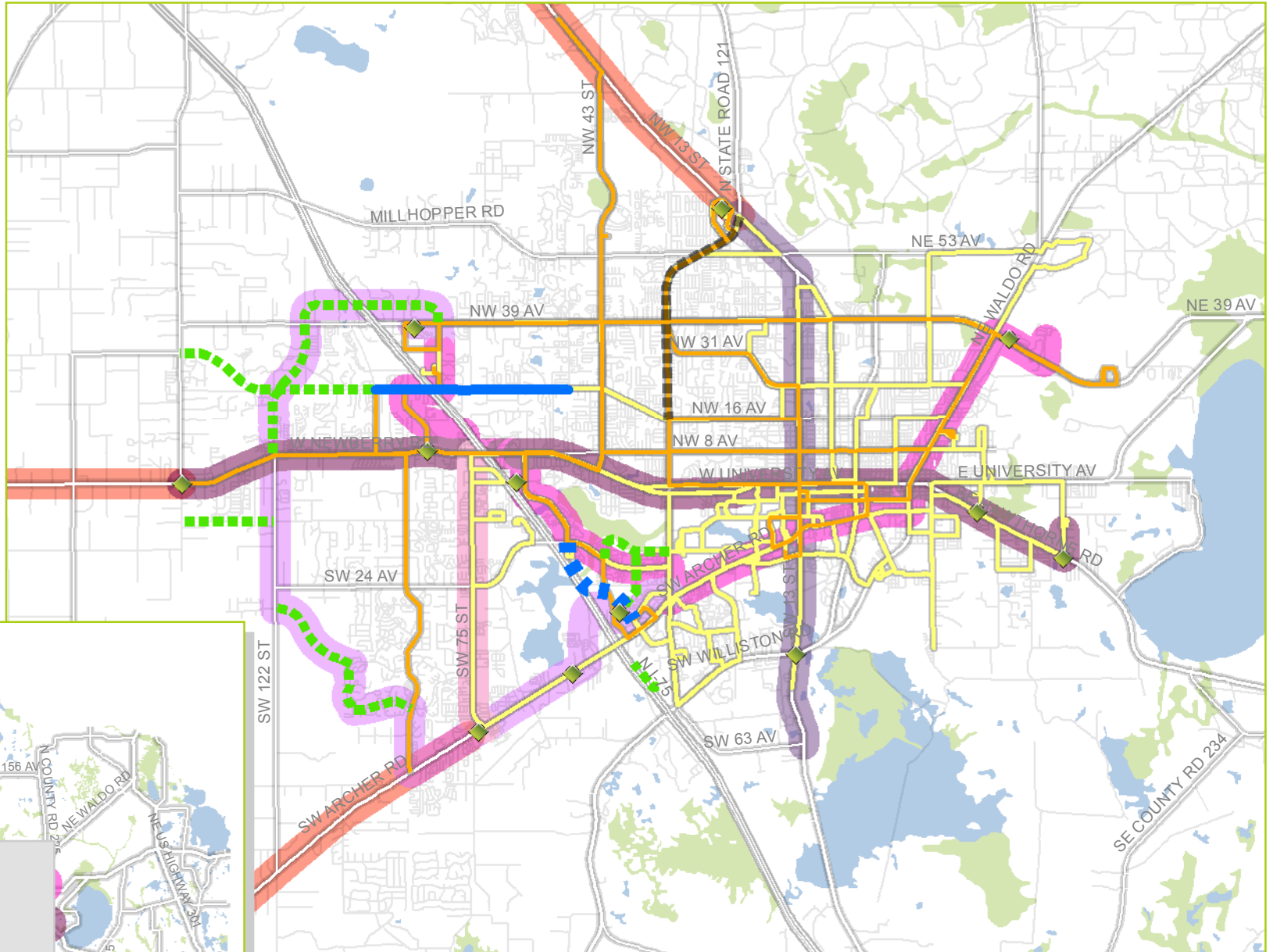
Year 2035 Long Range Transportation Plan Update for the Gainesville Urbanized Area

Network Alternatives Evaluation Summary

Development of the Needs Plan for the Year 2035 Long Range Transportation Plan (LRTP) Update includes the testing of three network alternatives and development of a fourth hybrid alternative based on the results of the initial testing. This document provides the results of the testing of the three approved alternatives (Alternative 1 Transit/Bus Rapid Transit Emphasis, Alternative 2 Highway Emphasis, and Alternative 3 Transit/Streetcar Emphasis) for the Year 2035 LRTP, including the peak oil analysis. The results are summarized countywide and for each of five travelsheds in a series of tables. Maps of the three network alternatives, the travelsheds, and the Volume to Capacity (V/C) Ratios for the Existing plus Committed and three network alternatives are included as well as discussions of both the transit service elements and peak oil analyses. A fourth hybrid or recommended needs plan alternative is included. Based on guidance from the MTPO Committees (TAC and CAC) and the MTPO, this fourth network alternative will be tested as a potential needs plan. Finally, a map of bicycle/pedestrian needs has been developed.

ALTERNATIVE 1 TRANSIT/BUS RAPID TRANSIT EMPHASIS

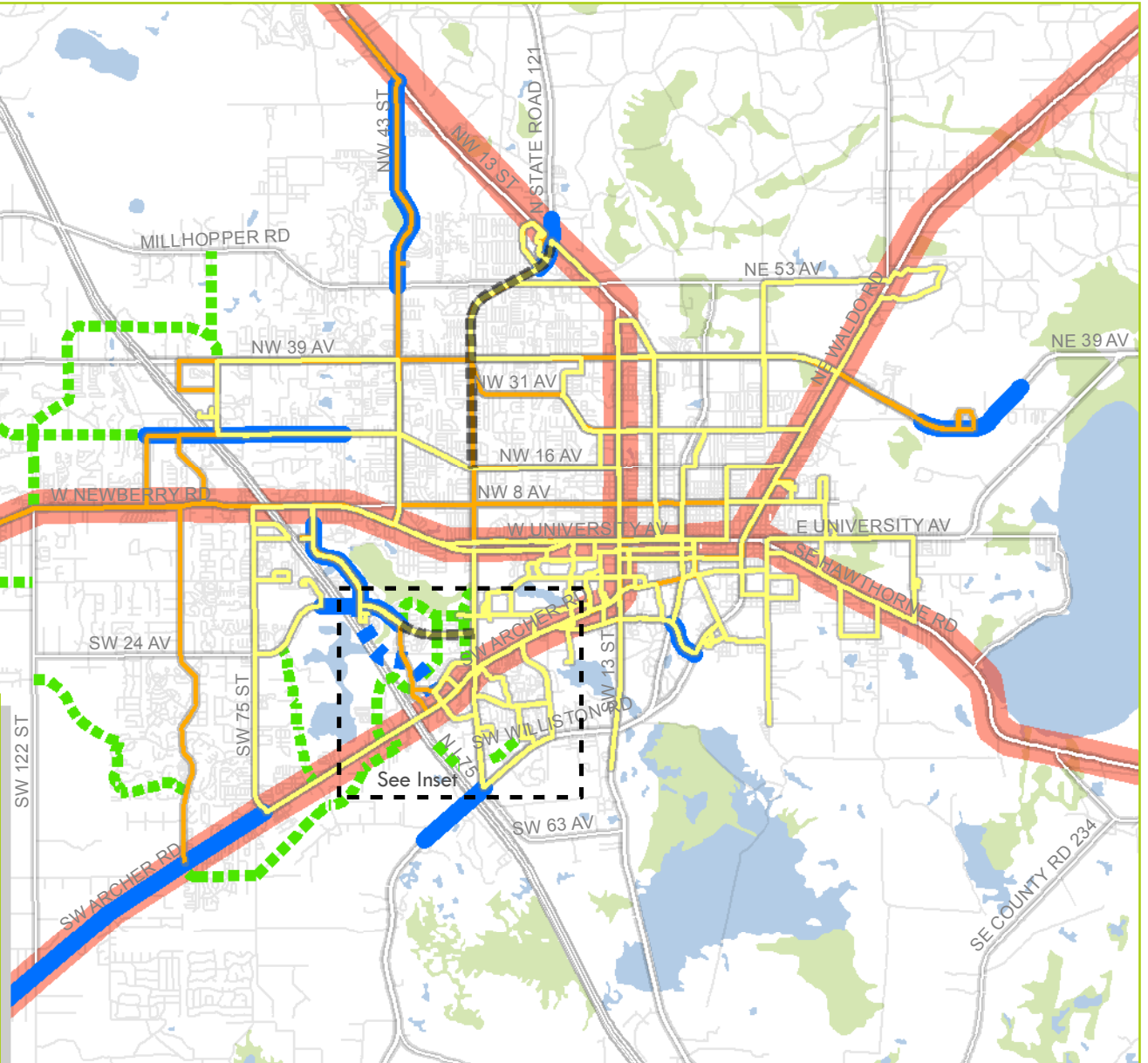
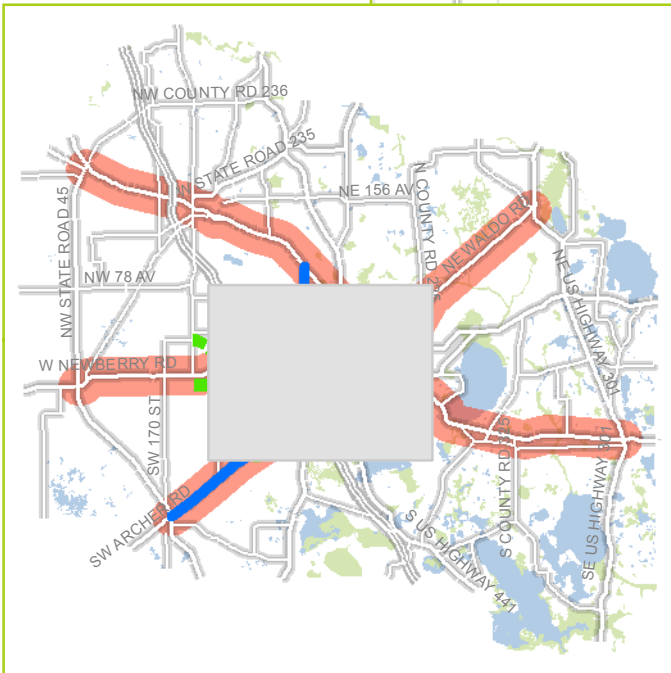
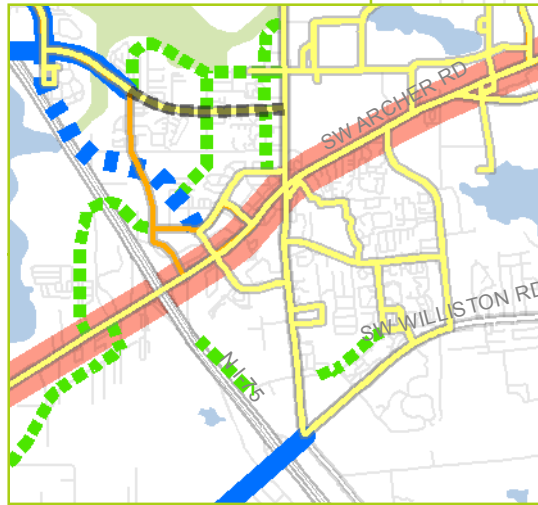
-  Potential Park & Ride Location
-  Existing RTS Routes
-  Planned RTS Routes
-  Express Routes
- Bus Rapid Transit (BRT)**
 -  Santa Fe to Airport (BRT Study)
 -  Santa Fe to Butler Plaza
 -  Jonesville to E. Gainesville
 -  Northwood to South 441
 -  Newberry to Archer
-  New 4 Lane Road
-  New 2 Lane Road
-  Road Widening (2 to 4 Lanes)
-  Add Turn Lanes



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



ALTERNATIVE 2 HIGHWAY EMPHASIS




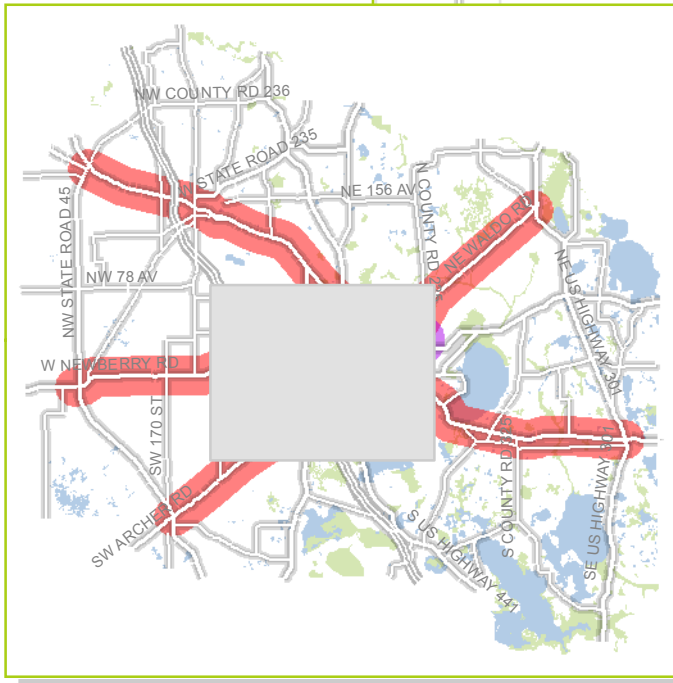
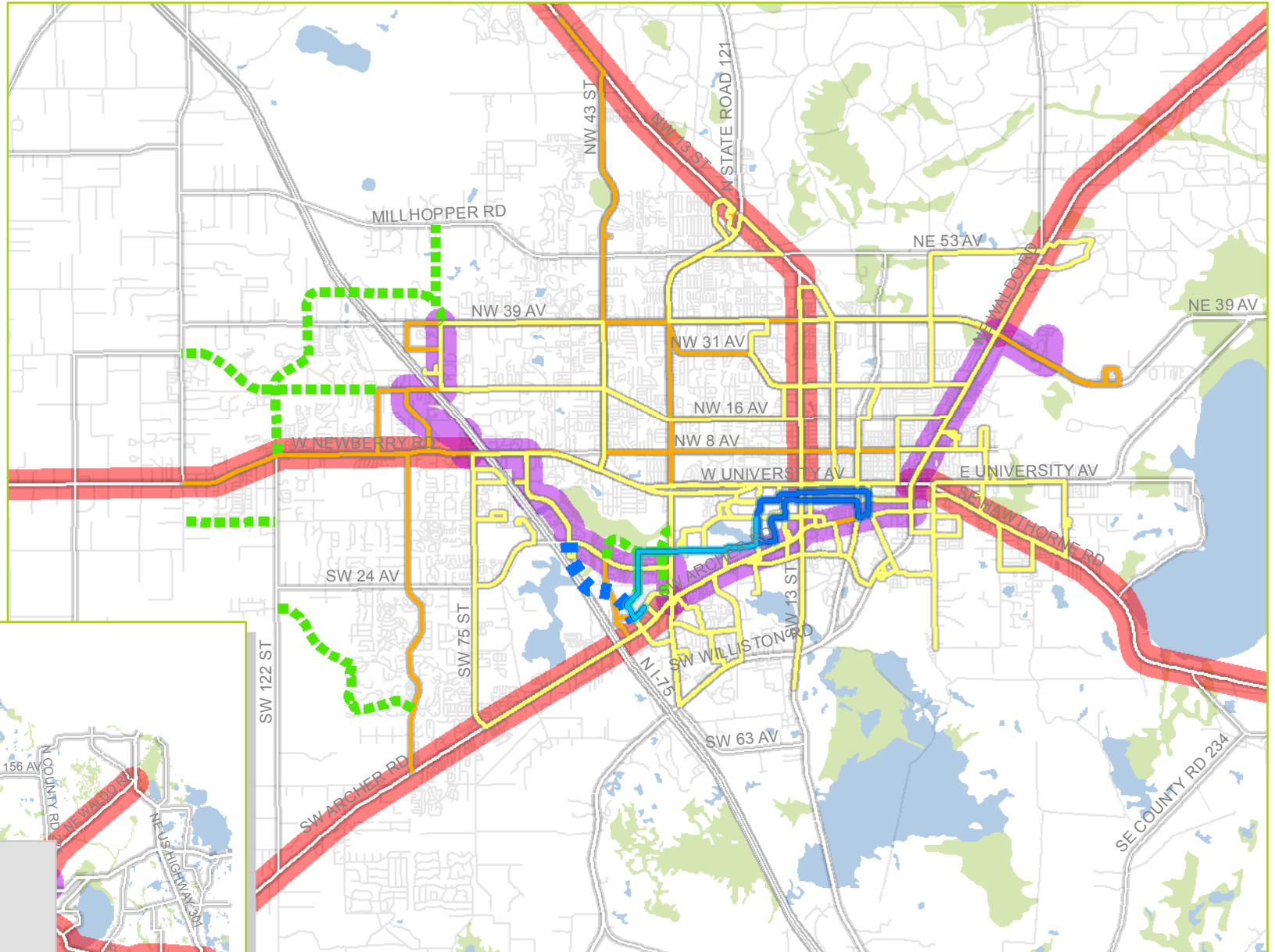
Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

- Existing RTS Routes
- Planned RTS Routes
- Express Routes
- - - New 2 Lane Road
- - - New 4 Lane Road
- Road Widening (2 to 4 lanes)
- - - Add Turn Lanes



ALTERNATIVE 3 TRANSIT/STREETCAR EMPHASIS

-  Existing RTS Routes
-  Planned RTS Routes
-  Express Routes
-  BRT
-  Streetcar
Downtown/UF
-  Streetcar
Urban Village/UF
-  New 2 Lane Road
-  New 4 Lane Road



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



Transit Service Characteristics for Evaluation of Network Alternatives

The three alternative networks approved by the MTPO included alignments for Bus Rapid Transit, streetcar, express bus, and fixed route transit service, but the details regarding station/stop spacing, frequency, and span of service were not yet determined. The consultant met with staff from Alachua County, City of Gainesville, and the University of Florida to discuss transit operating characteristics and overriding principles regarding future transit service in the Year 2035. These characteristics and principles were based on best practices from Federal Transit Administration, existing and planned transit service in the Gainesville/Alachua County area, (RTS Transit Development Plan, Alachua County Mobility Plan, BRT Feasibility Study) and input from the public and staff at various meetings/workshops. These transit service characteristics were then coded into the model for the three alternative networks and evaluated to determine the transit ridership and mode share for each alternative. A general description of the transit service characteristics is provided in this document.

Transit Service Span and Frequency

General service span and frequencies provided by RTS were discussed, and several adjustments were made to represent the expected service characteristics for future transit in the Gainesville Urbanized Area. Table 1 provides the service span and frequencies for the types of transit service included in the three network alternatives.

Table 1: RTS Service Span & Frequencies by Service Type

Service	Frequency (min.)	Off-Peak	Service Span (min. hours)		
	Peak		Weekday	Saturday	Sunday
Streetcar	10	15	17-20	14	10
Bus Rapid Transit	10	15	17-20	14	10
Intercity Express Bus	30	-	3/3 (AM/PM)	-	-
Local Express Bus	20	-	3/3 (AM/PM)	-	-
Local Bus	15	30	8-20	8	7
Local Bus Feeder*	20	40			
Campus Circulators	15	30			
Complimentary Paratransit**	-	-	17-20		
Note:	*feeders to connect to BRT or other premium services at stations				
	**3/4 mile service area beyond fixed route system				

Note: Fixed route service along NW/NE 39th Ave from Santa Fe/Springhills to the airport is to be modeled with 15 minute frequencies in Alternative 3 (Transit/Streetcar Emphasis).

Bus Rapid Transit

Each network alternative includes some Bus Rapid Transit (BRT) service. Types of running ways were discussed, and it was determined that BRT will run on both designated transit lanes and mixed traffic, depending on the projected roadway cross-sections. More information about the BRT running ways and routes is shown below:

Designated lanes would be provided on the following segments:

- 62nd Blvd from SW 20th Avenue to the Oaks Mall
- Archer Road from SW 34th Street to SW 13th Street
- Waldo Road from University Ave north (except the portion to the airport along NE 39th Ave)
- In the Butler Plaza area, the BRT will move from SW 20th Avenue to SW 62nd Blvd once the SW 62nd Blvd Extension is completed with designated transit lanes.
- Other locations as identified on the County Mobility Plan Rapid Transit map

Mixed traffic

- The Tower Road BRT route will connect with other BRT routes to the north and south and will run in mixed traffic with signal preemption.
- All other BRT segments not listed above would run in mixed traffic.

Fares

The fare structure used for modeling purposes is as follows:

- BRT: \$1.50
- Local Express Bus: \$2.00 per trip; all day pass \$5 (includes transfer to fixed route service)
- Regular fixed route: \$1.50
- Streetcar: Free

Park and Ride Locations

Proposed Park and Ride Lots were included in Alternative 1 (Transit/BRT Emphasis) based on the Alachua County Mobility Plan.

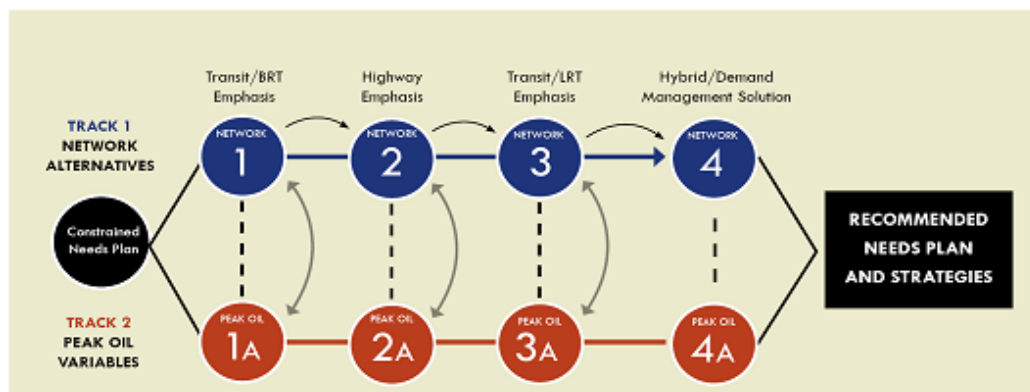
Transit Stops

BRT stations were located at Park and Ride Locations. BRT stops are located throughout the route. Express bus stops for each alternative were located at major destinations along each route (and the endpoints). In Alternatives 1 and 3, express bus routes end in Gainesville where they intersect BRT routes. In Alternative 2 (Highway Emphasis), express bus routes end at either the downtown transfer center or the UF transfer center. Streetcars in Alternative 3 were identified at logical destinations and activity centers along the routes.

Peak Oil Adjustments

The MTPO's 2035 Long Range Transportation Plan is evaluating transportation and land use strategies associated with peak oil. The approach taken for the Plan is to test each of the transportation alternative networks under a "peak oil scenario" and then develop recommendations for incorporation into the plan. The basic premise of the peak oil scenario is that oil is a finite resource, and as global demand for oil continues to rise, supplies are being exhausted. According to credible international sources, the world's production of oil may reach its peak sometime around 2020 (various other sources provide different years, but all are generally within the window of the 2035 LRTP). Fuel costs soared in 2008 to \$4 per gallon, and while peak oil is not the end of oil, it is the end of cheap oil. Further, under peak oil, there is likely to be increasing price volatility, which has implications for travel, production of materials and distribution of goods. Daily life around the world, and especially in the U.S., will change. From review of the literature, transportation impacts may include changes in personal mobility as private automobiles become too expensive for the average citizen, and changes in freight mobility as the economic advantages of mass production, consolidated processing and truck distribution evaporate. Land use impacts are likely to mean the urban footprint contracts, agricultural production requires increased human labor, and employment is more labor-intensive and focused in centers of economic activity.

The Alachua County Energy Conservation Strategies Commission (ECSC) addressed the issues of peak oil. In its report released last year, the ECSC identified transportation and land development imperatives to respond to the challenges of peak oil. For transportation, these strategies include maximizing modal choices available to people, emphasizing walkability, discouraging large-scale parking lots that create barriers for pedestrian and transit accessibility, and requiring Bus Rapid Transit or other forms of premium transit in developing or redeveloping corridors. From a land development perspective, the ECSC recommends encouraging infill development and redevelopment, preferably oriented to transit facilities along corridors, restricting new development to areas served by rapid transit, and incorporating a variety of uses and densities to form walkable centers or transit nodes. These issues will help inform the Needs Plan recommendations.

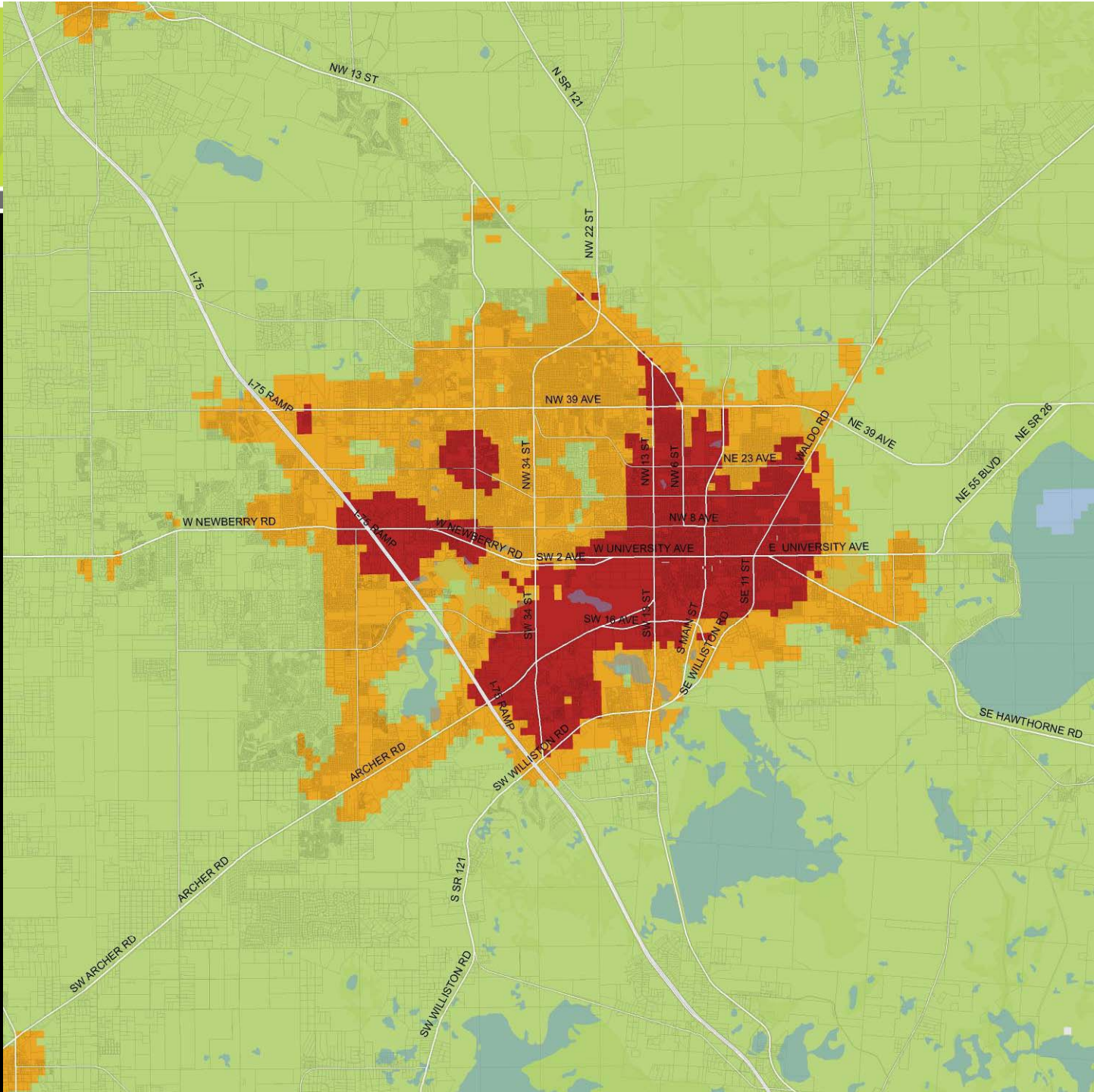
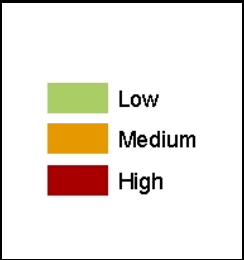


Making peak oil adjustments for the needs plan evaluation in the development of the 2035 LRTP entailed two primary factors: 1) adjusting automobile ownership, and 2) increasing vehicle operating costs. The accessibility analysis completed in the first phase of the study was the basis for the automobile ownership adjustments. This employed various modal and land use factors to identify the relative accessibility of the entire county, based on 1/8-acre grid cells. For auto ownership, in traffic analysis zones (TAZs) rated as High for accessibility, the scenario assumes an increase in 0- and 1-auto households (10 percent and 15 percent, respectively) and a reduction of similar magnitude in 2- and 3+-auto households (10 and 15 percent, respectively) in those same TAZs. This adjustment represents changes in travel habits of residents due to availability of multiple transportation options, jobs, housing, and retail/services. For Medium accessibility, the scenario adjusted these same percentages by three and seven percent (10 percent total). No adjustments were made to TAZs in the Low accessibility areas. For vehicle operating costs, the peak oil analysis quadrupled these costs, with the basis of \$2.50 per gallon fuel price to roughly approximate a \$10 per gallon fuel price. This may have an impact on Vehicle Miles Traveled but is unlikely to significantly influence use of other modes. The vehicle operating cost adjustments were made countywide, regardless of accessibility rating. There is little precedent regarding peak oil analyses for use as a guide for these adjustments. In the case of the auto ownership, the data used in the validated countywide travel demand model for the 2007 base year served as the basis for the percentage adjustments.

The results of the peak oil adjustment show substantial increases in transit ridership and significant decreases in the hours of travel and delay measures. There were relatively modest changes in walking and bicycling, primarily due to how the pedestrian environment model is calibrated and the fact that the automobile ownership variable is primarily influencing transit propensity. On the whole, the peak oil adjustment shifts substantial trip-making from auto to transit, reflecting the more robust transit networks and limitations in auto availability (and operating cost) incorporated into the modeling. Overall, the peak oil scenario reduces vehicle miles traveled by nearly 20 percent across all network alternatives, and reduces hours of travel by an even greater number, along with delay. In the corridors where premium transit investments are assumed, the peak oil adjustment has a significant impact on ridership and reduction in VMT.

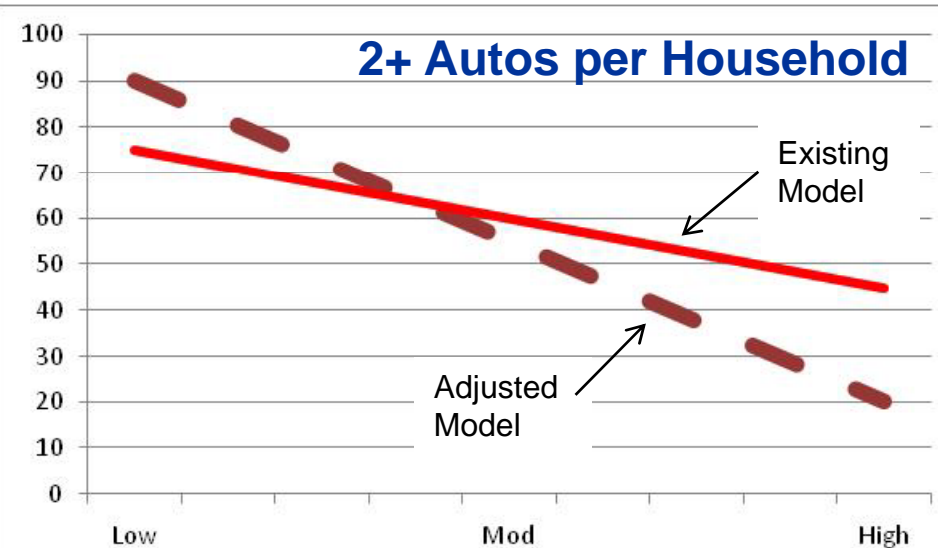
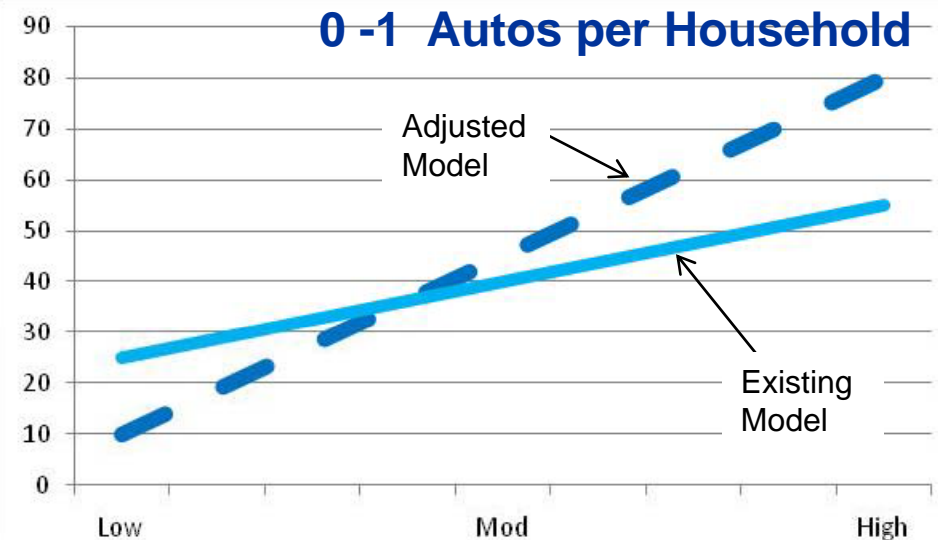
The following three pages provide an illustration of the peak oil analysis. A map of the 2035 Base (Existing + Committed) Overall Accessibility Scores is included as a reference.

BASE OVERALL SCORE 2035



Peak Oil Adjustment

- Adjust auto ownership based on Accessibility Score
- Current Auto Ownership
 - 0 -1 Autos per HH
 - Low = 25%
 - High = 55%
 - 2 + Autos per HH
 - Low = 75%
 - High = 45%
- Adjustments (aggregate of grids)
 - 0 -1 Autos per HH
 - Low = 0%
 - Medium = +10%
 - High = + 25%
 - 2 + Autos per HH
 - Low = 0%
 - Medium = -10%
 - High = - 25%



Peak Oil Adjustment

Example

TAZ - 123					0 -1 Autos per HH	2+ Autos per HH
					45%	55%

Peak Oil Adjustment

Example – Moderately Accessible

TAZ - 123					0 -1 Autos per HH	2+ Autos per HH
High	High	Mod	Mod	Low	45%	55%
High	High	Mod	Mod	Low		
High	Mod	Mod	Low	Low		
Mod	Mod	Low	Low	Low		
Mod	Mod	Low	Low	Low		

Number of
Grids

High	5
Mod	10
Low	10

Peak Oil Adjustment

Example – Moderately Accessible

TAZ - 123					0 -1 Autos per HH	2+ Autos per HH
High	High	Mod	Mod	Low	45%	55%
High	High	Mod	Mod	Low		
High	Mod	Mod	Low	Low		
Mod	Mod	Low	Low	Low		
Mod	Mod	Low	Low	Low		

Adjustment
Peak Oil Auto
Rate

9%	-9%
54%	46%

Number of Grids	Auto Adjustment	Weighted Average
High 5	25%	
Mod 10	10%	9%
Low 10	0%	

Peak Oil Adjustment

Example – Same TAZ now Highly Accessible

TAZ - 123					0 -1 Autos per HH	2+ Autos per HH
High	High	High	High	Mod	45%	55%
High	High	High	High	Mod		
High	High	Mod	Mod	Mod		
High	Mod	Mod	Mod	Mod		
Mod	Mod	Mod	Mod	Low		

Adjustment
Peak Oil Auto
Rate

16%	-16%
61%	39%

Number of Grids	Auto Adjustment	Weighted Average
High 11	25%	
Mod 13	10%	16%
Low 1	0%	

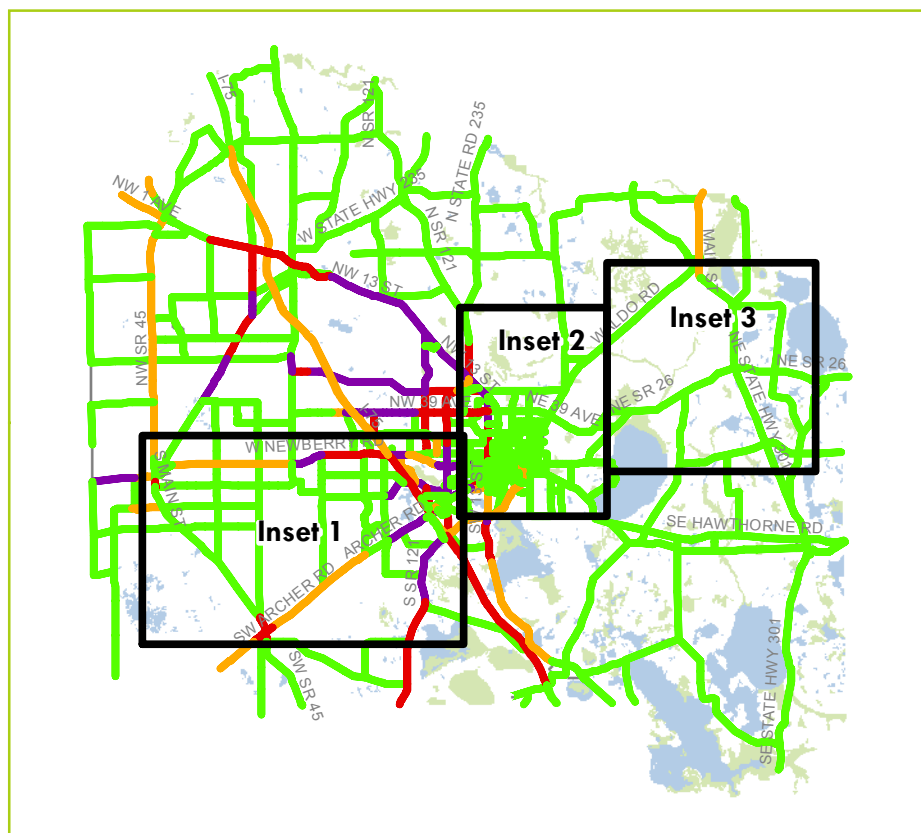
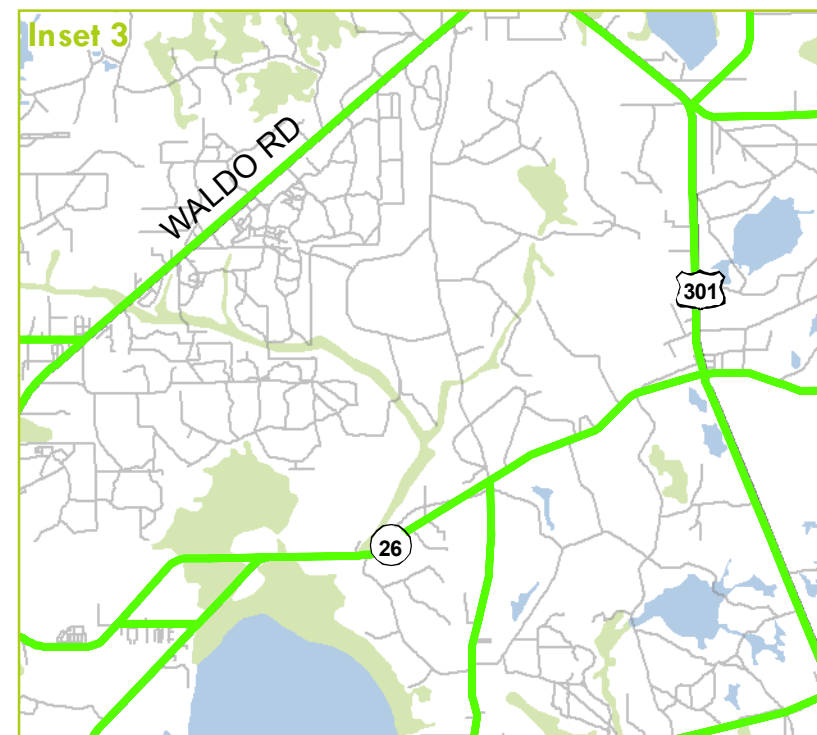
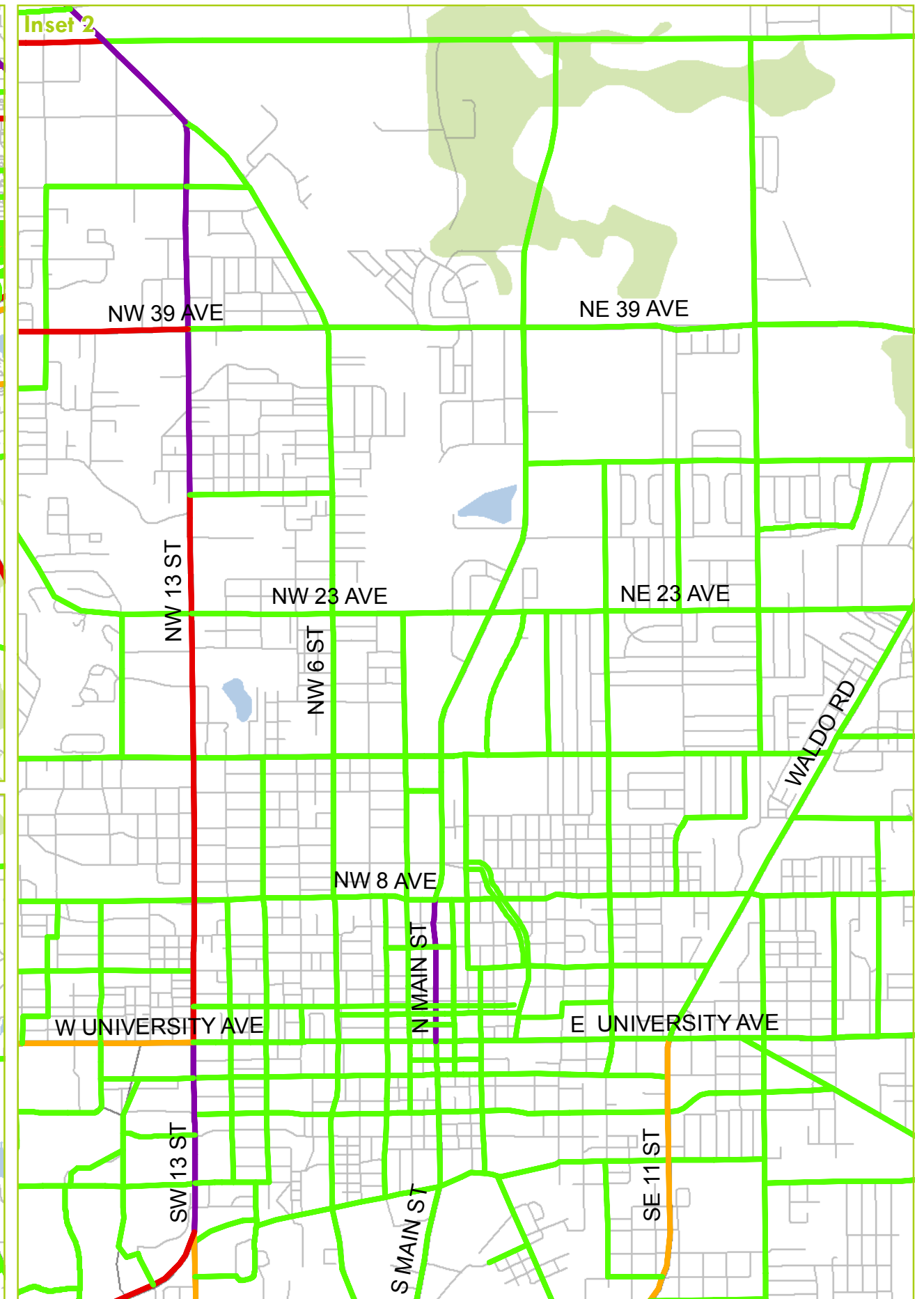
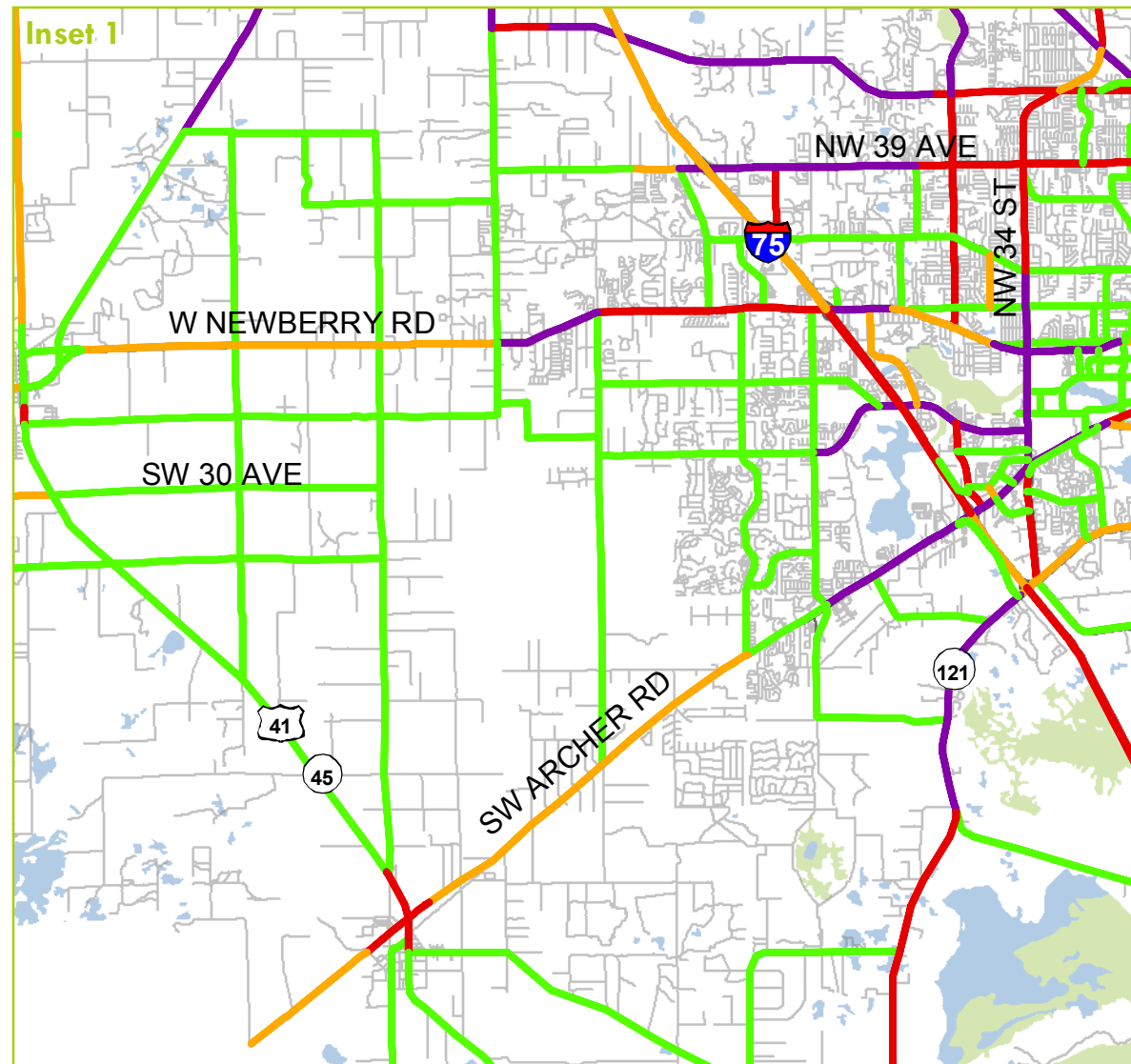
Countywide Network Alternatives Evaluation

		Needs Assessment Alternatives						Needs Assessment Peak Oil Alternatives							
		Existing + Committed		Alt. 1 BRT Emphasis		Alt. 2 Highway Emphasis		Alt. 3 Streetcar		Alt. 1 BRT Emphasis		Alt. 2 Highway Emphasis		Alt. 3 Streetcar	
Vehicle Miles of Travel (VMT)		11,918,235		11,757,751	-1%	11,741,714	-1%	11,727,968	-2%	9,829,106	-18%	9,806,616	-18%	9,780,660	-18%
Vehicle Hours of Travel (VHT)		381,467		353,537	-7%	340,227	-11%	341,681	-10%	257,464	-33%	250,630	-34%	249,365	-35%
Roadway Lane Miles		2,206		2,247		2,295		2,281		2,247		2,295		2,281	
Transit Only Lane Miles		0		105		0		43		105		0		43	
Total Lane Miles		2,207		2,352	7%	2,295	4%	2,324	5%	2,352	7%	2,295	4%	2,324	5%
Congested Lane Miles		373		226	-39%	217	-42%	177	-53%	70	-86%	57	-89%	38	-90%
Percent Congested		17%		10%	-41%	9%	-44%	8%	-54%	3%	-82%	2%	-85%	2%	-90%
Delay (minutes)		514		400	-22%	317	-38%	321	-37%	210	-59%	145	-72%	146	-72%
Transit & Bike Ped (trips)															
Fixed Route		26,936		34,625		34,822		33,365		45,751		45,999		42,972	
Premium Transit		-		2,019		1,184		5,861		10,944		4,736		18,042	
Total Transit		26,936		36,644	36%	36,006	34%	39,226	46%	56,695	110%	50,735	88%	61,014	127%
Bike / Ped		70,048		69,382	-1%	69,224	-1%	68,909	-2%	90,275	29%	90,329	29%	89,230	27%



EXISTING PLUS COMMITTED NETWORK

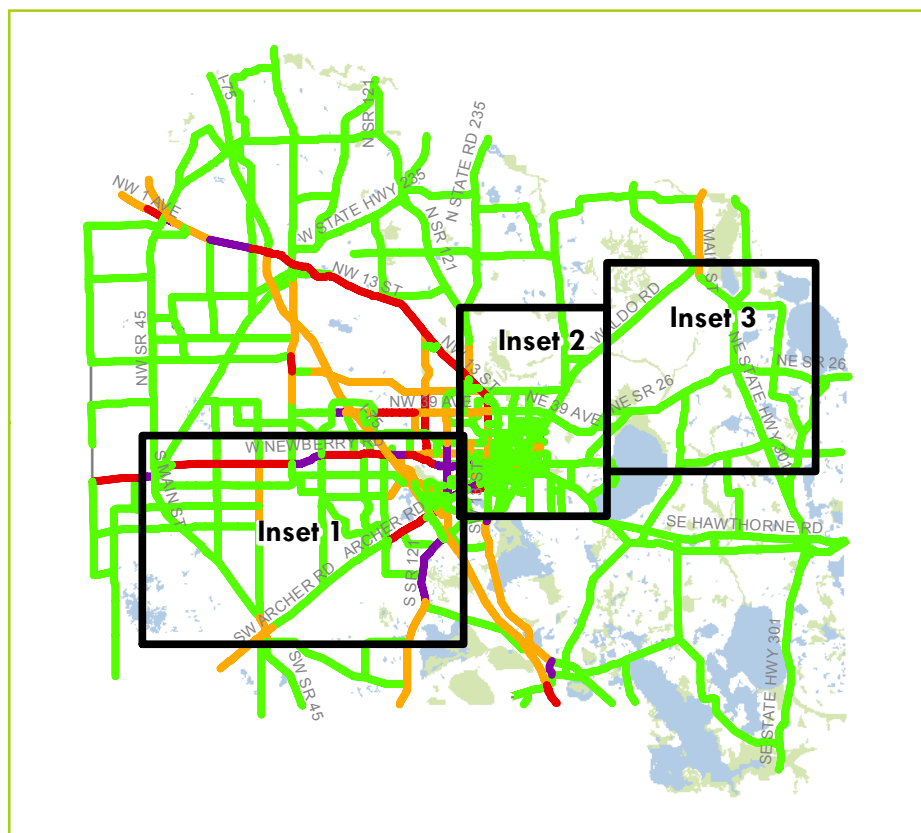
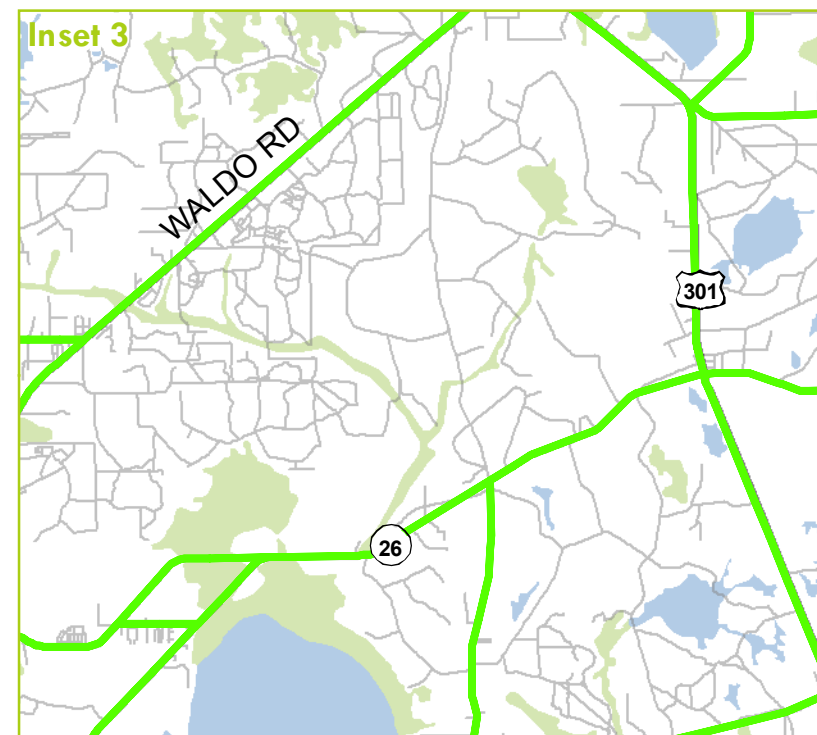
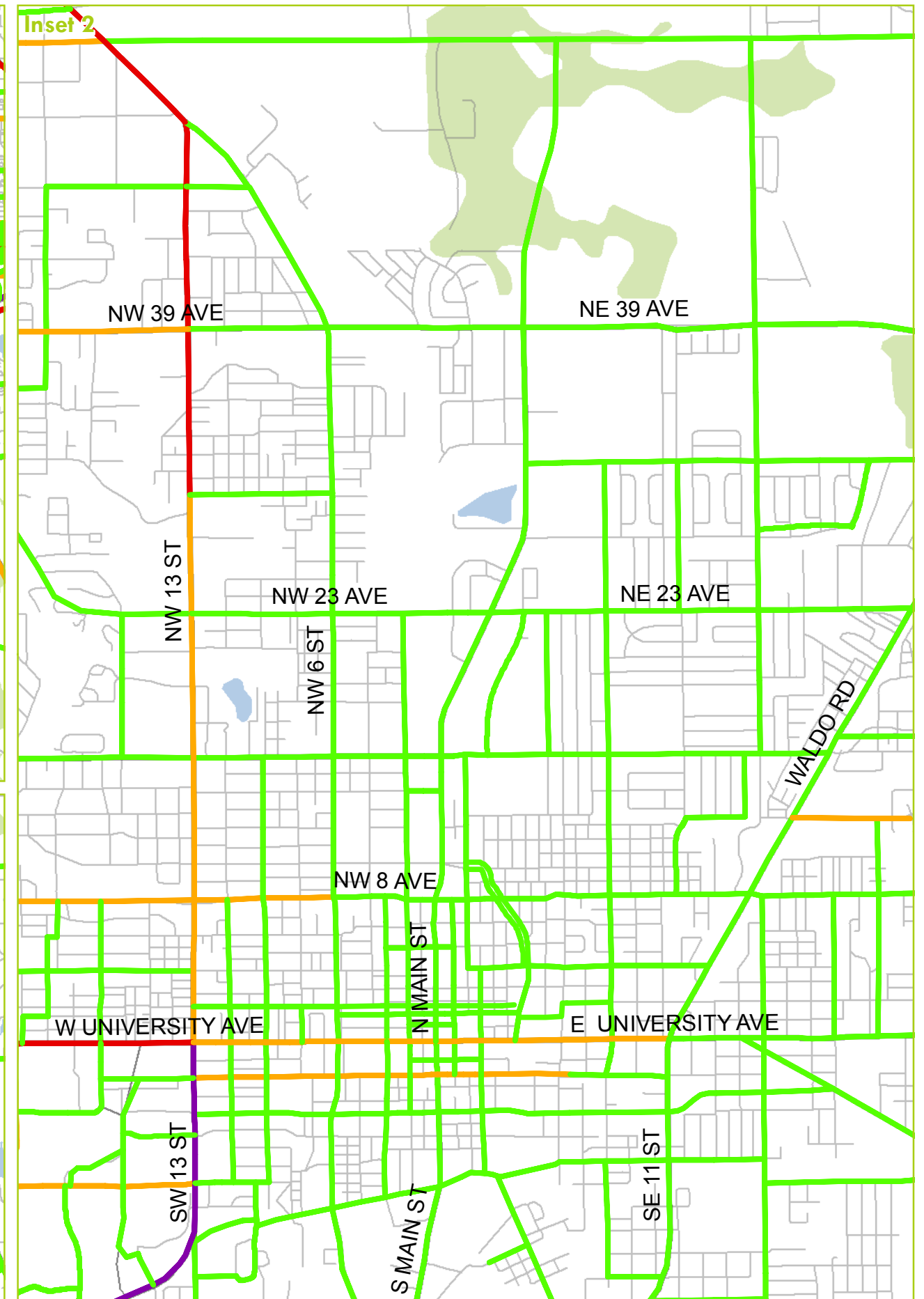
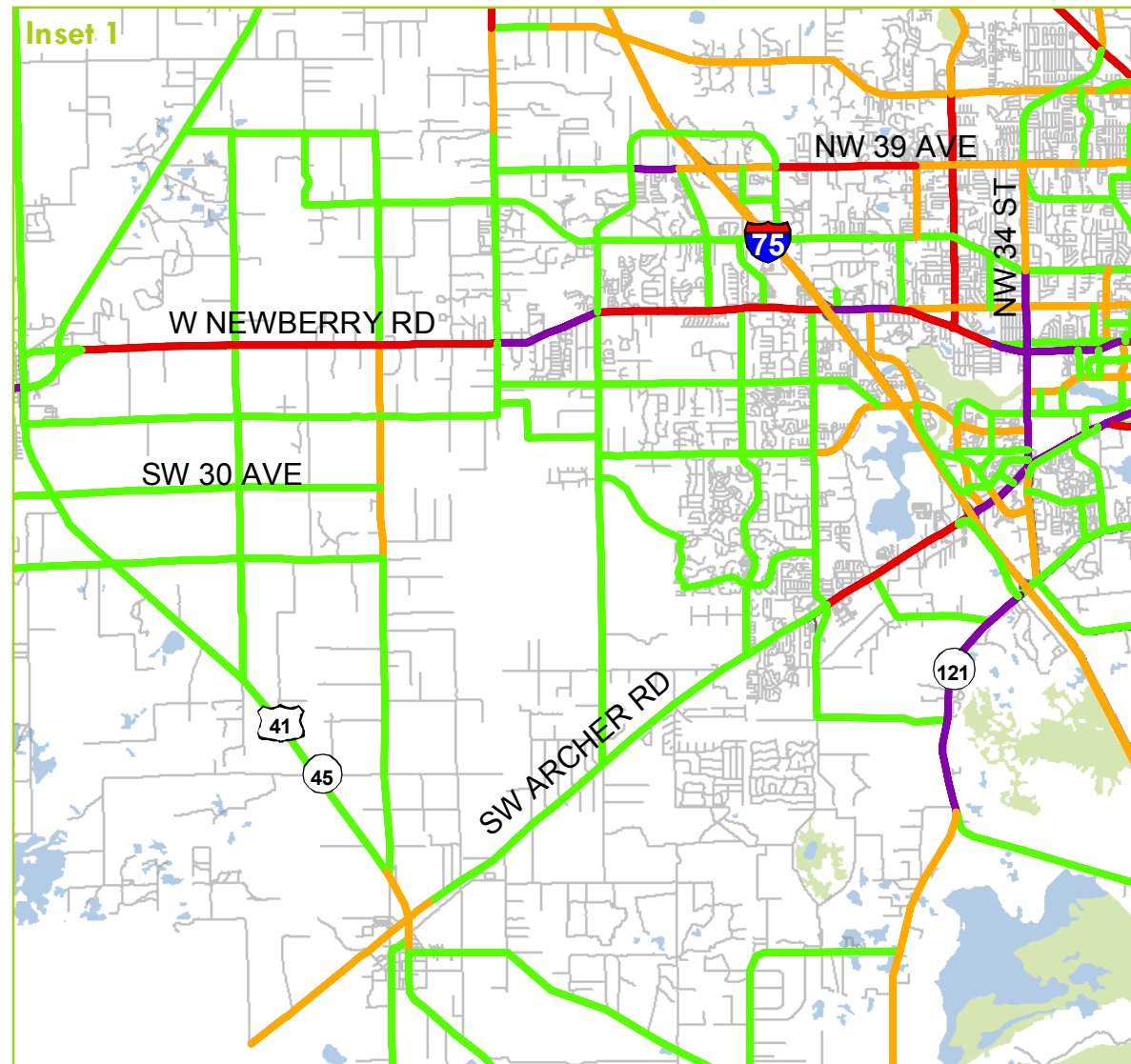
- Not Congested (< 0.85)
- Borderline Congested (0.85 - 1.05)
- Congested (1.05 - 1.2)
- Very Congested (> 1.2)





ALTERNATIVE 1 TRANSIT/BUS RAPID TRANSIT EMPHASIS

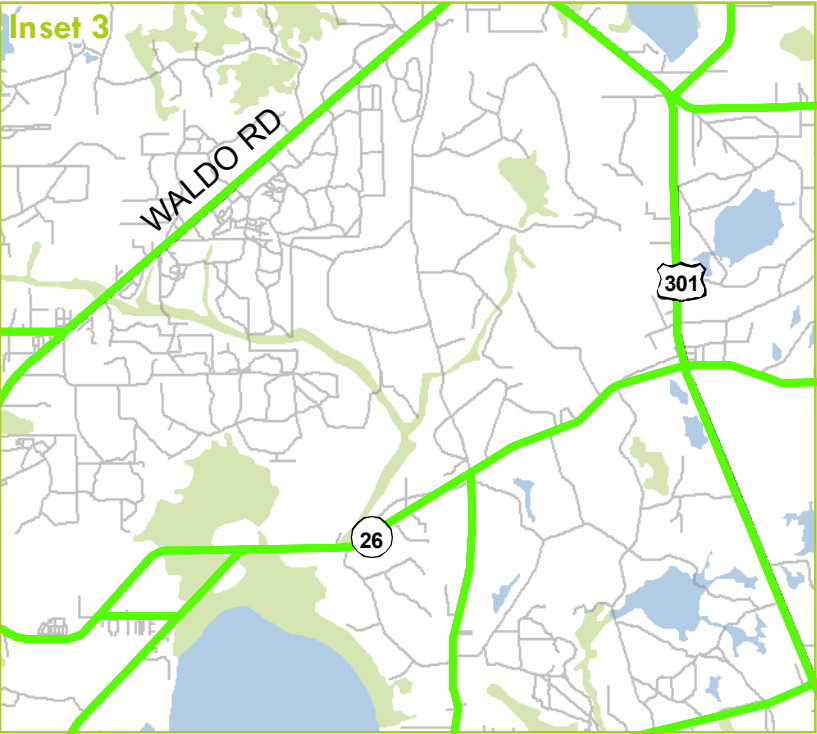
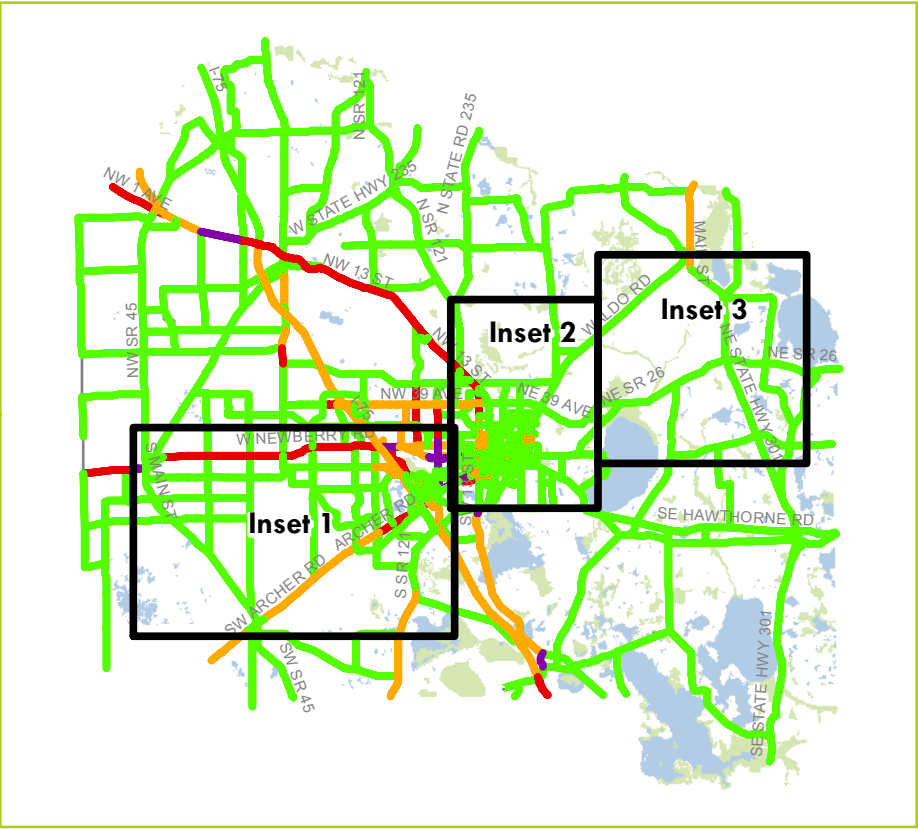
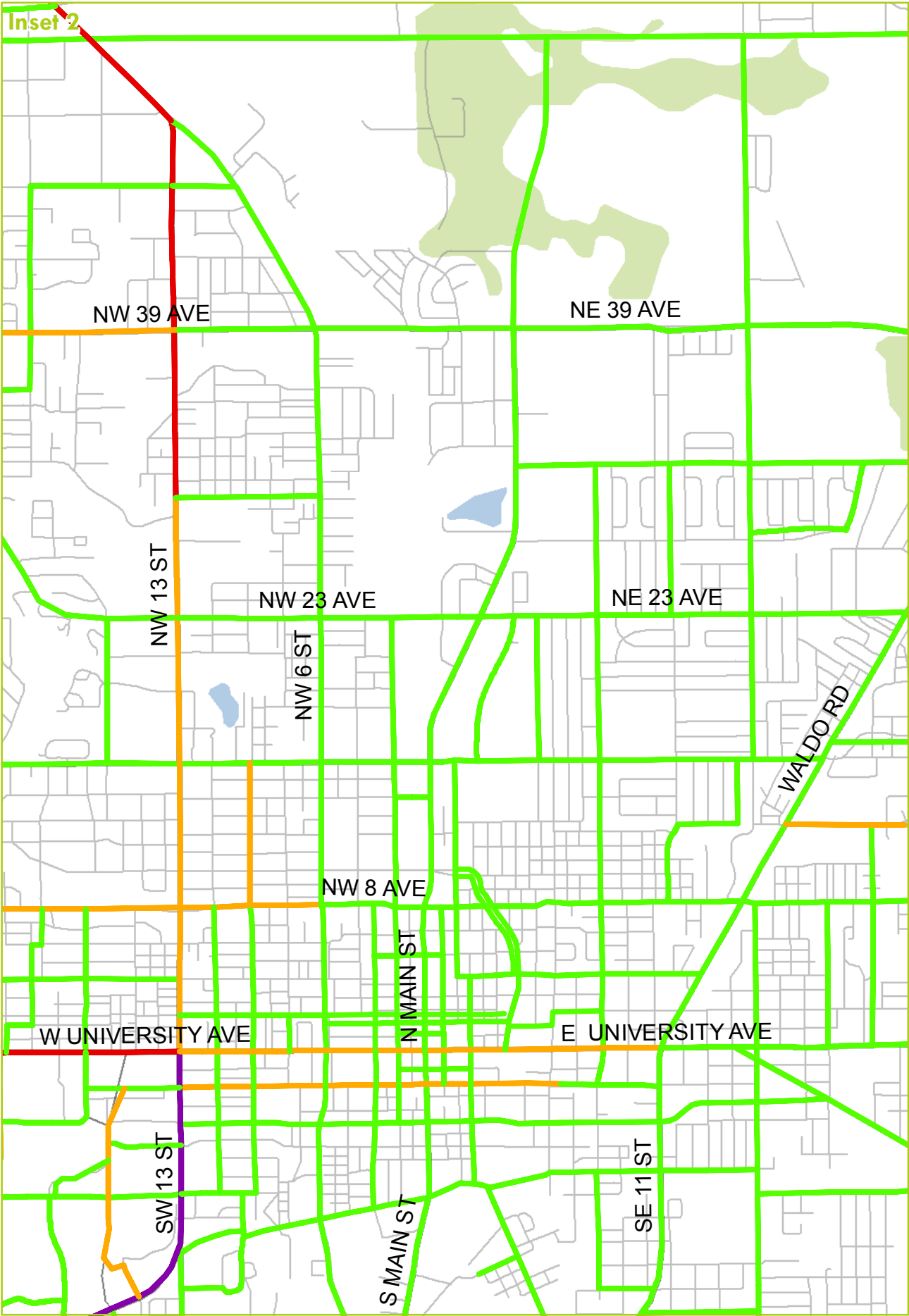
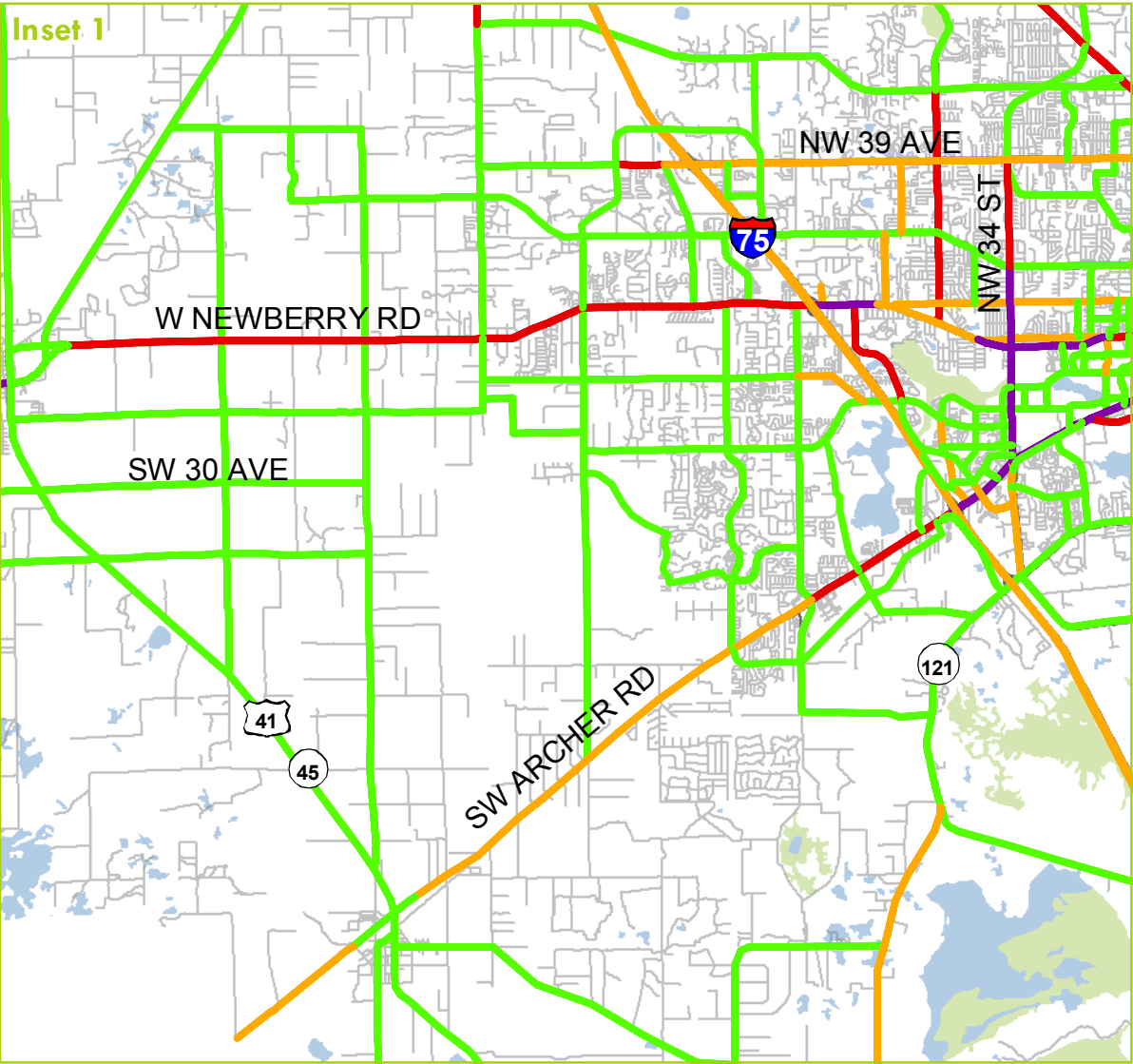
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ALTERNATIVE 2
HIGHWAY EMPHASIS

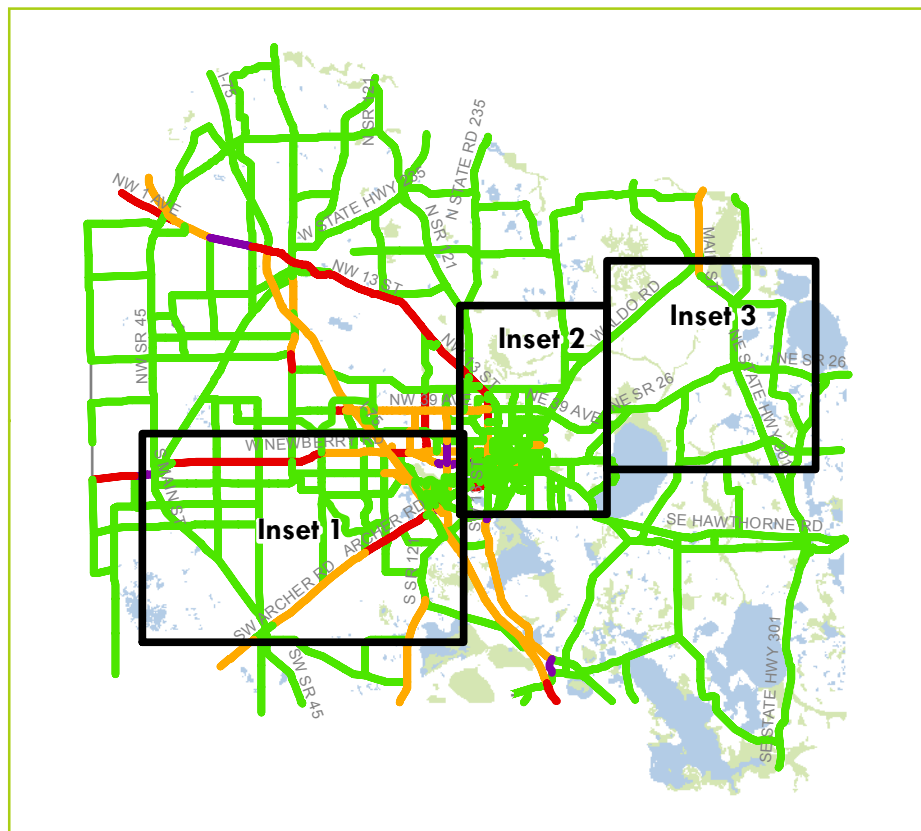
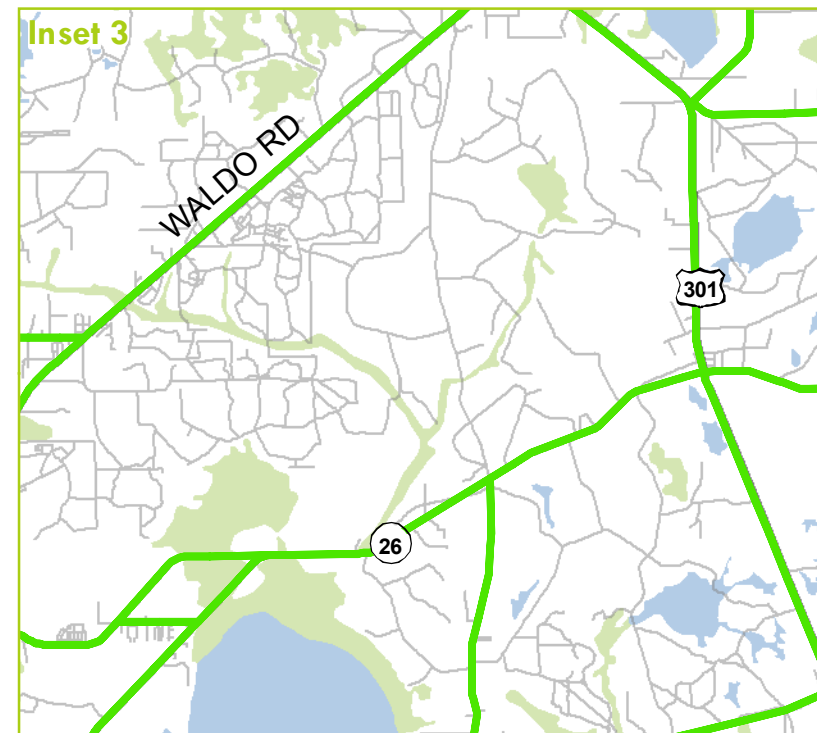
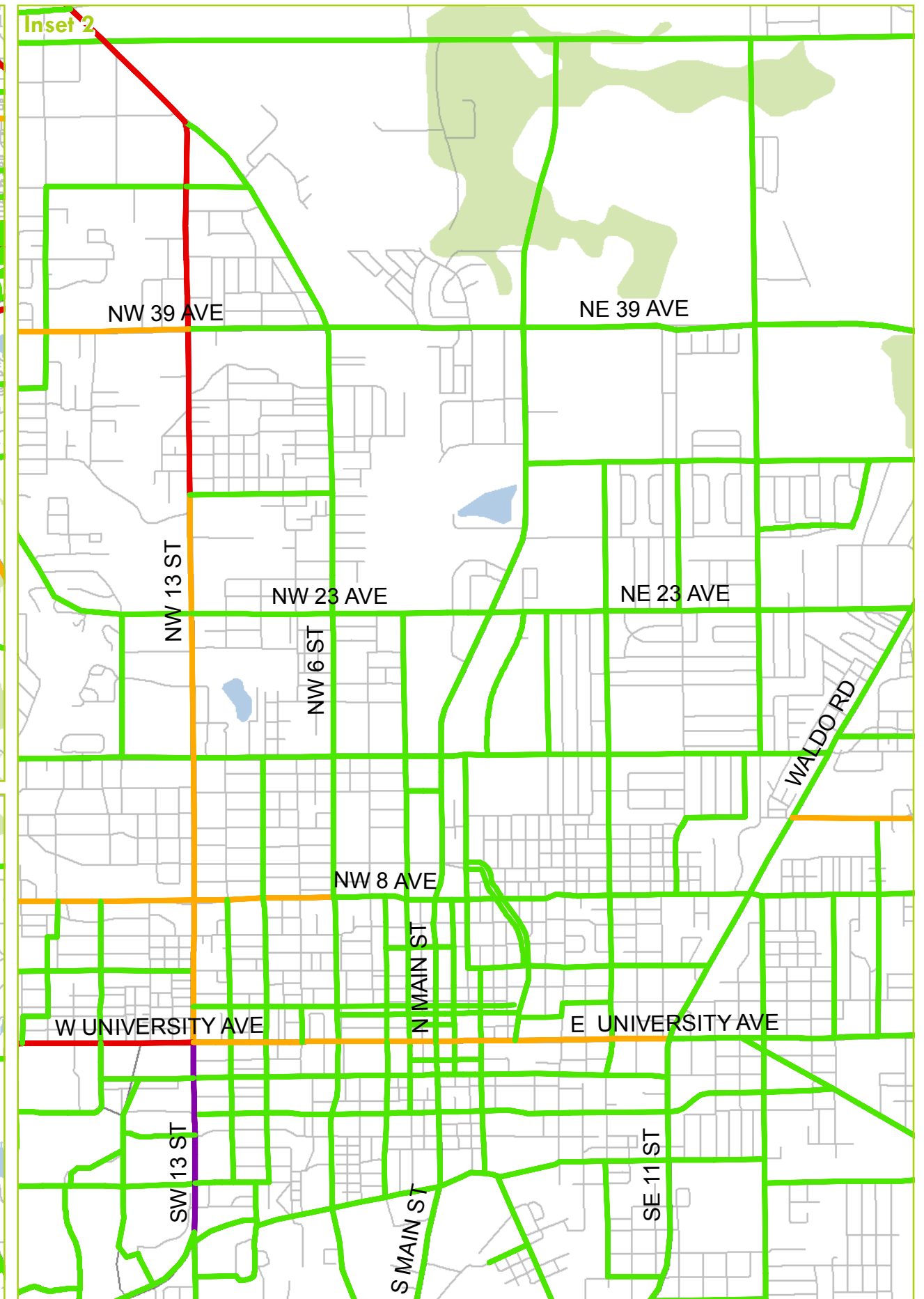
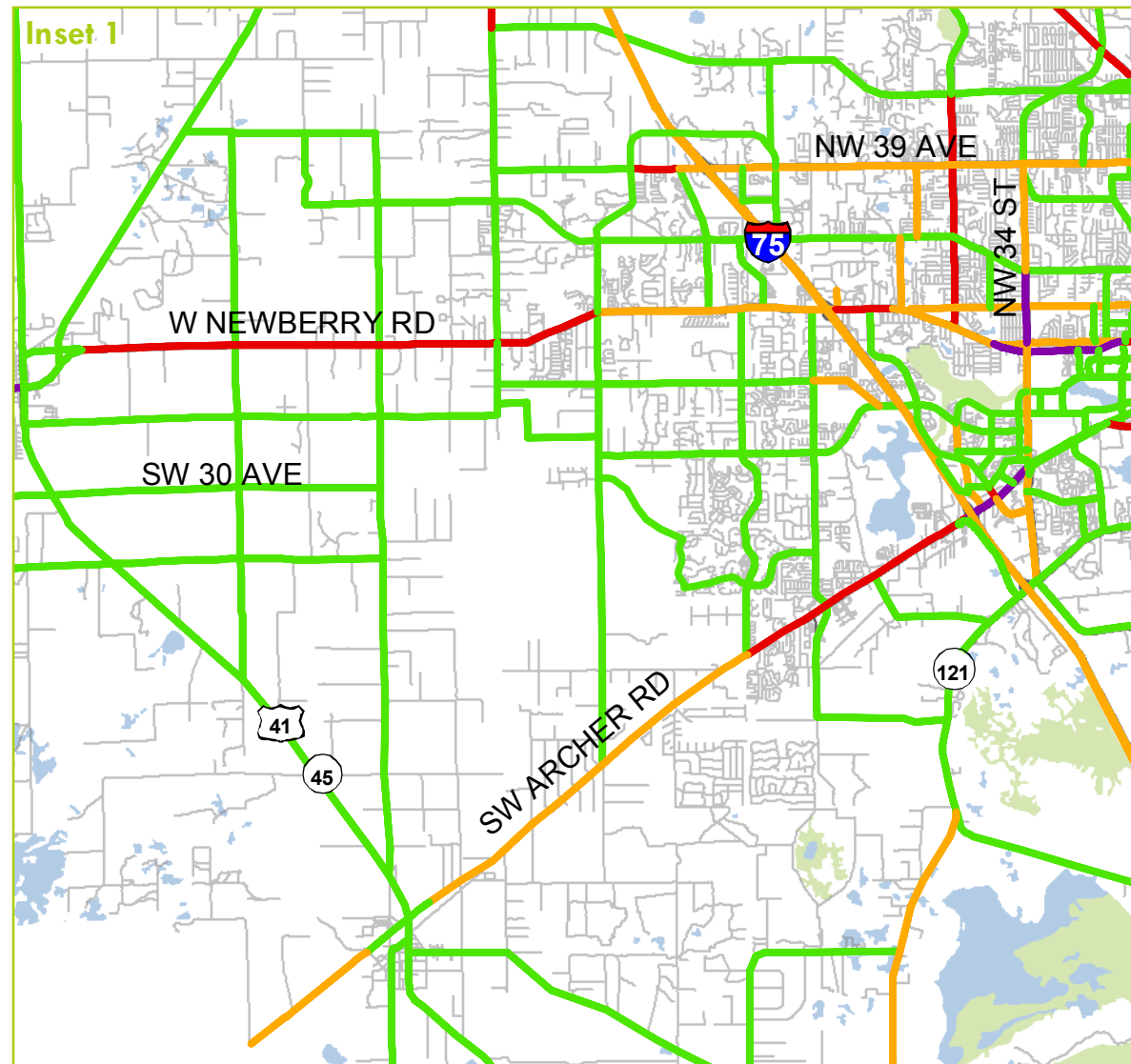
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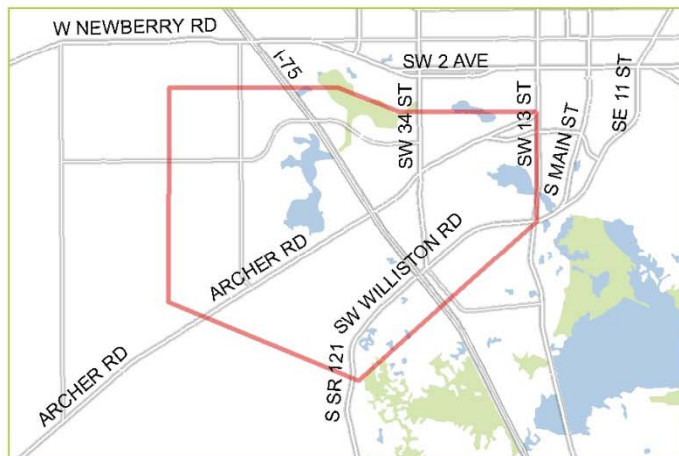
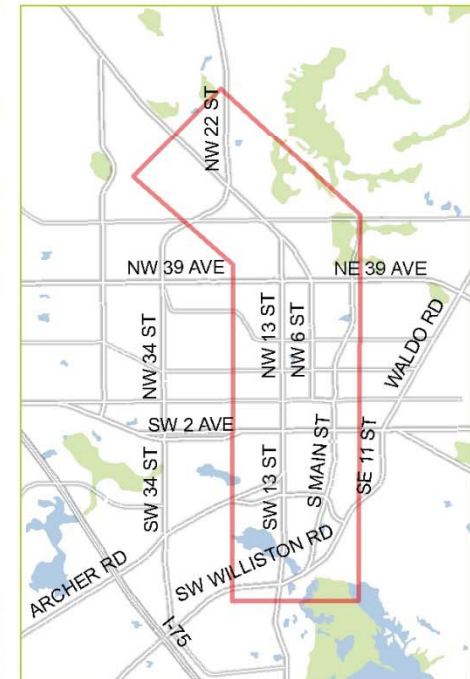
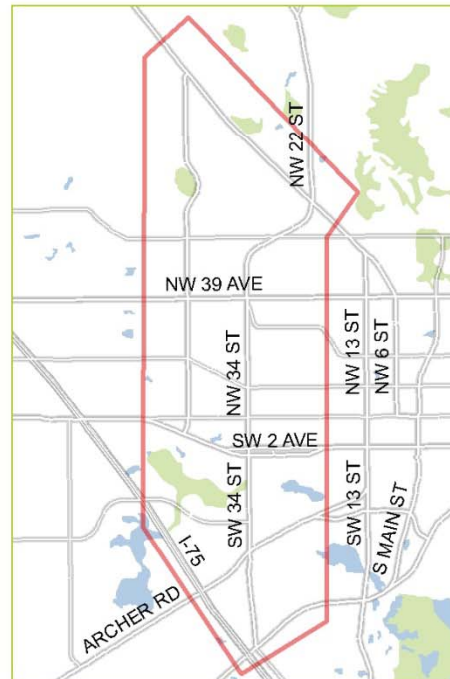
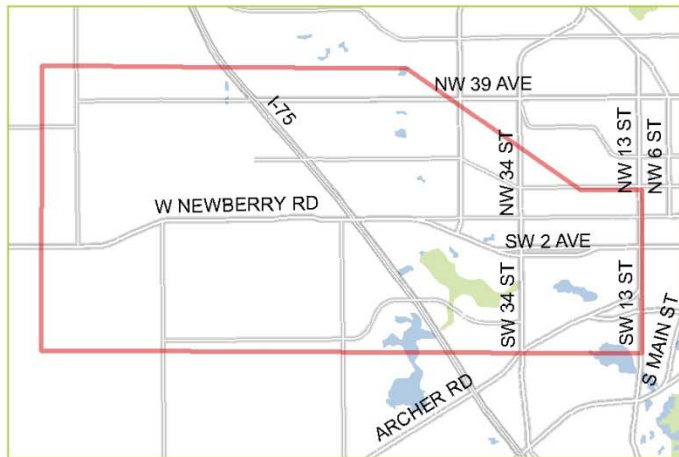


ALTERNATIVE 3 TRANSIT/STREETCAR EMPHASIS

- Not Congested (< 0.85)
- Borderline Congested (0.85 - 1.05)
- Congested (1.05 - 1.2)
- Very Congested (> 1.2)



Travelsheds



Archer Road Travelshed

	Existing + Committed	Needs Assessment Alternatives			Needs Assessment Alternatives with Peak Oil		
		Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar	Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar
Vehicle Miles of Travel (VMT)	1,616,678	1,590,378 -2%	1,663,480 3%	1,663,366 3%	1,270,896 -21%	1,323,098 -18%	1,314,464 -19%
Vehicle Hours of Travel (VHT)	66,494	59,736 -10%	55,514 -17%	57,240 -14%	36,205 -46%	35,842 -46%	35,581 -46%
Roadway Lane Miles	173	183	206	194	183	206	194
Transit Only Lane Miles	0	23	0	17	23	0	17
Total Lane Miles	174	207 19%	206 19%	211 22%	207 19%	206 19%	211 22%
Delay (minutes)	126	103 -18%	72 -43%	78 -38%	35 -72%	24 -81%	24 -81%
Transit & Bike Ped (users per mile)							
Fixed Route	1,113	1,212	1,110	1,184	2,096	1,948	2,072
Premium Transit	-	772	-	2,146	3,968	-	7,953
Total Transit	1,113	1,984 78%	1,110 0%	3,330 199%	6,064 445%	1,948 75%	10,024 800%
Bike / Ped	1,270	1,543 21%	1,461 15%	1,443 14%	2,179 72%	1,987 56%	2,151 69%

Newberry Road Travelshed

	Existing + Committed	Needs Assessment Alternatives			Needs Assessment Alternatives with Peak Oil		
		Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar	Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar
Vehicle Miles of Travel (VMT)	2,703,378	2,726,762 1%	2,678,512 -1%	2,691,321 0%	2,076,650 -23%	2,062,202 -24%	2,053,794 -24%
Vehicle Hours of Travel (VHT)	122,104	111,705 -9%	100,467 -18%	102,576 -16%	62,863 -49%	60,467 -50%	59,895 -51%
Roadway Lane Miles	302	336	345	345	336	345	345
Transit Only Lane Miles	0	60	0	28	60	0	28
Total Lane Miles	303	396 31%	346 14%	373 23%	396 31%	346 14%	373 23%
Delay (minutes)	256	206 -19%	171 -33%	174 -32%	68 -74%	56 -78%	55 -78%
Transit & Bike Ped (users per mile)							
Fixed Route	1,295	1,505	1,512	1,531	2,496	2,550	2,554
Premium Transit	-	572	-	2,868	2,948	-	10,418
Total Transit	1,295	2,077 60%	1,512 17%	4,399 240%	5,444 321%	2,550 97%	12,972 902%
Bike / Ped	1,868	2,139 15%	1,907 2%	1,908 2%	2,613 40%	2,609 40%	2,602 39%

East Gainesville Travelshed

	Existing + Committed	Needs Assessment Alternatives			Needs Assessment Alternatives with Peak Oil		
		Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar	Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar
Vehicle Miles of Travel (VMT)	1,553,875	1,528,931 -2%	1,535,676 -1%	1,534,734 -1%	1,118,744 -28%	1,130,533 -27%	1,120,347 -28%
Vehicle Hours of Travel (VHT)	59,713	58,651 -2%	58,369 -2%	59,701 0%	36,197 -39%	36,102 -40%	35,637 -40%
Roadway Lane Miles	285	284	287	286	284	287	286
Transit Only Lane Miles	0	37	0	25	37	0	25
Total Lane Miles	285	321 13%	287 1%	311 9%	321 13%	287 1%	311 9%
Delay (minutes)	89	83 -6%	87 -2%	87 -2%	31 -65%	29 -67%	30 -67%
Transit & Bike Ped (users per mile)							
Fixed Route	1,463	2,079	2,135	2,096	2,831	2,978	2,956
Premium Transit	-	232	-	3,151	1,364	-	10,714
Total Transit	1,463	2,310 58%	2,135 46%	5,246 259%	4,195 187%	2,978 104%	13,671 835%
Bike / Ped	2,212	2,516 14%	2,452 11%	2,453 11%	3,259 47%	3,271 48%	3,234 46%

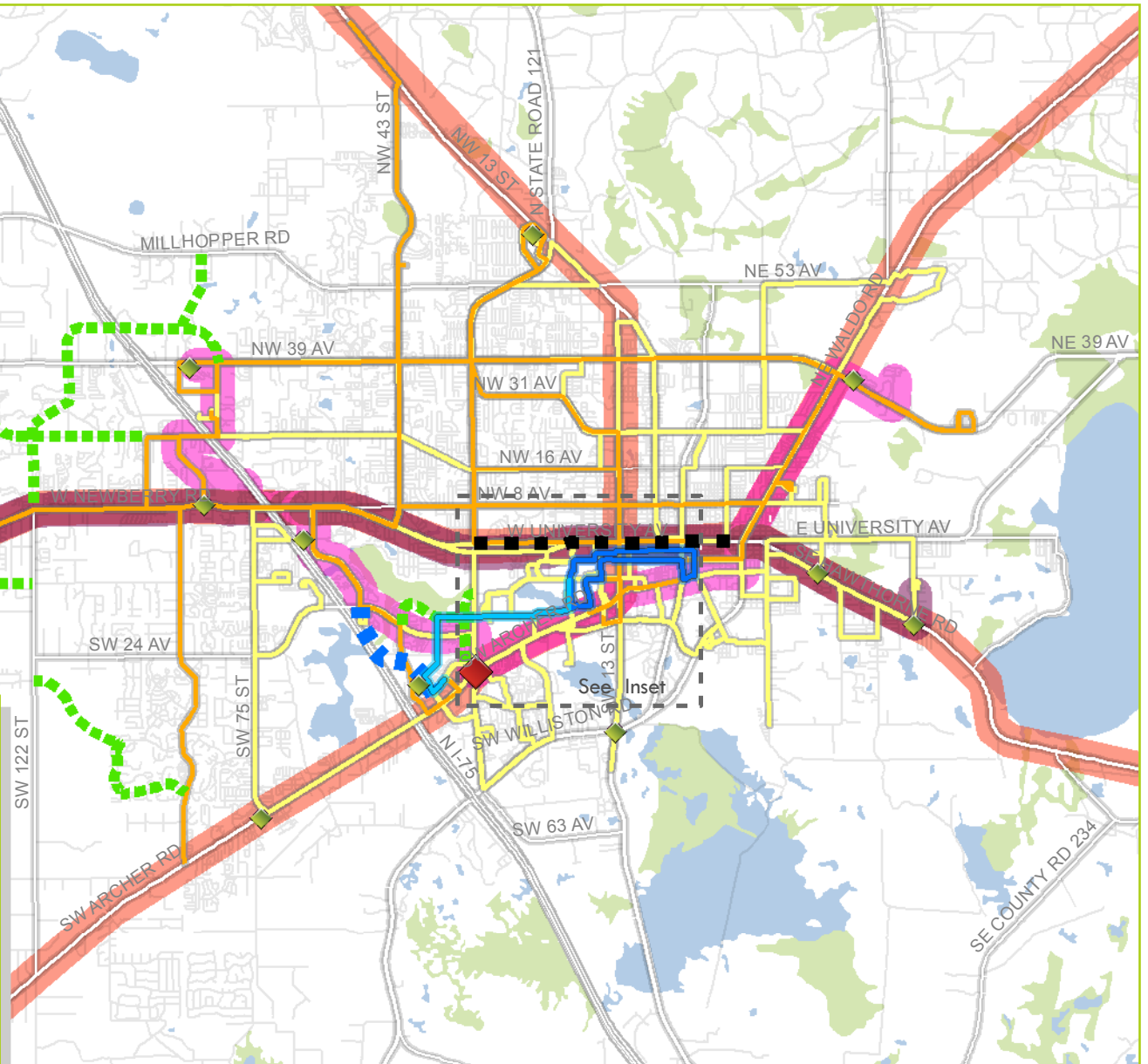
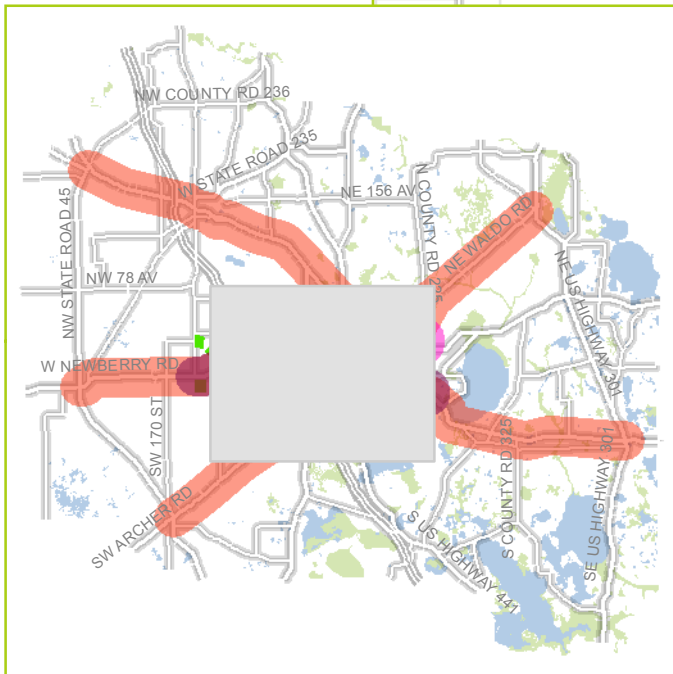
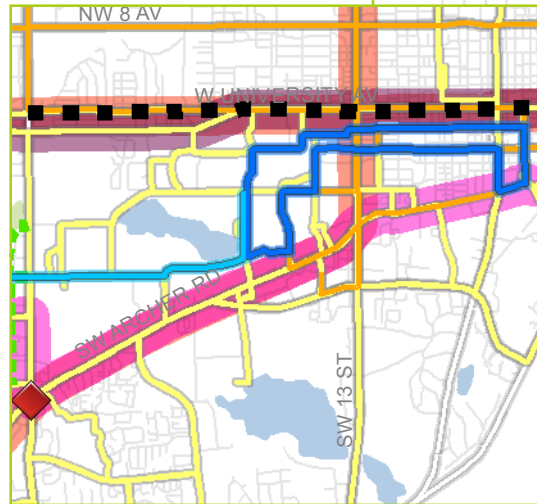
West 34th Street Travelshed

	Existing + Committed	Needs Assessment Alternatives			Needs Assessment Alternatives with Peak Oil		
		Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar	Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar
Vehicle Miles of Travel (VMT)	2,299,502	2,286,827 -1%	2,276,184 -1%	2,326,243 1%	1,737,465 -24%	1,732,725 -25%	1,762,950 -23%
Vehicle Hours of Travel (VHT)	92,947	86,654 -7%	78,104 -16%	79,094 -15%	50,224 -46%	47,986 -48%	48,663 -48%
Roadway Lane Miles	250	261	276	278	261	276	278
Transit Only Lane Miles	0	21	0	16	21	0	16
Total Lane Miles	250	282 13%	276 10%	294 17%	282 13%	276 10%	294 17%
Delay (minutes)	164	142 -13%	102 -38%	100 -39%	48 -71%	33 -80%	33 -80%
Transit & Bike Ped (users per mile)							
Fixed Route	940	1,103	1,082	1,086	2,038	2,005	2,032
Premium Transit	-	835	-	1,625	4,600	-	6,705
Total Transit	940	1,939 106%	1,082 15%	2,712 189%	6,637 606%	2,005 113%	8,737 830%
Bike / Ped	987	1,210 23%	1,157 17%	1,092 11%	1,787 81%	1,735 76%	1,680 70%

US 441 Travelshed

		Needs Assessment Alternatives			Needs Assessment Alternatives with Peak Oil		
		Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar	Alt. 1 BRT Emphasis	Alt. 2 Highway Emphasis	Alt. 3 Streetcar
Existing + Committed							
Vehicle Miles of Travel (VMT)	1,294,421	1,273,243 -2%	1,243,764 -4%	1,247,342 -4%	885,193 -32%	877,705 -32%	866,556 -33%
Vehicle Hours of Travel (VHT)	47,836	47,311 -1%	44,807 -6%	46,659 -2%	28,451 -41%	27,568 -42%	27,173 -43%
Roadway Lane Miles	207	208	211	211	208	211	211
Transit Only Lane Miles	0	25	0	12	25	0	12
Total Lane Miles	208	233 12%	211 2%	223 7%	233 12%	211 2%	223 7%
Delay (minutes)	71	66 -7%	64 -11%	65 -9%	26 -64%	22 -69%	23 -68%
Transit & Bike Ped (users per mile)							
Fixed Route	1,432	2,170	2,248	2,212	2,850	3,054	3,209
Premium Transit	-	381	-	5,755	2,370	-	19,449
Total Transit	1,432	2,551 78%	2,248 57%	7,966 456%	5,220 264%	3,054 113%	22,658 1482%
Bike / Ped	2,325	2,597 12%	2,551 10%	2,545 9%	3,296 42%	3,315 43%	3,278 41%

ALTERNATIVE 4 HYBRID NEEDS NETWORK



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

- Potential Park & Ride Location
- Existing RTS Routes
- Planned RTS Routes
- Express Routes
- Bus Rapid Transit (BRT)
 - Santa Fe to Airport (BRT Study)
 - Jonesville to E. Gainesville
- Streetcar Downtown/UF
- Streetcar Urban Village/UF
- Multimodal Emphasis
- Interchange
- New 2 Lane Road



ALTERNATIVE 4 – HYBRID NEEDS

A fourth alternative network has been created that is based on evaluation of the results of Alternatives 1-3. This alternative is intended to be the basis for recommending a Needs Plan after the analysis is completed. This network includes a mix of highway and transit solutions as shown below. The following modifications are identified in Alternative 4:

Bus Rapid Transit (BRT) coverage in Pink (4 separate BRT Lines plus line along Tower Road)

- 1) **Santa Fe College to Airport** (via NW 83rd St., Ft. Clarke Blvd, SW 62nd Blvd, SW 20th Ave, Archer Rd, Depot Ave, & Waldo Road) **This is preferred alignment of BRT (plus extension to Santa Fe College)**

Street Car coverage in Blue

- 1) **Downtown/UF in Dark Blue**
- 2) **Urban Village/UF in Aqua**

Express Bus Routes in Salmon (5 routes)

- 1) **Alachua to Downtown Gainesville** (via US 441 & 6th Street)
- 2) **Archer to Downtown Gainesville** (via Archer Road & 13th Street)
- 3) **Jonesville to Downtown Gainesville** (via Newberry Road)
- 4) **Waldo to Downtown Gainesville** (via Waldo Road/US301)
- 5) **Hawthorne to Downtown Gainesville** (via Hawthorne Road)

Other Transit (existing routes in yellow; new routes in Orange) – in addition to existing routes and TDP routes

- 1) **New RTS Route across NW 39th Ave from Santa Fe/Springhills to Airport (to be modeled as premium bus service with 15 minute frequencies)**

Roadway Widening and New Roads

- 1) **Archer Road and SW 34th Street** -- Grade Separated Interchange
- 2) **NW 83rd Street Ext** – New 2 lane road
- 3) **Spring Hills Blvd** – New 2 lane road
- 4) **NW 122nd Street Ext** – New 2 lane road
- 5) **NW 23rd Ave Extension** - New 2 lane road
- 6) **SW 8th Ave Extension**- New 2 lane road – not in there
- 7) **SW 45th Blvd Extension** – New 2 lane road
- 8) **SW 62nd Blvd** – widen to 4 lanes (2 new lanes for BRT; not shown as widening on map because BRT will use the new lanes)
- 9) **SW 62nd Blvd Ext** – new 4 lane road
- 10) **Hull Rd Ext** – new 2 lane road
- 11) **Radio Road Ext** – new 2 lane road
- 12) **SW 35th Blvd Ext** – new 2 lane road
- 13) **SW 38th Terrace Ext** – new 2 lane road

Multimodal emphasis

- 1) **University Avenue from NW 34th Street to Waldo Road**

Park & Ride Lots – 11 potential Park and Ride Lots included (these are the same Park and Ride lots that were included in Alternative 1 except that the lot just west of I-75 on Archer Road has been removed. There is still a Park and Ride lot at Archer Road and SW 75th St.

BICYCLE/PEDESTRIAN NEEDS

Off Street Facility

Existing Planned or Proposed



Bicycle Facility / Treatment

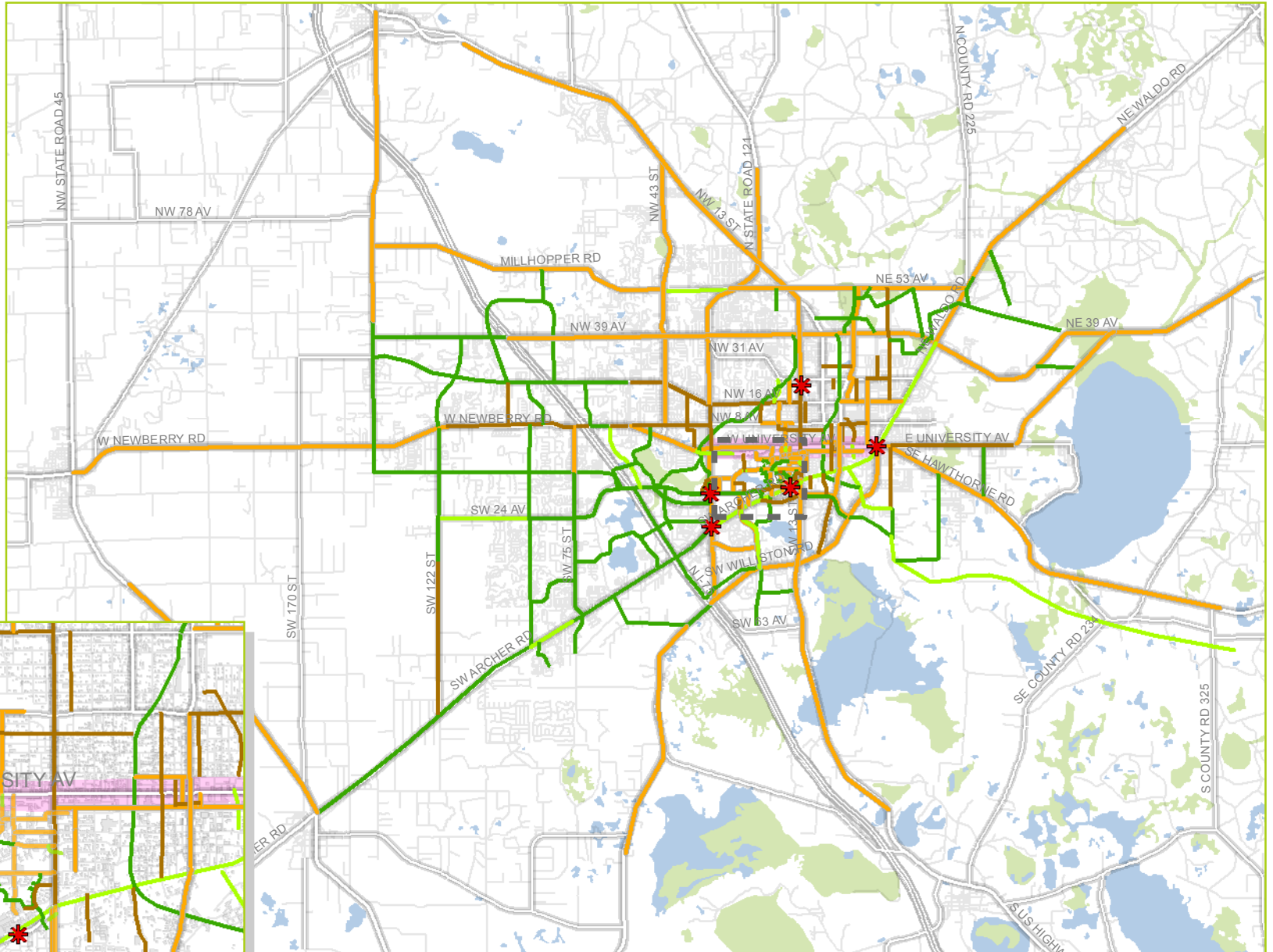
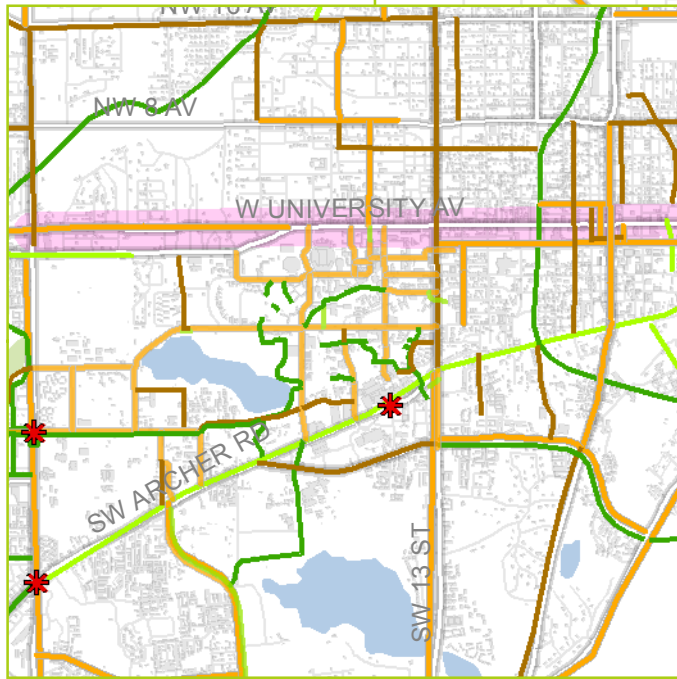
Existing Planned or Proposed



Multimodal Emphasis



Enhanced Pedestrian / Trail Crossing

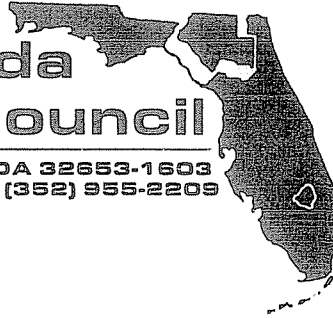


Gainesville Urbanized Area Year 2035 Long Range Transportation Plan Update
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area



North Central Florida Regional Planning Council

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



May 26, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)
FROM: Marlie Sanderson, AICP, Director of Transportation Planning
SUBJECT: State Road 20 Landscaping

MTPO STAFF RECOMMENDATION

Recommend that the MTPO send a letter of support for the State Road 20 Landscaping Project.

BACKGROUND

According to the attached May 26, 2010 letter, FDOT staff has identified funds that can be used to landscape State Road 20 (Hawthorne Road). This project was landscaping priority number 3 last year (see Exhibit 1) and priority number six this year (see Exhibit 2).

T:\Marlie\MS10\MTPO\Memo\sr20landscape.docx



Florida Department of Transportation
2198 Edison Avenue - MS 2812
Jacksonville, FL 32204

TO: Marlie Sanderson, AICP

FROM: Karen Taulbee, AICP

DATE: May 26, 2010

Subject: Proposed Landscape Project - SR 20/Hawthorne Road

Our District Two Landscape Program Manager has identified potential funding for a project on the MTPO's List of Priority Projects (LOPP), submitted 2010/2011- 2014/15. The project is number 3 on Table 3 of the 2010/2011 document. The project is also listed on the MTPO's List of Priority Projects (LOPP) adopted at the May 10, 2010 meeting, although at a number 6 ranking.

The newest LOPP provides a list for the Department to consider funding for the new 5th year in the next Work Program cycle, beginning in November 2010. The Department makes every attempt to fund projects anytime within the year that a funding source can be identified and meets applied criteria.

While the Department looks at all potential funding sources and attempts to follow the ranked order of the LOPP tables, there are times when potential funding sources are a better fit to implement one project sooner than another. At this time, since it is current year 2009/2010 state dollars that we would like to encumber in the current year, this project is one we hope can be funded and implemented quickly. The Department would design and install standard median landscaping that would not require a maintenance agreement.

Normally, having the project on an adopted LOPP is sufficient local government support of a project to consider funding. However, State Road 20 is a Strategic Intermodal System (SIS) facility. There may be an issue with SIS Design criteria and the district is looking to document local support for this project.

A letter of local support for a median landscaping project on SR 20/Hawthorne Road, from SE 27th to SE 55th, should be sent to:

Mr. Ken Cheek, RLA
FDOT District 2
1109 S. Marion Street, MS 2007
Lake City, FL 32025

Thank you for your consideration.

TABLE 3

**FISCAL YEARS 2010/2011 - 2014/2015
LANDSCAPING PRIORITIES-
STATE HIGHWAY SYSTEM (SHS) ONLY*
(within the Gainesville Metropolitan Area)**

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

NUMBER	PROJECT	LOCATION	DESCRIPTION
1	NW 13 th Street [US 441]	FM: NW 39 th Avenue [SR 222] TO: NW 6 th Street [SR 20]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
2	NW 39 th Avenue [SR 222]	FM: NW 43 rd Street TO: NW 34 th Street [SR 121]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
3	Hawthorne Road [SR 20]	FM: SE 27 th Street TO: SE 55 th Boulevard	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
4	Archer Road [SR 24]	FM: SW 91 st Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
5	Newberry Road [SR 26]	FM: NW 98 th Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible

* Projects must be constructible within the available State Road right-of-way.

T:\Mike\Tip\priorities\lop0914\LOPLSCP.wpd

TABLE 3

**FISCAL YEARS 2011/2012 - 2015/2016
LANDSCAPING PRIORITIES-
STATE HIGHWAY SYSTEM (SHS) ONLY*
(within the Gainesville Metropolitan Area)**

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

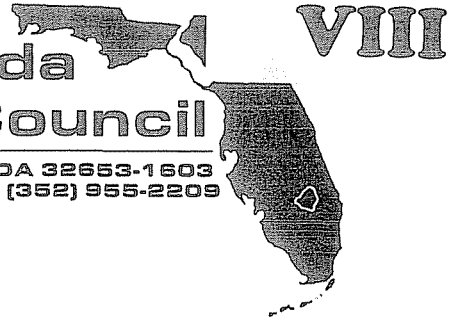
NUMBER	PROJECT	LOCATION	DESCRIPTION
1	SW 34 Street [SR 121]	FM: Williston Road [SR331] TO: Archer Road [SR 24]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
2	Williston Road [SR331]	FM: SW 34 Street [SR 121] TO: SW 23 Terrace	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
3	West 6 Street Rail/Trail	FM: Depot Avenue TO: NW 16 Avenue	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
4	NW 13 Street [US 441]	FM: NW 39 Avenue [SR 222] TO: NW 6 Street [SR 20]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
5	NW 39 Avenue [SR 222]	FM: NW 43 Street TO: NW 34 Street [SR 121]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
6	Hawthorne Road [SR 20]	FM: SE 27 Street TO: SE 55 Boulevard	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
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8	Newberry Road [SR 26]	FM: NW 98 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible

* Projects must be constructible within the available State Road right-of-way.

Initial Landscaping Priorities were developed by Alachua County and City of Gainesville Public Works Department staff.

North Central Florida Regional Planning Council

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(352)955-2200 SUNCOM 625-2200 FAX (352) 955-2209



May 26, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Proposed NW 8th Avenue Mast Arm- Vertical Signal Heads

MTPO STAFF RECOMMENDATION

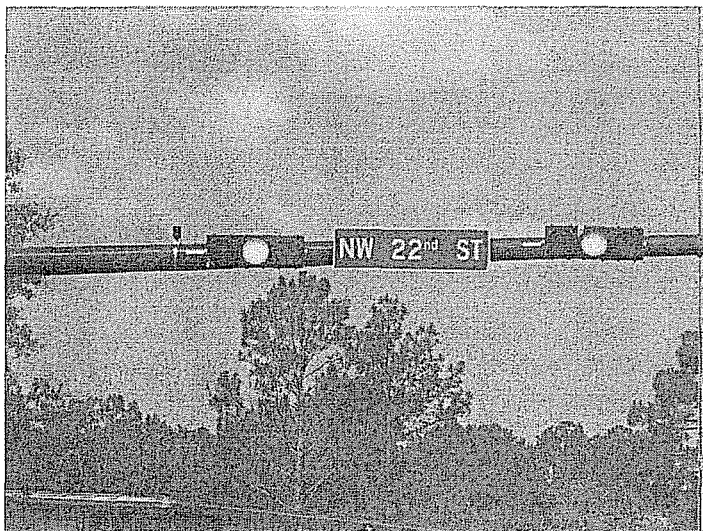
Discuss whether the MTPO should approve an exception to allow vertical traffic signal heads on the proposed mast arm at NW 8th Avenue and NW 18th Terrace.

BACKGROUND

The MTPO's adopted *Urban Design Policy Manual* contains policies concerning mast arm traffic signals in Section 7.2. According to this Section, traffic signal heads shall be mounted horizontally (see Figure 1). However, this Section also states that:

"Exceptions for installing post-mounted signals or vertical heads on mast arms may be granted by the MTPO on a case-by-case basis."

Figure 1- Horizontal Signal Heads



City Staff Request- NW 8th Avenue and NW 18th Terrace

City of Gainesville Public Works Department staff has requested that an exception be granted for the installation of vertical heads at NW 8th Avenue and NW 18th Terrace. Given site constraints, the design for this location includes the installation of a single mast arm, similar to the intersection of Main Street and NW 53rd Avenue (see Figure 2 below) which cannot accommodate horizontal signal heads due to spacing limitations.

Figure 2- Main Street and N. 53rd Avenue

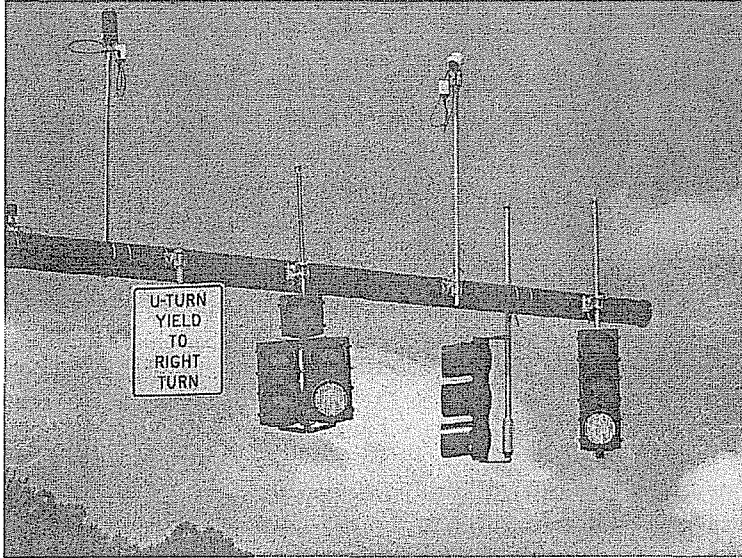
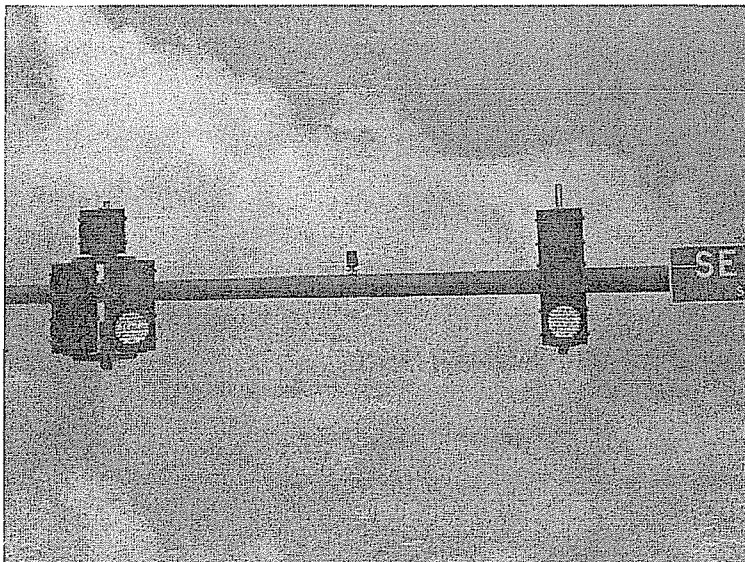


Figure 3- State Road 20 at SE 18th Street



City of Gainesville

Design / Build

Upgrade Existing Traffic Signal NW 8th Avenue at NW 18th Terrace

Presentation to:

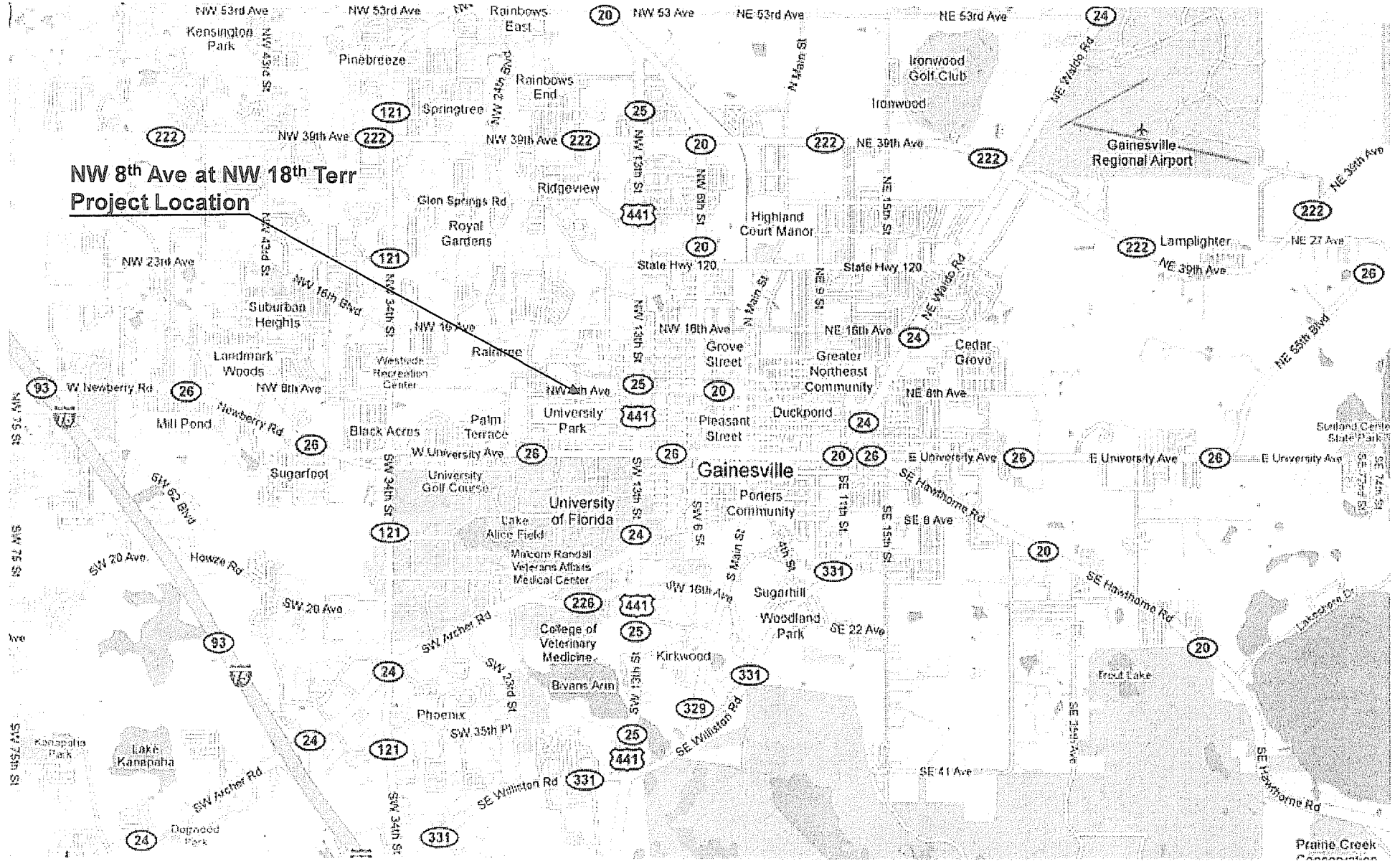
CAC – June 2, 2010

TAC – June 2, 2010

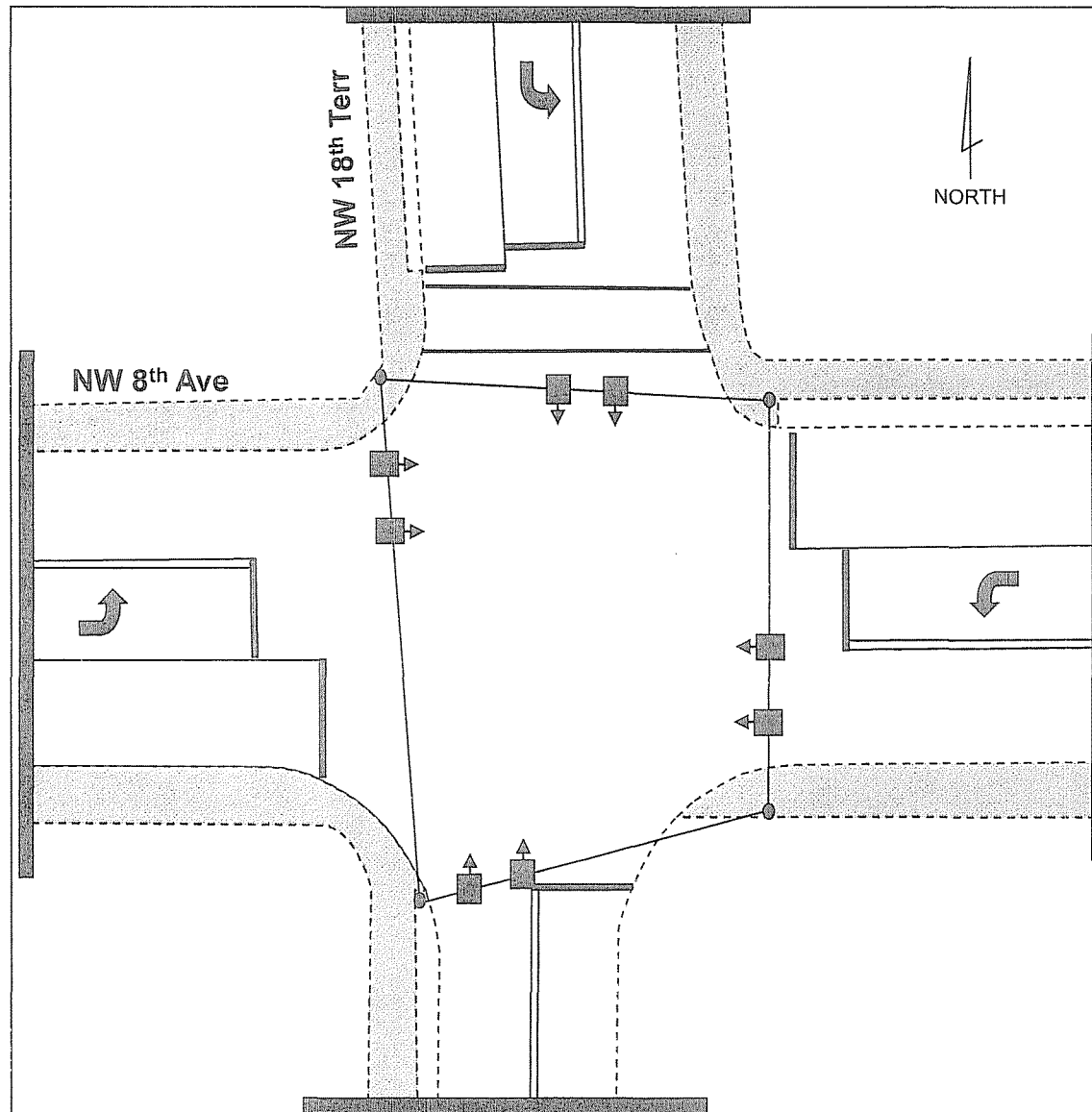
BPAB – June 3, 2010

MTPO – June 14, 2010

VOLKERT



Existing Span Wire Installation



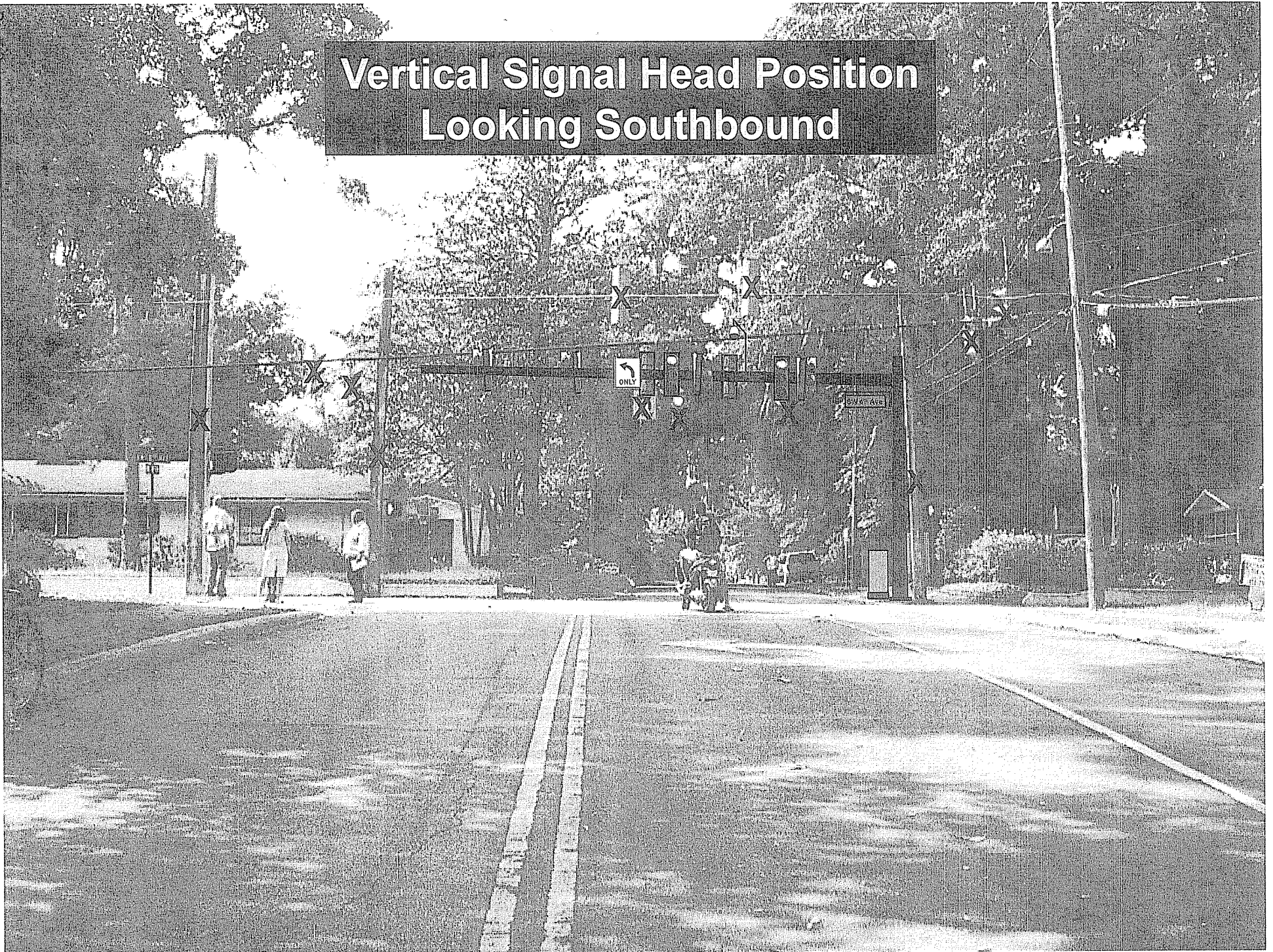
Why One Diagonal Mast Arm?

- Right-of-way constraints on corners
- Underground utility conflicts
- Overhead utility conflicts
- Southbound visibility / sight distance
- Reduced maintenance cost

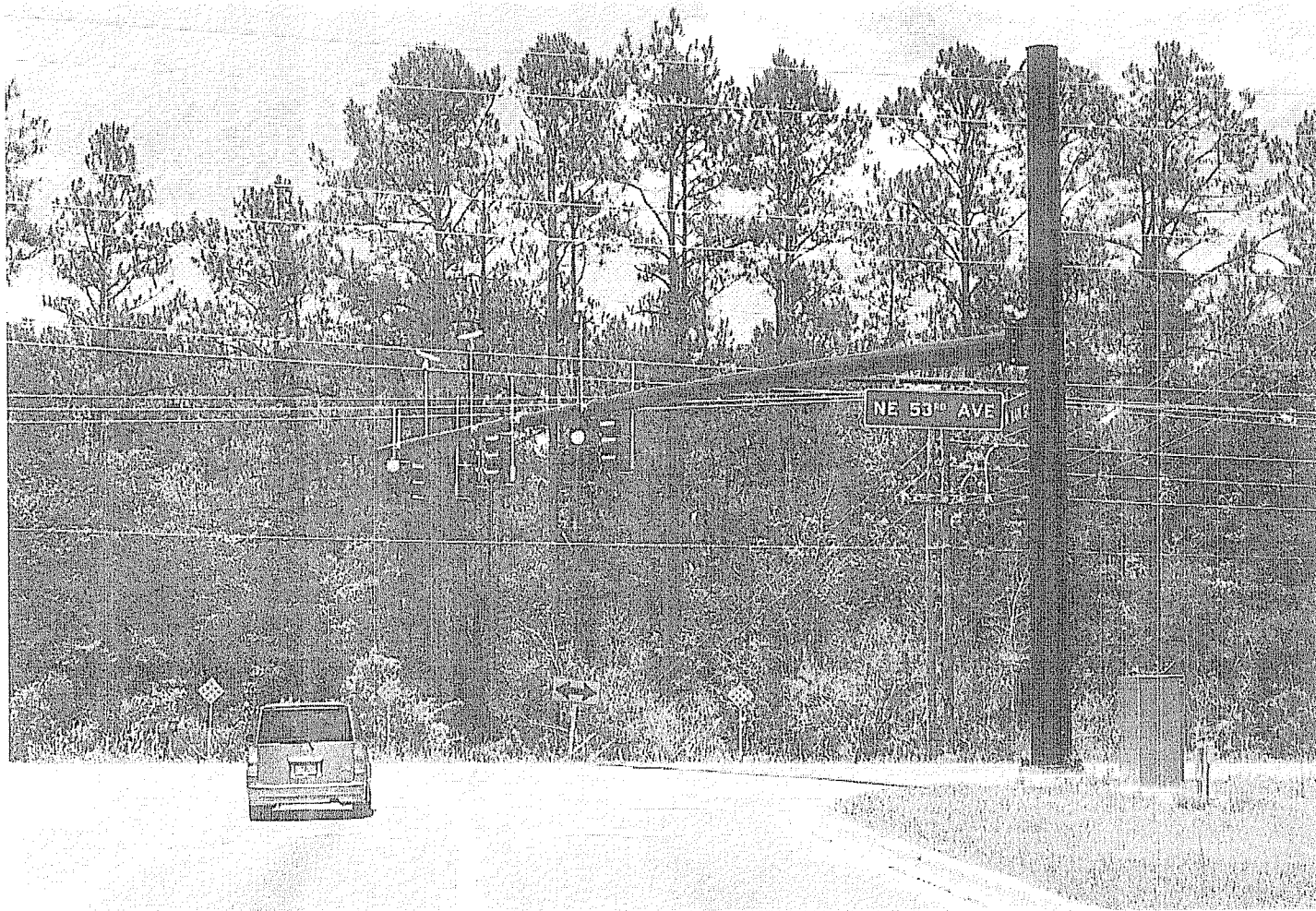
Why Vertical vs. Horizontal Signal Head Position?

- Pole length cannot accommodate horizontal head position
 - Too cluttered
 - Signal head visibility obscured
 - Sign visibility obscured

Vertical Signal Head Position Looking Southbound



Existing Vertical Installation N Main Street at NE 53rd Avenue



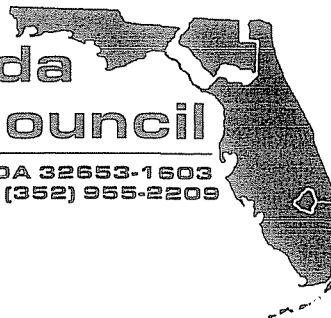
Questions / Discussion

Request Approval

VOLKERT

North Central Florida Regional Planning Council

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



May 26, 2010

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Monotube Traffic Signals

MTPO STAFF RECOMMENDATION

Discuss the following two issues:

1. whether monotube traffic signals are compatible with local design standards; and
2. the enclosed May 25th FDOT email material.

BACKGROUND

The MTPO's adopted Urban Design Policy Manual contains policies concerning mast arm traffic signals in Section 7.2. This material reads as follows:

7.2 *Mast Arms-*

7.2.1 *All new signals within Alachua County shall be mast arms with horizontal signal heads. Exceptions to this policy may be granted by the MTPO if all three of the following conditions are met:*

- *the intersection is located in unincorporated Alachua County and outside the Gainesville Urbanized Area;*
- *one of the intersecting roads has not been built to an urban, four-lane cross-section; and*
- *the intersection must satisfy the Manual Uniform Traffic Control Devices (MUTCD) warrant number seven crash experience.*

Exceptions for installing post-mounted signals or vertical heads on mast arms may be granted by the MTPO on a case-by-case basis.

7.2.2 *Black is the color that the mast arms are to be painted. This policy was approved August 10, 1995.*

Recently, the Florida Department of Transportation installed a monotube traffic signal at Main Street and NW 8th Avenue (see Figure 1 below).

Figure 1- Monotube at Main Street and NW 8th Avenue



City Staff Request

City of Gainesville Public Works Department staff has requested a discussion of whether the MTPO's Urban Design Policy Manual should be revised to include:

1. a policy concerning the preferred type of mast arm; and
2. procedures to allow local oversight and prevent the installation of structures that are not compatible with community standards.

T:\Marlie\MS10\MTPO\Memo\monotube.docx

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Tuesday, May 25, 2010 10:39 AM
To: Marlie Sanderson
Cc: Scott Koons; Mike Escalante; Green, James; Bennett, James
Subject: RE: TAC/CAC Agenda
Attachments: D2Preferences.pdf

Marlie:

Under Draft TAC/CAC agenda item VIII and IX, there is a review/discussion item from City Staff related to the Urban Design Policy Manual. I would like to add the following request to the Draft agenda items, as a discussion topic.

Please find attached the latest FDOT District 2 Preferences, that reiterate design, construction, maintenance and traffic operations policy decisions that are followed in our district.

In light of several policy statements that were re-issued by FDOT over the past few years (Mast Arm Policy, Pattern/Textured Cross Walk Materials, Painting Galvanized/Metal structures and features, Landscape Maintenance Agreements) I feel it is prudent to examine chapter 7.0 Roadway Policies, 4.0 Landscape Policy, 5.2 Materials Texture and Hue, 8.0 Transit Policies and 10.0 Design Team.

Since many references in the Design Policy Manual are to the MTPO's 2020 Long Range Plan vision and goals and to the Design Team, it may be an opportune time to revisit the entire MTPO Urban Design Policy Manual chapter by chapter after the adoption of the new long range plan. This attempt was made in 2008, and I suggest starting a review process again.

Please consider these talking points during the discussion of items VIII or IX. Thank you,

Karen S. Taulbee, AICP
Transportation Specialist
Jacksonville Urban Office
904-360-5652
karen.taulbee@dot.state.fl.us

Current District 2 Preferences

Topic	Effective Date	Modified Date	Issue	Preference
Access Management	12/17/2001	5/6/2010	Approval of Directional Median Openings	The Designer of Record has authority to place directional median openings at his discretion within the guidelines of Access Management criteria.
Access management	5/16/2005		Median opening modification	The public will be notified as soon as the District determines that an existing median opening will be modified, closed or relocated. Typically, this determination will be made during the design or EMO phase. The person in charge of the design or study will be responsible for the placement of signs so that a sign will face each direction of travel. The signs are not to be placed until construction is funded and will remain in-place until the median opening is reconstructed / closed.
Advertisements	5/16/2005		Identification of 60 day Ads	All projects with mandatory pre-bids and/or major construction are required to have 60 day advertisements. Lump sum projects are not required to have 60 day ads unless they meet one of the above requirements.
Bridges	8/8/2005		Bridge construction or demolition	When constructing or demolishing bridges in navigable waterways, survey the entire bottom of the waterway within the possible work zone to document the pre-construction bottom elevations.
Bridges	8/24/2005	3/16/2007	Bridge deck joint detail	Use this detail as required. Contact Bridge Maintenance for guidance. See Downloads and go to Bridge on District two's Electronic Review Comments website.
Bridges	3/16/2007		Bridge joints	Where bridge expansion requires a nonstandard joint , the designer has the option of modular joints or finger joints. Historically, modular joints have been difficult to repair and have been costly to replace. The Bridge Maintenance Office requests on future projects involving nonstandard joint placement, finger joints be specified in the plans. The drainage system, with the joint, should designed to allow access for maintenance and to minimize debris accumulation.
Bridges	5/21/2010		MOT for Bascule Bridges	For any work on Bascule bridges, include the following plan note in the Maintenance of Traffic plans: "A flagger is required to direct traffic when single leaf operation is approved. The flagger is to be located on the span opposite the leaf to be raised before raising the leaf."
Construction Debris	12/1/2002		General note prohibiting the burning of construction debris	Burning of material within the project limits will not be allowed. Include the following note in plans. "Burning of materials and/or debris as a means of disposal is prohibited within the project limits. The contractor shall dispose of all cleared and grubbed material off-site."
Contamination	7/7/2005		Role of consultant	The District Wide Contamination Consultant will be used to perform contamination assessments, to the greatest extent possible.

Topic	Effective Date	Modified Date	Issue	Preference
Contract time	10/10/2005		Consultants providing contract time	On major reconstruction/new construction projects the consultant is also asked to provide an estimate of contract time. This is used to help construction determine the actual contract time.
Contract time	8/8/2005		Specifications needs contract time and other information from Construction	Specifications requests that Construction provide the Contract Time & related information needed via the Contract Time Form. See Downloads and go to Specifications on District two's Electronic Review Comments website.
Contracting Types	12/1/2002		When to identify contracting types	Design Build projects will be identified during work program development. Lump Sum projects will be identified once the project manager has been assigned.
Crosswalks	12/17/2001	4/19/2007	Patterned/textured crosswalks	At the request of the Local Maintaining Agency and providing we get a Maintenance Agreement Patterned/Textured Crosswalks are allowed and can be included as a part of resurfacing or new construction project. Do not install unless a Maintenance Agreement is secured.
Curb	6/15/2005		Median curb	Design will call for Type E median curb.
Design Build Plans	12/1/2002	7/7/2005	Final plans "released for construction"	The Final plans (including Specs will be stamped "Released for Construction" by the CEI in cooperation with the Design and Specs office prior to construction. The required reviewer will provide written notification to the CEI that the contract plans package is ready for release. This will help the field people know what is ready for construction.
Drainage	8/31/2001		Cleaning lateral ditches	Lateral ditches will only be cleaned if a drainage problem exists. The Specific Locations should be identified at the scoping stage.
Drainage	8/31/2001	10/9/2006	Desilting of existing storm sewer systems and cross drains	Wholesale desilting of existing storm sewer systems and cross drains will not be done. Specific locations may be considered during the scoping process. Designer discretion should be used especially in the case of cross drain extensions. Box culverts that are to be extended should be desilted.
Drainage	7/7/2005		Drainage control structures	An orifice with skimmer (maintenance friendly drainage control structure) is preferred. No pipes with elbows will be allowed as orifices.
Drainage	7/7/2005		Dry Ponds	It is the policy of the District to not design dry ponds. Exceptions to this will be made by the District Drainage Engineer at the preliminary drainage design stage.
Drainage	12/1/2002		Pond borings	Do not show pond borings on contract plans. Show pond borings on documents submitted to WMD for permits only.

Topic	Effective Date	Modified Date	Issue	Preference
Drainage	3/6/2009	5/21/2010	Pond construction tolerances & survey	<p>1) Designers shall design orifice, weir and top of the control structure 0.1' higher than the pond is normally designed (based on the SHWT elevation), to account for the district wide control structure construction tolerances of 0.1'. This design will account for the settlement of the control structure by 0.1' prior to the pond's final acceptance; thus, not violate the Water Management design criteria for treatment attenuation and permanent pool volume requirements.</p> <p>2) Earthwork tolerances: Bottom of the pond elevation shall be set 0.3' lower, and top of the pond berm elevation shall be set 0.3' higher in the construction plans to account for the silt buildup and earthwork tolerances during construction.</p> <p>3) A note shall be added in the drainage design documents, stating that the elevation tolerances for control structure were accounted for in the design of the storm water management system.</p> <p>4) If this criteria for tolerances cannot be met due to R/W limitations or other restrictions, contact District Drainage Engineer.</p> <p>CONSTRUCTION INITIATIVES:</p> <p>1) Will have the CEI (Consultant or in-house) use a zero tolerance target value during construction of the Stormwater Management System.</p> <p>2) Will advise the Contractor during the Preconstruction Conference to survey each part of the Stormwater Management System once a system component has been completed and all turf areas stabilized and established in accordance with FDOT Specification 570.</p> <p>3) Will have the CEI (Consultant or in-house) perform survey checks on critical components prior to Final Acceptance to ensure no subsidence or settling has occurred since the initial survey.</p> <p>4) Will include in the CCEI Scope of Services the responsibility for the CCEI (or R.E. if in-house project) to Sign and Seal the As-built Certifications confirming that the Stormwater Management System was built "substantially in accordance with approved plans and specifications" (i.e. meeting the elevation tolerances established in the District Preferences and having all drainage conveyance systems flow in the directions noted in the plans).</p> <p>CONTRACTOR REQUIREMENTS:</p> <p>1) Will provide the Department with a comprehensive certified survey in accordance with FDOT Specification 104.</p> <p>2) Will reconstruct all Stormwater Management System components not built "substantially in accordance with approved plans and specifications", or submit a Signed and Sealed Engineering Analysis Report (EAR) to the Department with detailed calculations clearly demonstrating the deviations will not prevent any part of the system from functioning in accordance with the original Stormwater Management System design and permit requirements.</p>
Drainage	7/7/2005		Pond Design	Pond design will include a sump area, approximately 20% of pond area.
Drainage	8/31/2001		Regrading of roadside ditches	Roadside ditches will only be graded if a drainage problem exists. This item remains unchanged from 1996. However, designers should be using an MES detail that shows grading 25' from the end of new MES on RRR projects.

Topic	Effective Date	Modified Date	Issue	Preference
Drainage	7/7/2005		Valley gutter	Do not use valley gutter along the front of a driveway on the State Highway System. The presence of valley gutter causes disruption to milling operations on the side street and more importantly, the general perception by motorists that the concrete valley causes a substantial bump and therefore must be crossed at a very slow speed. This slowed down turning movement causes the rear end of the car to stick into the thru lanes for a longer period of time.
Drainage	12/1/2002		Wet detention pond over excavation	Use the following guidelines when over excavating a wet detention pond: <ol style="list-style-type: none"> 1. Prohibit any excavation in excess of 12 feet below the invert elevation of the bleed down device. 2. Contractor to pursue permit modification from the appropriate regulatory agency. 3. Maintain existing permitted side slopes to the new depth requested. 4. Direct the Contractor to prepare all written requests (including all documentation required for permit review). 5. Prepare cover letter to the appropriate regulatory agency by the Department's Construction personnel.
Driveways	12/17/2001		Radial curb returns	Index No. 515, Sheet 1 of 6, of the Standard Index shall be followed to determine where radius return driveways will be installed.
Driveways	8/31/2001		Stabilizing private driveways with RAP material	Selective use will be permitted provided the roadway already has paved shoulders. This request shall be made at the scoping stage of the project. Requests later in plans development will be denied. The maintenance unit will have to decide to choose delivery of RAP to the maintenance yard or placement of RAP on driveways. Both items of work will not be performed on the same project.
Erosion control	5/21/2010		SWPPP inspection reports	In order to give Construction the opportunity to observe SWPPP inspections use the following note on all projects when a SWPPP is required. "The Contractor shall perform comprehensive inspections of all erosion and sediment control features at least once every seven calendar days and after each rainfall of 0.5 inches or more. Except for the daily inspections of silt fence required under FDOT specification 104-6.4.8.3, the Contractor shall give the department a minimum of 24- hour advance notice to provide FDOT project personell with an opportunity to accompany the contractor on the comprehensive inspections."
Final Plans	10/10/2005	10/9/2006	Comp Book transmittal to Construction	On all Electronic Projects Design should place the original Comp Book on the Project CD in the Estimates folder under Eng_Data. Specifications will load the project into the PEDDS database before it is let so Construction can have access to any documents not provided in the Awarded Contract including the Comp Book.
Final plans	7/7/2005		Final plans electronic distribution	The complete & official signed and sealed contract plans are available via the PEDDS database to anyone with FDOT infonet access. A link is posted near the bottom right of the District II web site or can PEDDS be accessed directly at http://dotsd2cadd.dot.state.fl.us/peddsdb2/ . Users should take note of the caveat concerning distribution of exempt public documents

Topic	Effective Date	Modified Date	Issue	Preference
Funding	12/1/2002		Funding for Non-Participating Items on Federally Funded Projects	Specific problems should be discussed with the work program office. All pay items should be coded as participating unless there is a memo from FHWA in the project file indicating they are not participating.
Grassing	7/7/2005		Grassing in curb & gutter sections	Bermuda shall be used in the median and utility strips and the sod back of sidewalk shall match existing.
Grassing	4/19/2007	5/6/2010	Mowing	See Basis of Estimates Bulletin 09-07 for details on paying for mowing and litter removal. If pay item 107-1 and 107-2 are required on a project then modify the summary box shown in the bulletin as follows: Under the construction phase column use one row labeled "ALL" rather than using individual TCP phases. Use a frequency of 60 days for all projects. Determine the area for a single cycle by estimating all turf areas (existing and proposed) within the right-of-way from beginning to end of project. For example of the District's Mowing & Litter Removal summary box see Downloads and go to Roadway on District two's Electronic Review Comments website.
Grassing	8/31/2001		Width of sod strip	We will continue to use a single 42" sod strip instead of double 42" sod strips.
Landscaping	6/15/2005	10/9/2006	Landscaping general notes	Ken Cheek has developed and will maintain a set of District 2 Landscaping notes. See Downloads and go to Landscaping on District two's Electronic Review Comments website.
Local government plans	11/1/2002		Processing & reviewing local government plans	<p>All plans from local governments where the project connects to the State Highway System shall be directed to the Permits Office.</p> <p>All plans from local governments where the project is on the State Highway System shall be directed to Kathy Thomas.</p> <p>The Permits Office / Consultant Project Management Office will process the plans through the Design Office and District Maintenance.</p>
Maintenance of traffic	12/17/2001		Lane closure hours	The engineer-of-record will perform the lane closure analysis, when required.

Topic	Effective Date	Modified Date	Issue	Preference
Pavement	8/31/2001	8/14/2006	Black base pavement design	A base type selection evaluation document shall be prepared by the Engineer of Record that addresses these six factors: 1. Depth of seasonal high ground water table in relation to the bottom of the base. If it is within 12 inches of the base, consider black base. 2. The construction area of the base. If it is narrow or less than 4000 SY, then black base may be preferred for ease of constructability. 3. The complexity and location of underground utilities. If there are a lot of potential utility impacts, then black base may be preferred. 4. Proximity to Outstanding Florida Waters or other clean receiving waters. If the surface runoff drains directly to a permanent water body we may want to use black base to avoid complaints because of easily seen milky runoff. 5. Is the project in a highly developed area that has a lot of existing driveway connections and side streets? If so, black base may be desirable. 6. Are there small portions of the project that would benefit from the use of black base while the rest of the project allowed for base options. This evaluation document should be filled out by the EOR, with cooperation from the respective Resident Construction Engineer. The EOR should then prepare a rough cost comparison between the two base options. A cost benefit analysis should then be presented to the District Design Engineer and the District Construction Engineer for their written approval.
Pavement	8/31/2001	5/1/2005	Delivery & ownership of RAP material	The increased use of super pave asphalt and the frequency of existing paved shoulders have increased the opportunity to have excess RAP material on certain jobs. Maintenance units will be allowed to request ownership of a specific number of lane miles of RAP material from selected jobs. Try to keep at least a ratio of 50% for the contractor. This request shall be made at the scoping stage of the project. Requests later in plans development will be denied. The receiving yard should be in close proximity (10 miles) to the milling work area and it should be large enough to handle the volume of material that will be delivered. Stacking and shaping of the stockpile will be the responsibility of the Contractor. The Department will not take possession of RAP material on county road projects. No RAP material will be given to Counties or local governments.
Pavement	3/3/2008		Pavement Design	The use of 9.5mm mixes (SP or FC) is restricted. It should only be used when financial constraints or vertical constraints limit the ability to incorporate 12.5mm mixes. Approval of DDE or DCDE is required. Coordinate with Chad Townsend, Pavement Design Coordinator.
Pavement	5/16/2007		Pavement Design Template	Initial Pavement Designs should be submitted at the Phase 1 Submittal and approved Pavement Designs should be submitted at the Phase 2 Submittal. Please use this Template when developing Pavement Designs for the District. See Downloads and go to Pavment Design on District two's Electronic Review Comments website.
Pavement Markings	12/17/2001		Colored bike lanes	The Manual of Uniform Traffic Control Devices (MUTCD) does not allow coloring the roadway pavement of designated bike lanes. Local governments that wish to pursue this feature should contact The District Traffic Operations Office. The District Traffic Operations Office will advise the local government how to submit a Request to Experiment to the Federal Highway Administration.

Topic	Effective Date	Modified Date	Issue	Preference
Pavement markings	4/20/2004		Crosswalk markings at STOP controlled side streets.	The District will mark crosswalks at STOP controlled side streets where the mainline has an adjacent, parallel sidewalk.
Pavement markings	12/17/2001	5/21/2010	Delineation of median noses	All concrete median noses will be painted yellow or white as appropriate. Flexible Delineators will be placed at median noses as shown in Design Standard 17346 sheet 2 of 14.
Pavement markings	12/17/2001	5/1/2005	Extension of the inside edge line through cross-over areas & placement of 6'-10' skip pavement markings	Designers shall provide 6'-10' skip-yellow inside edge lines through all median openings with or without left turn lanes except signalized intersections. At median openings with continuous left turn lanes the 6" white left turn lane line shall be 6'-10' skip white through the median opening and & yellow 6'-10' skip inside edge line will still be placed through of the median opening. Also begin turn lane openings should generally not have skip markings across them.
Pavement Markings	12/1/2002	5/1/2005	General note for painted pavement markings	District 2 will use the following note instead of the one in the BOE for Lump Sum Projects only – "All pavement markings shall be paint unless otherwise noted in the plans. An initial and second application of all final pavement markings will be required. The cost of the second application will be included in the lump sum payment. No separate payment will be made." For Pay Item Projects see the latest BOE manual for correct Pay Item Notes
Pavement Markings	12/17/2001	5/1/2005	In-roadway warning lights for crosswalks	In-roadway warning lights are special flashing lights installed in the roadway surface to warn of marked pedestrian crosswalks. Requests for in-roadway warning lights shall be forwarded to Traffic Operations for study.
Pavement markings	12/17/2001	5/6/2010	No Passing Zone studies	No Passing Zone studies shall be performed on all projects on two-lane roadways where pavement markings are being replaced. On projects where existing roadway vertical and horizontal alignments are to remain unaltered by construction, the no-passing zone study shall be accomplished by the Designer as part of the design phase unless stated otherwise in the scope of services. On projects with new or altered vertical or horizontal alignments, limits for no-passing zones shall be established during construction. The required study shall be performed either as a post design service or as part of a districtwide consultant contract. Approach clarified to the following: Conduct NPZ studies at 10 mph above posted speed limit using the two vehicle method. This includes all steps in the process for warrant 1 (Horizontal and Vertical Curves) including the painting of a T on the roadway to indicate the beginning or end of a NPZ. Also not to replace existing NPZ's as is except under warrant 7 (Special conditions). Pending change (Design is working on a standard report as an example of the format to be used).

Topic	Effective Date	Modified Date	Issue	Preference
Pavement markings	7/7/2005		Parking removal	If the Design Standards are followed to the letter much of the existing on street parking can be eliminated on a project due to minor driveways. Design Standard 17346 sheet 12 of 14 note 2 (in the center of the page) reads "Distances applicable to intersecting street, major driveways and other driveways to the extent practical." To mitigate this problem use 20' from full height curb and gutter to parking as a guide to the wording to the extent practical.
Pavement Markings	11/1/2002		Special emphasis crosswalks	Special Emphasis Crosswalks should only be used: 1. At mid-block pedestrian crossings. 2. At school zones or adjacent to school property. 3. Where an engineering study recommends.
Pavement markings	12/17/2001	5/6/2010	Type of markings	Continue using Final Surface Painted Pavement Markings (710-90) on asphalt pavement for all Construction Contracts. Use Preformed Tape including white w/black contrast where appropriate on concrete pavement sections longer than 100'. Use the 9" or 11" wide option for preformed tape 10'-30' contrast skip markings and not the 10'-10'-20' option. Thermoplastic Pavement Markings including Audible/Vibratory Markings on Asphalt will be installed by Maintenance Contract several months after construction is complete. If there is a need to use Thermoplastic on new asphalt contact the Specs office for approval.
Pile driving	12/1/2002	5/1/2005	Pile driving restrictions	No pile driving will be permitted in District 2 on Sunday. In Duval County no pile driving will be permitted on Saturday or Sunday. Construction will request other pile driving restrictions via a phase review comment no later than the 60% phase review.
Pole foundations	6/15/2005	10/9/2006	Grout pad installation for poles	Grout pads shall not be installed. Please include the following note on all plans that include Cantilever Sign Structures (Index 11310), Span Sign Structures (Index 11320), High mast Lighting (Index 17502), Steel Strain Pole (Index 17723) or Mast Arm Assemblies (Index 17745). " Grout pads shall not be installed. In rural areas (and where possible in urban areas), the top of the foundation should be greater than 12" above finish grade."
Public involvement	11/1/2002		Traffic Operations role in public involvement	Justification for the Traffic Ops projects needs to be handled by Traffic Ops.
Right of way	12/1/2002		Fencing	In urban areas a temporary privacy fence should be considered on a case-by-case basis. Construction will go door to door and determine if the individual property owner wants to keep and maintain the fence. If the property owner wants to keep and maintain the fence a legal agreement will be signed. Construction will forward legal agreement to local Maintenance Engineer.
Right of way	8/31/2001		Right of way requirements for landscaping and pond access	Consider the increased need for tree mitigation (landscaping) when setting right of way requirements for retention ponds and roadway. Also, provide access to ponds for maintenance activities.

Topic	Effective Date	Modified Date	Issue	Preference
Shoulders	6/15/2005		Paved shoulders on paved public rural roads	Design will call for paved shoulders around the returns of all paved connections to public side roads.
Sidewalk	10/10/2005		Detectable warning surfaces on curb ramps	On projects that call for detectable warning surfaces on ADA ramps, pay item 527-1 shall be used to install detectable warning surfaces on existing ramps. The detectable warning surfaces are paid for in the cost of the sidewalk on new installations. In addition add the following note to the plans: "Apply detectable warning surfaces to curb cut ramps in accordance with Design Standards 304 and 310 and FDOT Specification 527."
Sidewalk	12/1/2002		Sidewalk repair	Repair all sidewalks to be in compliance with ADA. Maintenance will provide estimated SY at the scoping stage. Design will update the number during plans development.
Signing	12/17/2001		District wide signing programs	Designers shall incorporate the following two signing programs on capacity projects: Next Signal Ahead Signs and Advance Guide Signs Approaching Freeway Interchanges. The District Traffic Operations Office will provide these signing programs to the Design Office and PLEMO Office. See Downloads and go to Signing & Pavement Marking on District two's Electronic Review Comments website.
Signing	12/17/2001		Eliminating two-way left turn only (R3-9b) Signs	All R3-9b signs shall not be eliminated. As required by the MUTCD, the R3-9b sign will be placed (remain) at the beginning of 5-lane / 7-lane section roadways. For all other locations Design shall contact Traffic Operations on a Project by Project basis.
Signing	10/9/2006		Flashing School Signs	All proposed S5-1 ground mounted and FTP-31-06 overhead signs shall include an additional reverse flashing beacon of the same size and color as the forward facing beacon. The reverse beacon serves as a conformation that the beacon is in operation. This is especially helpful to crossing guards and law enforcement, within the zone and traffic entering the zone from a driveway or side street. For an overhead installation adhere to vehicle clearance as shown in Design Standard 17344. Depending on which sign is used Design shall use a variation of the following note: "Install additional reverse flashing beacon of the same size and color on all S5-1 ground mounted and FTP-31-06 overhead signs. Reverse flashing beacon shall be mounted at 180 degrees to forward flashing beacon. Cost of additional flashing beacon shall be included under pay item 700-90-XAB."
Signing	5/17/2007		Ground sign structure detail	Structures has developed a ground sign structure detail for use when sign panel(s) cannot be placed on a single column using Interim Design Standard 11860. Use only where multi-column sign assemblies are not practical such as an urban sidewalk section with limited R/W behind the sidewalk. See Downloads and go to Signing and Pavement Marking on District two's Electronic Review Comments website.
Signing	12/17/2001		Guide signs for Interstates & Expressways	The District Traffic Operations Office will provide the Interstate Master Guide Sign Plan to the Design Office. See Downloads and go to Signing & Pavement Marking on District two's Electronic Review Comments website.

Topic	Effective Date	Modified Date	Issue	Preference
Signing	12/17/2001	5/21/2010	Illuminated street name signs	If requested by the local government in writing, the District will install illuminated street name signs as part of a traffic signal structure upgrade or new traffic signal installation. The local government will not be required to pay for the cost of illuminated street name signs but will be required to pay for the costs of maintaining and operation.
Signing	11/1/2002		Left turn yield on green / sign (R10-12)	Do not install new R10-12 signs. Consult with the Traffic Operations Office before removing existing R10-12 signs.
Signing	10/10/2005		Minimum speed limit signs	All new speed limit signs installed on the interstate shall state only the maximum speed limit. The displaying of the minimum speed limit requires a traffic engineering study. This study should prove that motorists driving below the minimum speed limit, as defined in the Florida Statutes, are causing a safety hazard or are impeding the normal and reasonable flow of traffic. The minimum speed limit sign shall be displayed only in conjunction with a maximum speed limit sign. All existing speed limit signs on the interstate that are identified to be replaced, shall be replaced with only the maximum speed limit message.
Signing	11/1/2002	5/1/2005	Pedestrian crossing signs (W11-2)	Do not place Pedestrian Crossing Signs (W11-2) or (W11-2/W16-7p) at or in advance of signalized intersections; even signalized intersections with right turn channelization islands unless special conditions exist.
Signing	3/14/2006	5/6/2010	Public Information signs	Use Public Information Signs as required by the PPM and shown in the Design Standards. The designer needs to contact the Public Information office at (386)758-3714 to determine which phone number to use on any given project.
Signing	12/17/2001		Reducing speed limits approaching traffic signals along high speed roadways	Upon the installation of a traffic signal, the posted speed limit will be adjusted accordingly: Within a 65mph zone; the speed limit will be posted at 55mph, approximately 800 feet (in both directions) in advance of the traffic signal. Within a 60mph zone; the speed limit will be posted at 50mph, approximately 800 feet (in both directions) in advance of the traffic signal. Traffic Operations will verify the posted speeds are appropriate after traffic has adjusted to the new traffic signal and speed limit.
Signing	4/20/2004		Setting speed limit on Design plans for reconstruction projects	Designers shall request Traffic Operations review the speed limit when reconstructing a rural two-lane roadway into a multi-lane roadway. Traffic Operations will advise Design of the appropriate speed limit, in writing. This speed limit shall be placed in the plans. Traffic Operations will verify the speed limit is appropriate after the roadway is opened to traffic.
Signing	4/20/2005		Sign supports and clear zones	All sign supports, except overhead cantilever, truss type or bridge or barrier wall mounted, shall be breakaway or frangible. This requirement applies to signs supports within and outside the clear zone.

Topic	Effective Date	Modified Date	Issue	Preference
Signing	10/10/2005		Speed reduction warning sign (W3-5)	Use sign W3-5 (speed reduction warning) instead of the old R2-5a (reduced speed ahead). Use the W3-5 in the same situations as the old R2-5a. That is: The W3-5 sign shall be used in rural areas, in advance of the first change in speed.
Signing	12/17/2001		Unnecessary signs (Gainesville Design Subcommittee)	Any request for removal of "unnecessary" signs shall be forwarded to the District Traffic Operations Office for review and final determination.
Signing	8/14/2006		U-Turn Yield to Right Turn sign (R10-16)	This sign should be placed overhead facing the left turn lane where we have a right turn overlap signal phase. With the right turn overlap, vehicles in the left turn lane could u-turn into the path of right turning vehicles from the side street and both approaches would have the right-of-way. To avoid this situation u-turns were prohibited from the left turn lane. The Department's access management rule is predicated on motorists making a right turn followed by u-turn rather than turning left from a side street or driveway. Prohibiting u-turns at certain signalized intersections created a difficult position for the Department and motorists. The U-Turn Yield to Right Turn sign allows motorists to make the u-turn and assigns the right-of-way to the side street right turn vehicles.
Signing & Pvmnt Marking	10/18/2007		General Notes	The District has developed and will maintain a set of Signing and Pavement Marking General Notes. See Downloads and go to Signing and Pavement Marking on District two's Electronic Review Comments website. Contact Eddy Scott.
Traffic Signals	12/17/2001		Accessible pedestrian signals	Accessible pedestrian signals are devices that communicate information about pedestrian timing in a non visual format such as audible tones, verbal messages, and/or vibrating surfaces. Any requests for accessible pedestrian signals shall be forwarded to Traffic Operations for study.
Traffic signals	12/17/2001	5/6/2010	Back plates	Traffic signal back plates are required on all new signal structures. See volume 1 chapter 7.4.17 of the Plans Prep Manual for more information. Maintaining agencies or designers should not add back plates, or other items, to any existing signal structure that has not been designed to handle the additional wind load.
Traffic Signals	12/17/2001	5/1/2005	Countdown pedestrian signals	Countdown Pedestrian Signals will be installed at all intersections requiring new or replacement pedestrian signals. Refer to the PPM Volume 1 chapter 7.4.15 and the Traffic Engineering Manual section 3.9 for more information.
Traffic Signals	12/17/2001		Exclusive Pedestrian Phases	The exclusive pedestrian phase of a traffic signal operation requires all vehicular traffic to stop while pedestrians "walk". The District will not allow exclusive pedestrian phases except at intersections near elementary schools. At these intersections, a study must show the exclusive pedestrian phase is justified.
Traffic signals	11/1/2002		Final acceptance of Traffic Signals	Construction will provide a copy of the executed "Final acceptance of Traffic Signal installation(s) and transfer of maintenance" form (form no. 700-010-22) to Traffic Operations.
Traffic Signals	10/18/2007		General Notes	The District has developed and will maintain a set of Signalization General Notes. See Downloads and go to Signalization on District two's Electronic Review Comments website. Contact Eddy Scott.

Topic	Effective Date	Modified Date	Issue	Preference
Traffic Signals	10/9/2006	5/16/2007	LED Signal Heads	All proposed Traffic and Pedestrian Signal heads shall be Light Emitting Diode (LED). All LED heads come standard with all Traffic Signal Assemblies per the BOE and the PPM. LED heads for Ped signals are included in the pay item for Ped Signal LED - Countdown.
Traffic Signals	10/29/2001	5/6/2010	Mast arm structures	See volume 1 chapter 7.4.12 of the Plans Prep Manual for locations where the Department will pay for the cost of mast arms.
Traffic signals	12/17/2001	5/6/2010	Painting Steel Structure Supports	The Department will not pay for painting signal structures or the cost of painting maintenance. See volume 1 chapter 7.4.12 of the Plans Prep Manual for more information.
Traffic Signals	8/14/2006		Ped Pole Detail	Use the District Pedestrian pole detail on all projects with Ped poles. See Downloads and go to Signalization on District two's Electronic Review Comments website.
Traffic signals	12/17/2001		Requests to replace traffic signals for aesthetic reasons	The District will replace traffic signals only for structural reasons.
Traffic signals	3/16/2007		Signal maintenance during construction	Use Pay Item 102-107 Temporary Traffic Detection, Intersection on all projects where any signal loops will be cut during construction. This will allow for proper payment of traffic detection. Per the Specifications the Contractor will maintain actuated signal operations for the duration of the Contract. Restore any loss of detection within 12 hours, and Contractor will provide a plan to the Engineer for maintaining detection for each intersection before beginning any construction (pre-construction meeting).
Traffic Signals	12/17/2001		Transit preemption control	The District will not allow transit preemption control of traffic Signals.
Traffic studies	12/17/2001		Requests by the Design office for traffic studies	The District Traffic Operations Office will conduct traffic studies for in-house design projects. The scope of services for consultant design projects shall include a task for traffic studies.
Turn Lanes	12/1/2002		Resurfacing turn lanes	For aesthetic reasons all turn lanes including relatively new ones will be milled and/or resurfaced within the project limits of a resurfacing project.
Turn lanes	4/20/2004		Right turn lanes	Existing right turn lanes should be reinstalled on widened roads.
Utilities	7/7/2005		Utilities NPDES Compliance	The District will strictly enforce the provisions of the Utility Accommodation Manual regarding leaving disturbed soils.

X

Paula Delaney
Chair, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Dear Chair Delaney,

By vote at our last meeting, the Citizens Advisory Committee to the MTPO, request that the MTPO advise the City of Gainesville to reinstate our committee as an advisory board on matters of transportation. Our committee served in this capacity for over 17 years, a relationship ended by the City Commission in October of 2002. The CAC has also served Alachua County in this role for an extended period of time, including up to the present. The committee feels that serving the City again in that capacity would provide the City an additional source of citizen input, and would help our committee stay better informed on all transportation issues affecting our area.

Sincerely,

Jan Frentzen, Chair

DRAFT

TECHNICAL ADVISORY COMMITTEE (TAC) ATTENDANCE RECORD				
TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 3-03-10	MEETING DATE 4-21-10	IN VIOLATION IF ABSENT AT NEXT MEETING?
CHRIS BIRD Alt - Kathy Fanning Alt - Steven Hofstetter	Alachua County Environmental Protection Department	P	P	NO
STEVE LACHNIGHT Alt - Jonathan Paul, Chair Alt - Jeff Hays Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RICHARD HEDRICK Alt- Ha Nguyen Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY Alt- Gina Hawkins	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	A	A	YES
MEG NIEDERHOFER Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	-	P	NO
ERIK BREFDFELDT Alt - Ralph Hilliard Alt - Dean Mimms Alt - Onelia Lazzari*	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER Alt- Emery Swearingen Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Doug Robinson, V Chair Alt- David Smith	City of Gainesville Regional Transit System	P	P	NO
MICHAEL IGUINA Alt- Michelle Danisovzsky Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	A	YES
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	P	P	NO
KAREN TAULBEE Alt - Thomas Hill Alt - Milton Locklear	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	A	P	NO
BILL REESE^	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	P	NO
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	P	NO
SCOTT FOX Alt- Ron Fuller	University of Florida Transportation & Parking Services	P	P	NO
LEGEND KEY - P = Present A = Absent * = New Member				
* City of Gainesville Concurrency Management Staff is the representative for only level of service issues before the TAC Subcommittee. ^ Santa Fe College representative currently is a non-voting position				
Attendance Rule: 1. 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 2. 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	7/1/2009	7/29/2009	12/2/2009	3/3/2010	4/21/2010	PERCENT IF ABSENT AT NEXT MEETING 6/2/2010
Holly Blumenthal	10-Dec	-	-	-	-	-	-
Rob Brinkman	11-Dec	P	P	P	P	P	83%
Harvey Budd	12-Dec	P	P	P	P	E	67%
Nelle Bullock	10-Dec	P	P	P	P	P	83%
Thomas Collett	12-Dec	-	-	-	P	A	-
Mary Ann DeMatas	11-Dec	P	P	P	A	P	67%
George Blake Fletcher	12-Dec	P	A	P	P	P	67%
Jan Frentzen	10-Dec	P	P	P	P	P	83%
Seth Lane	11-Dec	P	P	P	P	E	67%
Chandler Otis	12-Dec	P	P	P	P	E	67%
Valerie Rosenkrantz	12-Dec	-	-	-	P	P	-
James Samec	11-Dec	P	P	P	P	P	83%
Ruth Steiner	11-Dec	P	P	P	P	E	67%
Ewen Thomson	10-Dec	P	P	P	A	P	67%
Gary Weed	10-Dec	P	E	P	P	P	67%

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

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ATTENDANCE RULE

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

ADDITIONAL NOTES:

- 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